EUROCAE

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BROAD CAST #24

EUROPE'S ATM
TRANSFORMATION:
FLOR DÍAZ PULIDO (EC)

INTERVIEW
LINDA LAVIK
(WG-28 CHAIR)

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Content

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Anna von Groote
Director General, EUROCAE

Dear EUROCAE members, partners, and friends,

Welcome to the 24th edition of the EUROCAE Broadcast, the latest issue of our magazine highlighting the latest updates, achievements, and developments of our organisation. Much has happened since our last edition in October 2025.

One of the most visible changes has been the move to our new EUROCAE offices: In January, after almost a decade in our previous location, we relocated to a new building just a few streets away. The new premises are more modern, sustainable, and better suited to our collaborative way of working. The premises were officially opened by the 332nd meeting of the EUROCAE Council on 16-17 February 2026, immediately followed by several other meetings. As I write these words, WG-118 Crash-Protected and Lightweight Flight Recorders is holding its plenary meeting in one meeting room, while a Cyber Security Airworthiness Training is taking place next door. This is exactly the spirit we envisioned: an open and dynamic space for our Working Groups and experts. I can only encourage our WGs, members and partners to make best use of these new premises, and I look forward to welcoming you here.

In this edition of the Broadcast, we are honoured to feature a contribution from Flor Diaz Pulido, Head of Unit Single European Sky at DG MOVE. Our collaboration with the European Commission is extremely important, and I would like to warmly thank her not only for the article you will find in the next pages but also for the continuous support we receive.

Our Working Groups continue to be at the heart of the organisation, driving vibrant discussions and collaborative progress. Over the past months, we have published 10 new EUROCAE standards, launched 11 Open Consultations, released the 2026 Technical Work Programme (TWP), and initiated a new Working Group: WG-135 Certification Readiness Level. The experts in our WGs have been busy developing standards in many different areas.

In this magazine, we are also proud to highlight the people behind the standards through an exclusive interview with Linda Lavik, Chair of WG-28 GBAS, who shares insights into leading one of EUROCAE's most historic groups. As a small fun fact, WG-28 was established in 1985 and remains highly active today.

Our membership remains stable, and in a challenging global environment, we are proud to bring together organisations from 45 countries. This international representation is a testament to EUROCAE's commitment to collaboration, one of the key pillars of aviation standardisation. This milestone is only possible thanks to the dedication and engagement of our members. A recent example of our global reach took place in March, when WG-80 Hydrogen and Fuel Cell Systems held its plenary meeting in South Korea, kindly hosted by our partners KIAST.

EUROCAE has also maintained a strong presence at numerous international events, including the ICAO Innovation Fair, the Royal Aeronautical Society President's Conference, the Annual International Aviation Safety Summit, and the ATM Transformation Conference, to name just a few. These gatherings demonstrate our commitment to advancing aviation through rigorous and collaborative standardisation. Looking ahead, we have an exciting calendar of events. In May, we will participate in Airspace World in Lisbon with a joint stand alongside our Europe for Aviation partners. In June, we will be present together with EUROCONTROL at Avionics and Testing Innovations in London. We very much hope to see many of you there.

Of course, the highlight of our event calendar will be the EUROCAE Symposium 2026, taking place on 22-23 April in Dublin, Ireland. This will mark only the second time in our 63-year history that the event is held in Ireland. The Symposium promises to be an engaging and forward-looking gathering, bringing together industry leaders to discuss the future of aviation. Alongside the Symposium, we will also hold our General Assembly and our Gala Dinner, where we will celebrate the winners of the 2026 EUROCAE Awards. My Congratulations go to all award winners – your exceptional contributions and dedication are remarkable in many different ways.

Finally, I would like to conclude by highlighting the work of the EUROCAE Secretariat. We are delighted to welcome Dr. Andrea Trimarchi as a Technical Programme Manager focusing on Air Traffic Management. Please join me in extending a warm welcome to him to the EUROCAE family. I am proud to lead a team of exceptional professionals, who consistently deliver outstanding results, support one another, while never losing sight of EUROCAE's mission. Together, they demonstrate that excellence is not achieved in isolation, but through collective dedication and a commitment to serving our members and the aviation community at large.

As always, I hope you will find this edition of the EUROCAE Broadcast both insightful and inspiring. To our members, experts, and partners, I would like to express a heartfelt thank you for your continued trust and engagement. Your contributions not only help EUROCAE develop the standards that underpin modern aviation, they also help ensure that aviation evolves in a responsible, safe, and sustainable way.

Best regards,

Anna von Groote
Director General, EUROCAE

Europe's ATM Transformation:

Innovation for Safer, Smarter Skies

By Flor Diaz Pulido,
Head of Single European Sky, DG MOVE

European aviation has been shaped by the challenge of managing one of the world's most complex and fragmented airspaces. This reality drove the creation of a uniquely European, network-based approach under the Single European Sky framework, built on trusted interoperability, common safety standards and close cross-border coordination. It also enabled Europe's Air Traffic Management (ATM) industry to develop advanced technological solutions and become a global leader.

Today, however, the stakes are even higher.

With around 20% less usable airspace due to Russia's war of aggression against Ukraine, air traffic already exceeding 2019 levels and projected to grow by around 5% annually to 2030, Europe's ATM system is under mounting pressure. At the same time, new security risks and rising demand from drones, advanced air mobility and military users are increasing operational complexity. The airspace has never been more contested resource as it is today.

For decades, vertically integrated ATM systems have guaranteed outstanding safety performance. But their proprietary and monolithic nature slows innovation, limits flexibility and makes technological upgrades costly and lengthy. Incremental changes are no longer sufficient. Europe must transition toward modern, data-driven, cloud-based and service-oriented architectures (SOA), decoupling infrastructure from applications, enabling modular upgrades and fostering a more competitive and innovative supply chain. Such a transformation would also unlock large-scale automation and AI-based applications, delivering tangible operational benefits in terms of increased capacity, enhanced efficiency and improved environmental sustainability.

Regulation is evolving to support this shift. The SES 2+ framework clarifies the separation between core Air Traffic Services (ATS) and support services such as CNS, MET, AIS and Air Traffic Data Services (ADS). While core ATC remains under strict state designation, support services can be procured under market conditions, allowing specialised providers — such as Data Service Providers — to serve multiple control centres across borders. The forthcoming framework for air traffic data services, combined with EU ownership and control provisions, will safeguard essential state interests while enabling innovation and scalability.

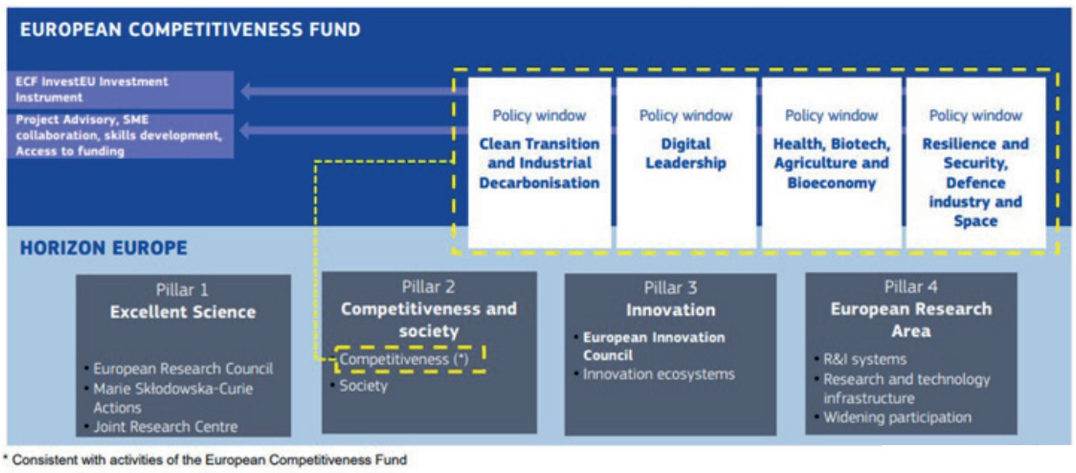
Deployment will be equally critical. SES 2+ recognises synchronised implementation through Common Projects as a key accelerator. In particular, SESAR 3 Joint Undertaking and the proposed Common Project 2 (CP2) provide a concrete pathway to roll out interoperable, digital solutions at scale. However, success will depend on industry committing to open and harmonised ATM standards to avoid vendor lock-in and ensure seamless cross-border operations.

Financing this transformation must match its ambition. Research and innovation in aviation and ATM are expected to continue under Horizon Europe and its successor, Framework Programme 10 (FP10), with a proposed

overall budget of around EUR 175 billion. Beyond research funding, the next Multiannual Financial Framework (MFF) is set to put competitiveness at its core, notably through the planned European Competitiveness Fund (ECF). The new FP10 proposal foresees more than EUR 25 billion dedicated to competitiveness actions under the “clean transition and industrial decarbonisation” (cleantech) window of the ECF. This instrument could play a decisive role in bridging the gap between research, deployment and industrial scale-up — supporting strategic investments in cloud infrastructure, cybersecurity, artificial intelligence, dual-use capabilities and the large-scale digital roll-out necessary for Europe’s ATM transformation.

However, competition for ECF resources will be intense. To secure adequate support, the ATM sector must present a strong, credible and strategically aligned investment case that clearly demonstrates its contribution to Europe’s competitiveness, resilience and technological sovereignty.

Aligning regulatory reform, industrial strategy and EU funding — from FP10 to the European Competitiveness Fund — will be essential to accelerate ATM digital transformation while strengthening Europe’s technological sovereignty. Europe’s airspace can no longer be managed with yesterday’s architecture. Preserving global leadership in ATM will require openness, interoperability and decisive investment. The future of European aviation will not be secured by protecting legacy systems — but by boldly redesigning them.



* Consistent with activities of the European Competitiveness Fund

European Commission

Meet the EUROCAE Secretariat:

The Faces Behind the Organisation

Behind every EUROCAE standard, every Working Group meeting and every strategic initiative, there is a team that quietly makes it all happen: the EUROCAE Secretariat. It is a small team, but one that consistently delivers big results.

Today, the Secretariat brings together 12 professionals from 9 different countries across 3 continents. Only one nationality is repeated: French. Beyond geography, the team reflects diversity in age, experience and professional background. It includes young talent, experience and knowledge, and an exceptional mix of profiles: engineers from different disciplines, former air traffic controllers, and two university PhDs. This diversity is one of EUROCAE's greatest strengths, enabling balanced perspectives and informed decision-making in a complex aviation ecosystem.

Under the leadership of Anna von Groote, Director General, the Secretariat is structured into three complementary pillars, each essential to the smooth functioning and strategic impact of the association:

Technical Programme Managers
Turning Collaboration into Standards

Led by Anna Guégan, Senior Technical Programme Manager, the TPM team is composed of seven Technical Programme Managers (TPMs). This group is responsible for coordinating all technical aspects of EUROCAE's work: from supporting and guiding Working Groups, to managing the development and publication of standards, as well as maintaining relationships with authorities and stakeholders such as ICAO and EASA.

Each TPM brings a strong technical background and is specialised in a primary domain, such as ATM, UAS, space, or sustainability, ensuring that complex technical discussions are supported with expertise, consistency and continuity.

NAME	Role
Anna Guégan	Senior Technical Programme Manager, Security
Alex Milns	TPM - Airports, ATM
Mark Watson	TPM – Space, Spectrum
Bertrand Riveill	TPM - IAS
Dr. Andrea Trimarchi	TPM – ATM, Avionics
Thuc Nguyen	TPM - IT & Software. IT Specialist.
Atiqah Pillain	TPM - Sustainability & Avionics. Quality Manager.

Corporate Team
Building reputation and visibility

The Corporate team is responsible for shaping how EUROCAE is perceived and understood by the wider aviation community. From communication and public relations to events, publications and training activities, this team ensures that EUROCAE's work reaches the right audiences with clarity, quality and impact.

In addition to managing communication channels and events, the training portfolio, working closely with trainers to promote the correct and effective use of EUROCAE standards.

NAME	Role
Dr. Yago Grela	Communication Manager
Laura Rahon	Publications & Training Manager

Administration
Operational excellence

The Administration team manages the essential foundations of the organisation: finances, office management, governance, and membership.

NAME	Role
Elizabeth Ficadiere	Executive Assistant Governance, Legal & Office Manager
Madhvee Jha	Administrative and Accounting Manager

Voices from the Secretariat

Anna Guégan, Senior Technical Programme Manager:

"*I have been working at EUROCAE since 2018, and what continues to inspire me is the collective intelligence of our community. Coordinating such diverse technical expertise is challenging, but it is also what makes our work meaningful and impactful*".

Dr. Andrea Trimarchi, Technical Programme Manager:

"*What impressed me most when I joined EUROCAE was to see how the Organisation plays a crucial global role when it comes to aviation standardisation. The Secretariat's vision and competence make an incredible impact in supporting members in aligning their needs with technological and regulatory development. It is amazing to be part of a great team with diverse expertise and a remarkable collaborative spirit*".

Space // WG-28

Interview with Linda Lavik: WG-28 Chair and Head of Navigation R&D/Safety Manager at INDRA Navia

In this edition of Broadcast, we are pleased to introduce Linda Lavik, Chair of WG-28 *Ground Based Augmentation Systems (GBAS)*. Since its establishment in December 1985, WG-28's activities are driven by the objective of developing standards for GBAS ground subsystems, including multi-constellation, multi-frequency concepts that incorporate Galileo.

Could you briefly introduce yourself and your current role at Indra?

I have worked 33 years in Indra, where I started out with design and implementation of the Normarc flight inspection systems, then went on to design and implement satellite-based landing systems. This was back in 1998, so GBAS had not been standardised. Norway had an urgent need for an alternative system for approach and landing after two serious accidents under non-precision approaches. Together with Avinor, Universal Avionics, FAA and the Norwegian regulator, we implemented the Special category I (SCAT-I) satellite-based landing system, a predecessor to GBAS. This system is still in operation and provides safe precision approaches to many regional airports in Norway.

How did you first become involved with EUROCAE?

I started attending EUROCAE WG-28 meetings on GBAS in 2010, when Indra started developing the GBAS GAST D ground station. Participating in working group meetings was somewhat overwhelming at first, with all the abbreviations flying around, and unfamiliar processes and formalities. It took me quite a few meetings to figure out how things worked, and I am still learning. Later, I was invited to take on the role as secretary and then chair.

I would like to encourage others to volunteer for such roles. Although it takes some effort, it pays back in terms of experience.

What is the main objective of WG-28, and why is its work important for the aviation industry?

Over the years, the group has worked on all aspects related to GBAS, including 'Minimum Aviation System Performance Specification (MASPS) and ground and airborne Minimum Operational Performance Specification (MOPS). Currently, RTCA SC-159 is a driver on the airborne side, while EUROCAE focuses on the ground station MOPS.

GBAS GAST D for CAT III has been in the making ever since GBAS CAT I was standardised back in 2003. The idea was that it would supplement the ILS in the approach and landing phases, as well as during guided take-off. GBAS also includes a positioning service.

The approach and landing service of GBAS provides several operational advantages compared to ILS, including greater flexibility in approach procedures, and no critical and sensitive areas that conflict with the operation. A single GBAS installation can serve all approaches on an airport, providing benefits in terms of real-estate occupation and reduced need for maintenance. Additionally, in the long term, it may alleviate frequency congestion in the VHF band.

In general, standardisation is becoming increasingly important as the industry needs to ensure that the systems we deliver are not only interoperable, but also meet adequate, well-defined and well-documented safety standards. This is important for us all as members of the flying public. But it is also necessary as a prerequisite for EASA and the industry to carry out our obligations under the new ATM/ANS conformity regulations. Standards provide extremely useful benchmarks for the industry in terms of establishing the fundaments for the processes with EASA and means of demonstrating compliance.

What are some of the biggest challenges you face when developing standards for GBAS?

One major challenge is to ensure that all the required stakeholders are

sufficiently represented. For some years now, the airborne industry has not been sufficiently represented in WG-28, leading to difficulties in progressing the standards. Currently, the overall conceptual discussions are taken care of at ICAO Navigation Systems Panel (NSP) level, ensuring that this concern is addressed. WG-28 can then focus on writing ground MOPS. Whenever there are aspects that need to be more widely coordinated, we bring those back to ICAO NSP.

Another challenge is the political situation internationally. Ownership and control over your navigation systems is becoming increasingly important. Also, it is no secret that jamming and spoofing in the GNSS frequency bands is a significant challenge for all users of GNSS. Consequently, there is less focus on modernization and rationalization of navigation infrastructure, and resilience is taking priority over future operational benefits. Due to more emphasis on topics such as sovereignty, national control of assets, and security concerns like jamming and spoofing, there is less motivation to invest in a single constellation, single-frequency satellite-based landing system.

There is currently not a great push from stakeholders to implement GBAS GAST D. Although the benefits are real, they are often on the side of stakeholders other than those that need to make investments. And for one stakeholder to harvest benefits, they need reassurance from other stakeholders that they will invest. It's the chicken-and-egg problem, which I think applies to many innovations in our industry. If a new system requires investments both on the side of many ANSPs and/or airport operators, and approval and installation of new equipment in the airborne fleets, significant push from State level seems to be required to get the ball rolling.

However, there is still motivation to supplement and/or in the longer term replace ILS with a satellite-based system. ICAO is currently working on the standardisation of Multiconstellation Dual Frequency (DFMC) GBAS, and, as that progresses, there will be a need for a ground MOPS from EUROCAE.

Can you highlight a key achievement or milestone of WG-28 in recent years?

Finishing and publishing the EUROCAE ground MOPS for GAST D (ED-114B) is by far the most important achievement during my time in the group. It took about a decade to complete, in parallel with the development and validation of ICAO SARPs. ED-114B was the result of a common effort from many group members from many organisations. It built onto the ICAO SARPS, and added substantial material on aspects such as implementation, installation, approval and operation. Without the contributions from so many experienced professionals from different stakeholders, this would not have been possible.

What advice would you give to new experts joining a Working Group or engaging in standardisation for the first time?

Take your time to observe and try to understand the dynamics, as well as the formalities associated with how the group works. It is quite a different environment from an ordinary day-to-day working environment. The first impression may be that it is quite informal, given that people typically know each other quite well. Then a second layer, one of formalism reveals itself, and it may appear to be somewhat bureaucratic. But as standards progress, are published and are taken into use, it makes a lot of sense that there is a comprehensive paper trail that document why they ended up as they did. Also, take the opportunity to build connections. Being part of a EUROCAE Working Group provides opportunities to form a wider picture of what is going on in aviation, what people are concerned about, interesting initiatives and so on. Although standardisation can be slow and tedious, it is extremely important in an industry such as ours. By contributing you get the chance of gaining insight into a much broader picture than just the one that the working group focuses on.

We thank Linda and all contributors to WG-28 for the excellent collaboration and contributions to the standardisation activities.

Technical Programme Manager (TPM): Mark Watson

ATM // WG-104

Arrival Management in a Connected Era: WG-104 Advances in SWIM Standardisation

As European aviation accelerates its shift toward a fully digital, information-centric ecosystem, the need for harmonised, high-performance data services has never been more critical. System Wide Information Management (SWIM) stands at the heart of this transformation, enabling seamless information exchange across stakeholders and systems. Since its establishment in 2015, Working Group 104 SWIM Services has played a pivotal role in advancing the SWIM across Europe's aviation landscape. The group has focused on crafting both an enhanced service template and a robust methodology to guide future service standardisation efforts. Today, WG-104 remains a cornerstone in the ongoing digital transformation of Air Traffic Management.

Chaired by Jan Stibor (LFV and SESAR Deployment Manager) with Mira Bognar (HungaroControl) serving as secretary, the group brings together experts committed to building a harmonised ecosystem of information services designed to support Europe's evolving ATM needs.

Over the years, EUROCAE has released a series of key deliverables in the SWIM domain. These include a SWIM service specification for an arrival management (AMAN) extended-horizon information service, a template to guide future standardisation activities within EUROCAE, and a curated list of potential SWIM services identified for further development. Together, these outputs form a strategic foundation for the next generation of interoperable ATM services.

A major milestone for the group was the publication of ED-254 'Arrival Sequence Service Performance Standard' (2018), which introduced a standardised SWIM service design for an AMAN Sequence Service. As early adopters began implementing the standard, valuable operational insights emerged, prompting the reactivation of WG-104 in October 2024. The aim: to update ED-254 to ensure it remains aligned with real-world experience and responsive to the dynamic context shaped by CP1 and beyond.

The updated edition, Revision A, progressed through Open Consultation in September 2025 and is now moving toward its planned publication in Q2 2026. This forthcoming revision is expected to reinforce the standard's robustness while enhancing its relevance for current and future ATM environments.

Alongside this revision effort, WG-104 is also embarking on a forward-looking initiative: the development of an internal report analysing the future evolution needs of the Arrival Sequence Service. This study will explore emerging operational requirements, technological trends, and possible enhancements to support future iterations of the service, forming the group's primary activity for 2026.
WG-104 continues to drive progress on one of the most crucial elements of Europe's information-centric ATM infrastructure. As SWIM becomes ever more central to aviation's digital ecosystem, the work of WG-104 helps ensure that Europe remains at the forefront of harmonised, high-performance information services.

TPM: Andrea Trimarchi

EUROCAE's Role in the Future of Connectivity

In November 2022, EASA, FAA, Airbus and Boeing published a white paper: Future connectivity for aviation - EU/US task force. The paper offers a jointly proposed vision for the future aviation connectivity landscape.

On 25 October 2023, hundreds of attendees from all around the world joined the EUROCAE/RTCA "Aviation Summit: Future Connectivity", bringing together leading experts and stakeholders from the aviation industry for discussions on the pivotal topic of datalink communication in aviation. As the aviation industry continues to evolve, the significance of efficient and secure communication through data becomes increasingly apparent. The joint EUROCAE/RTCA Summit served as a strategic platform for industry players to address the challenges, advancements, and opportunities presented by datalink technology in modern aviation, taking as a starting point the White Paper published by EASA, FAA, Airbus and Boeing.

Meanwhile, EUROCAE performed a datalink benchmarking study for EASA where the multiplicity of standards was noted and mapped. In particular, this relates to the number of simultaneous deployments – different aircraft may implement any combination of FANS and ATN Baselines and support multiple link technologies, and the need for backward compatibility.

The EUROCAE Technical Advisory Committee (TAC) requested the organisation of a 'Datalink Leadership' workshop to assess the need for simplification of the framework.

Four workshops were eventually held between November 2023 and September 2025, bringing together regulators EASA, FAA, ICAO, EUROCONTROL and the leadership of EUROCAE and RTCA datalink working groups.

In conclusion, although the multiplicity of standards is noted, the simplification of the framework is unlikely in the short term. The exercise was highly appreciated to ensure coordination between the groups and stakeholders and set technical activity in the broader context of connectivity future.

The TAC has recommended that EUROCAE convene an annual datalink leadership workshop to address the key issues of the moment.

TPMs: Anna Guégan & Mark Watson

Avionics // WG-75

Safeguarding the Skies: How WG-75 Shapes the Future of Collision Avoidance

In modern aviation, safety is a principle that leads our way, continuously refined through innovation, operational experience, and collaborative standardisation. Since December 2006, Working Group 75 *Traffic Alert and Collision Avoidance Systems (TCAS)* has stood at the forefront of this mission. Formed to monitor developments in Airborne Collision Avoidance Systems (ACAS) and to work hand-in-hand with its RTCA counterpart, SC-147, WG-75 has played a leading role in shaping how aircraft, both manned and unmanned, sense, interpret, and avoid conflict in today's increasingly complex airspace.

The group's initial mandate focused on supporting the development and refinement of Minimum Operational Performance Standards (MOPS) for TCAS II, a task that quickly expanded in scope as new collision-avoidance technologies emerged. Over nearly two decades, WG-75 has evolved into one of EUROCAE's most productive and influential expert communities.

WG-75's collaboration with RTCA has yielded a series of cornerstone documents that now underpin collision-avoidance capabilities around the world.

Among its most impactful achievements is ED-256/DO-385 'MOPS for ACAS Xa with ACAS Xo Functionality'. Published in October 2018, this standard marked a generational shift in collision avoidance through improved logic, reduced unnecessary alerts, and enhanced operational efficiency. A rapid Change 1, released in September 2019, incorporated lessons from early implementation, ensuring the standard remained aligned with operational realities.

In 2022, responding to a request from EASA, the group published ED-256A/DO-381A, a combined and streamlined reference for the certification of ACAS Xa with ACAS Xo functionality, supporting the development of a unified ETSO basis.

Unmanned Aviation has also received dedicated attention through ED-275/DO-386 'Minimum Operational Performance Standard (MOPS) for ACAS Xu', issued in December 2020. As the MOPS for ACAS Xu, this standard provides a crucial safety layer for UAS operations, ensuring that Unmanned Aircraft can detect and avoid conflicts in a manner compatible with crewed aviation.

Rounding out this portfolio is ED-264/DO-382 'MASPS for the Interoperability of Airborne Collision Avoidance Systems (CAS)'. From 2020, this document contains a set of MASPS for the Interoperability of Collision Avoidance Systems, which addresses the increasingly diverse ecosystem of airborne vehicles relying on compatible safety logic.

As aviation enters an era of rapid diversification, with Advanced Air Mobility, high-density terminal operations, and autonomous systems, WG-75 is now guiding the next wave of safety standards.

A forthcoming MOPS for Rotary Aircraft, planned for publication by late 2025, reflects the specific operational dynamics of helicopters and VTOL platforms. To ensure the highest quality of expertise, WG-75 has invited contributions from WG-105 *UAS* and WG-112 *VTOL*, reinforcing EUROCAE's cross-domain collaboration culture.

In parallel, work is advancing on MOPS for Active Surveillance Systems, a joint project with RTCA SC-147 slated for release in Q2 2026. This document will define performance standards for active collision-avoidance surveillance solutions, an increasingly relevant capability as airspace density grows.

Responding to operator needs, WG-75 is also preparing a revision of ED-275/DO-386 to introduce improved Detect-and-Avoid algorithms for UAS operating in terminal areas, where traffic is more complex and separation minima more constrained.

A complementary guidance document is planned for publication by the end of 2026. This report will support manufacturers and regulators in verifying that collision-avoidance systems perform safely across diverse scenarios, from en-route flight to low-altitude operations.

The Working Group recently experienced a leadership transition following the retirement of its long-standing chair, Guido Manfredi (EUROCONTROL); the secretary, Garfield Dean (EUROCONTROL); and Technical Programme Manager, Alexander Engel.

Their departure marks the end of an era characterised by stability, expertise, and unwavering commitment to the group's objectives. We would like to express our sincere gratitude to Guido, Garfield, and Alexander for their exceptional service, professionalism, and dedication.

The group is now chaired by Julien Damblemont (Thales Group), with Sara Filipova (EUROCONTROL) serving as secretary.

As new operational models emerge and airspace structures transform, WG-75's work continues to shape how aircraft communicate, interact, and protect one another. Today and for decades to come.

TPM: Andrea Trimarchi

IT & Software // WG-114

The first AI Standard is on its Way

Formed in 2019, EUROCAE WG-114 / SAE G-34 *Artificial Intelligence (AI)* has taken a leading role in shaping the aviation industry's approach to AI. Its mission: to build a harmonised, internationally accepted framework that guides the approval and certification of safety-critical aeronautical systems using AI and Machine Learning (ML). The group's ambition is for this framework to be formally recognised by regulatory authorities as an Acceptable Means of Compliance (AMC), ensuring that AI-enabled capabilities meet aviation's uncompromising standards of reliability, transparency, and safety before entering operational service.

The year 2025 marked a major milestone with the maturation of draft ED-324 'Process Standard for Development and Certification Approval of Aeronautical Products Implementing AI'. Developed in alignment with EASA's Concept Papers (Levels 1 and 2), the draft standard represents one of the first comprehensive attempts to translate emerging AI assurance principles into a structured, certifiable process for aviation.

The Open Consultation held over the summer demonstrated strong engagement from across the global aviation community. Stakeholders from industry, regulators, academia, and technology providers offered valuable feedback, helping refine ED-324 into a more practical, mature, and widely supported document. The significance of this work was further validated when the draft was acknowledged in RMT.0742 NPA 1 on AI Assurance, with EASA's own consultation running through March 2026. Since then, WG-114 has worked intensively to resolve all non-concurrence comments, resulting in a robust technical alignment across all contributing organisations.

With this groundwork now firmly in place, the group is targeting publication of ED-324 in Q3 2026. This will provide the aviation sector with its first dedicated process standard for the safe development and certification approval of AI/ML systems, laying the foundation for broader adoption of intelligent technologies in one of the world's most demanding safety-critical environments.

In parallel, Subgroup 8 is finalising ER-043 on Human Factors, a key supporting report scheduled for publication in Q2 2026. Together, these deliverables mark a decisive step forward for the industry as it prepares to integrate AI into future aeronautical products with confidence and clarity.

TPM: Thuc Nguyen

ATM // WG-107

Securing PBN Operations: WG-107 Advances DME Standards for Global Contingency Readiness

The 14th ICAO Air Navigation Conference recognised the continued need for terrestrial-based reversion capabilities to guard against the risks associated with GNSS outages, with Recommendation 2.2/2 – Addressing GNSS Interference & Contingency Planning.

Alternative/Complementary Position, Navigation and Timing (A-PNT/C-PNT) is a means to continue Performance Based Navigation (PBN) operations during periods when GNSS services are unavailable, due to interference or outage, by utilising alternates options independent of GNSS or utilization of other sensors in combination with GNSS.

Distance Measuring Equipment (DME) is a system for providing continuous and accurate information in the aircraft of the slant range distance of an equipped aircraft from an equipped ground reference point. The DME system comprises two independent sub-systems: an airborne interrogator and a ground transponder.

The system provides the aircraft with slant range measurement between the aircraft and the ground station antennas. The distance is determined by measuring the elapsed time between the interrogation and coherent reply pulse pairs. The interrogation and reply pulse pairs are transmitted on different but related frequencies, as per ICAO Annex 10 Vol 1 Chapter 3 Table A.

To allow for the necessary signal processing, a fixed delay is introduced by the ground station.

The following types of equipment are defined:

- DME/N: Distance measuring equipment, primarily serving operational needs of en-route or TMA navigation, where the “N” stands for narrow spectrum characteristics.

- DME/P: The precision ranging element of Microwave Landing System -MLS- (specified in ED-36 ‘MLS Receiver MOPS’ and ED-53 ‘MLS Ground Equipment’), where the “P” stands for precise distance measurement. The spectrum characteristics are those of DME/N.

As a short-term solution to the need for GNSS back up, WG-107 *DME Infrastructure supporting PBN Positioning* is updating ED-57 ‘MOPS for Distance Measuring Equipment (DME/N and DME/P) – Ground Equipment’, to establish criteria suitable to qualify DME infrastructure able to support Required Navigation Performance (RNP) with containment, in line with the ICAO PBN Manual. The Working Group is currently resolving comments from the Open Consultation and publication is expected by the end of Q2 2026.

WG-107 is also developing a new Minimum Aviation System Performance Standard (MASPS), in alignment with the above MOPS, for DME Infrastructure supporting PBN Positioning. The MASPS explains the overall concept and describes the various system elements and allocations to both the ground and the airborne segment. It is envisioned to be a standalone document, while ensuring consistency with the complementary document, ED-75/DO-236 ‘Minimum Aviation System Performance Standards – Required Navigation Performance for Area Navigation’. To ensure consistency of WG-107 deliverables with ED-75E/DO-236D, close cooperation with WG-85/SC-227 4D Navigation has been established. WG-107 is expected to complete this work by the third quarter of 2026.

TPM: Mark Watson

ATM // WG-134

WG-134 Takes Off: Preparing Next-Generation DME Standards to Support Global Navigation Resilience

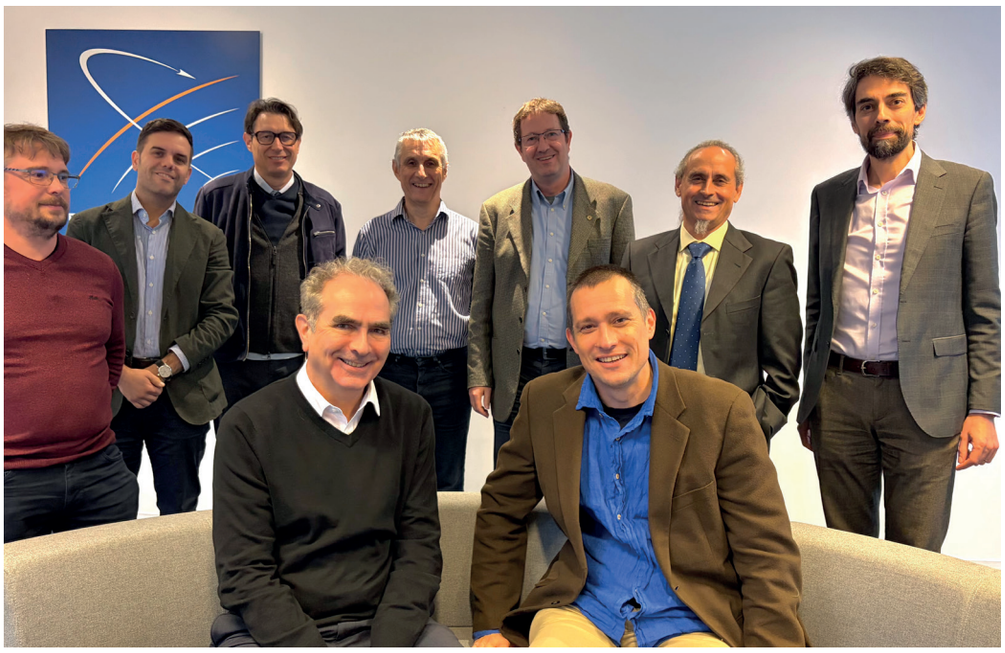
ED-54 'MOPS for distance measuring equipment interrogator' was published in December 1986 and is still in use in 2026. The standard does not reflect the technological evolution of equipment whose performance is higher today than the minimum required by the MOPS.

Recognising those advances will allow the DME range data consumers, in particular Flight Management Systems (FMS), to take benefit and credit from the better DME performance. This is of particular importance in the context of widespread GNSS interference and urgent need of ensuring that DME is an adequate means to elaborate RNAV and RNP navigation solutions. Adapting the MOPS requirement to today's capabilities will translate in better adequacy of DME navigation for more stringent navigation specifications in terms of accuracy, integrity, and continuity. This approach will support the recommendations identified in the ICAO Assembly Resolution A41-8C to reinforce CNS system resilience to GNSS interference.

WG-134 *DME Interrogators* was launched during Q4 2025 to draft ED-54A 'MOPS for DME Interrogator (DME/N and DME/P) Operating Within the Radio Frequency Range 960 to 1215 MHz'. The Kick-Off meeting was held at the EUROCAE premises on 28 November 2025.

Updating the standard will facilitate the critical objective of making DME navigation a suitable alternative to GNSS. The intent for the first phase is to reflect the performance and characteristic of today's state-of-the-art DME interrogators. The WG is invited to evaluate the need for extended scope in a second phase which could explore options to facilitate future improvements to DME, in particular regarding spectrum efficiency, like enhanced DME (eDME) currently under study in SESAR project WP3.3: Making I-CNSS a Reality (MIAR).

Stakeholders are avionics equipment manufacturers, ground transponder manufacturers, aircraft manufacturers, aviation authorities, ATM/ANS providers.



Subsequently, RTCA have set up SC-245 to update the equivalent RTCA standard DO-189, and will work jointly with WG-134 to develop technically equivalent standards.

TPM: Mark Watson

Space // WG-133

WG-133 GNSS Multi Elements Antenna Leads the Way with Next-Generation CRPA Standards

As aviation increasingly relies on Global Navigation Satellite Systems (GNSS) for critical operations, ensuring resilience against interference, jamming, and spoofing has become a strategic priority for the industry. To address this need, EUROCAE has launched WG-133 to advance standards for Multi-Element Antenna Technologies, beginning with Controlled Radiation Pattern Antennas (CRPAs). These technologies play a crucial role in enhancing GNSS robustness by mitigating interference at the antenna level, thereby improving the integrity, continuity, and accuracy required for safe airborne operations.

WG-133 is tasked with the development of standards supporting Multi Elements Antenna Technologies, initially focusing on Controlled Radiation Pattern Antenna (CRPA) technology. This work will support increased GNSS resiliency when used in airborne operations while initially aiming to minimise/avoid changes to receiver specifications. Effort will be made to develop requirements and procedures that will enable required levels on integrity and applicable levels of continuity and accuracy to be achieved as observed at the output of a GNSS airborne equipment.

The Working Group is currently finalising an internal report to ensure compliance of this technology with international export regulations and to avoid any infringement of any such regulations. A change in US regulations allowing CRPAs for positioning, navigation, and timing (PNT) became effective as of 15 September 2025. Consequently, the work programme of WG-133 has been updated to develop the related Minimum Operational Performance Standards (MOPS):

- MOPS for Single Frequency GPS/Galileo (L1/E1) nulling CRPA (Q2 2027)

- MOPS for Dual Frequency GPS/Galileo (L1/E1/L5/E5a) nulling CRPA (Q1 2030)

These two new standards will be developed jointly with RTCA SC-159.

The new standards will increase GNSS reliability and resilience by using a nulling CRPA as interference signal mitigation method in L1/E1 frequency bands, when used in aircraft operations aiming at avoiding changes of GNSS airborne equipment specifications such as ED-259A 'Minimum Operational Performance Standard for Dual-Frequency Multi-Constellation Satellite-Based Augmentation System Airborne Equipment' and DO-229 'Minimum Operational Performance Standards (MOPS) for Global Positioning System/Satellite-Based Augmentation System Airborne Equipment'.

TPM: Mark Watson

Avionics // WG-118

Advanced Air Mobility Flight Recording Systems

Flight data recorders have long been one of the most important pillars of aviation safety. Thanks to these systems, investigators can understand what happened during incidents or accidents, enabling lessons learned and continuous safety improvements across the industry.

As Advanced Air Mobility continues to develop, new aircraft such as eVTOL air taxis, drones, RPAS, and other emerging platforms are moving closer to routine operations. These aircraft differ widely in size, complexity, and mission profiles, meaning their safety and data recording needs cannot simply replicate those of traditional commercial aviation. Ensuring that AAM operations are safe, traceable, and aligned with global aviation practices requires modern, flexible, and well-defined flight recording standards.

AAM aircraft, whether piloted onboard or remotely from a ground based station, will require the same level of safety assurance. However, because AAM systems often rely on distributed functions, remote pilots, and command and control (C2) links, their recording needs extend beyond the aircraft itself.

To address these challenges, WG-118 Subgroup 2 *Recording Systems for AAM* is developing a new Minimum Aviation System Performance Standard (MASPS) for AAM flight recording systems. A MASPS is the most suitable approach because it defines performance expectations for the entire end-to-end recording ecosystem, including onboard equipment, C2 link data, and the Remote Pilot Station (RPS) when applicable. This ensures that all critical information whether generated in the aircraft or on the ground is captured consistently and reliably.

The MASPS will provide guidance for both crash protected and non-crash protected recorders, offering flexibility depending on aircraft type, operational context, and regulatory requirements. It also considers scenarios where an RPS may be located on the ground or installed within another aircraft, ensuring that all relevant data is recorded appropriately.

This upcoming standard represents a major step toward ensuring that AAM operations are safe and globally harmonised as the industry matures. Publication is planned for June 2026.

TPM: Atiqah Pillain

Innovative Concepts // WG-135

Certification Readiness Level Scale: Accelerating Certifiability of Next Gen Aircraft

Reaching netzero carbon emissions by 2050 is one of aviation's most significant challenges. The European Union's Clean Aviation Strategic Research and Innovation Agenda (SRIA) outlines the development of new aircraft concepts to meet this objective, fully aligned with the EU Green Deal and the broader zeroemissions ambition. Sustainable Aviation Fuels (SAF) are already embedded in regulation, but achieving the next level of decarbonisation requires a more consistent approach particularly for new generation aircraft.

According to the AZEA roadmap, electric aircraft are expected to enter into service in the coming years, followed by hydrogen powered aircraft at a later stage. These technologies represent promising solutions, yet they face a major obstacle: Certification.

Current certification rules were designed for conventional aircraft, and it remains unclear whether they are adequate for disruptive concepts such as hydrogen propulsion or hybrid electric systems. Without early regulatory development, the certification process risks becoming inefficient, costly, and delayed due to back-to-back design iterations.

To address this challenge, the CONCERTO project, under the Clean Aviation Joint Undertaking, developed the Certification Readiness Level (CRL) scale. Unlike existing maturity scales (Technology Readiness Level -TRL-, Manufacturing Readiness Level -MRL-, Innovation Readiness Level -IRL-, System Readiness Level -SRL-) which assess technological or manufacturing readiness, the CRL scale evaluates certifiability. It examines the maturity of the regulatory framework, the readiness of design and production organisations, and the preparedness of the people and processes involved. In short, it answers the critical question: Can this product be certified? The CRL scale has already been endorsed by EASA as part of its Innovation Services.

EUROCAE has been part of the CONCERTO Advisory Board, and as the project concludes in 2026, several EUROCAE members have expressed strong interest in elevating the CRL scale from a European initiative to a global standard, enabling aviation stakeholders to integrate CRL assessments from the earliest stages of their projects, alongside TRL and other maturity scales.

Following discussions at the TAC and inputs from the EASA-Clean Aviation workshop, the proposal to establish a dedicated EUROCAE Working Group received Council approval in February. The new WG-135 will now commence its activities to initiate the standardisation of the CRL scale. With this new initiative underway, the Working Group is actively seeking knowledgeable contributors to help shape the future of the CRL scale.

The kick-off meeting will be held at the EUROCAE Headquarters on 3 April 2026.

TPM: Atiqah Pillain

WG-105 // SG 3

Pioneering the Future of U-Space and UTM Standardisation

In this article, we turn our attention to one of EUROCAE's most dynamic communities: WG-105 Subgroup 3 *UAS Traffic Management (UTM)*. With 275 experts, SG-3 is not only the largest subgroup within WG-105 but also one of the most active standardisation hubs in the emerging field of unmanned aviation.

UTM may be a relatively new discipline, but it has swiftly become a cornerstone of innovative aerial operations. Its mission is clear and ambitious: to ensure the safe, orderly, and efficient integration of Unmanned Aircraft into complex airspace environments. Achieving this requires seamless coordination across stakeholders, from regulators and service providers to operators and technology manufacturers, spanning both airborne and ground-based systems.

SG-3 role is mainly focused on supporting the EASA UTM Roadmap, contributing technical expertise and industry best practices to the development of the regulatory and technological framework for U Space.

The subgroup is currently progressing on five documents:

- ED-318A 'Technical Specification for Geographical Zones and U Space Data Provision and Exchange'.
- ED-347 'Technical standard defining the interface between UAS operators and the Network Identification Service'.
- ED-351 'Operational Service and Environment Definition (OSED) for UAS Flight Authorizations Indirect Exchange Interface Control Document (ICD)'.
- ED-xxx 'Flight Authorization Service OSED'.
- Internal Report 'Comprehensive analysis of U Space scenarios and use cases'.

These documents will form part of the European Technical Standards supporting the EASA Roadmap for U-Space.

A significant regulatory driver behind SG-3's work is laid out in the European Commission's Implementing Regulation (EU) 2021/664, which defines the framework for U-Space.

Article 8 of this regulation mandates the provision of a Network Identification Service, making it one of the essential components enabling UAS operations in U-Space, as specified in Article 3.

In response, ED-339 'Network Identification Data Exchange ICD for indirect exchanges between USSPs and between USSPs and authorised users' was published in February 2026. This is the first EUROCAE Technical Standard to directly support EU regulation on U-Space and address these regulatory requirements. ED-339 defines the indirect exchange model for sharing Network Identification Data (NID) among U-Space Service Providers (USSPs) and authorised users. This includes information data models, message structures, and communication protocols.

While initially developed to ensure European regulatory compliance, ED-339 was designed with broader applicability in mind. Its framework is adaptable to operations outside U-Space airspace and even jurisdictions beyond Europe, wherever NID sharing is needed.

This standard also lays the groundwork for the subgroup's other deliverables by establishing a unified approach to indirect NID exchange, where each USSP submits its data to a single third-party system, which then redistributes the relevant information across participating USSPs.

2026 will be a very active year for WG-105 SG-3: the next Plenary Meeting is scheduled in May at the Universitat Politècnica de València in Spain, and the second one will be in November in the EUROCAE offices in Paris.

TPM: Bertrand Riveill

How EUROCAE Can Support the New Service Delivery Model for European ATM

The European ATM Master Plan 2025 represents the vision for Air Traffic Management in Europe through to 2045, to make Europe the most efficient and environmentally friendly sky to fly in the world. The key means of delivering this vision is via the deployment of already developed and validated R&D SESAR solutions, along with defining new development priorities to focus future industrial and exploratory research activities.

Deployment priorities within the ATM Master Plan 2025 are introduced through 10 'Strategic Deployment Objectives' covering topics ranging from reduction of collision risks on-ground at airports to optimized airspace management, improved aircraft trajectory management and air-ground connectivity, and enabling innovative air mobility and drone operations.

One of the Strategic Deployment Objectives (SDOs) concerns the development of a new service delivery model for ATM in Europe. SDO #8, titled 'Service-oriented delivery model (data-driven and cloud-based)', foresees an architecture for ATM that decouples service delivery from underlying infrastructure, and introduces a flexibility to design, which may enable multi-vendor solutions by using open platforms and interfaces. In other words, moving from the current 'monolithic' structure (where each ANSP has its own hardware linked directly to controller working positions) to the notion of ATM data services providers (ADSPs) providing the various services supporting ATM to the Air Traffic Services Unity (ATSU) where the air traffic controllers are based. Through the use of standardised interfaces and service definitions, the new model may facilitate data exchange and enable a quicker deployment of new features, advancing human-machine interactions while ensuring interoperability in operations, airspace and technology across multiple service providers.

At the time of publication of this Broadcast #24, the SESAR JU is coordinating a series of activities to prepare a new Common Project proposal (CP2), scheduled to enter into force in 2027, which is intended to be not only a deployment mandate, but to provide a managed transformation framework for European ATM. SDO #8 is a key component of the proposed CP2.

EUROCAE is working with our members to develop a framework for producing the standards that will be needed by the ATM industry suppliers, air navigation service providers and regulators to deliver the new service model under the mandate. An ambitious timeline for standards development is expected, which will require the strong support of the entire European ATM community to deliver the standards needed to support the regulatory framework and deployment objectives.

TPM: Alex Milns

Preparing for the Higher Airspace Era:

Europe Advances Regulation and Standards for HAO

The European Union Aviation Safety Agency (EASA) has been mandated by the European Commission to develop a regulatory framework for Higher Airspace Operations (HAO). This framework will address emerging aviation activities taking place in the higher airspace, with particular attention to safety, security, environmental considerations, and cyber risks. Its objective is to adapt existing aviation rules to facilitate new types of operations while supporting technological and industrial growth in this rapidly evolving domain.

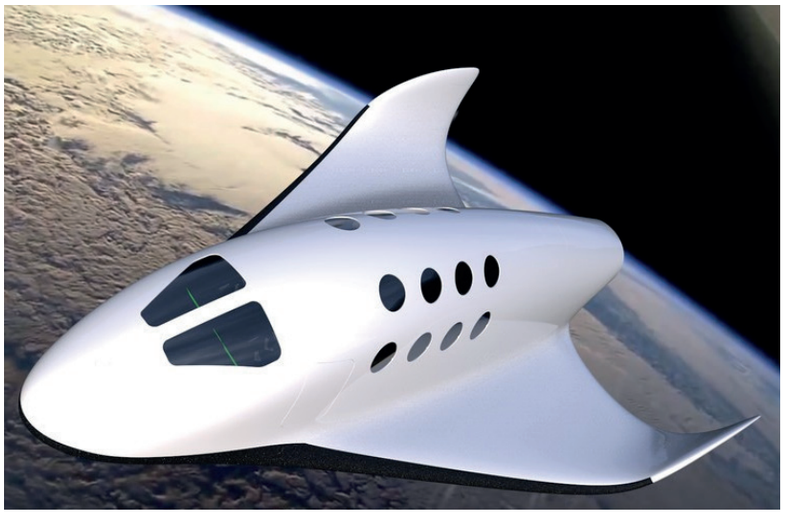
A first milestone in this effort is to establish a solid understanding of the regulatory needs that will underpin a suitable and future-proof framework. To support this objective, EUROCAE has produced an HAO demand analysis and market development report under EASA tasking.

HAO refers to “air transport operations carried out by various types of aircraft or air transport vehicle systems in the airspace volume above altitudes where the majority of air services are provided today”, typically above FL550. The upper boundary of this airspace is not yet consistently defined.

EUROCAE’s analysis builds on the extensive literature review previously conducted for EASA, enriched by surveys and interviews to gather new insights. The demand analysis and market developments were evaluated across several dimensions: technological maturity and availability of Higher Airspace vehicles, progress in spaceport and stratoport development across Europe, market and business outlook for different use cases, HAO traffic projections, identification of limiting factors, and the emerging need for standardisation.

The EUROCAE report highlights that Higher Airspace Operations are becoming a strategic area for Europe. Activities above FL550, including supersonic aircraft, fixed-wing HAPS, stratospheric airships, balloons, and suborbital vehicles, are advancing beyond research and demonstration stages, with expected operational use between 2030 and 2035. Demand for rocket launches from Europe is also increasing. Development of stratoport and spaceport infrastructure is progressing, with several European states positioning themselves to support stratospheric and space activities. Together, these

vehicles and ground facilities should meet the emerging needs of the HAO market.



The demand analysis identifies several strong drivers for future business development, based on a wide set of use cases: space transportation, connectivity, Earth observation, navigation and surveillance services, scientific research, space tourism, supersonic travel, space-to-Earth logistics, and military applications. These use cases create opportunities for new services, supporting operations both over Europe and to and from Europe.

Based on these findings, the report anticipates a significant, though still modest compared with traditional aviation, volume of HAO traffic in Europe by 2035. Traffic estimations are supported by survey results, publicly available data, and expert judgement, while acknowledging the uncertainties associated with emerging technologies and markets.

Despite these uncertainties, the rapid development of new vehicles, infrastructure and business opportunities clearly demonstrates the need for strong European engagement to ensure competitiveness at global level. One of the key steps to move from prototypes to full-scale operations is the establishment of a dedicated regulatory framework, supported by appropriate standards.

Both reports prepared by EUROCAE are available on the EASA Research Project website. You can access them here:

Technology maturity in the HAO domain is increasing, bringing potential safety implications. According to the EASA roadmap, a regulatory framework will be developed, with a draft Notice of Proposed Amendment planned for the end of 2027. A need for standardisation is therefore anticipated. A detailed work programme will be created with the support of the community as the regulatory environment and technological landscape evolve. This will also help determine whether there is sufficient stakeholder commitment to ensure a balanced and representative effort. EUROCAE stands ready to support EASA and the wider industry in the transition to HAO by developing the standards necessary to enable safe and efficient integration of these new technologies.

TPM: Mark Watson

Active Working Groups

Get involved

Domain	Reference	Title
Avionics	WG-51	Automatic Dependent Surveillance - Broadcast (ADS-B)
	WG-75	Traffic Alert and Collision Avoidance Systems (TCAS)
	WG-79	Enhanced Vision Systems (EVS), Synthetic Vision System (SVS)
	WG-118	Crash-Protected and Lightweight Flight Recorders
	WG-128	Airborne Electronic Hardware Design Assurance
	WG-129	Take Off Performance Monitoring System
	WG-131	Terrain Awareness and Warning Systems
Innovative Aerial Services	WG-105	Unmanned Aircraft Systems (UAS)
	WG-112	Vertical Take Off and Landing (VTOL)
	WG-132	Automated Aircraft Inspections
Air Traffic Management	WG-59	Flight Data Processing (FDP) Interoperability
	WG-67	Voice on Internet Protocol (VoIP) for ATM
	WG-76	AIS/MET Datalink Services
	WG-78	Standards for Air Traffic Data Communications Services
	WG-81	Interoperability of ATM Validation Platforms
	WG-85	4D Navigation
	WG-92	VDL Mode 2
	WG-104	SWIM Services
	WG-107	DME Infrastructure supporting PBN Positioning
	WG-108	ATN/IPS
	WG-122	Virtual Centre
	WG-126	VCS-ATC Systems Integration for ATM Information Exchange
	WG-130	ATM/ANS Supporting Standards
	WG-134	DME Interrogators

Domain	Reference	Title
Airports	WG-41	A-SMGCS
	WG-100	Remote & Virtual Tower (RVT)
	WG-109	Runway Weather Information Systems
	WG-111	Airport Collaborative Decision Making (A-CDM)
	WG-115	Counter UAS (C-UAS)
Space	WG-28	Ground Based Augmentation Systems (GBAS)
	WG-62	GNSS
	WG-82	New Air-Ground Data Link Technologies
	WG-133	GNSS Multi Elements Antenna
RF Spectrum	WG-119	Radar Altimeters
	WG-124	Spectrum
Security	WG-72	Aeronautical Systems Security
System Engineering	WG-14	Environment
	WG-31	Electromagnetic hazards
	WG-44	Aeronautical Databases
	WG-63	Complex Aircraft Systems
IT & Software	WG-97	Interoperability of virtual avionic components
	WG-114	Artificial Intelligence
	WG-117	Aviation Software Standards
	WG-127	Lower-risk Aviation Applications
Sustainability	WG-80	Hydrogen and Fuel Cell Systems
	WG-113	Hybrid Electric Propulsion
	WG-116	High Voltage Systems and Components in Aviation
	WG-135	Certification Readiness Level

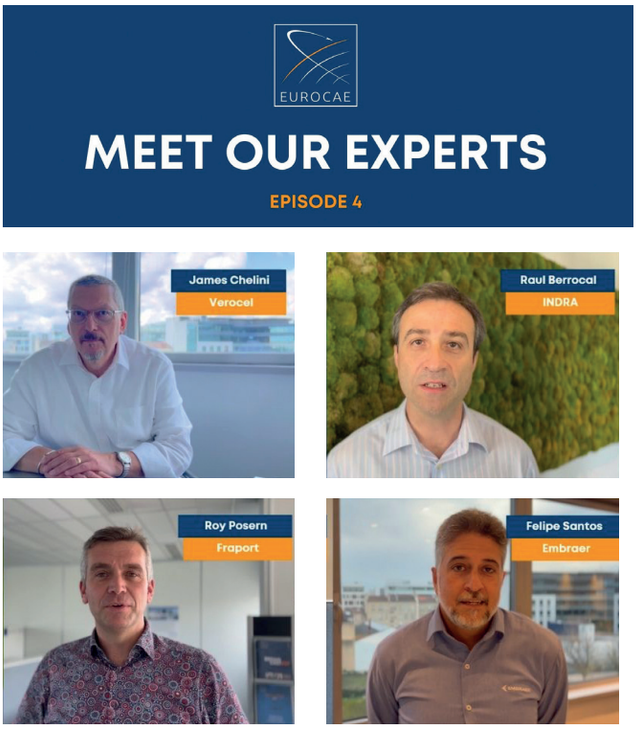
THE WORKSPACE IS THE MAIN COLLABORATION TOOL - WATCH INTRODUCTION HERE.

Meet our Experts:

A Closer Look at the People Behind EUROCAE's Standards

Every day, thousands of specialists across the aviation sector contribute their knowledge, passion, and forward thinking ideas to ensure the skies remain safe, efficient, sustainable, and innovative. At EUROCAE, more than 5,000 experts collaborate within 50 active Working Groups, developing standards that support a resilient and evolving global aviation system.

Our "Meet our Experts" video series brings these professionals to the forefront. Each episode highlights five contributors from different Working Groups, inviting them to reflect on their motivations, their areas of focus, and how their work influences the aviation ecosystem of tomorrow. Their stories offer a rare behind the scenes glimpse into the human side of standardization, one driven by curiosity, dedication, and a shared commitment to excellence.



Scan below and watch the latest episodes:

Episode 1:

- Stéphane Dubet (DSNA, WG-44)
- Stéphane Marche (Honeywell, Council)
- Bruno Bissigo-Boggio (DGAC/STAC, WG-109)
- Julien Floch (EMITech, WG-14)
- Marina Sousa (Embraer, WG-112)

Episode 2:

- Philippe Genissel (Airbus, WG-129)
- Burak Ata (Helsing AI, WG-114)
- Cyril Marchand (Thales, WG-117)
- Brian Roberts (UK CAA, WG-129)
- Michael Holzbauer (Frequentis, Council)

Episode 3:

- Carlo Tiana (Collins Aerospace, WG-79)
- David Le Maux (SAFRAN, WG-113)
- Roberto Weger (SITTI, WG-126)
- Hiroyuki Kakamu (SClabAir, WG-117)
- Thomas Damm (DFS, WG-81)

Episode 4:

- Raul Berrocal (INDRA, WG-122)
- Roy Posern (FRAPORT, WG-41)
- James Chelini (Verocel, WG-117)
- James Gillian (Volocopter, WG-112)
- Felipe Santos (Embraer, WG-112)

Episode 5:

- Okuary Osechas (ZHAW, WG-85)
- Sophia Thizon (Thales, WG-119)
- Jean-Luc Robin (Airbus, WG-119)
- Mark Ford (UK Air Accidents Investigation)
- Hannes Gabriel (CGI, WG-118)

Celebrating Excellence:

Announcing the 2026 EUROCAE Awards Winners

Every year, EUROCAE's work is driven forward by a remarkable community of aviation professionals: more than 5,000 experts representing nearly 500 organisations across the globe. Together, they shape the standards that make aviation safer, more efficient, and more innovative.

Within this community, certain individuals stand out. They take on demanding responsibilities, guide complex technical discussions, and devote countless hours to ensuring that EUROCAE standards reflect the highest level of expertise. Their leadership and dedication strengthen not only the organisation's work, but the aviation ecosystem as a whole.

To acknowledge these exceptional contributions, since 2014 EUROCAE has presented its annual Awards, highlighting those whose commitment and influence have significantly advanced the progress of our Working Groups. These awards reflect more than technical achievement, they recognise passion, professionalism, and the collaborative spirit that defines the EUROCAE community.

As we announce the 2026 EUROCAE Award winners, we extend our heartfelt appreciation to all members whose efforts power the continuous improvement of global aviation standards. And to this year's award recipients: congratulations on your outstanding accomplishments. Your work moves our industry forward, and we celebrate your contributions with pride.

President's Award:
Eric Bouchard (Dassault Aviation / EUROCAE Council Member & TAC Chair).

Lifetime Achievement Award:
Wolfgang Engel (Airbus / WG-80).

Working Group Leadership Award:
Nikita Johnson (Rolls Royce / WG-72).

Best Contribution Award:
Cyril Marchand (Thales / WG-117, WG-127 & WG-130).

Women in EUROCAE Award:
Christelle Kutyla (Airbus / WG-31).

Global Harmonisation Award:
David Redman (ASVI / WG-114 & WG-119).

International Contribution Award:
Hannes Alparslan (Emirates / WG-72).

EUROCAE Training Programmes

Aircraft Cyber Security Development and Continuing Airworthiness

Adopt a standards-led approach to cyber security in aviation and understand the applicable cyber security regulations for the development and operation of aircraft, aircraft systems, and constituent hardware and software.
Non-member 1,600€

Cyber Security Management for Aviation Organisations

Create awareness in aviation cyber security and guide participants through the relevant regulatory and standards landscape. Support compliance and practical application through hands-on exercises.
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Unmanned Aircraft Systems Airworthiness and Safety

Cover the full scope of UAS airworthiness approvals. You will develop a complete picture while “zooming in” into a number of peculiar issues, such as Safety Assessment process activities and Operational Risk Assessment.
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Safety & Development Processes for Civil Aircraft

Introduction to interrelated guideline documents (ED-79B ‘Guidelines for Development of Civil Aircraft and Systems’ and ED-135 ‘Guidelines and Methods for Conducting the Safety Assessment Process on Civil Airborne Systems and Equipment’), which address recommended practices for the development and safety assessment of an aircraft and/or its systems.
Non-member 1,600€

Cockpit Voice Recorder (CVR)

Understand ED-112B ‘MOPS for Crash Protected Airborne Recorder Systems’ and its practical application in the framework of CVR inspection as per AIR-OPS 965-2012.
Non-member 1,600€

Voice over Internet Protocol (VoIP)

Develop a comprehensive understanding of the different components of a VoIP ATM system and their mutual interfaces through a full overview of the latest updated ED-136 ‘Voice over Internet Protocol (VoIP) Air Traffic Management (ATM) System Operational and Technical Requirements’, ED-137 ‘Interoperability Standard for VOIP ATM Components’, and ED-138 ‘Network Requirements and Performances for Voice over Internet Protocol (VoIP) Air Traffic Management (ATM) Systems’.
Non-member 1,400€

Aviation Software Standards - ATM

Understand the ED-109 ‘Software Integrity Assurance Considerations for Communication, Navigation, Surveillance and Air Traffic Management (CNS/ATM) Systems’ standard and receive guidance on its application to support CNS/ATM Software Design, Development up to qualification/certification.
Non-member 1,400€

Aviation Software Standards - Airborne (ED-12C)

Understand the principles of ED-12C ‘Software Considerations in Airborne Systems and Equipment Certification’ and learn how to build a software design system capable of fulfilling ED-12C objectives. The course also addresses tool qualification (ED-215) and introduces the technological supplements (ED-216, ED-217, ED-218).
Non-member 1,400€

Electronic Hardware in airborne systems (ED-80)

Understand ED-80 ‘Design Assurance Guidance for Airborne Electronic Hardware’ and how it is used and complemented by major Certification Authorities.
Non-member 1,400€

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On the Road

Promoting our Standards at Events

In a rapidly evolving aviation landscape, staying visible and engaged is essential. For EUROCAE, industry events provide invaluable moments to highlight our standards, demonstrate the impactful work carried out by our diverse Working Groups, and strengthen collaboration throughout the global aviation community. These gatherings not only amplify our mission but also help forge connections that drive innovation and harmonisation across the sector.


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1. ***ICAO Innovation Fair**, 21-22 September 2025, Montreal, Canada*
2. ***UAV Technology Conference**, 29-30 September 2025, London, UK*
3. ***Royal Aeronautical Society President's Conference**, 7-8 October 2025, London, UK*
4. ***EUROCONTROL Innovation MeetUp**, 14-15 October 2025, Bretigny, France*
5. ***78th Annual International Aviation Safety Summit**, 4-6 November 2025, Lisbon, Portugal*
6. ***ATM Transformation Conference**, 6 November 2025, Brussels, Belgium*
7. ***EASA Annual Safety Conference**, 12-13 November 2025, Copenhagen, Denmark*
8. ***EASA-Clean Aviation Joint Undertaking Workshop**, 4-5 February 2026, Cologne, Germany*

EUROCAE Community

Meet our Newest Members

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AdaCore Technologies	United States	AdaCore
Air Force Flight Standards Agency	United States	
Bellwether Industries Limited	United Kingdom	BELLWETHER INDUSTRIES
Chelton	United Kingdom	CHELTON
CyViation	Israel	CYVIATION
CubePilot	France	CubePilot
eMoSys GmbH	Germany	eMOSYS
Korea Intelligent Automotive Parts Promotion Institute	South Korea	KIAPI 지능형자동차부품진흥원
Lavionic OÜ	Estonia	Lavionic.
Raxar	Italy	RAXAR
Sagentia Aviation	United Kingdom	sagentia AVIATION
Serbia and Montenegro Air Traffic Services SMATSA	Serbia	smatsa
SiATM	Sweden	SiATM
Simmonds Precision Products	United States	SIMMONDS Precision Products
Squint Cognition Inc	Canada	squint COGNITION
NAVYA	Spain	navya
NEX Aero	Germany	NEX
Volant Autonomy ltd	United Kingdom	VOLANT
Wings of Raven	Germany	RAVEN
Zuri.com SE	Czech Republic	Zuri

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ANAVIA	Switzerland	ANAVIA
Beom-A Technology	South Korea	BAT 범아테크놀로지
Bender	Germany	BENDER
Cargolux	Luxembourg	cargolux
Dufour Aerospace	Switzerland	DUFOUR AEROSPACE
EMBRYA	France	EMBRYA
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Sunflower Labs	United States	sunflower labs
Technology and Engineering Center for Space Utilization	China	

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- Receive special discount on all EUROCAE Training.

Membership Fees:

Annual membership fees for Full Members vary according to the Member's organisation revenues, budget or turnover (whatever applies to define the size of the organisation).

Annual Turnover	Annual Membership Fee
Universities	1.100 €
< 500 K	1.000 €
> 500 K	1.500 €
> 1 M	2.000 €
> 5 M	3.000 €
> 10 M	4.000 €
> 50 M	5.000 €
> 100 M	6.500 €
> 500 M	11.000 €
> 1 B	14.000 €
> 5 B	20.000 €
> 10 B	28.000 €

LIMITED MEMBER

If you wish to participate in a single Working Group, a Limited Membership is right for you:

- Access to one WG
- Free soft copies of the deliverables of that WG
- Special discount on purchase of other EUROCAE publications
- Special rates for EUROCAE Trainings and Symposium

Membership Fees:
Individuals 700 €
Companies or Organisations 950 €

CANDIDATE MEMBER

Candidate Membership grants the right to access the Workspace of one Working Group for a 3-month trial period. After this period, access will be automatically suspended unless an application for Full or Limited Membership has been received.

BECOME A MEMBER NOW:

A New Chapter Begins

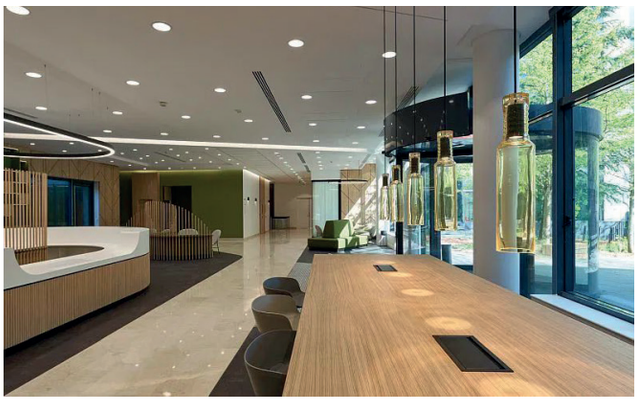
Opening the Doors to EUROCAE's New Home

On 5 January, amid falling snow and biting cold, the EUROCAE Secretariat gathered in the lobby of the Mint building for a long-awaited moment, the unveiling of its new headquarters. The weather did little to dampen spirits. On the contrary, anticipation was palpable. When the doors finally opened, the reaction was immediate and shared by all, a quiet yet genuine "wow", accompanied by smiles. First impressions appeared to be conclusive.

EUROCAE is now ready to welcome our members into a space designed to be both professional and warm. The new premises strike a careful balance between functionality and comfort, notably through the use of natural materials. Wood features more prominently in the shared areas, creating a softer and more inviting atmosphere. A newly created coffee corner, offering a broader selection of hot drinks, further enhances this sense of informal hospitality.

The organisation's visual identity remains clearly present, with EUROCAE's signature blue continuing to dominate the colour palette. The workspaces have been retained and are fully equipped with power points, while additional, more comfortable areas have been designed to encourage informal discussions and spontaneous exchanges.

One of the most notable developments lies in meeting facilities. The two large meeting rooms, Alpha and Bravo, echo the style of the former premises and can still be combined to host large plenary sessions. They are now complemented by two smaller rooms. Charlie can



accommodate up to eight people, while Delta can host up to fifteen. All meeting rooms are equipped with screens, offering flexibility for a wide range of meeting formats.

Located on the second floor of a modern office building in the Saint-Denis business district, the new EUROCAE offices benefit from excellent transport links to both airports and major train stations, as well as a wide range of nearby dining options.

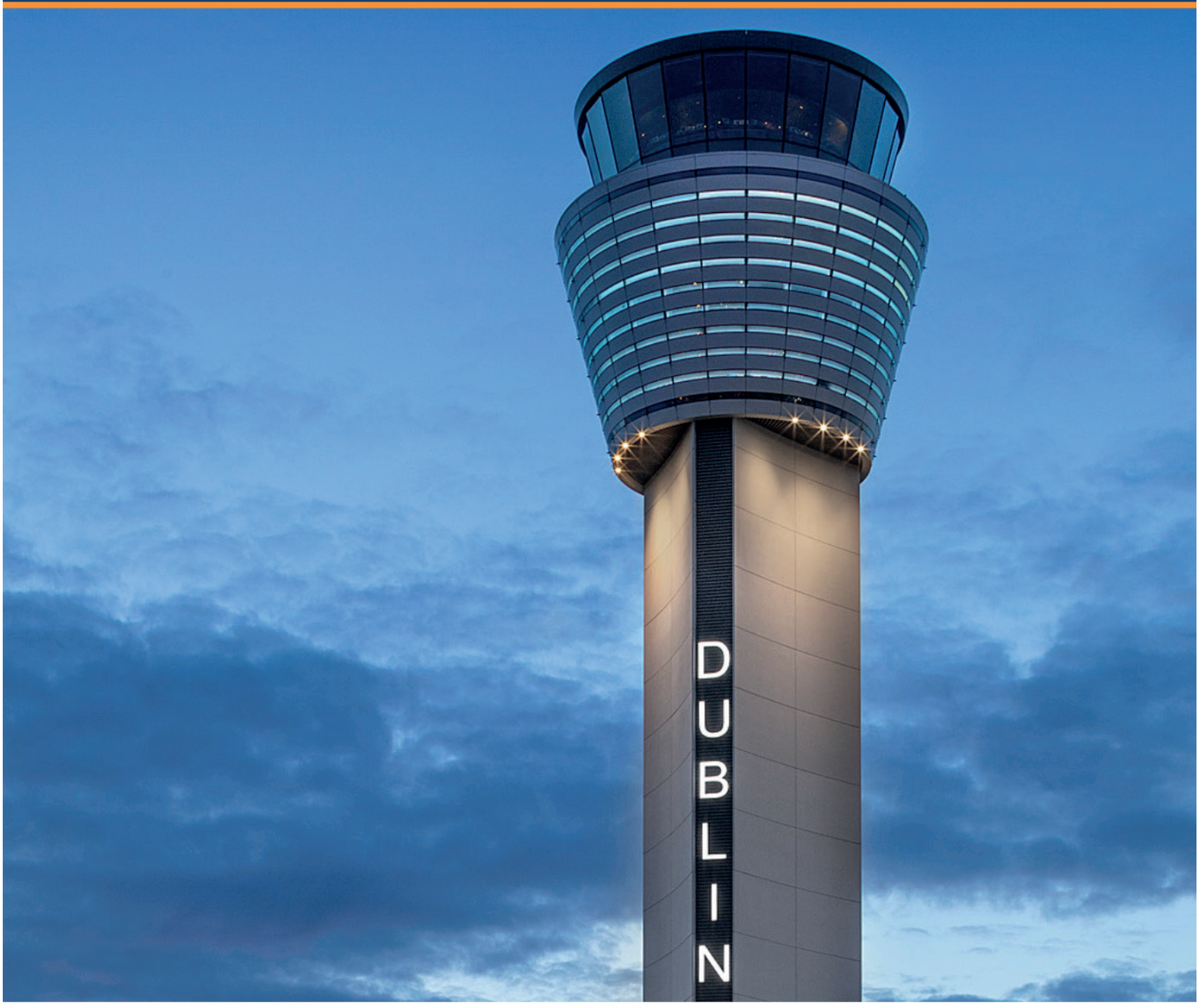
After weeks of preparation and anticipation, the entire EUROCAE team is very much looking forward to welcoming you, not only to new offices, but to a place that will soon feel at home.

By Elizabeth Ficadiere (Executive Assistant, Governance, Legal & Office Manager)

EUROCAE

DUBLIN - 22 & 23 APRIL 2026

EUROCAE SYMPOSIUM & GENERAL ASSEMBLY



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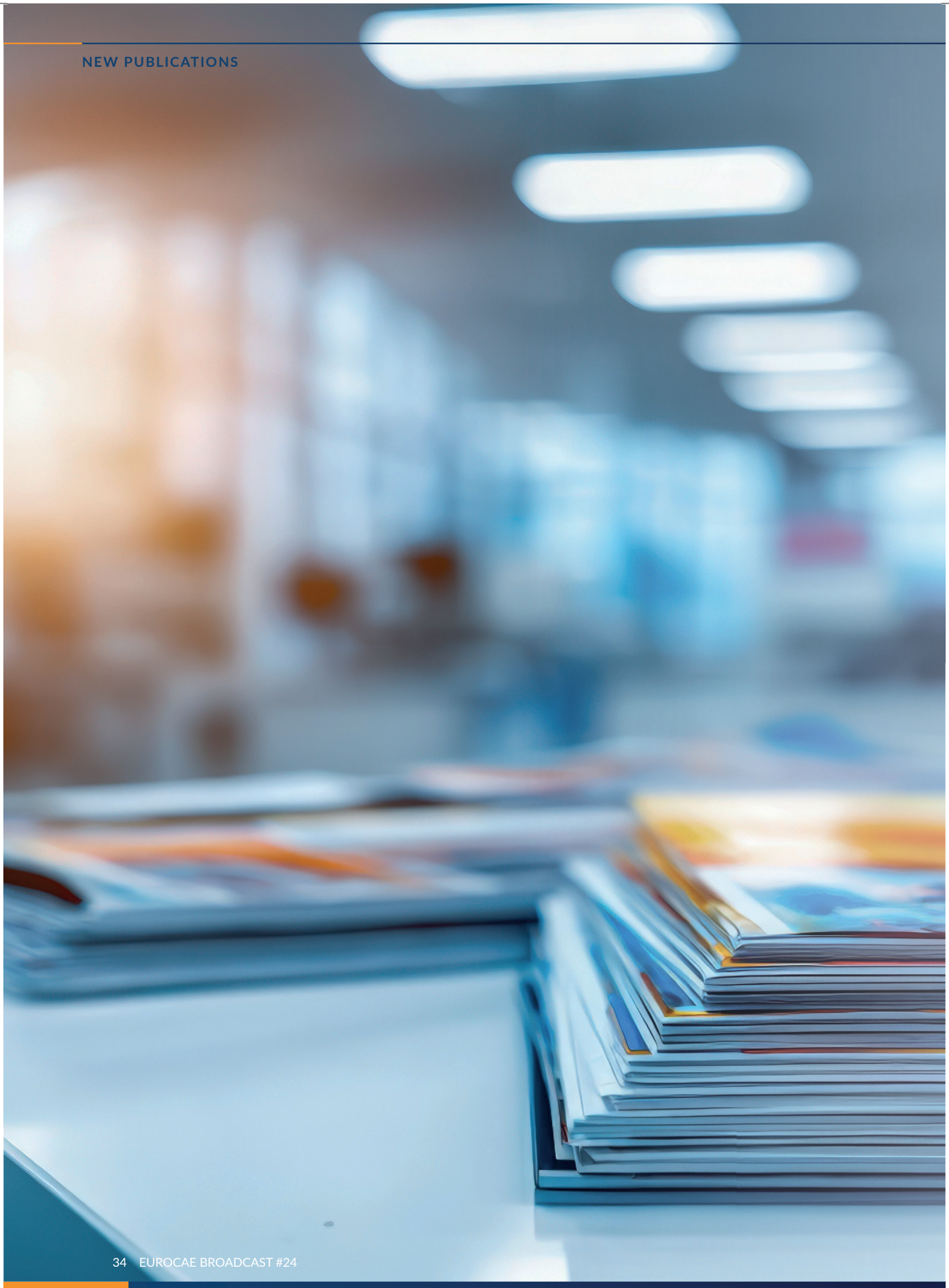

EUROCAE

Latest Publications

EUROCAE deliverables are developed by dedicated Working Groups composed of distinguished experts in their respective fields. Their creation follows a rigorous, well-established process grounded in the principles of openness, transparency, and balanced representation of all relevant stakeholders.

All published EUROCAE Documents are available on our website. Since the last Broadcast magazine, we've published the following new documents:

All published EUROCAE Documents are available in our website.

ED REFERENCE	ED TITLE	WG	PUBLICATION DATE
ED-339	NID Data Exchange ICD for indirect exchanges between USSPs and between USSPs and Authorised Users	WG-105	February 2026
ED-102B Corr. 1	MOPS for 1090 MHZ Extended Squitter ADS-B and TIS-B	WG-51	February 2026
ER-049	Assessment of EUROCAE standards supporting the attestation of conformity of ATM/ANS equipment	WG-130	January 2026
ER-037	Industry Guidance to consider IHA in aircraft/systems development and safety assessment processes	WG-63	November 2025
ED-137C_1 Corr.1	Interoperability Standard for VoIP ATM Components – Volume 1 Radio	WG-67	October 2025
ED-242D	MASPS for AMS(R)S Data and Voice Communications Supporting Required Communications Performance (RCP) and Required Surveillance Performance (RSP)	WG-82	September 2025
ED-243D	MOPS for Avionics Supporting Next Generation Satellite Systems (NGSS)	WG-82	September 2025
ER-040	Report on Information Security Management System (ISMS) for Aviation Organizations	WG-72	September 2025

Who is Who

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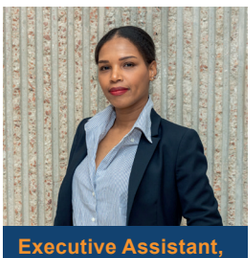

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