EUROCAE

ANNUAL REPORT

2025

THE EUROPEAN ORGANISATION
FOR CIVIL AVIATION EQUIPMENT

L'ORGANISATION EUROPEENNE
POUR L'EQUIPEMENT DE L'AVIATION CIVILE


IAS/MACH
HEADING
173
ALTITUDE
35000
ALT INTV

Dear EUROCAE members, partners and friends,

As Director General of EUROCAE, it is my pleasure to share this editorial for our 2025 Annual Report, a moment to reflect on a year of steady progress and strong collective achievement.

Looking back, 2025 has once again been both busy and rewarding. As you will discover throughout this report, our activities continue to grow in scale and relevance, while remaining firmly anchored in our mission to deliver high-quality, globally recognised aviation standards.

EUROCAE today brings together a community of nearly 500 members and around 5,000 experts worldwide. Together, we have continued to advance an active programme of around 50 Working Groups, spanning 11 technical domains: from ATM and avionics to cybersecurity, artificial intelligence, and environmental sustainability. This level of activity reflects the increasing need for consensus-based standards in a rapidly evolving aviation ecosystem.

Over the past year, we have delivered a strong portfolio of standards, launched new WGs in key emerging areas, and continued to refine our processes to improve efficiency and consistency. At the same time, we have reinforced our close alignment with the European regulatory framework, ensuring that our standards remain fit for purpose and effectively support implementation. Our cooperation with the EU institutions and authorities remains essential in this regard.

But while our roots are European, EUROCAE is today truly global in its reach and ambition. Our work is driven by the objective of ensuring worldwide interoperability and global harmonisation – bringing together stakeholders across regions to develop standards that can be applied consistently at global level. This international perspective is essential to maintaining a safe, efficient, and connected aviation system. Collaboration with ICAO as well as our international partner SDOs, RTCA and SAE, is therefore an essential pillar of our work.

2025 has also been a year of visible transformation. Following the launch of the new Hub, 2025 saw a completely revamped website providing more and better services. And even more decisive was the move to our new premises. These developments may be big organisational milestones, but they are also enablers. They reflect how we are modernising the way we collaborate, communicate, and support our members. Together with ongoing digitalisation efforts, they make EUROCAE more open, more connected, and better equipped for the future.

Behind all of this is a strong and committed community. None of this would be possible without the strength and dedication of our experts. The contributions of our members, the leadership of our governance bodies, and the expertise of our Working Groups are the foundation of EUROCAE's success. I would also like to acknowledge the commitment of the Secretariat team, whose work ensures continuity, quality, and efficiency across all activities.

As you explore the following pages – from our strategy and governance to technical achievements, from community highlights to organisational developments – you will feel the energy behind the work. EUROCAE is evolving, not through sudden shifts, but through consistent, collective progress. And it is this shared effort that will continue to carry us forward: collaboratively, pragmatically, and with a clear focus on delivering value to the aviation community.

Thank you for your ongoing support and active engagement – we look forward to continue building on this momentum together.

Anna von Groote
Director General, EUROCAE

Content

2025: A year of consolidation, growth and transformation

Dear EUROCAE members and partners,

The year 2025 was marked by significant progress for EUROCAE in our mission to develop high-quality aviation standards through collaboration, technical excellence, and active engagement with the global aviation community. With intensive standards development, strengthened strategic partnerships, major events and growing outreach, EUROCAE continued to serve as a central convening and harmonization body for aviation stakeholders across Europe and the world.

2025 Report

At the heart of our activities, standardisation continued to evolve in close alignment with European and global aviation priorities, with close to 50 Working Groups developing standards supported by an engaged membership and world-renowned experts in their fields. Almost 150 standards are currently under development, including some key highlights such as:

- ED-14H 'Environmental conditions and test procedures for airborne equipment' – a cornerstone standard jointly developed with RTCA as DO-160.
- ED-324 'Process Standard for Development and Certification Approval of Aeronautical Products Implementing AI' – the first international standard to establish industrial best practices for the development and the certification of AI embedded into aerial vehicle and ground equipment.

This shows the relevance and importance of our activities and the recognition by regulators and industry alike of the resulting standards.

The Technical Advisory Committee, at the centre of the standards-development processes, continued to engage actively and dialogue with the WG leaders. The TAC also reviewed and updated the Technical Work Programme (TWP), maintaining a mapping to the European ATM Master Plan and preparing for future standardisation needs, e.g. supporting the introduction of the new service delivery model and many others.

Our membership basis remains strong and really drives the collaboration in EUROCAE and our shared success. This confirms the trend we saw in 2024 already, showing a slight stagnation in membership growth, which is due to many different factors outside EUROCAE's control. In 2026, the Secretariat will launch a dedicated project to develop a strategy and initiate some actions for more active membership engagement.

We work in a complex ecosystem of stakeholders, and we value the partnerships we have with all major aviation organisations in Europe and globally. As always, our collaboration with our main partners RTCA and SAE remains strong and successful. In 2025, we intensified relationship notably with EUROCONTROL, through the signature of an updated Memorandum of Cooperation, enhancing coordination between our two organisations and ensuring the complementarity of the standards we each publish.

Turning to more organisational topics, EUROCAE continues to develop our IT platforms. Following the successful launch in September 2024 of the new EUROCAE Hub, a collaborative platform for WGs and members, in 2025 more functionalities were added, and this development will continue in 2026. In addition, 2025 saw a completely new modern, fresh and user-friendly website and e-Shop, offering more and better services to members, working groups.

To ensure the robustness of our internal processes, we continue to expand our Quality Management System (QMS), extending it from the standards development processes to other supporting functions.

Last year, we continued to strengthen our proactive communication strategy by diversifying our content and expanding our presence across all relevant channels and media, and our training catalogue remains in high demand.

Finally, the biggest change we initiated in 2025 was the move to our new EUROCAE offices: In January 2026, 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 team looks forward to welcoming you here.

The Secretariat has worked tirelessly throughout the year, driving numerous initiatives with dedication and professionalism. The team remains strong, motivated, and united in its commitment to advancing the organisation and fostering a positive, collaborative environment. Under the leadership of our Director General, they are firmly committed to EUROCAE's mission continue to deliver outstanding results for our members and the wider aviation community.

257
WG meetings

trainings

11
domains of activity

QMS &
KPIs

45
countries
represented

strong
partnerships

48
active WGs
5 dormant WGs

12
staff

new offices

communication

55 % joint RTCA
17 % joint SAE

5,000
experts

HUB &
Website

350
full members
128 limited members

33
publications

22
open
consultations

2026 outlook

The 2026 Business Plan was set to advance our objectives with coherence and continuity, positioning the organisation to respond effectively to both internal and external challenges and opportunities.

EUROCAE Vision

The European leader in the development of worldwide recognised industry standards for aviation.

EUROCAE Slogan

DRIVING THE STANDARD FOR AVIATION.

EUROCAE Mission

Take a leading role in coordinating European and global aviation standardisation activities and in developing and maintaining high-quality standards that:

- Build upon the state-of-the-art expertise of its members.
- Are fit for purpose to be adopted internationally.
- Support operational, development and regulatory processes.
- Address emerging global aviation innovation and challenges.

Strategy Lines

A Be the leading European Standards Development Organisation (SDO) responding to its membership's needs in support of the European and global aviation frameworks

B Strengthen a European leading role of EUROCAE as an international aviation standardisation organisation

C Maintain the high quality and robustness of EUROCAE standards by continuously improving and ensuring the effectiveness of our processes

D Ensure EUROCAE's robustness, sustainability and independence

Guillaume Roger
EUROCAE President

EUROCAE During My Presidency

By Guillaume Roger, President of EUROCAE (April 2023 – April 2026)

On 23 April 2023, during the EUROCAE Symposium and General Assembly in Paris, I was given one of the greatest honours of my professional life: to be elected President of EUROCAE. As my term now comes to an end, I would like to take this opportunity to reflect on what we have achieved together, and to express my gratitude to the remarkable community that makes EUROCAE what it is.

Leading EUROCAE over these past years has been both a responsibility and a privilege. It has been a period of transformation, growth and consolidation, marked by strong collective engagement and a shared belief in the vital role of standardisation in shaping the future of aviation.

A strong and growing technical community

At the heart of EUROCAE lies its technical work to develop internationally recognised standards for the entire aviation community. During my presidency this activity thrived. Our Working Groups have never been more active, more diverse, or more relevant. Over the past years, we have consistently operated around 50 active Working Groups, supported by more than 5,000 experts from across the globe. Together, they have delivered a growing number of high-quality standards, with an impressive level of timeliness and rigour.

The Technical Advisory Committee (TAC) has played a central role in this success. As a unique structure in the world of aviation standardisation, the TAC ensures coherence, strategic alignment and effective oversight of our Technical Work Programme. Under strong leadership and in close cooperation with the Secretariat, it has helped anchor standardisation firmly within the broader innovation lifecycle, from research and development to deployment and regulation.

A particularly important milestone was the alignment of our Technical Work Programme with the European ATM Master Plan, clearly positioning standardisation as a key enabler of European and global aviation strategies. Our close collaboration with the European Commission, EASA, the SESAR 3 Joint Undertaking, the SESAR Deployment Manager and initiatives such as the Alliance for Zero Emission Aviation illustrates how standards act as a bridge between policy, innovation, regulation and operational reality.

A resilient and evolving organisation

EUROCAE's strength is also reflected in its membership. Over the years, our association has grown significantly, reaching close to 500 members from 45 countries. This diversity is one of our greatest assets. It ensures that our standards are developed with a global perspective, while remaining firmly rooted in Europe and always following our values of openness, transparency and consensus.

Like any organisation operating in a complex geopolitical and industrial environment, we have faced challenges. Changes in membership, geopolitical tensions and evolving industry structures have required careful governance and responsible decision-making. Throughout this period, the Council, TAC and Secretariat have acted with integrity and transparency, ensuring that EUROCAE remains stable, independent and trusted.

I am particularly proud of the way EUROCAE has strengthened its partnerships. Our long-standing cooperation with RTCA and SAE has continued to flourish, with around half of our work programme developed jointly with RTCA and another big part joint with SAE. At the same time, we have deepened collaboration with European partners such as EUROCONTROL, ASD-STAN and ETSI, and taken important steps to reinforce civil-military cooperation through partnership with EDA and a Technical Cooperation Agreement with NATO. These partnerships are essential to avoid duplication, foster harmonisation and ensure global interoperability.

Investing in the future: digitalisation, training and communication

During my presidency, we have also invested strongly in EUROCAE's future. One of the most visible transformations has been on the digital front. The launch of the new EUROCAE Hub in 2024 and the new website in 2025 marked a turning point, providing our members and Working Groups with a modern, secure and collaborative platform.

Training has become another key pillar of EUROCAE's mission. Our training portfolio has expanded steadily, with new courses responding directly to industry needs. Participation has grown significantly, feedback has been overwhelmingly positive, and training has become both a valuable service to the community and a contributor to the association's financial sustainability.

Equally important has been the evolution of our communication strategy. Over the past years, EUROCAE has become more visible, more accessible and more engaging. Our presence across digital channels has grown, our publications have been strengthened, and new formats have helped put faces and voices behind standards. This increased visibility reflects not only better communication, but also the growing relevance of our work.

A committed team and a solid foundation

None of this would have been possible without the dedication of the Secretariat team. Under the excellent leadership of our Director General, Anna von Groote, a small but highly professional team has achieved truly remarkable results. Their commitment, adaptability and sense of purpose have been essential in managing increasing activity levels, organisational change and day-to-day operations with professionalism and care.

At the same time, EUROCAE's financial situation has remained stable and healthy, supported by robust governance, transparent processes and a strong Quality Management System that continues to expand across the organisation.

These solid foundations ensure that EUROCAE can remain independent, resilient and focused on its mission.

Looking ahead with confidence

As I conclude my presidency, I do so with confidence in the future of EUROCAE.

The organisation is stronger, more visible and better equipped than ever to respond to the challenges ahead. Aviation is undergoing profound transformation on many levels, and standards will continue to be an essential building block to ensure safety, interoperability and trust.

I would like to express my heartfelt thanks to the Secretariat, the Council, the Technical Advisory Committee, the Working Group leadership and all the experts who generously contribute their time and expertise. Above all, I thank our members for their trust, their engagement and their shared commitment to aviation standardisation.

EUROCAE is, above all, a collective endeavour. It has been an honour to serve as your President. As I hand over the Presidency to my successor, Michael Holzbauer, I do so with great confidence and optimism. Michael brings deep expertise, strong leadership, and a clear commitment to EUROCAE's mission and values. I am delighted to see him take on this role and am confident that, under his presidency, EUROCAE will continue to set the standards for a safer, more efficient, and more sustainable aviation future.

Who We Are

Founded in 1963, EUROCAE stands as the European leader in developing globally recognised industry standards for aviation.

Since its inception, EUROCAE has brought together key aviation stakeholders to develop and promote standards for aviation equipment and related systems.

Standards play a crucial role in ensuring interoperability across diverse technologies and sectors. They provide a common language and framework, enabling systems and products to work seamlessly together, while consistently meeting safety, quality, and performance requirements.

One of EUROCAE's core activities is anticipating future regulatory needs, ensuring the continued safety, interoperability, and efficiency of civil aviation.

Over the decades, EUROCAE has made significant contributions across various domains, including Air Traffic Management, Airports, Avionics, Cabin Systems, Aeronautical Information Services, Space, Sustainability, IT and Software, Security, RF Spectrum, AAM/IAS, and Systems Engineering.

As a membership-based organisation, EUROCAE brings together around 500 leading aviation organisations and companies from across the world. United by a shared commitment to excellence in standardisation, our members actively contribute to shaping a safer, more efficient and more sustainable global aviation system.

What We Do

EUROCAE develops standards that respond directly to industry needs while supporting both European and international regulatory frameworks. These standards, known as EUROCAE Documents (EDs), enhance aviation safety, enable interoperability, support technological innovation, and facilitate the timely market uptake of new technologies.

We take a leading role in coordinating global aviation standardisation activities and in developing and maintaining high-quality standards that:

- Build upon the state-of-the-art expertise of its members.
- Are fit for purpose to be adopted internationally.
- Support the operational, development and regulatory processes.
- Address emerging global aviation innovation and challenges.

To keep pace with the rapidly evolving aviation industry, around 50 active Working Groups meet regularly. They review and anticipate technical standardisation needs, ensuring that EUROCAE remains at the forefront of innovation.

All EUROCAE Documents are produced through a robust and well-established development.

EUROCAE in Numbers

~500
member organisations

11
technical domains

45
countries represented

5
continents covered

5,000+
experts contributing to global aviation

~50
active Working Groups

30+
new standards published per year

300+
published documents

67
years of shaping aviation standards

COUNCIL

The Council serves as the governing body of the Association and is chaired by the President. Its members are elected annually by the General Assembly from a list of candidates nominated by Full Member organisations. The Council is responsible for defining EUROCAE's strategic direction and establishing the overall framework for its activities. This includes approving the annual Business Plan, budget, and Technical Work Programme, which collectively guide the association's objectives and actions.

The Council consists of no fewer than 8 and no more than 20 members, who are elected at the General Assembly. During the first meeting (held immediately after the General Assembly), the Council elects the President, two Vice-Presidents, and the Treasurer.

The main role of the Council is:

- To define the strategic objectives, policy, business plan and associated annual budget for EUROCAE and to periodically review the progress thereto.
- To approve the appointment of the Director General, contracts, agreements, and any expenses outside the budget, and to supervise the administration of the EUROCAE Association by the Director General.
- To appoint the Technical Advisory Committee Chairperson, and its members; to set its objectives and approve its outputs.
- To approve the setting up or continuation of Working Groups, the strategic part of the terms of reference, and the publication of EUROCAE Documents.
- To monitor and, when required, to support the supervision of Working Group activities.
- To agree the subscription ceiling for the following year that is submitted to the General Assembly and to approve the membership fee categories below the approved ceiling.

The Council meets at least four times a year, normally at the EUROCAE premises. Council members consider the interest of the whole EUROCAE membership when executing their function.

Council Members, May 2025–April 2026

COUNCIL OFFICERS

- President: Guillaume Roger (DGAC/DTA/STAC)
- Vice-President: Michael Holzbauer (FREQUENTIS)
- Vice-President: Thomas Buchanan (SKYGUIDE)
- Treasurer: Benoit Gadefait (SAFRAN)

ORGANISATION	REPRESENTED BY
AIRBUS	Eva Faure
ASD	Vincent de Vroey
COLLINS AEROSPACE	Marielle Roux
DASSAULT AVIATION	Eric Bouchard
DFS	Anja Sohl
DGAC / DTA / STAC	Guillaume Roger
DSNA	Francois Xavier Prach
EASA	Maria Algar Ruiz
EGIS	Philip Church
EUROCONTROL	Philip Hughes (Nikos Fistas since Feb. 2026)
FREQUENTIS	Michael Holzbauer
HONEYWELL AEROSPACE	Stéphane Marché
INDRA SISTEMAS	Oscar López Otero
LUFTHANSA	Michael Nachtigaeller
NATS	Magnus McCabe
SAFRAN	Benoit Gadefait
SESAR 3 Joint Undertaking	Peter Hotham (Alain Siebert since Feb. 2026)
SKYGUIDE	Thomas Buchanan
THALES GROUP	Bernard Fabre

Technical Advisory Committee (TAC)

CHAIRPERSON: Eric Bouchard (DASSAULT AVIATION)
VICE-CHAIRPERSONS: Roy Posern (FRAPORT)

At the heart of EUROCAE's mission to develop high-quality aviation standards lies the Technical Advisory Committee (TAC). Comprising leading experts from various sectors of the industry, the TAC plays a crucial role in guiding the organisation's standardisation activities, ensuring alignment with global aviation needs and regulatory developments.

Meeting at least four times a year in coordination with the Council, the TAC ensures a seamless flow of information to provide technical insight to the Council and support decision-making. These meetings offer a forum to monitor the progress of Working Groups, assess international regulatory and standardisation activities (such as those led by RTCA, EASA, SESAR, and ICAO), and ensure that EUROCAE's work remains at the forefront of global aviation developments.

TAC MEMBERS	ORGANISATION	REPRESENTING
Hette Hoekema	EASA	Regulatory Authority
Sasho Neshevski	EUROCONTROL	European ATM Organisation
Laurent Azoulai	AIRBUS	Aircraft Manufacturers – Commercial aviation
Françoise Gachet	Dassault Aviation	Aircraft Manufacturers – Business aviation
Estelle Laurendeau	AIRBUS Helicopters	Aircraft Manufacturers – Rotorcraft
Sebastien Dotte	Thales Group	Equipment manufacturers – Avionics
Jacques Tourneux	SAFRAN	Equipment manufacturers – Aircraft Non Avionic
Pascal Rohault	Thales Air Systems	Equipment manufacturers – Ground Equipment
Siegfried Schäfer	DFS	Air Navigation Service Providers
Jaime del Molino	IATA	Airlines or Airspace Users
Luca Crecco	SESAR JU	European R&D community
Roy Posern	Fraport	Airports
Sergiu Marzac	The Boeing Company	Manufacturers – Innovative Aerial Services
Kyle Martin	GAMA	Manufacturers – General Aviation
Anna von Groote	EUROCAE	EUROCAE

The TAC's impact is most significant at the initiation of new Working Groups (WG) or when refining ongoing projects. The committee ensures that any new initiative aligns with the work of other standardisation bodies, such as RTCA and SAE, while addressing the needs of the broader aviation industry. This approach helps to prevent duplication of efforts, optimise resource allocation, and enhance industry-wide collaboration.

Each year, the TAC contributes its collective expertise to the development of the EUROCAE Technical Work Programme (TWP). This document outlines the organisation's scope of work across the eleven domains. The TWP not only provides a strategic framework for EUROCAE's future activities but also ensures that the organisation remains responsive to industry trends and technological advancements.

2025 was a special year for the TAC, as it marked the final year with Eric Bouchard (Dassault) serving as Chair. Following his retirement, new leadership has been established for 2026 and the years ahead, now led by Roy Posern (Fraport). We sincerely thank Eric for his outstanding leadership and his many years of valuable contributions.

2025 General Assembly

The 63rd EUROCAE General Assembly took place on 23 April 2025 in Madrid, alongside the EUROCAE Symposium 2025. This annual Assembly is the key moment when members come together to shape and decide the future of the organisation. The event gathered representatives from 41 full members and two observers (limited members), with 62 electronic votes submitted. During the Assembly, members approved the activity report, the strategy proposed by the Council, the accounts, and elected Council members for the next term. It was also an opportunity to express appreciation to Guillaume Roger (DGAC) for his dedicated leadership as EUROCAE President.

In his report, Guillaume Roger thanked the entire EUROCAE team, including the Director General, the Secretariat, and the experts contributing to the Technical Advisory Committee and Working Groups. He highlighted significant achievements, such as the active engagement of the Working Groups and the publication of high-quality standards. He also underlined EUROCAE's strategic priorities, focusing on sustainability, space, and the single value chain for ATM research and development within the new EASA framework, while praising the essential role of the Technical Advisory Committee.

He further commended EUROCAE's improved communication strategy, increased visibility on social media, and active participation in industry events. Members were informed about initiatives to expand training activities, upgrade IT infrastructure, and explore new digital formats for standards distribution. Updates were also provided on membership, financial management, collaboration with partner organisations, and the ongoing strategic plan.

At the close of the Assembly, members reviewed the Financial Report and elected the new Council. Guillaume Roger (DGAC) was confirmed as President, Michael Holzbauer (Frequentis) and Thomas Buchanan (Skyguide) as Vice-Presidents, and Benoît Gadefait (Safran) as Treasurer of the organisation.

Financial Report

Operating income

- Main income:
  - Membership fees
  - Biennial European Commission Grant
- Other revenue mainly results from:
  - Sales of EUROCAE Documents (EDs)
  - Training sessions
  - Events
  - Contracts

Operating expenses

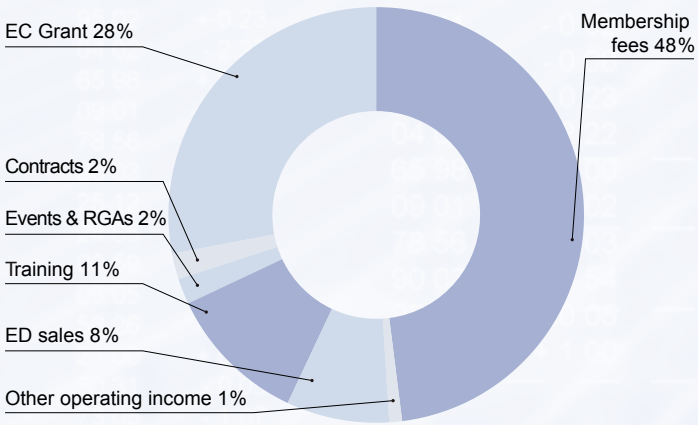
- Premises
- Staff salaries and related costs
- Social security contributions
- Taxes and charges
- Service provisions and various purchases
- Travels

Statutory audit:

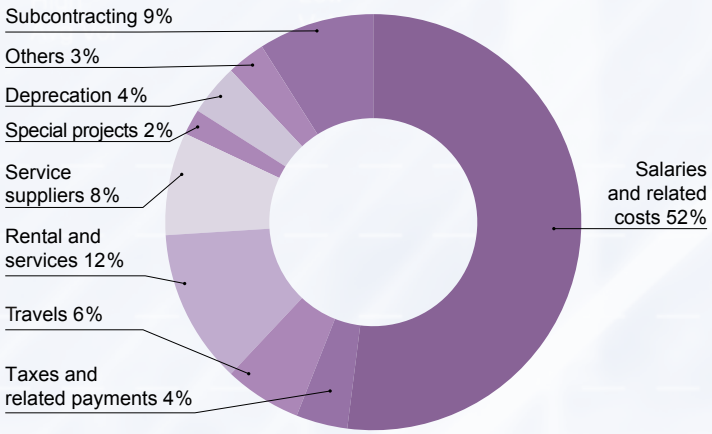
As every year, EUROCAE fiscal year was audited:

- EUROCAE's accounts ending 31 December 2025.
  - Legal audit performed.
  - No findings.

EUROCAE operating income:



EUROCAE operating expenses:



EUROCAE and its Partners: Collaborating for Harmonised Standards

At EUROCAE, we are committed to driving a modern, agile, and forward-looking standardisation process that remains closely aligned with industry developments and meets the priorities of our stakeholder community. Collaboration is at the core of this vision: we work hand-in-hand with European and international partners to ensure a harmonised and consistent approach to standards development.

Strengthening our presence, building trust, and cultivating long-term partnerships with strategic stakeholders remain central pillars of our mission and long-term strategy.

We sincerely thank all our partners for their continued support and commitment to shaping the future of aviation together.

EUROCAE maintains agreements with the following organisations:

- Airports Council International Europe (ACI Europe)
- Japan Aviation Innovation Development Association (AIDA)
- ASD-STAN
- ASTM International
- CEN
- CENELEC
- Civil Air Navigation Services Organisation (CANSO)
- Confiance.AI
- EUROCONTROL
- European Aviation Safety Agency (EASA)
- European Cockpit Association (ECA)
- European Telecommunications Standards Institute (ETSI)
- General Aviation Manufacturers Association (GAMA)
- Global UTM Association (GUTMA)
- International Council of Aircraft Owner and Pilot Associations (IAOPA)
- International Air Transport Association (IATA)
- International Civil Aviation Organisation (ICAO)
- International Federation of Air Traffic Controllers' Associations (IFATCA)
- Korean Institute of Aviation Safety (KIAST)
- RTCA, Inc
- SAE International
- SESAR 3 Joint Undertaking
- SESAR Deployment Manager
- Standards R&D Centre

Domains of Activity

AVIONICS

This domain encompasses all standardisation activities which are related to equipment and systems on board aircraft including Communication, Navigation and Surveillance (CNS) capability and supporting systems (interfaces, power, data sharing networks).

AIR TRAFFIC MANAGEMENT

This domain addresses standardisation activities that concern Air Traffic Management (ATM) functions and components, contributing to the safe and efficient movement of aircraft during all phases of operations and to global interoperability. It also covers ground systems providing CNS capability and specific topics related to specialised services (e.g., datalink).

AIRPORTS

This domain addresses standardisation activities related to airport systems, interfaces and equipment, supporting the safe and efficient operating of air traffic on the ground. Standardisation activities include Advanced Surface Movement Guidance and Control Systems (A-SMGCS), Airport Collaborative Decision Making (A-CDM) or System Wide Information Management (SWIM).

SPACE

Aviation development is increasingly intertwined with space technology. Therefore, this domain includes all standardisation activities related to space-based solutions to aviation, either for providing CNS capability in all phases of operations, or for proposing ATM capabilities. In addition, EUROCAE experience in space-based solutions and ATM may open the door to involvement in new activities such as Space Traffic Management (STM) in the future, or Higher Airspace Operations (HAO).

INNOVATIVE AERIAL SERVICES

The Innovative Aerial Services (IAS) domain, and its subset of Urban Air Mobility (UAM), encompasses new classes of airspace users and emerging concepts such as piloted, unmanned or uncrewed aircraft systems, namely UAS, RPAS, and VTOL, for which a set of standards are needed to support their safe integration in the airspace. This domain also covers related topics, like UAS Traffic Management (UTM or U-space in Europe) and ground infrastructure, that are necessary for global integration in the operational environment.

CABIN

The Cabin domain intends to gather different aspects relevant to airspace users from aeromedical operations to other topics to be included at a later stage. These additional topics could address for examples: seats, cabin fixtures, oxygen supply systems, interior lighting, cargo and other topics as per the needs of EUROCAE members.

ENVIRONMENTAL SUSTAINABILITY

This domain aims at providing support in building a more environmentally aviation sector. Standards related to technological and operational measures, such as new energy sources, improved airframes, optimised operations, and other relevant improvements that contribute to reducing the environmental impact of aviation are in the scope of this domain.

RF SPECTRUM

This domain encompasses various aspects linked to the use and management of the Radio Frequency Spectrum, and the interoperability issues between aviation systems or functions and their environment. There is an increased need to protect the spectrum allocated to aviation use as certain aviation bands are being challenged by other spectrum users.

IT & SOFTWARE

This domain covers initiatives to guarantee the safe design, development, and qualification of aviation software, both for on-board and ground systems. It also addresses the application of artificial intelligence in aviation, establishing industry best practices for the development and certification of AI embedded in aerial vehicles and ground equipment.

SECURITY

Aeronautical Information Systems Security (AISS) addresses information security protection as a means of ensuring safety of flight and maintaining the operation of the civil aviation infrastructure without significant disruption. AISS shall be seen from an end-to-end perspective, from information production, processing, management, communication to operational usage and maintenance, therefore encompassing the aircraft, the supporting ground infrastructure, including communication, and the supply chain.

SYSTEM ENGINEERING

The scope of this domain is to accommodate activities on transverse topics that are clearly within the scope of EUROCAE, but do not solely fit within a single domain, such as Environmental Qualification, Aeronautical Database Management, and Quality and Safety Design.

Standards Development and Working Groups

EUROCAE's core activity is the development of internationally recognised aviation standards in support of:

- Regulatory requirements (e.g., ICAO, EASA, EU, FAA.),
- Research and Development in Europe and globally,
- Industrialisation and deployment of future solutions,
- European and global aeronautical Industry.

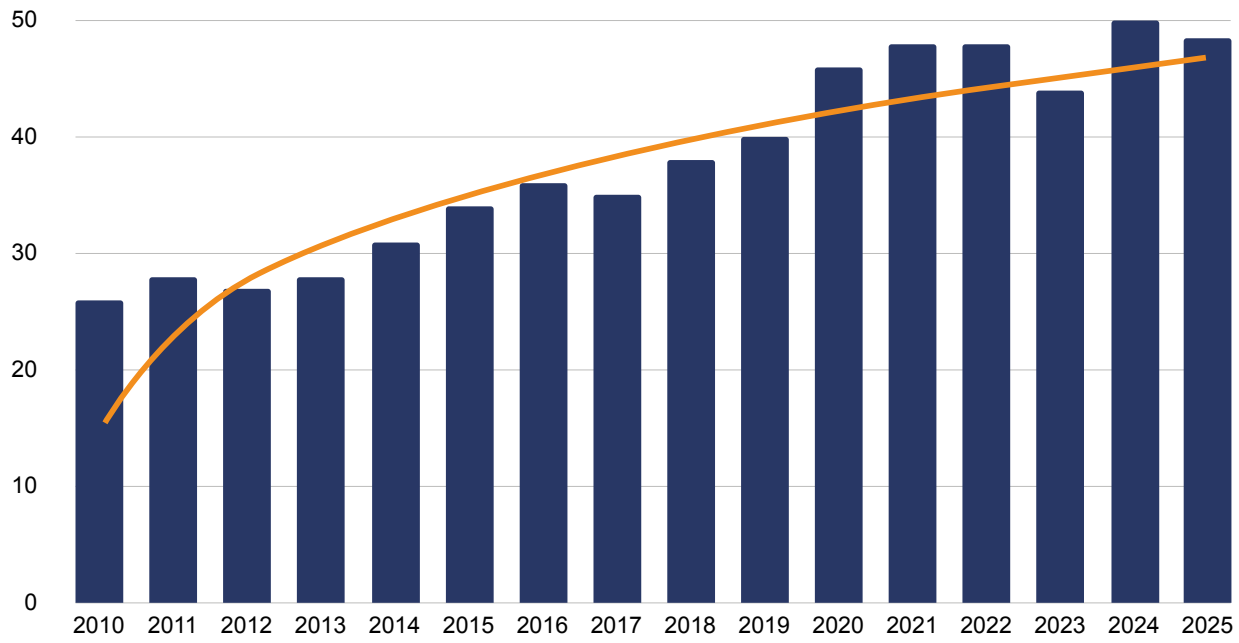
Three new WGs were created with successful kick-off meetings:

- WG-132 *Automated Aircraft Inspections*
- WG-133 GNSS *Multi Elements Antenna*
- WG-134 *DME Interrogators*

During its November meeting the Council declared dormant the following WGs:

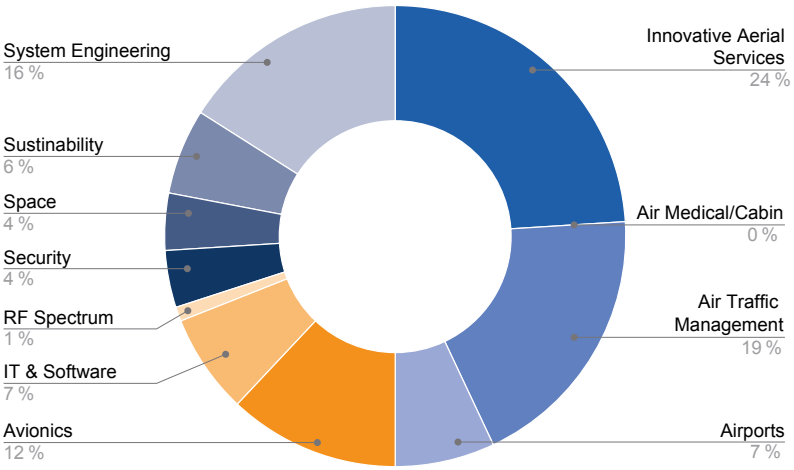
- WG-49 *Mode S Transponders*
- WG-98 *Aircraft Emergency Locator Transmitters*
- WG-103 *Independent Non-Cooperative Surveillance System (INCS)*
- WG-110 *Helicopter Terrain Awareness and Warning Systems (HTAWS)*

In 2025, more than 150 activities were under development. Details on each WG and their activities are provided in the following pages of this report.

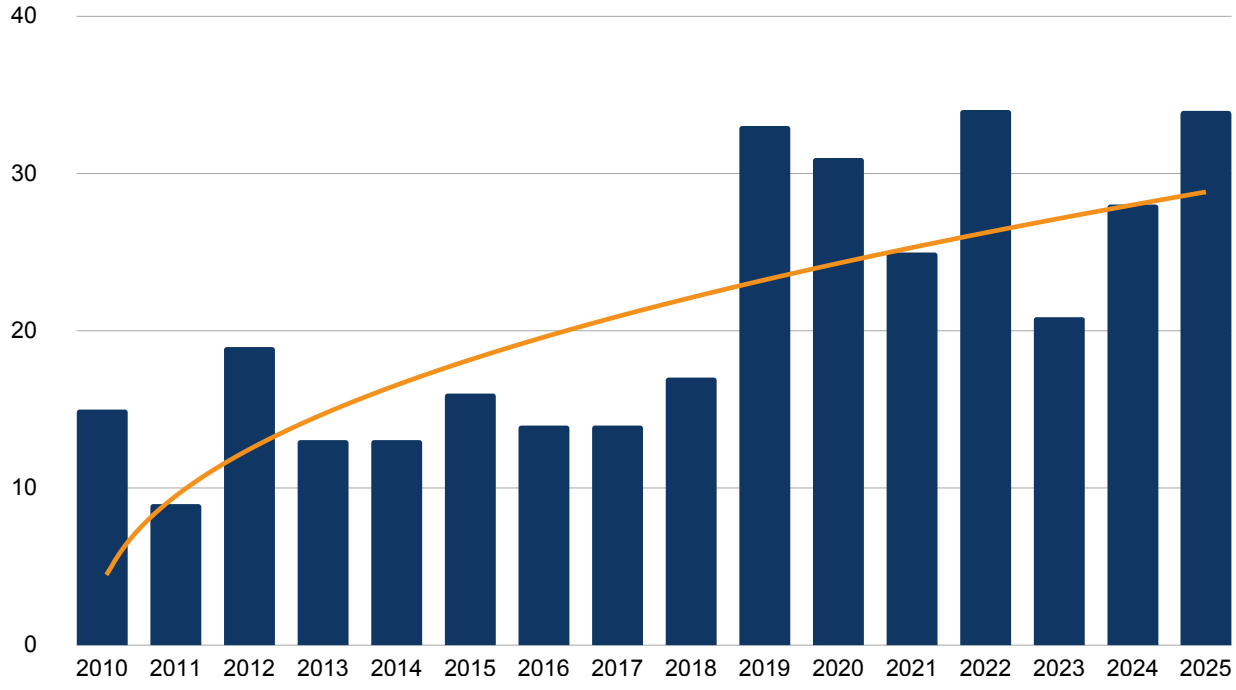


Active Working Groups

As a result of this work, 34 deliverables were published in 2025, once again with an upward trend.



Volume of Activity by Domain



Publications per year

List of Working Groups

Domain	Reference	Title
Avionics	WG-49	Mode S Transponders
	WG-51	Automatic Dependent Surveillance – Broadcast (ADS-B) & WAM
	WG-75	Traffic Alert and Collision Avoidance Systems (TCAS)
	WG-79	Enhanced Vision Systems (EVS), Synthetic Vision System (SVS)
	WG-98 *	Aircraft Emergency Locator Transmitters (ELT)
	WG-110 *	Helicopter Terrain Awareness and Warning Systems (HTAWS)
	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-103 *	Independent Non-Cooperative Surveillance System (INCS)
	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

* | Dormant Working Group

Domain	Reference	Title
Airports	WG-41	A-SMGCS
	WG-83	Airport Foreign Object Debris (FOD) Detection Systems
	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-96	Wireless On-Board Avionics Networks
	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

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Working Group Reports


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WG-51 Automatic Dependent Surveillance – Broadcast (ADS-B) & WAM

CHAIRPERSON: Johan Martensson, EUROCONTROL
TPM*: Andrea Trimarchi

WG-51, created in 1995, covers all elements of ground and aircraft infrastructure elements specific to ADS-B, in support of both ground use (ADS-B Out) and aircraft use (ADS-B In). In addition, WG-51 develops Technical Specifications for composite ADS-B/Wide Area Multilateration (WAM) systems.

WG-51 has established five subgroups (SG). Currently, SG-2 remains dormant, while the other subgroups are actively working on their assigned tasks as defined in the Terms of Reference.

In this regard, currently, SG-4 is tasked with developing Revision D of ED-129 'Technical Specification for a 1090 MHz Extended Squitter ADS-B Surveillance System' to integrate the complete scope of ADS-B Version 3 as defined in ED-102B/DO-260C 'MOPS for 1090 MHz Extended Squitter ADS-B and TIS-B'. The publication of this revision is expected in 2027. However, during initial implementations of ED-129C, observations revealed the need for a more expedited development of a document addressing clarifications, error corrections, and test efficiencies. As a result, SG-4 has been assigned the development of Change 1 to ED-129C, with publication scheduled for Q4 2026.

SG-5 has been assigned to develop Revision A to ED-142 'Technical Specification for Wide Area Multilateration System with Composite Surveillance Functionality'. Additionally, ED-142B has been added to the WG-51/SG-5 Work Programme, with a tentative publication target of 2029. The revision will be required to incorporate the full scope of ADS-B Version 3, as outlined in ED-102B/DO-260C.

* | TPM: Technical Programme Manager

WG-75 Traffic Alert and Collision Avoidance Systems (TCAS)

CHAIRPERSON: Julien Damblemont, THALES
SECRETARY: Sara Filipova, EUROCONTROL
TPM: Andrea Trimarchi

WG-75 was formed in December 2006 to monitor Airborne Collision Avoidance Systems (ACAS) and to cooperate with RTCA SC-147 in the development and refinement of MOPS for TCAS II. This joint activity with RTCA has resulted in several documents:

- ED-256/DO-385 'MOPS for Airborne Collision Avoidance System X (ACAS X) (ACAS Xa and ACAS Xo)', published in October 2018. Change 1 to ED-256/DO-385, published on 17 September 2019, addressed observations made during the early implementation of the system.
- ED-256A/DO-381A 'MOPS for ACAS Xa with ACAS Xo Functionality', developed at the request of EASA in 2022, as a single reference document for the ETSO.
- ED-275/DO-386 'MOPS for ACAS Xu', the ACAS variant for Unmanned Aircraft Systems (UAS), published on 21 December 2020.
- ED-264/DO-382 'MASPS for the Interoperability of Collision Avoidance Systems', published on 11 September 2020.

WG-75 is actively involved in the development of several new documents:

- ED-354 'MOPS for Rotary Aircraft': Given the expertise available in WG-105 UAS and WG-112 VTOL, members from these working groups have been invited to contribute.
- 'MOPS for Active Surveillance Systems': Currently under development in collaboration with SC-147, this document is scheduled for publication in Q2 2026.

Following a request for better performance of ACAS Xu in Terminal Areas, a Revision is required to ED-275/DO-386 to implement revised DAA algorithms when the DAA System detects being in a Terminal Area. WG-75 was also tasked to develop a 'Guidance for the Validation of Collision Avoidance Systems'. The target date for publication is the end of 2026.

ACAS variants:

- ACAS Xa will maintain the use of independent surveillance through the use of Mode S Transponder interrogations and replies, while maximizing the use of passive surveillance sources such as ADS-B to the extent safely possible to further reduce spectrum congestion on the 1090MHz frequency. This variant performs the same functions as the existing TCAS II system but using a new method more compatible with the future ATM environment. It is intended to be a "drop-in" replacement for TCAS II. The "A" denotes 'active surveillance'.
- ACAS Xo indicates an operational specific variant, as the "O" suggests, that will be integrated on the flight deck with the ASA system and be able to suppress Traffic Advisories and Resolution Advisories or desensitize alerting thresholds against pilot selected aircraft with which own-ship is conducting a specific pair-wise operation.
- ACAS Xu identifies a proposal for a version of ACAS X for Remotely Piloted Aircraft (RPA) that will provide collision avoidance protection for those aircraft. This variant is indicated with a "U" referring to UAS.
- ACAS Xr identifies a proposal for a variant of ACAS X for rotorcraft ("R") that will provide collision avoidance protection for helicopter.

WG-79 Enhanced Vision Systems (EVS), Synthetic Vision Systems (SVS)

CHAIRPERSON: Carlo Tiana, COLLINS AEROSPACE
TPM: Atiqah Pillain

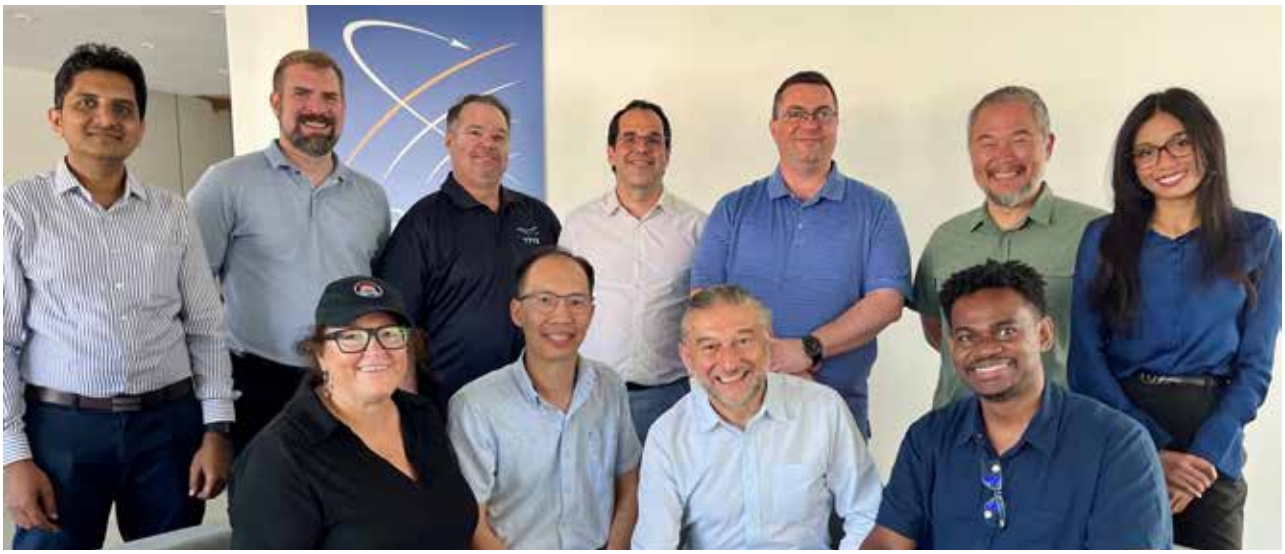
WG-79 was created in 2018 to support the rapid evolution of airborne vision technologies. As Enhanced Vision Systems (EVS) and Synthetic Vision Systems (SVS) became increasingly sophisticated and more widely integrated into modern cockpits, regulators and industry recognised the necessity for clear guidance to ensure safe operation and certification. WG-79 was therefore established to develop regulatory guidance and support documents covering all aspects of airborne vision systems and to harmonise these materials between European and US authorities. To achieve this, the group closely coordinates its work with RTCA SC-213 to ensure alignment across both regulatory frameworks and supporting global interoperability. WG79 was therefore established to develop regulatory guidance and support documents covering all aspects of airborne vision systems and to ensure alignment across both regulatory frameworks and supporting global interoperability.
Major milestones were achieved in 2025 with the publication of two significant MASPS: ED-326 and ED-327, both released in January 2025 for use by EASA, the FAA, and other regulatory authorities.

ED-326 'MASPS for Synthetic Vision Systems, Synthetic Vision Guidance Systems, and Combined Vision Systems' defines general system and subsystem performance, safety, and redundancy requirements for the use of synthetic and combined vision. ED-327 'MASPS for EVS, CVS, EFVS' provides the MASPS for Enhanced Vision Systems, Combined Vision Systems, and Enhanced Flight Vision Systems. Together, these documents complement the standards framework for vision-based technologies and ensure alignment with evolving operational needs and industry capabilities.

The publication of these two documents marks the first major WG-79 deliverables since ED-291 'Test Procedures for Quantified Visual Advantage' in 2021, and they significantly advance the state of the art for low visibility operational support systems.

A EUROCAE report is currently being drafted to address vision systems for Innovative Aerial Services and Advanced Air Mobility (IAS/AAM), and for helicopter operations in low visibility and night conditions. Following the publication of this report, the intention is to develop a corresponding MASPS. The motivation behind this work is that the current ED-255 'MASPS for a Combined Vision System for Helicopter Operations' does not provide guidance for reduced minima or operational credit. To support future operational capabilities, the existing MASPS must be expanded to cover systems that enable operational credit for both helicopters and Innovative Aerial Services.

Coordination with EUROCAE Working Groups developing IAS/AAM standards has been established to ensure effective support for WG-79.



WG-118 Crash-Protected and Lightweight Flight Recorders

CHAIRPERSON: Hannes Griebel, CGI
Jennifer Weiss, ACR ELECTRONICS
SECRETARY: Robin Hudson, DRS TECHNOLOGIES CANADA LTD
TPM: Atiqah Pillain

As aircraft technologies evolve and new operational concepts emerge, traditional crash protected recorders are being complemented by lightweight, image based, and digital recording solutions. Regulators and industry recognised that this transition requires updated guidance to ensure that recorder systems continue to support accident investigation and safety enhancement. WG-118 was therefore established in 2018 to update and expand the Minimum Operational Performance Standards (MOPS) mandated by ICAO Annex 6 to ensure that recorder technologies remain reliable and compatible with future aircraft architectures.

WG-118 objectives focus on developing and maintaining technical standards for crash-protected and lightweight recording systems, supporting new recording technologies, and ensuring that recorder performance remains consistent across global regulatory frameworks. To address the broad scope of recorder technologies,

WG-118 is organised into four specialised subgroups:

- SG-1 focuses on Crash Protected Airborne Recorder Systems, maintaining the specifications that define survivability and performance for traditional flight data and cockpit voice recorders.
- SG-2 addresses Recording Systems for Advanced Air Mobility (AAM), reflecting the need for tailored solutions for emerging aircraft categories.
- SG-3 develops provisions for Lightweight Flight Recording Systems, including testing, airborne image recordings, cockpit voice recordings, installations, and flight data transmissions.
- SG-4 concentrates on Virtual Flight Recorder Data Recovery Systems, supporting the industry's transition toward digital and cloud based data recovery concepts.

A key milestone in 2025 was the publication of ED-155A 'Minimum Operational Performance Specification for Lightweight Flight Recording Systems' in February, updating the lightweight flight recorder standard to reflect new technologies and ensure compatibility with ED-112B 'Minimum Operational Performance Specification for Crash Protected Airborne Recorder Systems'. This revision strengthens testing provisions, image and voice recording requirements, and supports integration into electrically powered aircraft.

The 'MASPS for AAM Aircraft Recording Systems' entered Open Consultation in December 2025 and is expected to be published in Q3 2026. In parallel, WG-118 is also progressing on the MASPS for Virtual Flight Recorder Data Recording Services (VFDR).

WG-118 continues to ensure that recorder technologies evolve in step with modern aviation. By uniting industry experts and coordinating closely with regulators, the group keeps future deliverables aligned with global aviation needs.

WG-129 Take-off Performance Monitoring System

CHAIRPERSON: Brian Roberts, UK CAA
TPM: Atiqah Pillain

WG-129 was created in 2024 to address a renewed safety requirements identified by regulators regarding take-off performance monitoring. The group was launched following a UK AAIB Serious Incident Report, which highlighted a case where an aircraft initiated take-off with insufficient power, using far more runway than intended. This event, along with a series of similar occurrences recorded since 2018, demonstrated that crews often struggle to detect low acceleration or incorrect runway positioning during take-off. As a result, authorities concluded that new standards were required to support the introduction of Take-off Performance Awareness and Alerting Systems (TOPAAS).

The objective of WG-129 is to create the Minimum Operational Performance Standards (MOPS) and any additional specifications needed to enable certification authorities to establish equipment standards (ETSO/TSO) and functional requirements for TOPAAS implementations. The group operates jointly with RTCA SC-244.

In 2025, WG-129 and SC-244 held several plenary sessions, including plenary meetings in Europe and the United States, to consolidate operational scenarios, analyse recorded incidents, and refine the system-level expectations for TOPAAS. These discussions focused on identifying the parameters that a monitoring system must assess such as acceleration trends, runway position, and aircraft configuration and on determining how alerts should be generated to support timely crew awareness.

WG-129 has also completed an Internal Report outlining the technologies available to support TOPAAS and confirming the requirement for a dedicated MOPS for future certification. The group is now developing the MOPS technical content to ensure the final specification is operationally relevant and aligned with industry requirements.

WG-105 Unmanned Aircraft Systems (UAS)

CHAIRPERSONS: Alexandra Florin, WING
Maurizio Goiak, LEONARDO
SECRETARY: Jean-Philippe Bonhomme, NEXTIDEE
TPM: Bertrand Riveill

WG-105, created in 2016, is responsible for developing the necessary standards to ensure the safe integration of UAS, or Remotely Piloted Aircraft Systems (RPAS), when controlled and monitored from a Remote Pilot Station (RPS) into all classes of airspace. This work considers emerging European regulations, which are based on a risk-based approach depending on the category of operation (open, specific, or certified), as well as industry requirements.

WG-105 is organised into five active Subgroups (SGs), and the work performed by these SGs is coordinated by a Steering Committee. This year the subgroups have worked on several deliverables in the following areas:

- SG-1: Detect and Avoid (DAA)
  - ED-329 'Minimum Operational Performance Specification for Detect & Avoid'
  - ED-330 'Minimum Operational Performance Specification for Detect & Avoid in Very Low-Level Operations'
  - ED-343 'MOPS for DAA Radar in class A-G Airspaces under IFR'
  - DP011 'MOPS for DAA EO/IR in class A-G Airspaces'
- SG-2: Command, Control, and Communication, Spectrum, and Security (C3&S)
  - ED-340 'MOPS for Unmanned Aircraft Systems Command-and-Control Communications using 4G/5G Cellular Networks'
  - ED-265 'MOPS for RPAS Command and Control Data Link (C-Band Satellite)'
- SG-3: UAS Traffic Management (UTM)
  - ED-347 'Technical standard defining the interface between the UAS operator and the Network Identification Service'
  - ED-339 'Network Identification Data Exchange Icd for Indirect Exchanges Between Ussps and Between Ussps and Authorised Users'
  - ED-351 'OSED UAS Flight Authorizations Indirect Exchange ICD'
  - DP016 'Flight Authorization Service OSED'
  - Internal Report: Report on U-Space scenarios and use cases
  - ED-318A 'Technical Specification for Geographical Zones and U-Space Data Provision and Exchange'
- SG-4: Design and Airworthiness (D&AW)
  - ED-311 'Minimum Operational Performance Standard for Command Unit Core Layer of UAS to be operated in the EASA certified category of operations'
  - ED-325 Vol.2 'Guidance Document For Special Condition Light-UAS – Medium Risk – Volume 2'
- SG-6: Specific Operational Risk Assessment (SORA)
  - ED-348 'Guidelines for the use of multi-GNSS solutions for UAS – Medium Risk'
  - ED-341 'Guidelines for showing compliance with SAIL III and IV non-design related SORA Operational Safety Objectives'
  - ED-336A 'Guidelines for SAIL II application of SORA'

The WG-105 work programme is regularly updated according to our member's needs and to adapt to the evolving landscape of the UAS industry.

In 2025, two documents developed by WG-105 were published:

- ED-269 Change 1 'MOPS For Geofencing' (January 2025)
- ED-336 'Guidelines for SAIL II application of SORA' (February 2025)

Since its inception, WG-105 has finalised 26 documents, making it one of the most active Working Groups within EUROCAE today.

WG-112 VTOL

CHAIRPERSONS: James Gillian, VOLOCOPTER
Lionel Tauszig, EASA
SECRETARY: Tom Gunnarson, WISK
TPM: Bertrand Riveill

WG-112 was established in 2019 following a joint EUROCAE/EASA workshop, at a time when the VTOL and emerging eVTOL sector was entering a decisive phase. Urban Air Mobility concepts were gaining strong momentum, yet the industry faced a major obstacle: the absence of dedicated regulations to certify this new class of aircraft. This regulatory gap led EASA to publish the first certification basis for small-category VTOL aircraft in 2019, marking a crucial step forward for the sector.

Against this backdrop, WG-112 was tasked with developing industry standards to complement EASA's SC-VTOL framework by providing the necessary Means of Compliance (MoC). To support the Working Group's ambitious objectives, EUROCAE introduced a streamlined "Lean Process", reducing administrative workload while preserving EUROCAE's core principles and the commitment to delivering high-quality standards.

WG-112 benefits from strong coordination with other key Working Groups, notably WG-63 *Complex Aircraft Systems* and WG-105 *UAS*, contributing to a more harmonised regulatory environment. It also maintains close collaboration with its sister group, WG-113 *Hybrid Electric Propulsion*.

Another important aspect is EASA's active involvement in the leadership of WG-112, ensuring that the standards developed remain aligned with the Agency's regulatory scope and future expectations.

The WG is structured in seven active subgroups:

- SG-1 Electrical Systems
- SG-2 Lift/Thrust
- SG-3 Safety
- SG-4 Flight
- SG-5 Ground infrastructure
- SG-6 Avionics
- SG-9 Electromagnetic Hazards

The Steering Committee (SG-0) is the coordinating body, composed of the chairpersons, secretary, EUROCAE Technical Programme Manager and subgroup leaders. SG-0 is steering the full Working Group, defining new tasks to support EASA's fourth priority list of MoC complementing the EASA SC-VTOL.

Latest publications:

- ED-305 'Information Security Guidance for VTOL and Collaborative Systems' (February 2025)
- ED-334 'Guidance for Common mode analysis for lift-thrust system for VTOL enhanced category' (February 2025)
- ED-331 'Guidance for the Use of Automated Ground Movement Equipment to Move VTOL Aircraft with Passengers Onboard at Vertiports' (February 2025)

Since its inception, 21 documents developed by WG-112 were published.

WG-132 Automated Aircraft Inspections

CHAIRPERSONS: Floris Sraver, MAINBLADES
Gary Brown, AIRBUS
SECRETARY: Sergiu Marzac, THE BOEING COMPANY
TPM: Bertrand Riveill

WG-132 is one of the new Working Groups created in 2025, established to develop standards, guidance, reports and recommended practices for the use of small UAS in automated-assisted aircraft inspections. The aim is to ensure that aircraft airworthiness is maintained, that requirements for data quality and integrity are clearly defined, and that equivalency is preserved when automated-assisted maintenance activities replace traditional physical inspections.

This Working Group originated from a concrete and growing industry use case: the deployment of small UAS to inspect conventional aircraft for maintenance or certification purposes. Automated inspection methods have been under development for several years, both by aircraft operators and Original Equipment Manufacturers (OEMs). In the United States, this has already led to accepted alternative practices for conducting remote Zonal and Conditional General Visual Inspections (GVIs). The technology is now used operationally across Europe, the Middle East, North America and Asia.

WG-132, jointly with SAE G-38, is organised into five areas: Environment, Equivalency, Regulatory & Definitions, System, and Training.

Two deliverables are currently in progress:

- Internal Report IR-EUR 019-26/WG-132-08 ‘Considerations related to automated aircraft inspections and use cases within aerodromes’. This Internal Report has been requested by the TAC as an introductory analysis of the use case, with the objective of better understanding its applicability and scope. The TAC also mandated the Working Group to examine additional potential applications of small UAS in the airport environment. These complementary topics are addressed in a dedicated chapter, covering inspection operations, ground equipment calibration, and airport operations surveillance. This first document is scheduled for publication in 2026.
- EUROCAE Report ER-047 ‘Considerations related to automated aircraft inspections’. A set of industry guidance and good practices for integrating small UAS into inspection processes, with attention to national civil aviation authority requirements for UAS operations near airports.

WG-59 Flight Data Processing (FDP) Interoperability

CHAIRPERSON: Andrés Grijalba, ENAIRE
TPM: Andrea Trimarchi

WG-59, created in 2002, finalised ED-133 'Flight Object Interoperabilty' in 2009. Based on experience acquired during the implementation of this specification and driven by requirements in the scope of the Pilot Common Project (PCP), WG-59 was reactivated to produce Revision A of ED-133. Because of technical and interoperability issues it was decided that further validation work is required to develop a stable set of technical and operational requirements.

ED-133A was published in July 2025 following a Dissenting Opinion Procedure and a second Open Consultation.

The group is expected to present a new Work Programme to the TAC in the second half of 2026.

WG-67 Voice over Internet Protocol (VoIP) for ATM

CHAIRPERSON: Liviu Popescu, EUROCONTROL
SECRETARY: Roberto Weger, SITTI
TPM: Andrea Trimarchi

WG-67 was established in 2004 to address the aviation sector's transition toward a unified telecommunications infrastructure capable of supporting exclusively IP-based traffic for both voice and data services. Over time, the Working Group has structured its activities into six specialised sub-groups, each focused on a distinct application domain: SG-1 (Radio), SG-2 (Telephone), SG-3 (Recording), SG-4 (Supervision), SG-5 (ATM VoIP OSED and SPR), and SG-6 (Network). This organisation allows WG-67 to comprehensively cover the technical, operational, and performance aspects required for the deployment of IP-based communications in ATM.

This evolution resulted in the development of international standards for Voice over IP (VoIP), specifically tailored for the ATC environment. WG-67 has developed three key deliverables:

- ED-136 'VoIP ATM System Operational and Technical Requirements'.
- ED-137C 'Interoperability Standard for VOIP ATM Components' (published in 4 volumes), including Change 1 documents for Volumes 1, 2, and 4.
- ED-138B 'Network Requirements and Performance for voice internet protocol (VOIP) air traffic management' (published in 2 parts).

Following the publication of ED-137C, WG-67 is working in line with its updated Terms of Reference (ToR) on Revision A of ED-136, scheduled for publication in Q2 2026. The current ED-136 will be split into two volumes:

- ED-136/1A 'VoIP ATM System Operational and Technical Requirements Volume 1 – OSED'
- ED-136/2A 'VoIP ATM System Operational and Technical Requirements Volume 1 – SPR'

The revision of ED-138 began in June 2023, with plans for publication by Q2 2026.

WG-76 AIS/MET Datalink Applications

CHAIRPERSON: Mark Libant, NAV CANADA
SECRETARY: Macarena Martin Viton, AIRBUS
TPM: Mark Watson

WG-76, established in 2006, is responsible for defining standards for AIS and MET datalink services. Over the years, the group has defined 17 services supporting the provision of AIS and MET information through downlink, uplink, and crosslink channels. All activities are conducted jointly with RTCA SC-206.

In April 2025, WG-76 completed ED-335/DO-364A 'MASPS for AIS/MET Datalink Services'.

Work is also progressing on the 'Technical Standard for Automated Atmospheric Turbulence Derivation Techniques'. This document aims to define the requirements for automated techniques that generate turbulence metrics, specifically providing outputs in Eddy Dissipation Rate (EDR). It will also establish a validation methodology to ensure operational comparability across systems. Publication is targeted for the end of 2026.

The revision of DO-358B 'MOPS for Flight Information Services Broadcast (FIS-B) with Universal Access Transceiver (UAT)', currently an RTCA-only document, is underway, with publication expected by the end of Q2 2026. The update seeks to enhance related products and services, correct identified errors, and align the specification with updated stakeholder requirements.

WG-76/SC-206 are also developing an Internal Report to inform the TAC and the PMC about recommendations regarding possible standards development work associated with aircraft based meteorological observations. The report should be available during Q1 2026.

A new activity was added to the Work Programme in 2025: the development of MOPS for Emergency Diversion Service (EDS). While ED-335/DO-364A already defines EDS at the system level, the safety-critical nature of this service requires a dedicated MOPS document to specify detailed functional, performance, and test requirements, including those related to data exchange and the Data Link Service Provider. Publication is currently planned for Q1 2028.

WG-78 Standards for Air Traffic Data Communications Services

CHAIRPERSON: Luc Emberger, AIRBUS
TPM: Andrea Trimarchi

Established in 2008, WG-78 is concerned with standardisation of data communication developments for the NextGen and SESAR initiatives. WG-78, in collaboration with RTCA SC-246 (formerly SC-214), has developed the following documents:

- ED-228B/DO-350B 'Safety and Performance Requirements Standard for Baseline 2 ATS Data Communication' (December 2023)
- ED-229B/DO-351B 'Interoperability Requirements Standard for Baseline 2 ATS Data Communications' (December 2023)
- ED-230B/DO-352B 'Interoperability Requirements Standard for Baseline 2 ATS Data Communication – FANS 1A Accommodation' (March 2024)
- ED-231B/DO-353B 'Interoperability Requirements Standard for Baseline 2 ATS Data Communication ATN Baseline 1 Accommodation' (December 2024)

These updates build on the experience gained during extensive validation activities, including a Very Large-Scale Demonstration conducted on revenue flights equipped with certified B2 avionics. The demonstration produced a comprehensive report detailing its results and lessons learned.

WG-78 has recently prepared an Internal Report to collect recommendations on a potential revision of the ATS Data Communication Standards. The report identifies the need for a Revision C of ED-228, ED-229, ED-230 and ED-231, with a tentative publication date set for the end of 2028.

In addition, a new activity has been launched to develop a Verification Test Standard, with the target publication date currently planned for Q2 2027.

WG-81 Interoperability of ATM Validation Platforms

CHAIRPERSON: Thomas Damm, DFS
SECRETARY: Jose Manuel Cordero, ENAIRE
TPM: Alex Milns

Established in 2008, WG-81 is tasked to analyse the means, opportunities and technical challenges to enhance the functionality and behaviour of ATM simulation platforms, linking different real-time platforms and by incorporating fast-time models and tools. WG-81 also looks into study requirements for this interoperability and examines the requirements for common data interchange standards, data preparation facilities and high-level exchange protocols.

SESAR projects need to perform verification and validation exercises at the level of ATM Services in order to sustain the development of the ATM concepts and systems throughout the research and development life cycle. The deliverables of WG-81 support this R&D activity through the provision of interoperability standards for ATM Validation Platforms.

WG-81 developed ED-147B 'ATM Validation Platforms Interoperability Specification', as well as the associated ED-148A 'Guidance to Achieve ATM Validation Platforms Interoperability' which were published in November 2021.

The Working Group is continuing the development of a supplement to ED-147B which will provide implementation rules for the application to run time infrastructure of the widely used High Level Architecture (HLA as per IEEE 5116).

WG-85 4D Navigation

CHAIRPERSON: Okuary Osechas, ZURICH UNIVERSITY OF APPLIED SCIENCES (ZHAW)
SECRETARY: Ricardo de Sousa, NATS
TPM: Andrea Trimarchi

WG-85, established in 2009, develops navigation standards for designers, manufacturers and installers of avionics; airspace managers and service providers; and the operational users of these systems worldwide. Working jointly with RTCA SC-227, its work supports global harmonisation and ensures that navigation system performance remains aligned with evolving operational concepts and technology.

In 2025, WG-85 finalised the following documents:

- ED-323/DO-283C 'MOPS for Required Navigation Performance for Area Navigation'. Previously an RTCA-only deliverable, DO-283 was revised as a joint document to ensure global harmonisation of RNP system implementation and performance.
- ED-75F/DO-236E 'Minimum Aviation System Performance Standards: Required Navigation Performance for Area Navigation'. This update was necessary to maintain consistency with the changes introduced in

the revised MOPS ED-323/DO-283C. Adjustments made during the MOPS development required corresponding updates to the MASPS (formerly ED-75E/DO-236D) so that both documents remain fully aligned.

The work on ED-75/DO-236 is closely linked with current activities in WG-107 *DME Infrastructure supporting PBN Positioning*. While the WG-107 MASPS focuses' on infrastructure requirements, WG-85/SC-227 continue to address the aircraft-focused aspects of RNP. Both groups are coordinating on key assumptions, WG-85/SC-227 regarding aircraft behaviour when using DME for area navigation, and WG-107 providing inputs on DME infrastructure performance.

Looking forward, WG-85 is updating the MASPS (ED-75F) and MOPS (ED-323) to mature the functional, performance and test requirements for TOAC, to strengthen the multi-sensor requirements for RNP and resilience of RNP services to outages in GPS/GNSS.

In addition, WG-134 *DME interrogator* has started its work on updating the DME interrogator MOPS (ED-54A) which will contribute to WG-85/SC-227 work on standards to operate PBN using non-GNSS sensors.

WG-92 VDL Mode 2

CHAIRPERSON: Stephane Pelleschi, COLLINS AEROSPACE
TPM: Andrea Trimarchi

Established in 2011, WG-92 is responsible for maintaining ED-92 'MOPS for an Airborne VDL Mode-2 System Operating in the Frequency Range 118–136.975 MHz' and ensuring its alignment with other VDL standards. Because ED-92 serves as a baseline for avionics certification, it must remain fully consistent with the expectations of the European Datalink Services Implementing Rule (DLS-IR) mandate. During the ongoing maintenance of the document, which currently contains test cases only for airborne equipment, WG-92 and RTCA SC-247 identified the need to include complementary ground-system test cases to guarantee full end-to-end interoperability of VDL Mode 2 systems.

The VDL Mode 2 standards are currently being updated to address several key areas:

- Operational feedback from NM DSG and Datacom DCIT
- Support for ATN/IPS (IOA), with a draft standard already available for ongoing IPS validation activities (FAA IPS VDL and SESAR FCDI)
- The VDL Mode 2 interference issue.

These updates present an opportunity to improve overall coherence across the standards landscape, ensuring

harmonised VDL Mode 2 standards across ACARS, ATN/OSI and ATN/IPS, and consistent traceability between EUROCAE and RTCA VDL standards.

According to the current Work Programme, WG-92 is progressing on the following documents:

- ED-92D/DO-281D 'MOPS for Aircraft VDL Mode 2 Physical Link and Network Layer'
- ED-XXX/DO-224E 'MASPS for Advanced VHF Digital Data Communications'
- ED-276A/DO-383 'Guidance on Air to Ground VDL Mode 2 Interoperability'

The EUROCAE 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.

WG-103 Independent Non-Cooperative Surveillance (INCS) System

CHAIRPERSON: Javier Ceballos-Gutierrez, EUROCONTROL
SECRETARY: Hannes Stahl, HENSOLDT
TPM: Andrea Trimarchi

WG-103 was established in 2015 in response to emerging operational challenges, notably the need to mitigate radar clutter generated by wind farms and to enhance the detection of small Remotely Piloted Aircraft (RPAs). These evolving demands have driven a renewed focus on the design of non-cooperative surveillance sensors. As a result, WG-103 was tasked with developing a Technical Specification for an Independent Non-Cooperative Surveillance (INCS) System.

Over the years, the Working Group has made significant progress in shaping a balanced specification, one that remains sufficiently agnostic so as not to constrain technological innovation, while still being detailed enough to ensure interoperability and the ability of resulting systems to meet operational requirements. The group brings together a diverse set of stakeholders, including sensor manufacturers and Air Navigation Service Providers (ANSPs). Although participation is predominantly European, WG-103 also benefits from active contributions from organisations in America and Asia.

Following the Open Consultation and a challenging comment-resolution phase, particularly due to several complex non-concur comments, ED-288 'Technical Standard (TS) for an Independent Non-Cooperative Surveillance (INCS) System' was published in June 2025. After the document's release, and upon the decision of the Council in November 2025, the Working Group was placed in dormant status.

WG-104 SWIM Services

CHAIRPERSON: Jan Stibor, LFV & SESAR DEPLOYMENT MANAGER
SECRETARY: Mira Bognar, HUNGAROCONTROL
TPM: Andrea Trimarchi

EUROCAE has produced several deliverables in the SWIM domain, including a SWIM Service Specification for an AMAN Extended Horizon information service, a template to support future service standardisation within EUROCAE, and a catalogue of potential SWIM Services for standardisation. WG-104 was established in 2015 to consolidate this work and provide improved support material, notably an enhanced template and a comprehensive methodology to guide SWIM Service standardisation activities.

As part of this effort, WG-104 developed ED-254 'Arrival Sequence Service Performance Standard', which provides a standardised SWIM service design for an Arrival Manager (AMAN) Sequence Service.

The Working Group was reactivated in October 2024 to update ED-254 based on lessons learned from its early implementation. This ensures that the standard remains fit for purpose, particularly within the dynamic operational and regulatory environment of Common Project 1 (CP1) and beyond. Revision A of the standard underwent Open Consultation in September 2025 and is expected to be published by Q2 2026.

In parallel, WG-104 is developing an Internal Report assessing the future evolution needs of the Arrival Sequence Service, which will form the core of the Group's activities throughout 2026.

WG-107 DME Infrastructure supporting PBN Positioning

CHAIRPERSON: Gerhard Berz, EUROCONTROL
SECRETARY: Maurizio Scaramuzza, SKYGUIDE
TPM: Andrea Trimarchi

WG-107 was established in 2017 following the recognition, highlighted by Recommendation 2.2/2 of the 14th ICAO Air Navigation Conference, of the continued need for terrestrial-based reversion capabilities to mitigate the risks associated with GNSS interference and outages. Ensuring navigation continuity in such situations is essential to preserve the integrity of Performance-Based Navigation (PBN) operations.

Alternative/Complementary Position, Navigation and Timing (A-PNT/C-PNT) provides this resilience by enabling aircraft to continue Performance Based Navigation (PBN) operations during periods of degraded or unavailable GNSS services. This is achieved either by relying on sensors independent of GNSS or by using hybrid solutions that combine GNSS with alternative sensor inputs.

As a short-term measure to strengthen GNSS backup capabilities, WG-107 is developing a revision of ED-57 'MOPS for Distance Measuring Equipment (DME/N and DME/P) – Ground Equipment'. The update will define criteria to qualify DME infrastructure capable of supporting RNP with containment, aligned with the principles described in the ICAO PBN Manual.

In parallel, WG-107 is also drafting a new ED-XXX 'MASPS for DME Infrastructure Supporting PBN Positioning', which is designed to complement the revised MOPS. This MASPS sets out the overall concept and describes the allocation of functions and performance requirements across both the ground and airborne segments. While conceived as a standalone document, it is being closely harmonised with ED-75/DO-236 'MASPS – Required Navigation Performance for Area Navigation' to maintain consistency across the broader PBN standards framework. To facilitate this, WG-107 is coordinating tightly with WG-85 *4D Navigation*.

Additional support to this work is provided by WG-134 *DME Interrogators*, which has initiated the update of the DME interrogator MOPS (ED-54A). This activity will feed into WG-85/SC-227 efforts focused on enabling PBN operations using non-GNSS sensors.

WG-107 is expected to complete its current activities by the third quarter of 2026.

WG-108 ATN/IPS

CHAIRPERSON: Stephane Pelleschi, COLLINS AEROSPACE
TPM: Andrea Trimarchi

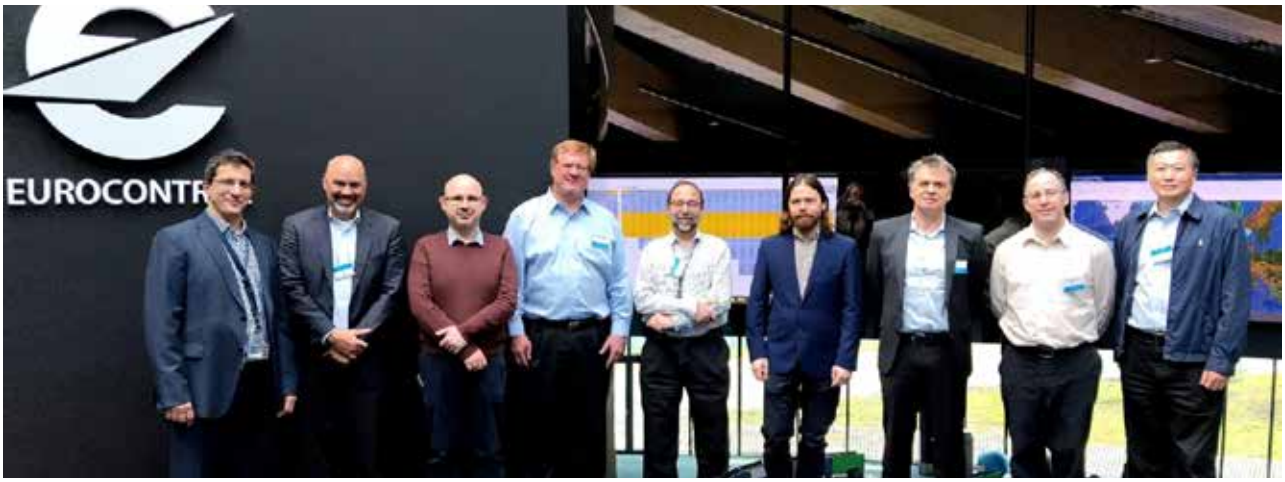
Created in 2018, WG-108 is responsible for identifying the requirements needed to enable the deployment of ATN/IPS. In particular, ICAO will define the necessary features such as security, addressing, and mobility, and WG-108 provides the guidance required to ensure a consistent, end-to-end implementation of these capabilities across the aviation telecommunications environment.

Working jointly with RTCA SC-223, WG-108 finalised ED-262/DO-379 'Technical Standard of Aviation Profiles for Aeronautical Telecommunication Network/Internet Protocol Suite (ATN/IPS)' in September 2019. Following subsequent standards development work carried out by ICAO, ED-262A/DO-379A was published in October 2024. This updated version is intended for validation activities, with a later revision expected to form the baseline for operational IPS system development.

In parallel, ED-315/DO-404 'Minimum Aviation System Performance Standard (MASPS) on ATN-IPS End-to-End Interoperability and Certification' was published in September 2023. Among its purposes is to support early ATN/IPS prototyping and system development activities.

WG-108 is currently preparing an Internal Report to assess the impact of major ATN/IPS research projects, including FAA VHF Data Link (VDL), SESAR Future Connectivity and Digital Infrastructure (FCDI), and The European Sky Multilink ATN (ESMA), on both the MASPS and the IPS Profiles. The report will analyse the resulting implications for future maintenance planning and execution. Its conclusions, expected in Q3 2026, are anticipated to inform revisions to the standards to be initiated in the 2026-2027 timeframe.

This work is conducted in close coordination with ICAO, the Airlines Electronic Engineering Committee (AEEC) of ARINC, and the wider community, ensuring alignment on both the technical content and the publication timelines of all related standards.



WG-122 Virtual Centre

CHAIRPERSON: Nicolas Suarez Tetzlaff, ENAIRE/CRIDA
SECRETARIES: Prachi Shekhar, EGIS AVIATION UK
Isabel Franke-Chaudet, EGIS AVIATION UK
TPM: Alex Milns

Virtual Centre technologies and concepts are expected to enhance the resilience and adaptability of the European ATM Network, particularly in terms of capacity and cost efficiency. Following a large stakeholder workshop in August 2020, where more than 60 experts exchanged views and confirmed both the need for standards and the timeliness of the initiative, WG-122 was launched in November 2020.

Since its creation, WG-122 has worked in parallel with several SESAR projects addressing different aspects of Virtual Centres. Many experts involved in these SESAR activities are also active within the Working Group, creating strong synergies that help identify emerging standardisation needs for Virtual Centre concepts and in-service applications.

To date, the group has published two deliverables:

- ER-026 'Virtual Center Standardisation' (January 2022).
- ER-029 'Taxonomy of Services for Virtual Centres' (January 2024).

WG-122 is now focused on developing a guidance document for the implementation of Virtual Centres. This document will consolidate existing knowledge from multiple sources, including the Airspace Architecture Study and SESAR/EUROCAE materials, providing stakeholders with a comprehensive understanding of the Virtual Centre concept.

In parallel, the group is also developing an Interoperability Standard for Virtual Centre Services. The work will begin with two key services, Flight Data Distribution and Flight Data Management, and will later expand to include additional validated services as the concept matures.

The WG-122 deliverables are crucial for the ATM Master Plan 2025's 'Virtualisation of operations' objective. The standards developed by WG-122 will provide a common framework for design, implementation, and operation, ensuring interoperability between different implementations, vital for network-wide benefits and ensure safety by establishing clear requirements and procedures, mitigating risks. The standards will also promote efficiency by fostering consistent implementation and optimal resource use, and aid deployment by providing a clear roadmap for stakeholders.

WG-126 VCS-ATC Systems Integration for ATM Information Exchange

CHAIRPERSON: Roberto Weger, SITTI
SECRETARY: Iuliana Lungo, ROMATSA
TPM: Andrea Trimarchi

WG-126 was created in April 2023 to describe operational scenarios in which ATC and VCS systems share flight information, with the aim of providing controllers with a more integrated platform to support proactive Air Traffic Management. In this context, the Working Group has been tasked with defining a new communication standard that will serve as the interface between ATC and VCS systems. This standard will enable the exchange of flight-related information such as call signs, frequencies in use, and transmitting/receiving devices and ensure that this information is presented to controllers in a coordinated and comprehensive way.

The forthcoming standard is expected to deliver several key benefits, including: integrated sharing of information; combined recording of voice and flight information; greater situational awareness of ATCOs; lower workload for ATCOs; and higher safety.

WG-126 is currently working on the following deliverables:

- 'OSED for ATC Systems-VCS Interoperability for ATM Information Exchange'
- 'ATC Systems – VCS Interoperability for ATM Information Exchange'

Both documents are planned for publication in 2026. Although the OSED has already reached an advanced level of maturity, its dependency on elements defined in the Interoperability Standard may require an update to the Terms of Reference during 2026.

In 2025, Subgroup 1 *ASRU Ontology* was established to develop a standard ontology for Automatic Speech Recognition and Understanding (ASRU) in Air Traffic Control environments, forming an integral part of the WG-126 Interoperability Standard.

WG-130 ATM/ANS Supporting Standards

CHAIRPERSONS: Jose-Luis García Chico, EASA
Pascal Rohault, THALES
SECRETARY: Serge Cologner, DSNA
TPM: Andrea Trimarchi

WG-130 was established in October 2024 in response to Regulation (EU) 2023/1768, which defines the requirements for the attestation of ATM/ANS equipment and completes the technical and interoperability framework necessary to ensure safety performance and operational/technical interoperability in European civil aviation.

To support this new regulatory framework, EUROCAE's detailed technical and operational standards are intended to serve as means of compliance for both ATM/ANS equipment attestation and ATM/ANS operations. WG-130 plays a key role in facilitating this alignment.

The Working Group's mandate is to identify and support the development of standards and related deliverables needed for attestation, including coordinating and consoli-

dating standardisation activities carried out by other EUROCAE Working Groups. As the framework evolves, EUROCAE standards will increasingly serve as formal reference material supporting conformity assessment across the ATM/ANS domain.

WG-130 held its kick-off meeting in November 2024 and, during 2025, produced its first deliverable: ER-049 'Assessment of EUROCAE Standards supporting the Attestation of Conformity of ATM/ANS Equipment'.

With this report now published, the Working Group will use its findings to define a comprehensive Work Programme addressing required updates and clarifying the management and reporting structure of the WG. This will ensure long-term support for the conformity assessment framework as it matures.

WG-134 DME Interrogators

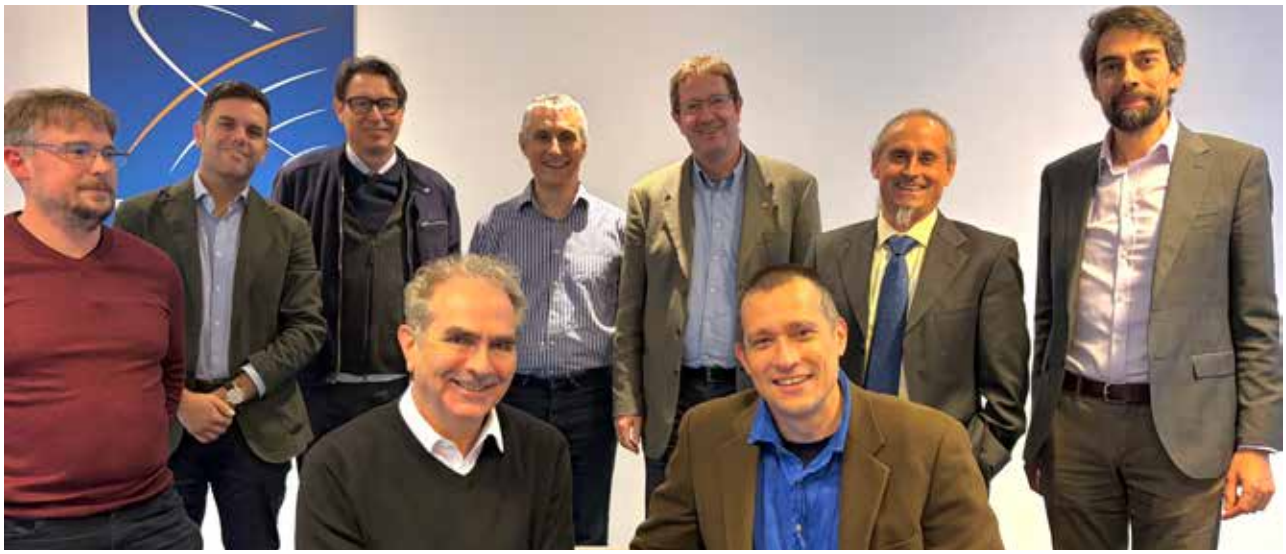
CHAIRPERSON: Okuary Osechas, ZURICH UNIVERSITY OF APPLIED SCIENCES (ZHAW)
TPM: Mark Watson

Established in 2025, WG-134 is tasked with developing updated standards for DME interrogators, specifically revising ED-54 'Minimum Operational Performance Requirements (MOPR) for Distance Measuring Equipment (DME) Interrogators', originally published in December 1986 and still in use nearly four decades later. The current standard no longer reflects modern equipment capabilities, as contemporary DME interrogators significantly exceed the minimum performance requirements defined in the existing MOPS.

Recognising these advancements is essential to allow DME range-data users, particularly Flight Management Systems (FMS), to benefit from improved DME performance. This is especially relevant in the current context of widespread GNSS interference and the corresponding need to ensure that DME remains a robust means for supporting RNAV and RNP navigation. Updating the MOPS to reflect today's technological capabilities will help ensure that DME-based navigation can meet more stringent accuracy, integrity and continuity requirements. This approach directly supports the intent of ICAO Assembly Resolution A41-8C, which calls for enhanced CNS system resilience in the face of GNSS vulnerabilities.

WG-134 also provides an opportunity to explore enhancements that could support future evolution of DME technology, including improvements in spectrum efficiency such as enhanced DME (eDME), currently being studied under SESAR's "Making Integrated Communication, Navigation and Surveillance System (I-CNSS) a Reality" (MIAR) project (WP3.3).

The first phase of WG-134's work focuses on updating the standard to reflect the performance and characteristics of today's state-of-the-art DME interrogators, with publication expected in 2027. The Working Group will then evaluate the need for an expanded scope as part of a potential second phase.



WG-41 Advanced Surface Movement Guidance and Control System (A-SMGCS)

CHAIRPERSON: Roy Posern, FRAPORT
SECRETARY: Vasileios Stefanioros, EASA
TPM: Alex Milns

Since 1991, WG-41 is addressing the functionalities of Advanced Surface Movement Guidance and Control Systems (A-SMGCS) for airports, incorporating the latest developments from SESAR projects as well as related activities carried out by organisations such as EUROCONTROL.

Throughout 2025, WG-41 continued its work on developing an Interoperability Standard for A-SMGCS, defining the full range of system interfaces needed to support optimal airport operations and integrating the outcomes of recent SESAR projects. To maintain momentum, WG members met regularly online between plenary sessions. The draft Interoperability Standard was released for Open Consultation in December 2025.

In parallel, WG-41 initiated a review of ED-116 'MOPS for Surface Movement Radar Sensor Systems for use in A-SMGCS', originally published in 2004. Given the substantial technological advances of the past two decades, the Working Group identified the need for a comprehensive update to ensure the document remains technically relevant and operationally applicable.

The group also began work on a new 'MASPS for Surface Movement Awareness Systems (SMAS)', which will provide the technical foundations supporting the corresponding EUROCONTROL Specification for SMAS.

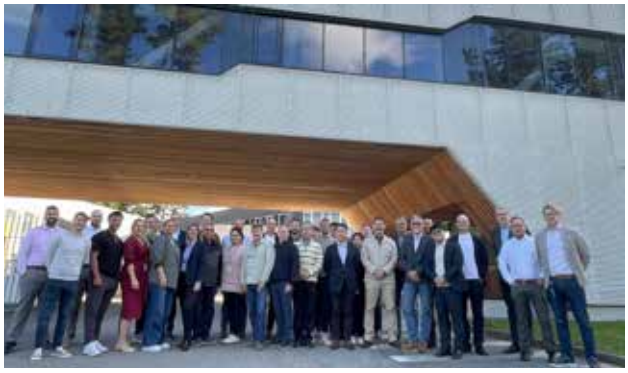
WG-41 maintains close coordination with EUROCONTROL, ensuring that EUROCAE standards remain aligned with EUROCONTROL Specifications and that both organisations support a coherent and harmonised approach to airport surface movement guidance and surveillance.

WG-100 Remote and Virtual Tower

CHAIRPERSON: Jörn Jakobi, DLR
SECRETARY: Mark Edry, COLLINS AEROSPACE
TPM: Alex Milns

WG-100 was launched in 2014. Since then, the group has been developing the MASPS for Remote Tower Optical Systems (ED-240) in parallel with the technology developments in this emerging field, in alignment with SESAR projects and operational trials and implementation of Remote Tower technology.

The first edition of ED-240 was released in September 2016; since then, ED-240A (2018) and ED-240A Change 1 (2021) have progressively increased the scope of the document to cover more functionalities that can be optionally implemented for Remote Tower Optical Systems. In July 2023, ED-240B was published, adding the processing and integration of information produced by existing or emerging surveillance systems/sensors, such as Primary Surveillance Radar (PSR), Secondary Surveillance Radar (SSR), Surface Movement Radar (SMR),



Wide Area Multilateration/Airport Surface Multilateration (WAM/MLAT), Automatic Dependent Surveillance Broadcast (ADS-B), and/or other sensors.

Consistent with the continued evolution of remote tower system capabilities, WG-100 continues the evolution of ED-240B, with the next edition, ED-240C, now under development. These extended MASPS will consider the application of artificial intelligence technologies such as Machine Learning and knowledge-based systems as a means of enhancing visual tracking performance and the performance of safety net functions. The update will also consider the impact of drones on remote tower performance requirements and cybersecurity, along with further refinements of the existing content in ED-240B.

WG-100 enjoys active participation from members worldwide; beyond the many European contributors, members from Canada, Japan, Singapore, Korea, USA and the Middle East share their insights and experience of Remote Tower research and installations.

WG-109 Runway Weather Information Systems

CHAIR: Arnaud Varé, Boschung Mecatronic AG
TPM: Alex Milns

With the implementation of the Global Reporting Format (GRF), ICAO reinforced the importance of accurate runway condition assessment. Runway Weather Information Systems (RWIS) support aerodrome operators in assessing and monitoring runway surface conditions, including the presence of meteorological contaminants. To help airports meet GRF-related ICAO and EASA requirements, WG-109 was established in 2018 to develop minimum requirements for RWIS, define expected system performance, and establish verification methods to ensure compliance.

In December 2021, ED-292 'Minimum Aviation System Performance Standard (MASPS) for Runway Weather Information Systems' was published, which is one of the first standards to specify the minimum performance requirements to support airports in implementing the relevant ICAO Standards and Recommended Practices and EASA regulation related to GRF.

After 2 years of in-service application of ED-292 and the GRF, in February 2024 WG-109 began meeting again to commence an update of the MASPS and has held regular meetings through 2025, with the MASPS expected to commence Open Consultation early in 2026.

WG-109 will also develop a guidance document for the implementation and operation of RWIS which will support airport operators in assessing implementation options and operational requirements for RWIS.

WG-111 Airport Collaborative Decision Making (A-CDM)

CHAIRPERSON: Alan McCartney (MCCOR AIRPORT SOLUTIONS LIMITED)
SECRETARY: Ieyasu Sugimoto, ADB SAFEGATE
TPM: Alex Milns

Airport Collaborative Decision Making (A-CDM) is a programme designed to improve operational performance at airports by enhancing coordination among all stakeholders. Beyond airport operators, A-CDM involves ANSPs, aircraft operators, ground handlers, de-icing providers and other supporting services. EUROCAE first published A-CDM standards in 2008, and since then the Airport CDM community has continued to refine A-CDM procedures and system functionalities. The evolution of these operational practices, together with requirements stemming from the European Pilot Common Project (PCP), Common Project One (CP1) and other closely related domains, created the need to update the original standards.

To address this, WG-111 was established in 2019 with the mandate to update existing A-CDM standards and incorporate A-CDM-related requirements arising from the PCP/CP1 framework.

During 2025, two new standards were published:

- ED-141A 'Minimum Technical Specifications for Airport Collaborative Decision Making (Airport CDM) Systems'
- ED-146A 'Guidelines for Test and Validation Related to Airport CDM Interoperability'.

These two documents were published along with a new EUROCONTROL A-CDM Functional Specification document, with the EUROCAE documents providing a more technical focus.

Work on a new data model specification, and an update to ED-145 'A-CDM Interface Specification' is continuing, with publication targeted for 2026 and 2027 respectively.

WG-115 Counter UAS (C-UAS)

CHAIRPERSONS: Javier Ceballos Gutierrez, EUROCONTROL
Assaf Monsa Chermon, D-FEND SOLUTIONS
SECRETARY: Mark Lupton, OPERATIONAL SOLUTIONS LTD
TPM: Alex Milns

WG-115 was created in 2019 to develop standards for managing unauthorised Unmanned Aerial System (UAS) operations in the vicinity of airports. Its primary focus is on defining performance and interoperability requirements for Counter-UAS (C-UAS) systems, ensuring these technologies can detect, track and manage unauthorised UAS activity effectively and safely.

The presence of unauthorised UAS near major airports has had a significant operational impact. Numerous encounters have been reported during approach, landing and take-off phases, posing a clear risk to flight safety. Counter-UAS systems enable the detection, tracking and identification of unauthorised UAS activity, and support timely reporting to airport operators, Air Traffic Control, aircrew and law enforcement authorities. Depending on national regulations, C-UAS systems may also be authorised to neutralise or disrupt the UAS, whether by targeting the vehicle, the command-and-control datalink or the remote pilot.

In 2021, WG-115/SC-238 finalised ED-286/DO-389 'Operational Services and Environment Definition (OSED) for Counter-UAS in Controlled Airspace'. This document introduces the overall capabilities of a C-UAS system, including detection requirements for unauthorised UAS within a defined protected area around an airport. In December 2023, this was complemented by ED-322/DO-403 'System Performance and Interoperability Requirements for Non-Cooperative UAS Detection Systems', specifying more detailed technical performance and interoperability requirements.

During 2025, WG-115 continued the review of ED-286 to reflect the latest operational understanding of C-UAS deployment and to provide clearer guidance for prospective users. Since the operating context has evolved significantly since 2021, this update aims to ensure the OSED remains operationally relevant and aligned with current thinking. Open Consultation on ED-286A is expected to commence early in 2026.

WG-28 Ground Based Augmentation System (GBAS)

CHAIRPERSON: Linda Lavik, INDRA
TPM: Mark Watson

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. The group has been responsible for the maintenance and evolution of ED-114 'Minimum Operational Performance Standards (MOPS) for Global Navigation Satellite Ground Based Augmentation System (GBAS) Ground Equipment to Support Precision Approach and Landing'.

In early 2025, WG-28 submitted an Internal Report to the TAC providing the initial technical foundations for a future Multi-Constellation, Multi-Frequency (MCMF) GBAS MOPS. The report outlines the scope of the changes needed in order to incorporate DFMC GBAS in ED-114. It identifies the sections needing to be changed, and list/identify material needing to be developed for the section to be updated.

Throughout 2025, the Working Group focused on defining potential updates to its Terms of Reference which are expected to be discussed by the TAC during 2026. WG-28 wish to incorporate DFMC GBAS in ED-114. WG-28 are also proposing to develop MASPs for the GLASS concept (GLS approaches using SBAS): the purpose of developing a MASPs is to verify that the concept can be implemented safely in an operational environment, before potentially developing equipment MOPS.

WG-28 maintains close collaboration with the ICAO Navigation System Panel (NSP) on Dual-Frequency Multi-Constellation (DFMC) GBAS developments, ensuring alignment with global navigation system evolution. The group also continues to monitor technical progress within WG-62 *GNSS* and RTCA SC-159 *Global Positioning System*, whose airborne MOPS developments will be directly relevant to future GBAS DFMC operations.

WG-62 GNSS

CHAIRPERSON: Christophe Ouzeau, COLLINS AEROSPACE
SECRETARY: Mikael Mabilleau, EUSPA
TPM: Mark Watson

Established in 2001, WG-62 develops standards for the use of Galileo and other Global Navigation Satellite Systems (GNSS) in civil aviation applications. The group works jointly with RTCA SC-159 WG-2 to produce harmonised international standards for GNSS receivers using Galileo and other constellations.

WG-62 also supports the use of the European Geostationary Navigation Overlay Service (EGNOS), Europe's regional Satellite-Based Augmentation System (SBAS), which enhances the performance of core GNSS constellations such as GPS and Galileo for aviation use.

In this context, WG-62's current focus is on the development of the Dual-Frequency Multi-Constellation (DFMC) SBAS receiver MOPS. The first version of ED-259 'Minimum Operational Performance Standards for Galileo – Global Positioning System – Satellite-Based Augmentation System Airborne Equipment' was published in 2019. Revision A followed in 2023, and Revision B is expected by 2027.

ED-259B will support dual-frequency GPS and Galileo operations in civil aviation, including both SBAS and ARAIM augmentation capabilities, offering improved robustness against radio-frequency interference (RFI). It will also be suitable for ETSO/TSO production and certification of aviation GNSS receivers.

To ensure coordination with developments in other GNSS constellations, a WG-62 subgroup prepared an internal report on the BeiDou Navigation Satellite System (BDS) of the People's Republic of China. Delivered in 2025, this report initiates the technical work required to potentially integrate BDS into future revisions of ED-259.

WG-82 New Air-Ground Data Link Technologies

CHAIRPERSON: Radek Zaruba, HONEYWELL
SECRETARY: Martina Angelone, ESA
TPM: Mark Watson

Created in 2009, WG-82 is tasked with developing standards for new air-ground data link technologies, covering airport surface, satellite, and en-route/Terminal Manoeuvring Area (TMA) L-band systems. The documents produced by the Working Group support ICAO Standards and Recommended Practices (SARPs) development and may also serve as Means of Compliance (MoC) for regulatory frameworks.

In 2025, and in coordination with RTCA SC-222, two deliverables were published:

- ED-242D 'MASPS for Aeronautical Mobile Satellite Radiocommunication Services AMS(R)S Data and Voice Communications Supporting Required Communications Performance (RCP) and Required Surveillance Performance (RSP)'
- ED-243D 'MOPS for Avionics Supporting Next Generation Satellite Systems (NGSS)'

WG-82 is now drafting ED-242E and ED-243E, which will update the MASPS and MOPS to reflect enhancements being introduced into the Iridium Certus network. The revisions will incorporate updated Certus system characteristics and may include additional refinements informed by ongoing research and development activities.

Alongside its satellite communications work, WG-82 is progressing a comprehensive suite of standards for the L-band Digital Aeronautical Communications System (LDACS). The following documents are currently under development:

- ED-XXX 'MASPS for L-band Digital Aeronautical Communications System (LDACS) for Data and Voice Communications'
- ED-XXX 'MOPS for L-band Digital Aeronautical Communications System (LDACS) for Data and Voice Communications'
- ED-XXX 'Interoperability Requirements for L-Band Digital Aeronautical Communications System (LDACS)'

The interoperability requirements standard document (INTEROP), added to the work programme in Q3 2025, intends to provide a detailed technical description of the LDACS technology, especially of the LDACS protocol, to ensure interoperability among equipment produced by different manufacturers. This work is being carried out in parallel with the near-completion of ICAO SARPs for LDACS, which are expected to be submitted for approval by the end of 2025. The ICAO LDACS Manual is also nearing completion. EUROCAE's INTEROP document will complement these ICAO materials, supporting the development of a comprehensive and harmonised LDACS standardisation framework.

WG-133 Multi-Elements Antenna

CHAIRPERSONS: Emilio Marcos Perez, DLR
Murat Efe, TUALCOM
TPM: Mark Watson

WG-133 is one of the Working Groups established in 2025, created to develop standards supporting Multi-Element Antenna Technologies, initially focusing on Controlled Radiation Pattern Antenna (CRPA) technology. GNSS antennas play a crucial role in determining the overall performance of GNSS aviation systems, and this new work aims to enhance GNSS resilience in airborne operations while, at the outset, avoiding or minimising any required changes to existing receiver specifications. The resulting requirements and procedures will ensure that GNSS airborne equipment continues to achieve the necessary levels of integrity, continuity and accuracy at its output.

Once CRPA technology has been addressed, the Working Group may consider future capabilities that would require modifications to antenna and receiver specifications.

To support this work, WG-133 is also developing an Internal Report to ensure compliance with international export control regulations. CRPAs for Positioning, Navigation and Timing (PNT) fall under less restrictive Export Administration Regulations (EAR) administered by the U.S. Department of Commerce. The U.S. Department of State revised its regulatory position to enable the export of civil PNT CRPAs in support of global navigation system resilience, with the change taking effect on 15 September 2025. This report will help ensure that EUROCAE activities remain fully compliant with these frameworks.

In Q4 2025, Minimum Operational Performance Standards (MOPS) for CRPA were added to the Work Programme, to be developed jointly with RTCA SC-159

The planned deliverables are:

- ED-XXX ‘Minimum Operational Performance Standards (MOPS) for Single Frequency GPS/Galileo (L1/E1) nulling CRPA’ (expected 2027)
- ED-XXX ‘Minimum Operational Performance Standards (MOPS) for Dual Frequency GPS/Galileo (L1/E1/L5/E5a) nulling CRPA’ (expected 2030)

WG-96 Wireless On-Board Avionics Networks

CHAIRPERSON: Uwe Schwark, AIRBUS
TPM: Mark Watson

WG-96 was established in 2013 and has worked jointly with RTCA SC-236 to develop standards for Wireless Avionics Intra-Communications (WAIC) systems. WAIC enables secure, reliable wireless communications between avionics subsystems within an aircraft, reducing the need for physical wiring while supporting modern aircraft designs.

In 2015, the ITU Radio Regulations were amended to allow WAIC systems to operate in the 4.200–4.400 MHz band, which is also used by Radio Altimeters. As a result, WAIC systems must coexist with both Radio Altimeters and WAIC systems on other aircraft without compromising the safe operation of the altimeters. They must also provide predictable worst-case performance to meet airworthiness certification requirements. These coexistence and predictability constraints form the core technical drivers for WAIC standardisation.

To address these challenges, WG-96 developed two standards:

- ED-260A 'MASPS for Coexistence of Wireless Avionics Intra-Communication Systems within 4200-4400 MHz' (published in 2022).
- ED-319 'MOPS for a Wireless Avionics Intra-Communication System' (published in 2025).

WG-119 Radar Altimeters (RA)

CHAIRPERSON: Jean-Luc Robin, AIRBUS
TPM: Mark Watson

Since 2020, WG-119 has been addressing the robustness of Radar Altimeters (RA) in an increasingly complex Radio Frequency (RF) environment. The future RF environment is expected to include multiple types of interference occurring simultaneously, including:

- Interference at the edges of the RA band (3.800–4.200 MHz and 4.400–5.000 MHz), incorporating anticipated future modulations and signal strengths,
- Interference within the RA band itself (4.200–4.400 MHz),
- Out-of-band interference that may still affect RA performance due to signal strength, modulation characteristics, harmonics, RA antenna susceptibility, or potential resonance within RA designs.

These elements form the basis of the operational scenarios that WG-119 is addressing.

As its primary objective, WG-119 is currently developing ED-30A 'MOPS for Low Range Radar Altimeters'. This revision will define RA robustness requirements considering both current and future RF environments, including any impacts associated with the deployment and growth of 5G technologies.

WG-119's work is conducted jointly with RTCA SC-239. The existing documents, EUROCAE ED-30 and RTCA DO-155, are not technically identical. The ED-30A/DO-155A revision aims to harmonise the two specifications, resulting in technically identical, jointly developed standards that will supersede the legacy documents.

WG-124 Spectrum

CHAIRPERSON: John Micallef, EUROCONTROL
SECRETARY: Mike Nash, UK CAA
TPM: Mark Watson

WG-124 was established in 2022 to develop guidance ensuring that the radio-frequency (RF) characteristics of aeronautical Communications, Navigation and Surveillance (CNS) systems make efficient use of the spectrum while maintaining essential safety margins. This guidance will support future assessments of compatibility with other systems and help ensure that the allocated spectrum is used as efficiently as possible, taking into account the unique operational and performance needs of aeronautical CNS systems. The resulting deliverables are expected to be referenced by EASA, other national Civil Aviation Authorities, ICAO, and national and international spectrum regulators as part of their guidance material.

In 2023, the Working Group finalised ER-028 'Survey of Radio Frequency (RF) Performance of Standards for Aeronautical RF Systems', providing an overview of RF performance characteristics across existing standards. This was followed in March 2025 by ER-036 'Report for Aeronautical Radio Frequency (RF) Systems, their Regulatory Framework, and Operational Considerations', which offers a consolidated view of RF systems, their regulatory context, and key operational factors.

WG-124 is now focused on developing its next major deliverable: ED-XXX 'Spectrum Guidance for the Developers of Standards for Aviation Wireless Systems' (target publication date Q3 2027).

WG-72 Aeronautical Systems Security

CHAIRPERSONS: Nikita Johnson-Needle, ROLLS ROYCE, Alain Combes, AIRBUS
SECRETARY: Anup Raje, HONEYWELL
TPM: Anna Guégan

Created in 2005, WG-72 was established to develop process specifications, guidelines and means of compliance addressing security concerns across the entire lifecycle of aeronautical systems. Its work ensures safe, secure and efficient operations amid the increasing use of integrated electronic systems and networked technologies onboard aircraft. EUROCAE cybersecurity standards produced by the group are regularly referenced by regulators.

WG-72 operates jointly with RTCA SC-216 and is organised into four subgroups:

WG-72 SG-3 Security Event Management

SG-3 focuses on the organisational aspects of information security and is working on a revision of ED-206 'Guidance on Information Security Event Management', originally published in 2022. The document provides guidance on Information Security Event Management (ISEM) and is intended for organisations that must manage information security events with potential aviation safety impacts. Target publication: Q1 2027.

WG-72 SG-4 ED/DO-ISMS Aviation Information Security Management System

SG-4 is adapting Information Security Management System (ISMS) principles to the aviation context. Following the publication of new EASA regulations requiring approved organisations and competent authorities to implement and maintain an ISMS, WG-72 is developing a standard to support these regulatory obligations. This work builds on ER-040 'Report on ISMS', published in September 2025. The new document will be applicable both to organisations subject to the regulation and to certified bodies conducting audits. The group is currently working on 'Information Security Management System for Aviation Organisations'. Target publication: Q1 2027.

WG-72 SG-5 Aviation Data Security

SG-5 addresses end-to-end data security, with a scope that supports and informs the work of other EUROCAE Working Groups. Its main output to date is ER-039 'Report on Data Security', published in July 2025, which provides foundational guidance for future standardisation activities.

WG-72 SG-6 Airworthiness Security

SG-6 focuses on airworthiness security methods and considerations, including updates to ED-203 'Airworthiness Security Methods and Considerations', originally published in 2015, along with its companion materials. Version B of this standard is expected in 2029. In parallel, the subgroup is also developing ER-XXX 'FAQ Companion Report to ED-203A'. Target publication: 2026.

WG-72 SG-8 Information Security Continued Airworthiness and Continuing Airworthiness

SG-8 is updating ED-204 'Information Security Guidance for Continuing Airworthiness', originally published in 2014, to clarify responsibilities and further refine the objectives related to information security in the context of continued airworthiness. Revision B is expected to be published in 2027.

In addition to its own activities, WG-72 provides its expertise to support activities in other working groups. WG-72 is collaborating for example with WG-96 *Wireless On-Board Avionics Networks*, WG-105 *Unmanned Aircraft Systems*, WG-114 *Artificial Intelligence* or WG-63 *Complex Aircraft Systems*.

WG-14 Environmental Testing

CHAIRPERSON: Marc Ponçon, AIRBUS HELICOPTERS
SECRETARIES: Julien Floch, EMITECH
Philippe Chenebault, DASSAULT AVIATION
Eric Delesalle, SAFRAN
TPM: Alex Milns

Created in 1970, WG-14 continues to review and update ED-14 'Environmental Conditions and Test Procedures for Airborne Equipment', including the related user guide material in ED-234 'User Guide Supplement to ED-14G'.

Due to technological evolution, equipment test levels and procedures require regular updates. ED-14/DO-160 is currently published as Edition G in 2011, and although the document has reached a high level of maturity, it continues to evolve to keep pace with emerging technologies. ED-14H/DO-160H is now under development, incorporating the latest technological advances and updated testing protocols.

WG-14 is working in close coordination with RTCA SC-135 on this effort. Over the past year, joint meetings between WG-14 and SC-135 have achieved significant progress and alignment on numerous topics for ED-14H, including the completion of the remaining review-and-comment phases, during which integrated change proposals across several sections of the document were opened for feedback. The Working Group released ED-14H to Open Consultation in early November 2025, with an extended consultation period of three months, reflecting the document's importance to the industry.

Sub-Group 1 is developing a new deliverable titled 'Minimum Standard Environmental Test Conditions for UAS Ground-Based Equipment' (Target date: 2027). As technology progresses and Unmanned Aircraft Systems (UAS) continue to be integrated into commercial applications, it has become necessary to review existing environmental qualification standards for surface-based equipment, whether stationary ground, mobile ground, or sea-based. The new document aims to establish environmental qualification requirements for UAS Detect and Avoid (DAA) systems, Command, Control and Communications (C3), and control station equipment. Members of WG-105 *UAS* are also supporting this activity through joint meetings.

WG-31 Electromagnetic Hazards

CHAIRPERSONS: Christelle Kutyla, AIRBUS
SECRETARY: Simeon Earl, BAE SYSTEMS
TPM: Alex Milns

Created in February 1987, WG-31 is tasked to prepare technical standards, specifications, guides and any other material required to support the development of regulation and the certification of aircraft in relation to electromagnetic hazards such as lightning protection, electromagnetic compatibility (EMC), and high intensity radiated fields (HIRF).

The key topics of the Working Group include fuel tank protection against ignition risks, test methods for supporting lightning certification, guidance for demonstrating compliance to HIRF, and guidance for use of simulation in support of compliance processes. The Working Group is divided into four subgroups to deal with these matters in parallel with equivalent SAE AE2 and SAE AE4 subgroups. WG-31 maintains good group dynamics to address its current deliverables, while ensuring convergence with SAE on topics of common interest.

WG-31 has a broad programme of work, with six documents currently in review and another three new documents under development. ED-105B 'Aircraft Lightning Test Methods' was published in March 2025, while ED-107B 'Guide to certification of aircraft in a High Intensity Radiated Field (HIRF) environment' and ED-338 'Guidance for

the safety assessment of risks associated with HIRF and lightning on aircraft and aircraft systems' were finalised by the Working Group, for publication in 2026.

During 2025, WG-31 hosted two industry workshops at the EUROCAE Office in Paris. The March workshop 'EMI management for Very High-Power Systems' and July workshop 'Aircraft Lightning Zoning' each considered emerging needs for standards to support new aircraft systems and shapes (e.g., VTOL). As an outcome of the first workshop, the WG-31 work programme was updated, with a new EUROCAE report 'Electromagnetic Interference (EMI Management) for Very High-Power Systems' to bring together research in this area and develop recommendations for future standardisation activities. From the second workshop, a longer-term objective to update ED-91A 'Aircraft Lightning Zoning' was proposed, subject to WG-31 completing work currently underway.

WG-44 Aeronautical Databases

CHAIRPERSONS: Stephane Dubet, DSNA
SECRETARY: Sasho Neshevski, EUROCONTROL
TPM: Alex Milns

WG-44 was created in 1997, and it has developed several standards to cover the processing of aeronautical data (ED-76B), navigation (ED-77A), terrain and obstacles (ED-98C, ED-119C), and aerodrome mapping (ED-99D, ED-119C).

During 2025, WG-44 and RTCA SC-217 finalised the drafting of EUROCAE ED-77B/RTCA DO-201C 'User Requirements for Navigational Data', with publication of the update in September 2025. This update harmonises with ED-76B 'Standards for Processing Aeronautical Data', published in 2024, adds additional data items to the data catalogue, updates Data Quality Requirements, and updates guidance on procedure design and coding.

Following the publication of ED-77B, WG-44 has now commenced review of ED-98C 'User Requirements for Terrain and Obstacle Data', ED-99D 'User Requirements for Aerodrome Mapping Information' and ED-119C 'Interchange Standards for Terrain, Obstacle and Aerodrome Mapping Data'. These updates will ensure the standards are fully supporting new and emerging requirements, are aligned with industry developments and ensure consistency with ED-76B and ED-77B.

WG-63 Complex Aircraft Systems

CHAIRPERSONS: Olivier Durou, AIRBUS
Franck Ybert, SAFRAN
SECRETARY: Claire Lucas, GE Aerospace
TPM: Bertrand Riveill

Established in 2002 and working in close collaboration with SAE S-18, WG-63 is responsible for providing industry guidance on the development and safety of aircraft, systems and equipment. The group develops standards that reflect industrial practices in both Safety and Development Assurance, ensuring consistent, high-quality methodologies across the aviation sector.

In 2025, two WG-63 deliverables were finalised:

- ER-037 'Industry Guidance to consider IHA in aircraft/systems development and safety assessment processes'. This report highlights the need for system suppliers, engine manufacturers and aircraft integrators to assess intrinsic hazards from their respective perspectives. It clarifies best practices for conducting intrinsic hazard evaluations and explains how these results should be incorporated into broader safety and development processes.
- IR-EUR 389-25/WG-63-152 'Information about novelties introduced by ED-135'. This internal report consolidates WG-63's interpretation of the principal changes introduced in ED-135 compared to ARP4761, supporting a consistent understanding of the updated methodologies across the industry.

WG-63 is actively developing a substantial portfolio of new reports aimed at strengthening safety and development assurance practices:

- ER-030/AIR7126 'Industry Guidance to Address Common Mode Errors in Aircraft/System Designs'
- ER-035/AIR4757 'ED-79B Clarification Notice'
- ER-038/AIR7121 'Challenges in the Application of Development Assurance and Systems Safety Practices to New and Emerging Aviation Transportation Technology'
- ER-041/AIR7127 'Human Considerations for Functional Hazard Assessments'
- ER-044/AIR6913 'Use of STPA during Development and Safety Assessment of Civil Aircraft'.
- ER-045/AIR8475 'System and Aircraft Development Assurance Phase Reviews'
- ER-046/AIR9953 'Applying Development assurance with Model Based Systems Engineering'
- ER-048/AIR8480 'Safety-Security Interactions for Aircraft/System Development'
- ER-XXX 'Open Problem Reports Classification'

Several additional topics are currently under consideration within WG-63's scope and are expected to lead to new work items in the near term.

WG-128 Airborne Electronic Hardware Design Assurance

CHAIRPERSONS: Pascal Pampagnin, AIRBUS
James Bezamat, CETRAC.IO
SECRETARY: Murat Yilmaz, TURKISH AEROSPACE
TPM: Atiqah Pillain

WG-128 was established in 2024 to address the demand to update ED-80/DO-254 'Design Assurance Guidance for Airborne Electronic Hardware', originally published in 2000. After more than two decades of widespread use, authorities and industry identified areas where clarification, refinement, and reviewed guidance were necessary to reflect modern airborne electronic hardware practices.

The objective of WG-128 is to reassess the existing design assurance framework for Airborne Electronic Hardware (AEH), identify gaps that have emerged through years of application, and prepare the basis for a revised, regulator aligned standard. This includes reviewing requirement-based verification, safety considerations, coordination with system and software assurance processes, and the integration of new technologies that were not foreseen when ED-80 was first issued. The group operates jointly with RTCA SC-243 to ensure that the future revision of ED-80/DO-254 remains consistent across international regulatory environments.

In 2025, WG-128 and SC-243 held several technical sessions to advance the update strategy, including a major joint meeting hosted by Airbus in Madrid. These exchanges focused on consolidating feedback from authorities, analysing lessons learned, and identifying areas where additional guidance or restructuring may be required. The renewed standard is expected to strengthen AEH design assurance by incorporating modern engineering practices, addressing new regulatory expectations, and improving clarity for applicants and certification teams alike.

Revision A of ED-80 is expected to be published in 2028.

WG-97 Interoperability of Virtual Avionic Components

CHAIRPERSON: Olivier Fourcade, AIRBUS GROUP
SECRETARY: Virginie Froute, DASSAULT AVIATION
TPM: Thuc Nguyen

Established in 2013, WG-97 addresses the challenges of replacing traditional, costly, and complex physical test benches with virtual testing solutions. While virtualisation is widely adopted in other industries, avionics faces unique hurdles such as complex distributed architectures, heterogeneous hardware, and multi-supplier integration. WG-97's work focuses on standardising the integration of virtual avionics components to enable 'plug-and-play' virtual and hybrid test benches.

A major milestone was reached in December 2023 with the publication of Revision B of ED-247 'TS of Virtual Interoperable Simulation for Tests of Aircraft Systems in virtual or hybrid bench', originally published in 2017.

During 2024 and 2025, the group began preparing Revision C, driven by evolving industry needs. The next revision responds to user expectations for large-scale testing, cloud-ready environments, cross-platform interoperability, and simpler adoption in day-to-day engineering workflows. Improvements under discussion include better performance distribution, enhanced data handling, and streamlined support for common use cases.

WG-97 is also laying the groundwork for ED-247 to support fully virtual certification activities, including stronger links with Data Distribution System technologies and more representative data models.

Looking ahead, the Open Consultation is planned for Q4 2026, a key step toward validating Revision C with the wider community.

WG-114 Artificial Intelligence in Aviation

CHAIRPERSONS: Sandrine Serres, AIRBUS
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SECRETARY: Radek Zakrzewski, SIMMONDS PRECISION PRODUCTS
TPM: Thuc Nguyen

Established in June 2019, EUROCAE WG-114 and SAE G-34 initiative was created with a common objective: to deliver a high-quality standard for the safe application of Artificial Intelligence and Machine Learning in aeronautical systems to support approval and certification processes. Beyond providing guidelines, the group's ambition is to develop standard that can be recognised by competent authorities as a Means of Compliance, enabling applicants to demonstrate that AI-based solutions achieve the safety, reliability, and assurance levels required in the aviation.

Over the last 6 years, the group has set up a structure to move faster and focus efforts in technical alignment. The group's structure has been defined into six subgroups:

- SG-1 focusing on airborne and ground applications
- SG-2/3 looking at the ML development lifecycle
- SG-4 handling implementation and verification aspects
- SG-5/7 covering system level and safety considerations
- SG-8 was created to address human factor topics
- SG-9 dedicated to information security

The role of SG-9, established in 2025, is to examine the human-related issues and security concerns that arise when AI technologies are introduced in aviation systems.

A major milestone was achieved in 2025: a mature draft of ED-324 'Development and Assurance considerations for Aeronautical Systems and Equipment implemented with Machine Learning' was released for Open Consultation over the summer and received extensive comments from across the industry. The draft was subsequently referenced in EASA's RMT.0742 NPA 1 on AI Assurance, whose consultation remains open until March 2026. Since then, the team has worked intensively on addressing the comments from the EUROCAE consultation, achieving strong alignment on the technical content.

WG-114 aims to publish the first AI standard in Q3 2026, providing the industry with a foundational framework to support the safe and certifiable adoption of Artificial Intelligence and Machine Learning in aeronautical products.

Throughout last year EUROCAE interviewed experts from WG-114 to explore the challenges, opportunities and progress related to AI in aviation.

Watch our AI in Aviation video series

WG-117 Aviation Software Standards

CHAIRPERSON: Burak Ata, HELSING
SECRETARY: Kattie Grady, JOBY AVIATION
TPM: Thuc Nguyen

Established in 2020, WG-117, working jointly with RTCA SC-240, develops aviation software standards for all aviation stakeholders.

In 2025, the group continued to build strong momentum, transforming plans into concrete progress and reinforcing collaboration across the joint community. A major milestone was the Open Consultation of ED-337/DO-395 'Incorporation of Commercial Off the Shelf Software and Open-Source Software and Supplement to ED-12C/DO-178C and ED-109A/DO-278A' in Q1 2025, which generated significant industry engagement and substantial, high-quality feedback. To stay aligned with the roadmap, WG-117 and SC-240 held weekly comment-resolution meetings, enabling efficient progress while preserving deep technical discussion and consensus-driven decision-making.

To give stakeholders a clear view of upcoming work, WG-117 drafted the Internal Report IR-EUR 493-25_WG-117-34 'Report on plans for deliverables and future work for the development of aviation software standards', outlining the group's planned deliverables and future activities. This report continues the legacy of the former Forum for Aeronautical Software (FAS), merged into WG-117/SC-240 in 2024, and clarifies the necessary updates to existing software standards. It also supports alignment with competent authorities and encourages sustained engagement from the aviation software community.

In 2025, WG-117/SC-240 also agreed to reopen several key documents to reflect industry feedback and operational experience:

- ED-215A 'Software Tool Qualification Considerations' (expected 2029)
- ED-94D 'Supporting Information for ED-12C and ED-109A' (expected 2029)
- ED-218A 'Model-based Development and Verification Supplement to ED-12C and ED-109A' (expected 2030)

Revisiting these documents demonstrates the group's commitment to keeping standards relevant, practical and aligned with real-world engineering practices.

In parallel, the group has begun work on a new deliverable: ER-XXX 'Consolidated Information Papers Report' (expected 2027), which will assemble existing information papers into a coherent, accessible reference to support consistent application across projects.

WG-127 Lower-Risk Applications

CHAIRPERSONS: Kurt Schueler, GARMIN
Mohamad Ibrahim, DLR
SECRETARY: Stephan Thesing, ROLLS ROYCE
TPM: Thuc Nguyen

WG-127 was established in 2023 and has since evolved from an initial idea into a collaborative effort uniting experts from across the aviation community who share a similar challenge: lower-risk aviation applications need a proportional development assurance approach, rather than inheriting the full burden of high-criticality standards designed for large commercial aircraft.

The motivation behind WG-127 rests on three pillars: proportionality, new entrants, and new approaches. Today, the development assurance level (DAL) for an aircraft function is determined by aircraft category and the severity of a potential failure. For large passenger aircraft, a catastrophic failure leads to DAL A; but in many CS-23 General Aviation aircraft operating under AMC Safety Assessment Levels I or II, the same failure condition may require only DAL C. This creates a structural limitation: there is no way to fine-tune effort relative to actual risk, meaning software is often assigned Level C even in cases where something between levels C and D would be more justified.

At the same time, many new players, particularly in the drone and UAS domain, struggle to interpret ED-12C/DO-178C 'Software considerations in airborne systems and equipment certification'. For organisations without a deep certification background, its objectives can feel abstract, and translating them into concrete engineering actions is not always straightforward. This difficulty is even more visible among startups and small to medium-sized companies, who often find the standards dense, complex and not fully aligned with their established development methods.

New technical approaches further reinforce the need for proportionality. Concepts such as Off-the-Shelf Software (OTSS), Artificial Intelligence, and other modern software practices are increasingly relevant, yet current documents and working groups do not directly address their use in lower-risk applications. WG-127 aims to fill this gap by defining how these approaches can be used responsibly and proportionately.

To support this work, WG-127 drafted ER-33 'Rationale for a software development assurance standard for lower-risk aviation applications' in 2024, a document explaining the rationale behind creating a dedicated standard for lower-risk aviation applications. It clarifies scope, background and structure, and also describes how the group aligns with the EASA–FAA Abstraction Layer, which defines the criteria any alternative development assurance method must satisfy to be acceptable to authorities.

Throughout 2025, the group maintained steady progress, meeting bi-weekly and holding several productive plenaries. These sessions allowed WG-127 to move from initial drafting into a phase of refining, aligning and coordinating content with other EUROCAE Working Groups working in related areas.

The main milestone for 2026 is the delivery of a solid draft of ED-XXX 'Software Development Assurance for Lower-Risk Aviation Applications', for Open Consultation. This will mark an important turning point, giving the wider industry the opportunity to provide feedback and helping shape a clearer, more practical path to compliance for lower-risk aviation software.

WG-80 Hydrogen Fuel Cell Systems

CHAIRPERSONS: Beatrice Toussaint, AIRBUS
TPM: Atiqah Pillain

WG-80 was created in 2008 to address the growing need for guidance document supporting the qualification and certification of Hydrogen Fuel Cell Systems across a range of aerospace applications. As hydrogen technologies became increasingly relevant within the broader "more-electric aircraft" strategy, industry and regulators recognised the importance of establishing clear recommendations and best practices within the industries.

WG-80 continued its work throughout 2025 to advance the development of standards supporting the safe integration of hydrogen and fuel-cell technologies in aviation. In collaboration with SAE AE-7F, the experts maintained a strong coordination to ensure global consistency across industry initiatives and to support the certification pathways required for emerging hydrogen powered aircraft concepts.

The group made substantial progress on the standard under development for liquid hydrogen (LH2) storage and distribution systems. This document defines the technical guidelines and system level requirements necessary for the safe design and installation recommendations of liquid hydrogen systems on board aircraft. The standard is progressing towards publication, with the target date mid-2026.

Work also advanced on the Guidance Document for Hydrogen Fuels for Propulsion, developed in response to industry demand. This document provides guidance for designing, integration, testing, certifying and maintaining a Proton Exchange Membrane (PEM) Fuel Cell Systems (FCS) used as a primary source of electrical power for aircraft propulsion. Publication of this document is expected by the end of 2026.

WG-80 expanded its activities in 2024 by creating Subgroup-1, dedicated to addressing Hydrogen Fueling Stations for Airports. This work is conducted jointly with the SAE AE5CH committee. A report titled 'High Flow Liquid Hydrogen Fueling Process and Couplings for Aerospace & Heavy Transport Applications' is expected to be finalised by Q3 2026.

Hydrogen propulsion systems are complex, and the industry continues to learn and mature its understanding of the associated technologies. Future work will address additional technical specificities to ensure that key interfaces are properly defined and that system integration remains consistent and continuous across all applications. WG-80's work remains essential to enabling the sector to meet the technological and regulatory challenges associated with the transition toward zero-emission aircraft.

WG-113 Hybrid Electric Propulsion

CHAIRPERSONS: David Le Maux, SAFRAN
Jan Norrgard, DENSO
TPM: Atiqah Pillain

Hybrid-electric propulsion represents one of the major technological revolutions of the 2020s, bringing with it a wide range of challenges and innovations for the aeronautics industry. As these new technologies emerge, robust standards are essential to support European industry in achieving certification and maintaining a high level of safety. To address these needs, WG-113 was established in 2019.

WG-113 continued to advance its work in 2025, strengthening the technical and regulatory foundations needed for the safe integration of hybrid-electric propulsion systems in aviation. Created to support the electrification of aircraft propulsion, WG-113 plays an important role in helping the sector meet long-term environmental goals.

Published in early 2024, ED-321 'Guidance material for endurance substantiation of Electric – Hybrid Propulsion Systems EHPS' gained strong recognition from regulators. ED-321 was acknowledged by EASA as a proposed Means of Compliance in December 2024 approximately ten months later, demonstrating the high quality and relevance of the work produced by the group.

Another major milestone in 2025 was the launch of the Open Consultation for ED-345 'Guidance material for durability substantiation of Electric/Hybrid Propulsion Systems EHPS'. This document is developed jointly with SAE E40 experts and is expected to be published by Q3 2026. Its objective is to propose a Means of Compliance for EASA's SC E-19 EHPS.430 Durability Demonstration, as well as the corresponding FAA SC26 requirements, with the aim of achieving acceptance by EASA, FAA, and other authorities following the successful model established with ED-321.

The next major deliverable that WG-113 will address concerns fire related topics associated with electric and hybrid electric propulsion systems. This work is of high importance, as the introduction of high voltage electrical architectures and new energy storage technologies requires updated safety considerations and harmonised guidance. The upcoming activity will focus on defining the necessary technical requirements to ensure that fire risks associated with these systems are properly mitigated and consistently assessed across future aircraft designs.

WG-113 experts will continue to build on this momentum, bringing their deep technical knowledge and collaborative spirit to ensure that future deliverables maintain the same high standard of quality to support the constant evolution of hybrid-electric propulsion technologies.

WG-116 High Voltage Systems and Components in Aviation

CHAIRPERSONS: Rémy Biaujaud, SAFRAN
Thierry Lebey, SAFRAN
TPM: Atiqah Pillain

WG-116 was formed in 2020 to advance the development of high-voltage electrical systems in aviation. As industry accelerates toward hybrid electric and fully electric propulsion concepts, aircraft are expected to operate at significantly higher voltages than those used in conventional designs. This shift introduces new safety, integration, and certification challenges, prompting regulators and industry to recognise the importance of establishing clear guidance. WG-116 was therefore established to develop the technical framework required to support the safe design, qualification, and certification of high voltage systems and components for future aircraft.

The group's objectives focus on identifying standardisation needs, defining safety considerations, and developing guidance documents that address the unique behaviours and risks associated with high voltage architectures. This includes topics such as power quality, insulation ageing, material performance, and system level interactions within increasingly electrified aircraft environments.

A major achievement in 2025 was the publication of ED-332 'Guidance for Aircraft High Voltage Power Quality', released in January. This document provides essential guidance for understanding and managing power quality in high voltage aircraft systems, addressing one of the central technical challenges of next generation propulsion and electrical architectures. ED-332 builds on the foundation laid by ED-320 'Aging mechanisms of electrical insulation materials in a high energy system', published in January 2024, which examined the ageing mechanisms of electrical insulation materials in high energy systems and helped establish a baseline understanding of material behaviour under high voltage stress.

WG-116, joint with SAE AE-11, also advanced work on ED-344 'Test guidelines for electrical insulation materials and components for a high voltage system'. As electrical systems evolve toward higher power levels, insulation performance becomes a critical safety factor, and the upcoming document aims to support consistent testing methodologies across industry. This work is essential to ensure that materials and components can withstand the demanding operational conditions of electric aircraft.

By bringing together experts from across the industry and maintaining close coordination with regulatory authorities, the group ensures that robust, harmonised standards are developed to support the safe and efficient adoption of high voltage technologies.

50 active Working Groups

11 Domains of Activity

500 members

5,000 experts

300+ standards

45 countries

Together we are driving the standard for aviation

European ATM Standards Coordination Group (EASCG)

CHAIRPERSON: Richard Amy, EASA
Secretary: Alex Milns

Since its creation in 2015, the European ATM Standards Coordination Group (EASCG) has developed and maintained the ATM Rolling Development Plan (A-RDP), the value of which is well recognised, and is often used by the ATM community in Europe and beyond.

The plenary membership of the EASCG is composed of representatives from EASA, EUROCAE, EUROCONTROL, the European Commission (DG MOVE), the SESAR 3 Joint Undertaking, ETSI and CEN/CENELEC. Representatives of ASD, CANSO Europe, the European Defence Agency and SESAR Deployment Manager actively participate as observers.

The EASCG met several times over the year, with progressive updates to the A-RDP, and in December 2025 produced an update to the A-RDP. The A-RDP reports on all relevant standardisation activities that are ongoing or planned within various Standard Developing Organisations and monitors their links to the European ATM Master Plan, the Common Project One regulation ((EU) 2021/116), the SESAR Deployment Programme and the ATM/ANS Conformity Assessment Framework.

The focus of the EASCG discussion is on new standardisation activities that are needed to support the community in implementing the outcomes SESAR R&D activities and enabling accelerated market uptake. The EASCG also monitors the review of existing standards related to ATM systems.

In November 2025, the EASCG chair, Manuel Rivas Vila stood down from the role, to be replaced in 2026 by Richard Amy, also from EASA. EASCG members thanked Manuel for his leadership of the EASCG during his tenure.

In December 2025, a new, more modern and fresh website was launched for the EASCG.

Scan for more information

European Cyber security for aviation Standards Coordination Group (ECSCG)

CHAIRPERSON: Cyrille Rosay, EASA
Secretary: Anna Guégan

Established in 2018, the European Cyber security for aviation Standards Coordination Group (ECSCG) is a joint coordination and advisory group established to coordinate cyber security in aviation related standardisation activities. Its purpose is to coordinate the cyber security-related standardisation activities across Europe to ensure that necessary and appropriate standards are available in due time.

ECSCG also acts as a bridge for similar international developments outside the region. Considering that finite resources are available, it is important to limit overlaps between different initiatives. It is also important to ensure system interoperability and compatibility of relevant standardisation activities in Europe and globally.

ECSCG gathers experts from European regulators (European Commission and EASA), European organisations active in cyber security, and international SDOs to discuss the terms of reference for the coordination group with the goal to define a way to streamline standards developing activities in Europe.

The group is meeting three times per year. The main deliverable of the ECSCG is the European Cyber security for aviation Standardisation Rolling Development Plan (C-RDP). The C-RDP lists and categorises standardisation and regulatory activities, providing a method to identify and discuss overlaps and gaps.

Scan for more information

European UAS Standards Coordination Group (EUSCG)

CHAIRPERSON: Antonio Marchetto, EASA
Secretary: Bertrand Riveill

Since 2017, the European UAS Standards Coordination Group (EUSCG) is a joint coordination and advisory body created to harmonise UAS-related standardisation activities across Europe, particularly those stemming from EU regulations and EASA rulemaking initiatives. It serves as a key interface between European work and international standardisation efforts. The group is chaired by EASA, while EUROCAE acts as the secretariat, ensuring effective coordination between the regulator and participating Standards Developing Organisations (SDOs). In 2025, both the Chair and Secretary positions saw new appointments, while remaining under EASA and EUROCAE respectively.

The group's core task is to develop, monitor and maintain the European UAS Standardisation Rolling Development Plan (U-RDP). This plan aligns with the standardisation roadmap established by EASA and other organisations, ensuring coherence between regulatory developments and supporting standards. Inputs from EUSCG members and other aviation stakeholders contributed to the creation of the ninth edition of the U-RDP, published in February 2025 and available on the EUSCG website. Work is already underway to prepare the 2026 edition of the Rolling Development Plan.

The EUSCG currently gathers 22 experts representing SDOs, Civil Aviation Authorities, and industry stakeholders.

Beyond maintaining the U-RDP, the EUSCG also facilitates coordination and information-sharing among regulators and SDOs, helping to prevent overlaps, gaps and inconsistencies in the development of UAS standards. This coordination role will expand significantly in 2026 following updates to the group's Terms of Reference, which introduce a broader international focus. As a result, the EUSCG will provide a strengthened platform for regulators, including EASA, FAA, TCAA, and ANAC, to communicate their needs directly to SDOs, further enhancing global alignment in UAS standardisation.

Scan for more information

EUROCAE Trainings

EUROCAE provides a high-quality portfolio of aviation training based on our standards. Our courses are tailored for aviation professionals across the globe. The trainings aim to acquaint participants with EUROCAE standards, which are drafted in response to industry demand for a consistent practice and aim to provide a harmonised approach in demonstrating compliance to aviation rules.

Aviation Software Standards – ATM

This training provides an overview of relevant EUROCAE standards to apply for systems and software development in aviation (ED-109A and ED-153). The participants will be able to identify basic principles, their implementation, and benefits of good software engineering practices in the aviation domain. With the provided detailed description of how software safety regulations, standard, and certification affect different actors in aviation, participants will understand how standards can enable the effective management of software development costs in safety critical systems.

Target audience: anyone involved in the development and/or qualification of ATM software, including SW and HW engineers, project managers, product quality assurance engineers. A prior experience of software engineering is recommended.

UAS Airworthiness and Safety

This training course aims to familiarise the audience with issues related to UAS Airworthiness and Safety. It presents the essential tool to conduct System Safety and Operational Risk Assessment, based upon design and operational risk mitigation measures, which is a key element in getting flight authorisation from Civilian Aviation Authorities (in the framework of Specific and Certified Categories, as per EC regulation 2019/947). Participants will be able to identify risks related to UAS operations and prepare inputs for risk assessments, in line with SORA methodology.

Target audience: anyone involved in UAS design, manufacturing and operations who is involved in the process of flight authorisation granted by Civil Aviation Authorities. This includes managerial, technical and operational people (UAS Industry, Operators but also Authorities).

Cyber Security Management for Aviation Organisations

This training gives a general overview of cyber security in aviation and teaches participants how to adopt a standards-led approach to cyber security. Attendees will be able to identify basic principles, their implementation, and effects of cyber security in the aviation environment, and describe how cyber security impacts different actors in this sector.

Target audience: anyone working in aviation (airport, ANSP, airline, manufacturing industry (developing, producing or maintaining aircraft). Authorities, regulators and aerospace industry, who either need a high-level overview of aviation cybersecurity or who need to deal with cyber security as part of their day-to-day activities.

Aircraft Cyber Security and Continuing Airworthiness

The training consists of two parts: a development part and a continuing airworthiness part, which provides detailed information and insight into the current regulatory landscape surrounding cyber security. Participants can either join a single part or a combined training session.

Target audience: the course content is structured for all backgrounds, whether it is for IT and aviation professionals involved in system, software, or hardware development and aircraft certification, focusing on cybersecurity. It's tailored for those dealing with certifications, guidance, and cybersecurity in design organisations, suppliers, airlines, and maintenance sectors within aviation.

Aviation Software Standards – Airborne (ED-12C)

EUROCAE ED-12C has been the basis for airworthiness approval of airborne software for 30 years and is recognised by all certification authorities. Knowledge of this standard is a prerequisite for all persons involved in the development or approval of airborne software. This course provides the basics to understand the principles of ED-12C and how a software design system must be built to fulfil the objectives listed therein.

Target audience: anyone involved in the development or qualification of airborne software. A prior knowledge of software engineering is expected.

Electronic Hardware in Airborne Systems (ED-80)

The purpose of the training is to enable participants to understand ED-80 and how it is used and complemented by major Certification Authorities. This course explores the qualifications of electronic hardware in airborne systems.

Target audience: anyone working in aviation and regulatory or industrial audiences.

Voice over Internet Protocol (VoIP)

This course enables participants to discover and develop a comprehensive view of the different components of a VoIP ATM system and their mutual interfaces through a full overview of the ED-136, ED-137, and ED-138 (18 EDs).

Target audience: anyone involved in ATM VoIP development and implementation of ATM VoIP design, manufacturing and operations.

Cockpit Voice Recorder (CVR)

ED-112A MOPS for Crash Protected Airborne Recorder Systems is the standard applicable to the design/qualification of airborne crash recorders (CVR and DFDR) and are the AMC identified in AIR-OPS regulation. The purpose of the training is to enable participants to understand ED-112A application in the frame of CVR inspection.

Target audience: anyone involved in the CVR analysis as AIR-OPS (airlines, MRO, Part 145).

Safety and development processes for civil aircraft (ED-79B and ED-135)

This training is intended as an introduction to two 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 the recommended practices for the development and safety assessment of an aircraft and/or its systems.

Target audience: anyone involved in overall development assurance and/or safety assessment processes.

How to book trainings:

Places are limited! Scan the QR code and book your training session:

For any further request or information, please contact trainings@eurocae.net

Upskill Your Team with EUROCAE's In-House Training

EUROCAE In-House Training is a flexible and tailored learning solution designed to address your organisation's specific objectives and operational constraints. By bringing expert training directly to your doorstep (in-person or online), you help your team develop the right skills without disrupting day-to-day activities.

Our Training team works closely with you to identify the most relevant topics, ensuring full alignment with your technical challenges, regulatory environment and business priorities.

Why choose EUROCAE In-House Training?

- **Tailored to your Needs**
  Training content is selected and adapted to match your organisation's goals, challenges, and level of expertise, so your team focuses on what truly matters.
- **Flexible & Adaptable Scheduling**
  Sessions are planned at your convenience, reducing operational disruption and maximising learning efficiency.
- **Stronger Team Cohesion**
  Learning together strengthens collaboration and shared understanding, enabling teams to apply new knowledge more effectively in their daily work.
- **Cost-Effective**
  In-house delivery eliminates travel and accommodation costs while optimising training budgets.

2025 Trainings Recap

9
instructors

+330
participants

9
courses

+99 %
of participants recommend our courses

100 %
of participants obtained their diploma

from **+30** different countries

27
sessions

from **+100** different companies

EUROCAE Symposium 2025:

A Global Gathering to Advance Aviation Standards

More than 150 aviation professionals from across the globe participated in the EUROCAE Symposium on 23 and 24 April in Madrid, marking the third time Spain has hosted this prestigious event since the organisation's foundation in 1963.

The event was officially opened by EUROCAE's President, Guillaume Roger, Spanish Aviation Safety and Security Agency (AESA) Director, Montserrat Mestres, and Enrique Maurer, General Director of the Spanish Air Navigation Service Provider ENAIRE. They each highlighted the critical role of aviation standards in ensuring safety and acknowledged the significance of the aviation sector in Spain.

Reflecting on the Symposium's objectives, Anna von Groote, Director General of EUROCAE, stated: 'Our goal was to gather insights, strategies, and visions from a diverse range of aviation stakeholders, bringing together experts and representatives from European and international institutions, as well as various industry sectors'.

Summary of the Sessions

Transformation to Trajectory-Based Operations (TBO)

Speakers: Viktor Jagasits (EUROCONTROL), Carol Huegel (RTCA), Jorge Mínguez (INDRA), Heiko Teper (SESAR Deployment Manager), & Javier López (Boeing).

A dynamic panel discussion on Trajectory-Based Operations (TBO) concluded on a high note, offering attendees valuable insights into the future of air traffic management. The conversation highlighted TBO's potential to enhance airspace capacity, reduce delays, minimise fuel consumption, and improve overall safety. The session closed by underlining the critical role of standardisation in turning this vision into reality and accelerating the global implementation of TBO to ensure its benefits are realised across the aviation community.

Human – AI Teaming

Speakers: Renée Pelchen-Medwed (EASA), Gernot Konrad (Honeywell), Corinne Gingins (Skyguide), Gary Brown (Airbus), & Adrien Metge (Collins Aerospace).

This panel brought together a mix of regulators, industry leaders, and R&D experts to explore the human factors of artificial intelligence (AI), guided by insights from the EASA AI Concept Papers Level 1 and 2. The discussion offered valuable perspectives on the industry's progress and its readiness for AI integration. Key topics included certification and operational challenges, as well as envisioning a future in which AI can safely operate alongside

human involvement in safety-critical roles – with a strong focus on the safety, regulatory, and operational implications of such a transformation.

Advancing ATM Ground Equipment Certification

Speakers: Pascal Rohault (Thales), Andrea Gartemann (DFS/CANSO), Nikos Fistas (EUROCONTROL), Manuel Rivas Vila (EASA), & Juan Luis Diz (INDRA).

Representing key stakeholders in ATM Ground Equipment Certification, our panelists highlighted the important themes of harmonised implementation, a pragmatic and agile approach and the importance of industry-wide collaboration as the ATM Conformity Assessment Framework matures. With both opportunities and challenges ahead, the panel looked to how these themes could be best reflected in the future activities of all stakeholders to deliver optimal outcomes for all.

Shaping Tomorrow's Airports

Speakers: Aidan Flanagan (ACI Europe), Roy Posern (Fraport), Ismail Polat (Dubai Airports), Jean-Marc Flon (Groupe ADP), & Karl-Heinz Keller (SITA).

This panel of experts in airport operations discussed some of the innovations underway or in planning to enhance airport capacity, resilience and sustainability in the face of increasing growth of air traffic, and the expectations of the community at large. The opportunities available to both well-established airports as well as new airport developments were explored, with total airport management a consistent theme for future gains in productivity and the customer experience, for both passengers and airlines.

IAS Operations: From Concept to Implementation

Speakers: Daniel García-Monteavaro (ENAIRE), Daniel Molina (Bluenest), Fabien Bouyssou (CRISALION), Javier García Romillo (Anzen), & Diego Fernández (Wing).

Participants highlighted the challenges of integrating new airspace users and shared concepts and prototypes for Innovative Air Mobility. The discussion addressed gaps in current regulation and explored key safety challenges. The panel also proposed solutions for the necessary infrastructure and the seamless integration of

air taxis into existing airspace systems. Notably, Spanish companies and regulators are taking the lead in VTOL operations, with the first European flight of this kind taking place earlier this year in Benidorm.

Aviation and Climate Effects: Balancing Environmental Protection with Resilience in a Changing World

Speakers: Nicolas Rivaben (World Meteorological Organization), David Alexander (SAE International), Eric Maury (Airbus), Rachel Burbidge (EUROCONTROL), Michael Nachtigaeller (Lufthansa)

Panelists engaged in a thorough discussion on how the aviation industry can strike a balance between environmental sustainability and resilience to climate change. They explored the potential of technologies such as low-carbon fuels and electric propulsion to reduce aviation's environmental impact, while also addressing the industry's need to adapt to climate-related risks, including extreme weather events and rising temperatures.

In addition, the EUROCAE Symposium featured insightful Flash Talks on key topics:

- Bridging the Gap Between Military and Civilian Aviation *(Stephen Hanson – NATO)*
- Transforming Air Traffic Control through AI *(Marc Baumgartner – IFATCA)*
- The role of LDACS for Future Datalink Applications *(Bernhard Haindl – Frequentis)*
- Aligning Priorities: A Conversation with IATA *(Jaime del Molino – IATA)*
- Supporting Ambitious EU Space Programmes *(Ignacio Alcantarilla – DG DEFIS)*
- In What Ways is ICAO Shaping the Foundation of Aviation's Future? *(Michele Merkle and Frédéric Malaud – ICAO).*
- Sustainability Sandbox *(Antoine Martin – ATM Expert, and Jan Petter Steinland – Norway CAA).*

Reflections and Future Directions

"We will carefully analyse the conclusions from the Symposium and work closely with our Council and Technical Advisory Committee to refine our strategy and identify new standardisation needs that emerge from these discussions to support our members and the global aviation community", concluded Guillaume Roger, EUROCAE President.

EUROCAE extends its sincere gratitude to all sponsors and partners whose support was instrumental in making the Symposium a resounding success: Airbus, Indra, ENAIRE, Collins Aerospace, Skyguide, Frequentis, Honeywell, Anzen, and the European Commission.

Celebrating Excellence in Aviation: The 2025 EUROCAE Awards Winners

The winners of the 2025 EUROCAE Awards were unveiled in Madrid during the EUROCAE Symposium. These prestigious recognitions are unique in that nominations come directly from within our Working Groups, the very teams where the standards work takes place.

EUROCAE proudly brings together over 5,000 experts from nearly 500 member organisations. Each year, we honour the individuals who go above and beyond their roles, those who take on responsibilities, contribute tirelessly, and help drive excellence in aviation standardisation. It is their exceptional commitment and expertise that the EUROCAE Awards aim to celebrate.

The selection of the award recipients was conducted by a dedicated committee composed of representatives from EUROCAE's Governance, including members of the Council, the Technical Advisory Committee, and the Secretariat. For the Global Harmonisation Award, a representative from RTCA also participated in the selection process.

We sincerely thank all our members for their ongoing contributions and extend our heartfelt congratulations to the 2025 EUROCAE Awards winners. With their success, they have now entered the history of our organisation, joining a long and distinguished list of past awardees who have helped shape the future of aviation through excellence and innovation.

- President Award: Bruno Ayral (Thales LAS France)
- Lifetime Achievement Award: Ross Hannan (Aeronautique Associates Ltd)
- Working Group Leadership Award: Luc Emberger (Airbus)
- International Award: Steve Bellingham (NAV Canada)
- Global Harmonisation Award: Sarah Sterm (Boeing)
- Women in EUROCAE Award: Amanda Hoprich (AvMet Applications)
- Best Contribution Award: Christophe Ouzeau (Collins Aerospace)

EUROCAE's New Headquarters

A New Chapter in our History

2025 marks the end of an era and the beginning of a new one. In December, EUROCAE triggered the move of its well known headquarters to a brand new location just a few streets away: Le Mint, 2 Avenue François Mitterrand, 93210 Saint-Denis. This modern and environmentally friendly building offers a more comfortable, flexible, and inspiring workspace for our team, members, and visitors. Located on the second floor, our new premises feature modular meeting rooms designed to adapt to the size and nature of any event, supporting collaboration, innovation, and efficiency.

The new premises have been conceived to welcome EUROCAE members into an environment that is both professional and inviting. The design strikes a deliberate balance between functionality and comfort, with particular attention given to quality materials. Natural elements, especially wood, feature prominently in shared areas, contributing to a warm and approachable atmosphere. A newly created coffee corner, offering an expanded selection of hot beverages, further enhances opportunities for informal interaction.

EUROCAE's visual identity remains clearly and consistently integrated throughout the space. The organisation's signature blue continues to define the colour palette, while workspaces have been preserved and fully equipped with the necessary power and connectivity features. Additional seating areas have been introduced to facilitate informal discussions and encourage spontaneous exchanges among colleagues and members.

A significant enhancement lies in the updated meeting facilities. The two large meeting rooms, Alfa and Bravo, retain the familiar style of the former premises and may still be combined for large plenary sessions.

They are now complemented by two new rooms: Charlie, which accommodates up to eight participants, and Delta, suitable for meetings of up to fifteen. All rooms are equipped with screens, ensuring flexibility for a wide range of meeting formats and technical requirements.

Situated on the second floor of a modern office building in the Saint-Denis business district, the new headquarters benefit from excellent transport connections to both airports and all main train stations and proximity to a variety of dining options, offering convenience for both staff and visiting members.

After several weeks of preparation, the entire EUROCAE team looks forward to welcoming members to these new offices, a space designed not only to support EUROCAE's work, but also to foster a sense of shared purpose and belonging.

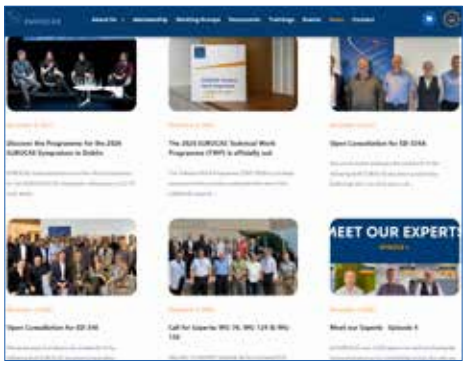
Executive Assistant
Governance, Legal & Office Manager:
Elizabeth Ficadiere

EUROCAE's New Website

A Milestone in Digital Transformation

Continuously improving our digital tools and advancing technologically is essential for us to meet the evolving needs of the aviation community. In 2025, we reached a significant milestone in this journey with the launch of our brand-new website, a development that many of our members and experts had been requesting for some time.

This launch marks another key step in our broader digitalisation strategy, which began with the creation of the EUROCAE Hub at the end of 2024. The Hub has quickly become an indispensable collaborative space for our 5,000 experts, enabling them to work together more efficiently and accelerate the development of aviation standards.

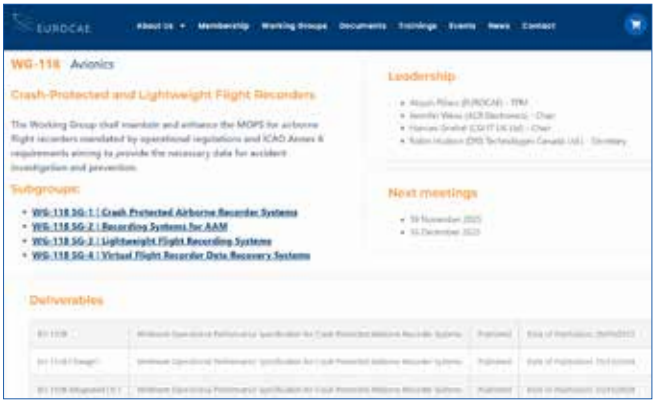


We have designed the new website to deliver a more intuitive, modern, and user-friendly experience for both our members and visitors. It reflects our ongoing commitment to innovation and accessibility, offering improved navigation, streamlined content, and a fresh visual identity. Through this platform, we provide a clearer and more engaging way to explore our work, access essential documents, and stay informed about the latest developments in aviation standardisation. It also highlights the vital role our experts play in shaping the future of the sector. We have also fully integrated the eShop into the website, making the entire experience smoother and more convenient for users.

With the new website, you can easily discover the work of our active Working Groups, catch up on EUROCAE news, learn about our history, and meet the dedicated Secretariat team. You will also find comprehensive information on upcoming events, recent publications, specialised training sessions, and the benefits of EUROCAE membership.

Everything is now just a few clicks away, designed to help you connect with the people, projects, and resources that are driving aviation forward.

Communication Manager: Yago Grela



External Engagements

Throughout the year, EUROCAE has actively engaged in a wide range of international events and conferences, reinforcing its role as a global leader in aviation standardisation. By participating in high-level panels, moderating discussions, and contributing expert insights, EUROCAE has ensured that its voice is present in shaping the future of aviation. These external engagements not only highlight our commitment to collaboration and innovation but also provide valuable opportunities to strengthen relationships with members, stakeholders, and partners across the sector.

In 2025, the EUROCAE Secretariat participated in events across 15 countries and 3 continents. Our team contributed in various capacities: 3 events as exhibitors, 3 as members of the steering committee, 1 as a media sponsor, and 27 as speakers.

NATO Use of Civil Standards Workshop

11-13 February / Athens, Greece

The NATO Use of Civil Standards Workshop is a significant event in the field of defence and civil standardisation. Our Senior Technical Programme Manager, Alain Vallée, took part in Panel 3 'AI & Big Data' with a presentation titled 'Technical Standards in Support of Aeronautical Systems Implementing AI-Technologies'. He highlighted the groundbreaking work of WG-114 *AI on Aviation*, showcasing how technical standards are shaping the future of aviation with AI. He also emphasised the importance of sharing military and civil expertise as early as possible, and the opportunities provided by our Technical Cooperation Arrangement with the NATO Aviation Committee.

SESAR JU Annual Conference

18 February / Brussels, Belgium

SESAR Joint Undertaking is a key partner for EUROCAE, and we were delighted to be in Brussels for their Annual Conference. Our Vice President, Michael Holzbauer (Frequentis), took part in the executive roundtable 'Creating the conditions for successful roll-out: essentials for success', highlighting how standards play a crucial role in transforming ATM and ensuring a more efficient, resilient, and sustainable air transport system. The EUROCAE Secretariat was also present to support this key gathering and strengthen connections with our members attending the event.

Xponential Europe

18-19 February / Düsseldorf, Germany

XPONENTIAL Europe is a leading trade fair focused on autonomous technologies. Our Technical Programme Manager, Bertrand Riveill, took part in the panel 'International Collaboration Efforts on Drone Operating Standards and their Impact'. The discussion focused on the next steps in closing gaps in drone standards and how the industry can benefit from adopting these frameworks. Bertrand highlighted the crucial role of standards and provided updates on EUROCAE's WG-105 *UAS* and WG-112 *VTOL*.

Aerospace Tech Week

2-3 April / Munich, Germany

Aerospace Tech Week is an event focused on driving innovation and technology advancements in the aerospace sector. Throughout the two-days event, our team played a pivotal role in shaping conversations around key industry topics: AI, UAM, connectivity, and sustainability. At our shared stand with EUROCONTROL, we were delighted to welcome esteemed colleagues and industry experts. Representing EUROCAE were: Anna von Groote, Director General; Anna Guégan, Senior Technical Programme Manager; Thuc Nguyen, Technical Programme Manager; and Yago Grela, Communication Manager.

ICNS Conference 2025

8-10 April / Brussels, Belgium

This year marked the 25th anniversary of the Integrated Communication, Navigation, and Surveillance (ICNS) Conference, a truly historic edition, as it was the first time the event took place outside the United States. Over the past quarter century, the ICNS Conference has established itself as the leading global forum for advancing, shaping, and sharing CNS policies, standards, and innovation. Our Director General, Anna von Groote, contributed to the panel 'CNS Incentivization: How to Accelerate Voluntary Deployment', where she underscored the vital importance of standards and global harmonisation in driving progress and enabling faster, more coordinated deployment in this key domain.

Airspace World

13-15 May / Lisbon, Portugal

'Europe for Aviation', comprising nine European aviation organisations dedicated to advancing the modernisation, sustainability, and resilience of European aviation safety, convened at Airspace World, the leading global gathering for the entire airspace community. Throughout the duration of the 3-day event, these organisations demonstrated the power of collaboration by illustrating how they can collectively address the most pressing challenges encountered by the European aviation industry. Representing EUROCAE were: Anna von Groote, Director General; Alex Milns, Technical Programme Manager; Mark Watson, Technical Programme Manager; and Yago Grela, Communication Manager.

Avionics and Testing Innovations Conference

20-21 May / London, United Kingdom

The Avionics and Testing Innovations Conference is a new and exciting event, and we are proud to contribute to its Conference Steering Committee through two members of our Secretariat: Mark Watson, Technical Programme Manager; and Yago Grela, Communication Manager. At the inaugural edition, Mark also joined the panel 'Latest in Regulations and Mandates', where he presented key updates on the Airworthiness Security Process and Cybersecurity, with particular emphasis on the ongoing work of WG-72 *Aeronautical Systems Security*.

EASA-FAA International Aviation Safety Conference

10-11 June / Cologne, Germany

EASA and the FAA joined forces to strengthen aviation safety and demonstrate global leadership at the International Aviation Safety Conference. Our Director General, Anna von Groote, took part in the high-level panel 'Integration of New Technologies', which explored the central question: 'How can we foster innovation while ensuring safety?'. Anna highlighted the pivotal role of industry standards in driving innovation while safeguarding the highest levels of safety across the aviation sector, underscoring the importance of global harmonisation to accelerate progress.

IAM Spain by Expodrónica

11-13 June / Madrid, Spain

IAM Spain by Expodrónica brought together the UAS industry not only from Spain but also from across Europe. The event recreated real environments with flight operations over two days, culminating in live demonstrations in an actual operational setting on the final day. Our Technical Programme Manager, Bertrand Riveil, took part in two panels on VTOL and standards, where he discussed the significant progress being made by WG-112 *VTOL*.

Paris Air Show

16-22 June / Paris, France

Founded in 1909, the Paris Air Show is the world's largest and oldest aerospace exhibition, held every two years at Le Bourget Airport near Paris. It brings together aircraft manufacturers, airlines, suppliers, governments, and aviation professionals from across the globe to showcase innovations, announce major deals, and demonstrate cutting-edge technologies through static displays and spectacular flight demonstrations. Having a dedicated EUROCAE stand for the first time was a great opportunity to welcome many of our members and connect directly with the wider aviation community.

Royal Aeronautical Society – Sustainability Conference

24-25 June / London, United Kingdom

This conference, part of RAeS Sustainability Week 2025, brought together thought leaders from across the aerospace industry to discuss sustainability. Our Technical Programme Manager, Atiqah Pillain, participated in the panel 'Electric and Hybrid Aircraft', where she explored the most promising pathways for these technologies, the collaborative efforts required, and the challenges ahead. Atiqah emphasised the pivotal role of industry standards and presented the work of WG-113 *Hybrid Electric Propulsion* and WG-80 *Hydrogen Fuel Systems*.

ICAO Innovation Fair

21-22 September / Montreal, Canada

This year's ICAO Innovation Fair was held under the theme 'Global Horizons – Inclusive Innovations for Aviation'. Our Director General, Anna von Groote, participated in the high-level panel discussion 'Strengthening ICAO's Engagement with Stakeholders'. The panel examined the critical importance of effective stakeholder engagement in accelerating innovation across the aviation sector. Anna highlighted how EUROCAE fosters innovation by developing high-quality, consensus-based standards, emphasising that collaboration and global harmonisation are essential to drive progress while ensuring safety and efficiency.

SAE UAV Technology Conference

29-30 September / London, United Kingdom

Uncrewed Aerial Systems (UAS) remain among the most rapidly evolving and strategically important technologies in the defence sector, with momentum showing no signs of slowing. The SAE UAV Technology Conference provided an excellent platform to discuss these developments. Our Technical Programme Manager, Bertrand Riveill, contributed to the event with a presentation titled 'The Use of Standards to Support RPAS'. In his talk, Bertrand highlighted how EUROCAE supports military standardisation efforts, showcasing the work of WG-105 *UAS* on detect and avoid capabilities.

RAeS President's Conference: The Human Element of the Future of Aviation and Aerospace

7-8 October / London, United Kingdom

The Royal Aeronautical Society President's Conference this year focused on 'The Human Element of the Future of Aviation and Aerospace'. Our Director General, Anna von Groote, joined the panel on 'Leadership and Professional Development'. The discussion explored what it takes to lead in aerospace today, from strategic thinking and emotional intelligence to mentoring and inclusive leadership. Anna emphasised the importance of diversity across the sector and the need to empower new generations to build a strong and sustainable future for aviation.

78th Annual International Aviation Safety Summit

4-6 November / Lisbon, Portugal

We participated in the International Aviation Safety Summit, organised by the Flight Safety Foundation and NAV Portugal. Our Technical Programme Manager, Mark Watson, moderated the panel 'Addressing GNSS Spoofing and Jamming – An Emerging Operational Threat'. The discussion examined real-world incidents, their implications for global aviation safety, and the latest mitigation strategies. Mark also highlighted the pioneering work of EUROCAE Working Group 133, whose mission is to revolutionise GNSS antennas for aviation and help tackle this growing challenge.

ATM Transformation Conference

6 November / Brussels, Belgium

Our Director General, Anna von Groote, took part in the ATM Transformation Conference, organised by EUROCONTROL. She moderated the opening panel 'Challenges of ATM Modernisation', which addressed the key issues shaping the future of European ATM, from performance and business models to regulatory frameworks and evolving system architectures.

EUROCAE was also present at:

- European Defence Agency Annual Conference (22 January / Brussels, Belgium)
- Clean Aviation Annual Forum (18-19 March / Brussels, Belgium)
- EUROCONTROL Cyber Metrics for AI Workshop (15 April / Brussels, Belgium)
- Fly AI Forum (22-23 April / Brussels, Belgium)
- 14th Annual Avionics International Forum (28-29 May / Virtual)
- Krakow Aviation Summit (29-30 May / Krakow, Poland)
- Best Practices in C-UAS Strategies (3 June / Brussels, Belgium)
- SAE International Workshop (17 June / Paris, France)
- RTCA 90th Anniversary (25 June / Washington DC, United States)
- EASA AI Days (27-28 August / Cologne, Germany)
- WMO Global Aviation Stakeholder Meeting on ABO (15-16 September / Geneva, Switzerland)
- ICAO General Assembly (23 September-3 October / Montreal, Canada)
- ADB Safegate User Group Event (24-25 September / Graz, Austria)
- EASA eVTOL Day (1 October / Cologne, Germany)
- Innovation MeetUp – EUROCONTROL (14-15 October / Bretigny, France)
- Nintex Day (15 October / Paris, France)
- Kiast – International AAM Safety Conference (20-24 October / Virtual)
- 1st G3AM General Assembly (22 October / Virtual)
- ENAC – Les Etats de l'Air (22 October / Paris, France)
- EASA Annual Safety Conference (12-13 November / Copenhagen, Denmark)
- ASD Brussels Conference (2 December / Brussels, Belgium)

EUROCAE Publications

EUROCAE Documents (EDs) are developed by Working Groups bringing together renowned experts in their area and following a well-established process. EUROCAE has published more than 300 documents, all of them addressing various domains in aviation. Several documents were jointly developed with US partners, and many documents are referenced in ICAO SARPs, ETSO/TSOs, FAA, and many others national and regional regulators. They are recognised worldwide for their high quality and state-of-the-art technical specifications.

These EDs cover system or equipment performance specifications, safety and performance requirements, interoperability requirements, technical specifications, or guidance material. Some documents are dedicated to the airborne side, others to the ground side (mainly CNS and ATM), while others cover common air and ground requirements.

EUROCAE Reports (ER) describe results of Working Groups, which are of general interest but not appropriate to publish in the form of a specification or other type of ED. **New EDs published in 2025 are marked in orange**.

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1/WG7C/1-74	MPS for airborne Doppler radar ground speed and/or drift angle measuring equipment	WG-7
1/WG7C/2-74	MPS for airborne automatic dead reckoning computer equipment utilising aircraft heading and Doppler obtained velocity vector data	WG-7
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ED-23C	MOPS for airborne VHF Receiver-Transmitter operating in the frequency range 117.975 – 137.000 MHz	TF-Climax
ED-24	MPS for airborne VHF communications equipment operating in the frequency range 118.000 – 135.975 MHz (Part 2 - transmitter)	WG-7
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ED-318	Technical Specification for Geographical Zones and U-Space data provision and exchange	WG-105 SG-3
ED-319	MOPS for a Wireless Avionics Intra-Communication System	WG-96

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ED-320	Aging mechanisms of electrical insulation materials in a high energy system	WG-116
ED-321	Guidance material for endurance substantiation of Electric-Hybrid Propulsion Systems EHPS	WG-113
ED-322	System Performance and Interoperability Requirements for Non-Cooperative UAS Detection Systems	WG-115
ED-323	Minimum Operational Performance Standards for Required Navigation Performance for Area Navigation	WG-85
ED-325 Vol. I	Guidance Document for Special Condition Light - UAS - Medium Risk – Volume 1	WG-105 SG-4
ED-326	MASPS for SVS SVGS CVS	WG-79
ED-327	MASPS for EVS CVS EFVS	WG-79
ED-331	Guidance for the Use of Automated Ground Movement Equipment to Move VTOL Aircraft with Passengers Onboard at Vertiports	WG-112 SG-5
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ER-002	Policy Guidance for Fuel Tank Structural Lightning Protection Policy	WG-31
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ER-010	UAS / RPAS Airworthiness Certification - “1309” System Safety Objectives and Assessment Criteria	WG-73

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ER-012	Command Control and ATC Communications Operational Concept for Remotely Piloted Aircra	WG-73
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We are proud to provide a platform where stakeholders from across the industry collaborate to develop and implement high-quality standards. Our members contribute invaluable expertise, helping ensure that these standards truly address the needs, challenges and ambitions of the aviation community.

Diversity of perspective is essential to this work. We place strong emphasis on ensuring balanced representation across stakeholder groups, operational domains and regions, not only within Europe, but internationally. A global outlook is fundamental to advancing innovation, strengthening interoperability and responding effectively to the interconnected nature of today's aviation ecosystem.

We are sincerely grateful for the trust our members place in us, and we look forward to welcoming new organisations who share our commitment to the power of aviation standardisation.

Together, we will continue to shape meaningful progress and unlock new opportunities for the industry.

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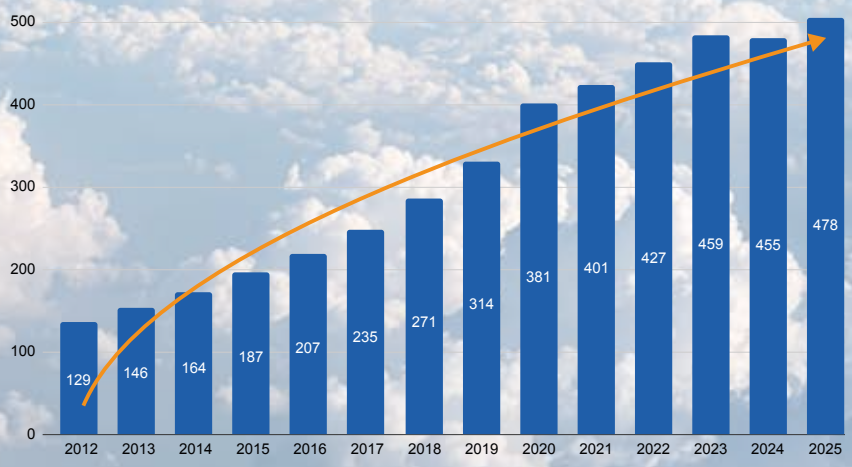

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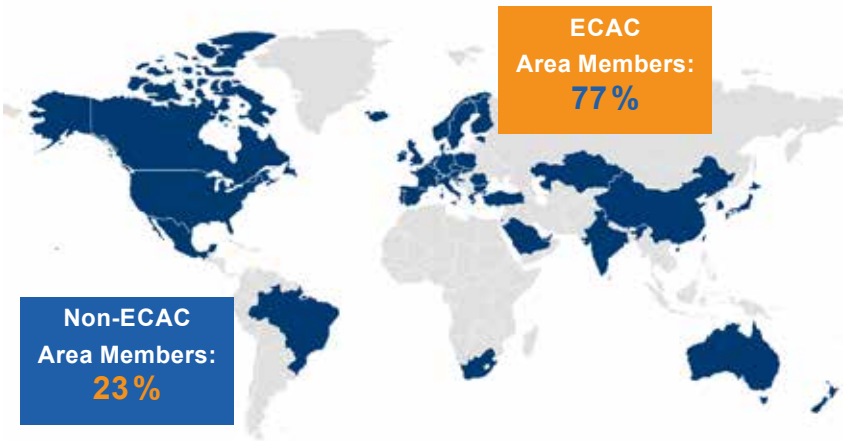

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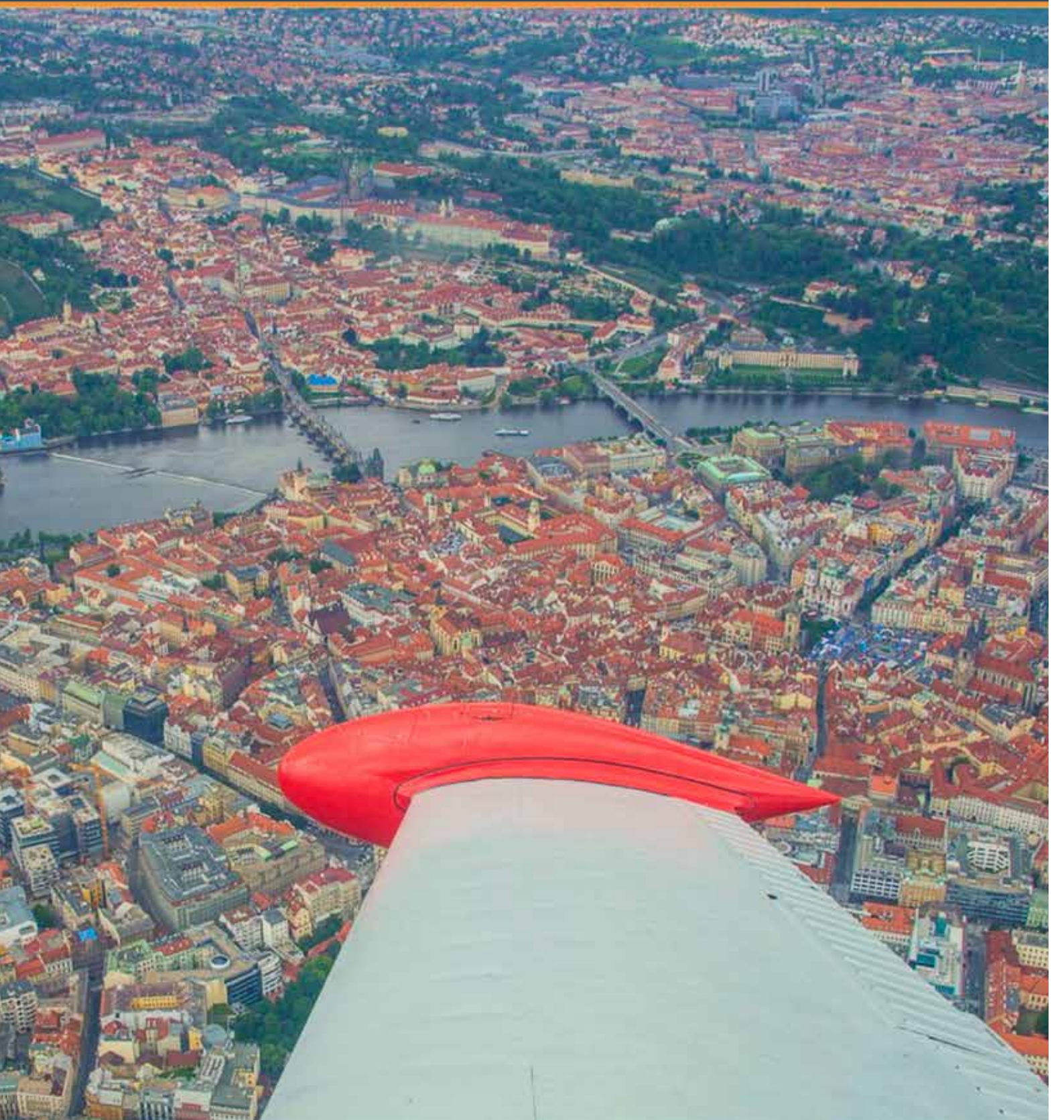


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AUTO BRAKE
ANTISKID
LOWER DU
MAIN PANEL DUS
NORM
ENG PRI
PFD
OUTBD
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