EUROCAE

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BROAD CAST#25



WG-114'S MISSION ON BUILDING TRUSTWORTHY AI FOR AVIATION



INTERVIEW TO MARK PONCON (WG-14 CHAIR)



EUROCAE SYMPOSIUM 21-22 APRIL 2027 PRAGUE

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Anna von Groote
Director General, EUROCAE

Dear EUROCAE members, partners, and friends,

Welcome to the 25th edition of the EUROCAE Broadcast, your look inside the latest achievements, milestones, and developments shaping our organisation. As we approach the end of another remarkable year for EUROCAE, this edition of Broadcast offers an opportunity to reflect on the progress we have achieved together and to look ahead to the opportunities and challenges that will shape aviation in the years to come.

2026 has been a year of growth, transformation and increasing relevance for standards. Across the aviation ecosystem, technological innovation continues to accelerate. At the same time, the geopolitical environment reminds us that resilience, interoperability, security and civil-military cooperation remain critical foundations for aviation. In this context, the role of standards has never been more important.

A pivotal moment for our governance was the election of Michael Holzbauer, Director of European Affairs ATM at Frequentis, as EUROCAE's 20th President, following our General Assembly in Dublin. Having served as a dedicated Council Member since 2015 and most recently as Vice-President, Michael brings deep expertise and continuity to the role. Importantly, his election marks a historical milestone as he becomes the first Austrian to lead EUROCAE since its founding in 1963. We look forward to working with him during his tenure!

At the very core of our progress are our Working Groups, whose experts drive the technical excellence that defines our mission. In recent months, we have published 15 new standards, launched 16 Open Consultations, and created 2 new WGs: WG-136 Digital Regulations and Certification Framework and WG-137 Service-Oriented ATM Architecture. To highlight the people behind these technical milestones, this issue features an exclusive spotlight on Marc Ponçon (Airbus), Chair of WG-14 Environmental Testing, who reflects on guiding a group established in 1970 and is still playing a central role in enabling safe and reliable aviation systems today.

This edition highlights several examples of how EUROCAE is responding to emerging industry needs. Our work on artificial intelligence continues to push the boundaries of aviation certification and assurance, while new activities such as WG-136 on Digital Regulations and Certification Frameworks demonstrate the growing importance of digital transformation across regulatory processes. The launch of WG-137 reflects the industry's transition towards new ATM service delivery models, while developments in electric aviation continue to drive demand for standards that enable safe innovation.

This summer, we also celebrated a historic membership milestone: welcoming Dubai Airports as our 500th member. Looking back, it was only a decade ago, in 2016, that IATA became our 200th member. More than doubling our footprint in just ten years highlights the rapidly expanding global scale of our work and the trust placed in our organisation and the value of collaborative standardisation. Today, EUROCAE proudly unites members spanning 45 countries.

As our membership footprint grows worldwide, so does our commitment to international harmonisation. Further strengthening this global alignment, we recently signed an updated Memorandum of Cooperation with RTCA. In an increasingly complex global aviation ecosystem, safety, interoperability, and innovation rely fundamentally on harmonised frameworks, a shared commitment that dates back to 1975, when EUROCAE and RTCA released our very first technically equivalent document, ED-14 / DO-160. Today, more than half of our activities are conducted jointly or in close cooperation, ensuring that standards developed by our experts can support aviation worldwide.

Another important theme in this edition is cooperation with defence and security stakeholders. Through our collaboration with EDA and NATO, we continue to strengthen civil-military interoperability and promote the uptake of proven aviation standards across a wider operational environment. In an increasingly interconnected and uncertain world, cooperation between civil and military communities is not only beneficial, it is essential.

Reflecting on our events, the EUROCAE Symposium 2026 in Dublin brought together over 150 leaders and technical experts to discuss the future of standards, alongside our General Assembly and Gala Dinner honoring the 2026 EUROCAE Award winners. Looking ahead, please mark your calendars for next year: the EUROCAE Symposium 2027 will take place in Prague on 21-22 April, returning to the Czech Republic exactly two decades after our first event there.

Behind all of these achievements stands the operational backbone of our organisation. Within the Secretariat, we are thrilled to welcome Chloe Taylor as our new Communications & Membership Coordinator. Chloe will be engaging with many of you soon to enhance your membership experience. I am deeply proud to lead our Secretariat team, whose collective dedication and everyday work deliver exceptional support to our entire global community.

I hope you enjoy this edition of our Broadcast.

Best regards,

Anna von Groote
Director General, EUROCAE

Inside EUROCAE

Meet the EUROCAE President: Michael Holzbauer

At the EUROCAE Symposium & General Assembly 2026 in Dublin, Michael Holzbauer, Director European Affairs ATM at Frequentis, was elected as the 20th President in EUROCAE's history. A long-standing member of the EUROCAE Council and a recognised leader in European Air Traffic Management (ATM), he takes on the responsibility of guiding the organisation through its next chapter of growth, collaboration and innovation.

Michael joined Frequentis in 2006 and currently leads several strategic ATM programmes, including initiatives within the Single European Sky Air Traffic Management Research (SESAR) programme.

Throughout his career, he has been committed to advancing the modernisation of Europe's ATM ecosystem through technological innovation, international cooperation and standardisation.

His election reflects more than a decade of active involvement within EUROCAE. Since joining the Council in 2015, and most recently serving as Vice-President, Michael has contributed to the organisation's strategic development and worked closely with members, industry partners and the Secretariat to strengthen EUROCAE's role as a leading developer of global aviation standards.

He succeeds Guillaume Roger (DGAC/DTA/STAC), whose three-year presidency was marked by significant progress in membership growth, technical activities and international partnerships. Building on this strong foundation, Michael becomes the first Austrian President since EUROCAE was established in 1963.

Supporting him is an experienced team of Officers: Guillaume Roger (DGAC/DTA/STAC) and Eva Faure (Airbus) as Vice-Presidents, together with Benoît Gadefait (Safran) as Treasurer.



"It is a great honour to be elected President of EUROCAE. I am very grateful for the trust placed in me and would like to sincerely thank Guillaume Roger for his leadership over the past three years. Standardisation plays a crucial role in ensuring safety, interoperability and innovation in aviation, and I look forward to supporting EUROCAE's continued success. My priority will be to further strengthen EUROCAE's contribution to the modernisation of air traffic management, digitalisation, automation, and the integration of new entrants, while ensuring that European standards continue to influence and align with global aviation developments. "

Today, EUROCAE brings together around 50 active Working Groups and more than 5,000 experts from across the global aviation community. As aviation continues to evolve through digitalisation, automation and new operational concepts, international standards remain essential to ensuring safety, interoperability and efficiency. Working alongside the Secretariat, Council, members and technical experts, Michael will support EUROCAE's mission to deliver the standards that enable safer, smarter and more sustainable aviation worldwide.

Global Harmonisation

EUROCAE and RTCA Renew Strategic Memorandum of Cooperation

In June 2026, the EUROCAE Council approved a renewed Memorandum of Cooperation (MoC) between EUROCAE and RTCA, which was formally signed in October 2026 by the RTCA President & CEO and the EUROCAE Director General. The updated agreement reaffirms one of the aviation industry's longest-standing and most important international partnerships, while providing a more agile framework for future collaboration.

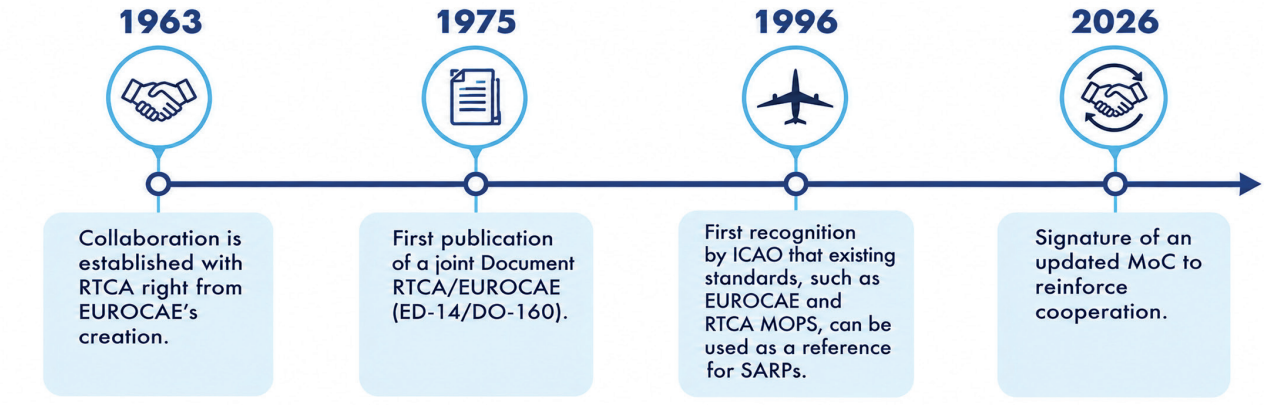


The relationship between EUROCAE and RTCA dates back to 1963 and has evolved into a cornerstone of global aviation standardisation. Today, approximately 55% of EUROCAE activities are conducted jointly or in close cooperation with RTCA, with an even greater proportion of RTCA activities involving EUROCAE. This partnership plays a vital role in ensuring worldwide harmonisation of aviation standards and supporting global interoperability across the aviation ecosystem.

While the previous MoC, signed in 2023, provided a strong foundation for cooperation, the revised agreement has been redesigned as a high-level strategic framework focused on core principles, with operational procedures transferred to dedicated Work Instructions that can be updated more efficiently when needed.

Among the key improvements is a streamlined governance structure with clearer collaboration processes. The new MoC better reflects the realities of modern standards development by formally recognising different cooperation models, ranging from fully joint activities to partial cooperation, parallel development and special harmonisation arrangements. The agreement also introduces a stronger focus on assessing the value of joint activities for members and the wider aviation community, ensuring resources are directed towards areas of greatest impact.

The renewed MoC represents a significant step forward and modernises governance of the collaboration between our organisation and provides greater certainty for collaborative activities. Together with its supporting documents, it will ensure that the EUROCAE-RTCA partnership remains effective, flexible and aligned with the evolving needs of the global aviation community.



European Defence Agency

The European Defence Agency's role in Military Aviation

Major General Antonio Armada Vázquez, Director Industry, Synergies & Enablers (ISE)



The European Defence Agency (EDA) supports EU Member States in strengthening European defence capabilities through cooperation, innovation, research, and the development of common approaches to emerging operational challenges. In the Air Domain, the Agency contributes to the enhancement of military aviation capabilities and enablers, promotes civil-military interoperability, and supports resilient infrastructure.

In support of defence standardisation, EDA established the European Defence Standards Reference system (EDSTAR) in 2011. EDSTAR provides a repository of best practice standards (BPS), including relevant EUROCAE standards. The system is maintained through dedicated Expert Groups responsible for the development and review of technical domains in accordance with the EDSTAR Guide.

EDA also promotes the harmonisation of military airworthiness across EU Member States through the development of the European Military Airworthiness Requirements (EMARs), which are designed to be compatible with civil aviation frameworks. In parallel, it supports regulatory approaches for the safe and secure integration of military Unmanned Aircraft Systems (UAS) into shared European airspace.

As a full member of EUROCAE, EDA actively participates in relevant activities and encourages experts from EU Member States to contribute to working groups covering areas such as UAS, air traffic management (ATM), communications, navigation, surveillance, and future aviation standards. The Agency also contributes to EUROCAE's European ATM Standards Coordination Group (EASCG), the European UAS Standards Coordination Group (EUSCG and the European Cyber security for aviation Standards Coordination Group (ECSCG) strengthening coordination between military and civil aviation stakeholders.

This cooperation helps ensure that military requirements are reflected in civil aviation standards, enhancing interoperability, enabling dual-use solutions, supporting the safe integration of UAS into European airspace, and facilitating the implementation of the Single European Sky objectives.

Military air mobility depends on the ability to operate across national and international boundaries while maintaining high levels of safety, resilience and operational effectiveness. Air transport, air-to-air refuelling, humanitarian assistance, disaster relief missions and strategic deployments all rely on seamless access to airspace and air traffic services. As Communications, Navigation and Surveillance (CNS) capabilities evolve towards advanced communication networks, performance-based navigation and enhanced surveillance technologies, EDA supports Member States in monitoring and adopting these developments while safeguarding military operational requirements and security needs. In this context, standardisation and certification remain essential enablers, ensuring that military airborne and ground-based systems can operate safely, securely and effectively within the European airspace network.

EUROPEAN DEFENCE AGENCY

North Atlantic Treaty Organization (NATO)

How NATO-EUROCAE cooperation can strengthen civil-military aviation interoperability

Maxime Prunet, International Staff Officer, Air Section, Interoperability and Standardization, NATO HQ



From cooperation to operational effect

A Technical Cooperation Arrangement was signed in 2024 between NATO's Armament and Major Capabilities Programmes Directorate, supporting the NATO Aviation Committee, and EUROCAE to provide a framework for turning shared interests into practical cooperation. It connects two mature standardization communities so that common requirements can be identified earlier, proven civil standards can be used wherever possible, and unnecessary parallel work can be avoided. The arrangement enables information exchange, the sharing of expertise and best practices, coordination of work programmes and cross-participation of experts. Annual prioritization keeps the cooperation focused on areas where it can add the greatest value. The measure of success will be operational effect: faster access to mature standards, greater resilience, safer civil-military integration and solutions that work from routine operations to crisis and conflict. EUROCAE contributes recognized aviation expertise and established civil-industry consensus. NATO contributes multinational operational requirements, a defence and security perspective and 75 years of standardization experience.

How NATO Standardization works

A core NATO principle is to use suitable non-NATO standards - including mature civil standards - to the maximum extent possible, rather than creating a separate military solution by default. When an existing standard can satisfy an Alliance requirement, NATO can reference, adopt or complement it. NATO is not a newcomer to consensus-based standardization. Since establishing its first dedicated standardization body in January 1951, the Alliance has built a mature system for translating national operational and technical requirements into multinational solutions. Standardization works begin with an interoperability need emanating either from Working Groups composed of experts (Standardization proposals) or from high level bodies/Tasking Authorities or even the North Atlantic Council itself (Standardization Tasks).

These standardization tasks or proposals go through the hands of the relevant experts and NATO bodies, and the products are validated through consensus among the Allies before being ratified and promulgated.

A wider standards ecosystem

The NATO-EUROCAE agreement is not an isolated initiative. NATO has a long record of engagement with standards-development organisations and is seeking to deepen such cooperation and expand the adoption of suitable non-NATO standards. This is a deliberate strategic choice. NATO does not need to own every standard; it needs the right standards to be available, trusted and usable by Allies and partners. By linking military operational experience with the technical depth of specialist standards organizations, NATO helps innovation move faster from concept to common practice, reduces fragmentation and strengthens the aviation ecosystem on which both civil safety and collective defence depend. Strong Civil-Military standards strengthen aviation safety and Alliance interoperability.

Dual-Use Standards

Bridging Civil and Military Aviation

Standards play a vital role in ensuring that civil and military aviation can operate safely and efficiently within the same airspace. As both communities increasingly rely on shared communications, navigation, surveillance and information systems, interoperability becomes essential to maintaining safety, capacity and operational effectiveness. Common standards provide the technical foundation that enables aircraft, air traffic management systems and ground infrastructure to exchange information seamlessly across national and organisational boundaries. They also support civil-military cooperation, facilitate the integration of emerging technologies, and help ensure that investments made by both sectors deliver compatible and future-proof capabilities. In an increasingly interconnected and complex aviation environment, standards are a key enabler of safe, secure and efficient operations for all airspace users.



EUROCAE helps bring the civil and defence sectors closer together. Although these communities have distinct needs, they share technologies, expertise, operational challenges, and the airspace. By supporting the use of civil standards in military applications, EUROCAE acts as a bridge between them.

From aviation's earliest years, military requirements accelerated technological development and the standardisation of equipment, procedures and performance. Defence organisations and industry require safe, reliable and interoperable systems, often operating across borders and between different forces. These principles are also relevant to civil aviation. Today, numerous EUROCAE members are active in both civil and defence markets, bringing valuable dual-use expertise to our work and helping address the challenges of an increasingly interconnected aviation ecosystem.

Dual-use standards provide a common technical foundation for civil and military aviation, reducing duplication while supporting safety, interoperability and cost-effective development. They enable military aircraft and systems to benefit from proven civil requirements and facilitate their integration into shared airspace. Some examples of relevant EUROCAE standards used in the military domain could be airborne software assurance, environmental qualification and air-ground data communications. ED-12C supports the assurance of safety-critical airborne software, while ED-14G defines environmental tests covering vibration, electromagnetic effects and lightning and many more. ED-230A supports interoperable data-link communications, and ED-271A enables Detect and Avoid capabilities for RPAS operating in non-segregated airspace under IFR.

Our engagement with military stakeholders ensures that civil and defence requirements are considered within





a coherent aviation standardisation framework. The European Defence Agency is a member of EUROCAE since 2016. EUROCAE has supported several EDA research and development projects, particularly within WG-105 UAS. Projects such as Mid-air Collision Avoidance System, Enhanced RPAS Automation and Remote Pilot Station standardisation have originated within EDA and were the basis for mature EUROCAE standards. This cooperation helps transform defence research into consensus-based standards supporting certification, interoperability and the safe integration of military RPAS into non-segregated airspace. In 2024, EUROCAE signed a Technical Co-operation Arrangement with NATO's Armament and Aerospace Capabilities Directorate, establishing cooperation through information exchange, coordinated work programmes and expert participation.

As aviation evolves, EUROCAE will remain committed to supporting our members and addressing civil and military standardisation needs. We will strengthen cooperation between both communities and provide a trusted forum for developing common solutions. This commitment is increasingly important in a world facing evolving risks and security challenges.

Technical Programme Manager (TPM): Bertrand Riveill

System Engineering // WG-14

Interview with Marc Ponçon: WG-14 Chair and Electromagnetic Hazard Senior Expert at Airbus Helicopters

In this edition of the Broadcast, we are pleased to introduce Marc Ponçon, Chair of WG-14 'Environmental Testing'. Since its establishment in September 1970, WG-14's activities are driven by the objective of developing standards for the environmental testing of airborne equipment. Marc is our longest standing Working Group chair, and we also take opportunity with this article to thank Marc for his more than 20 years of service to EUROCAE.



Could you briefly introduce yourself and your current role at Airbus Helicopters?

In 1989, the manager of the radio department of Aerospatiale Helicopter division, which became Eurocopter and is now Airbus Helicopters, decided to hire a young engineer in electronic, electromagnetic and high frequencies, for taking care of the HIRF and lightning certification of the new generation Super Puma MKII. This helicopter was the first equipped with many critical digital systems and a composite tail cone. This is how I stepped into that discipline that was very new to me and turned out to be so interesting.

As the interest and enthusiasm never vanished, I am presently Electromagnetic Hazard Senior Expert at Airbus Helicopters and, while we addressed in the meantime a number of challenging developments such as Tiger, NH90, H135, H145 and most recently the H160, I also was able to move into the EUROCAE, SAE and RTCA activities which are an incredible source of scientific, technical and human profitable exchanges.

How did you first become involved with EUROCAE?

My first involvement was with WG-33 'High Intensity Radiated Fields (HIRF)' in the early 1990s. At that time the FAA and JAA launched a regulatory programme to establish the new rules for HIRF and Lightning certification of aircraft. While the Electromagnetic Effect Harmonisation Working Group (EEHWG), in which I participated as well, was focused on the text of the rules, WG-33 was tasked to federate the collection of data for European HIRF sources.

I joined WG-14 at the end of the 1990s when the EEHWG delivered its final proposal for CSXX.1316 and 1317. I was then in charge of the full scope of equipment environmental qualification for Airbus Helicopters and my experience had convinced me of the interest to participate in WG-14. In the early 2000s, the Chairman resigned and I was accepted by the group as successor.

What is the main objective of WG-14, and why is its work important for the aviation industry?

The correct operational performance of systems in all the environmental conditions that they may be subjected to on the aircraft is a key enabler of flight safety and customer satisfaction. The ED-14 / DO-160 test procedures, while being as cost effective as possible, are developed to detect design weakness of the tested item when exposed to the effects of such environments. Working together, authorities, laboratories, aircraft and equipment manufacturers deliver a document describing without ambiguity how to produce the relevant environment for testing, how to correctly expose and monitor the equipment and how to ensure the necessary traceability along the complete process. The issue H, which will soon be released is the result of a significant working group effort in these directions. With the associated User Guide, which will soon complementing it, ED-14H / DO-160H should allow to further improve the collaboration of the system environment qualification stakeholders at all levels of the aeronautical industry. The ED-14 and any other WG-14 document is recognised and enforced by the authorities through regulatory documents such as Advisory Circular



(AC) 21-16 or TSO for FAA, CS-ETSO and Acceptable Means of Compliance (AMC) to Certification Specifications (like AMC 25.1309) for EASA. Guidance material that recognises the ED-14 as an acceptable means of compliance in the context of a specific project may be contained in a Certification Review Item (CRI) that is issued specifically for a project. In any case, the applicant and the authorities will have to agree that the ED-14 issue and the categories selected are providing the relevant qualification levels and methods for the project under consideration. Then the rest of the process is quite straightforward.

What are some of the biggest challenges you face when updating a standard such as ED-14?

The biggest challenge for updating this standard is definitely to balance the need to consider the evolution of technical knowledge or the availability of new test techniques, while keeping the necessary level of continuity. This continuity is indeed required for preserving the validity of the acquired positive experience return, which, in terms of exposure to adverse environment, is based on decade of aircraft operation.

Can you highlight a key achievement or milestone of WG-14 in recent years?

Probably the most significant highlight I have in mind brings me back to my early participation to WG-14, at that time there was strong disagreement between some US and UK EMC experts on section 20, up to the point that a separate document, ED-90 'Radio frequency susceptibility Test procedures (users guide to ED-14D Section 20)', was created. This resulted of course in a difficult situation for industry. I retained that as a key example of working group coordination failure and chairmanship challenge. This was later solved and such situation never happened again.

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

The working groups are, more than ever, the places of fruitful and peaceful exchanges between skilled people of different cultures, with different experiences, and often different contexts of work. My first advice would then be to listen carefully and make sure that the position of the colleague is clear to you, do not hesitate to ask questions in case of any doubt. The privilege of working in the scientific domain is that engineers are recognising technical facts, but are also able to address them with pragmatism, so that the consensus is always achievable.

WG-14 works jointly with RTCA SC-135 "Environmental Testing". How does this influence your role in the Leadership of WG-14?

Clearly, for people of my generation, the European, and maybe particularly the French, way of managing a group used to be more directive than the US way. What I saw in SC-135, but also in the other WG with US colleagues, is that the members, whether they already have detailed ideas or not, will rely on the group to elaborate the solution. They will ask questions, make proposals, but will have no frustration if the group consensus differs from their original idea as long as it is technically acceptable to them. This was a lesson learned that I tried to apply, not only in chairing WG-14, but across my professional life.

Soon after publication of this article, you will be stepping down as WG-14 chair and preparing for retirement. What's next?

About continuing some activities linked to my present WG-14 participation, I have a quite interesting topic in mind for ED-14 Section 20 that I will try to put on track before leaving Airbus Helicopters, and also to keep an eye on it with my younger colleagues who will go on and replace me.

Time for retirement is also a time when the oldest and the younger family members need you a lot, so I am not worried about getting bored. I will nevertheless try to honour my key personal resolution: not to miss any single day of good windsurfing conditions.

We thank Marc and all contributors to WG-14 for the excellent collaboration and contributions to the standardisation activities.

TPM: Alex Milns

Sustainability // WG-136

Digital Regulations and Certification Framework

The Kick-off Meeting of WG-136 'Digital Regulations and Certification Framework' took place on 21 September 2026 at the EUROCAE offices.

The aviation industry stands at a critical, unavoidable inflection point. The technological feasibility of transitioning from a legacy, latency-inducing, document-centric certification process to a dynamic, real-time, data-centric Digital Regulations and Certification Framework has been conclusively proven by the exhaustive efforts of the Clean Aviation Concerto project.

However, technological capability, when deployed without rigorous, industry-wide standardisation, inevitably leads to systemic fragmentation, isolated data silos, and a failure to realise the immense efficiency and transparency promised by digitalisation.

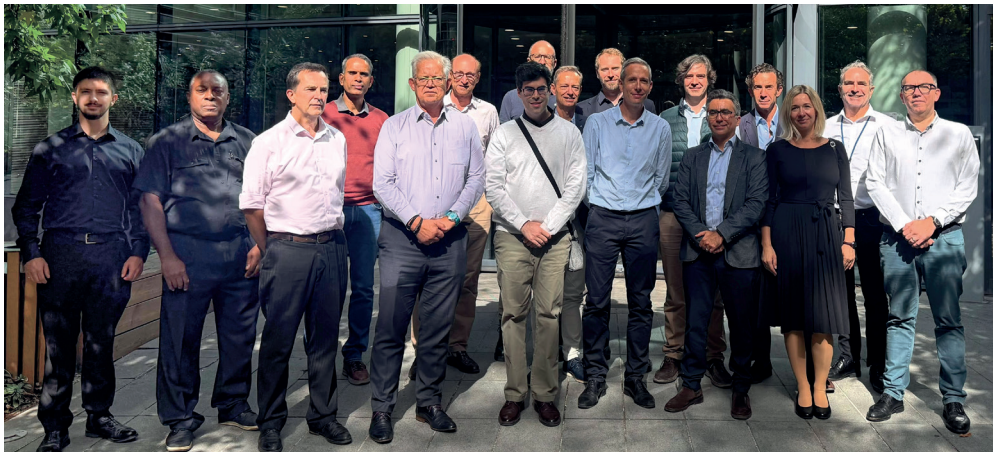
The new EUROCAE WG-136 aims to standardise the Digital Regulations and Certification Framework to cover all data exchange between an Applicant and an Airworthiness Authority. This effort will consolidate the EASA digital transformation roadmap based on sustainable IT solutions. Then, this initiative aims to extend to worldwide application by other National Airworthiness Authorities.

There is confirmed interest by OEMs and EASA to move towards a data centric approach to collaborate and reduce certification lead time. Shifting toward data-centric certification is expected to optimise resource utilisation while maximising value creation throughout the product lifecycle. This added value stems from the completeness and accuracy of the information used in decision-making. Ultimately, a well-designed data structure serves as the backbone for robust knowledge management, driven by a dedicated ontology. Product certification is considered as pilot domain for Digital Regulation. Checking compatibility of the outcomes with other domains should extend and increase the benefits of standardisation.

The initial task of WG-136 is to:

- Develop a Technical Standard for Digital Regulation and Certification Basis Data Model;
- Define the aviation-specific implementation of the exchange standard (starting with ReqIF) for product Certification Specification (CS-23, 25, 27, 29, E…, including AMC/GM) and Certification Basis;
- Develop the ontology describing conceptual data models, the extended content schemas (metadata, cross-authority links, …), the globally unique identifier framework for regulations and technical standards, and authoring quality rules for certification requirements;
- Standardise the digital format of the Certification Basis linked with regulations.

TPM: Mark Watson



Artificial Intelligence // WG-114

Building Trustworthy AI for the Future of Aviation

Established in 2019, EUROCAE WG-114/SAE G-34 'Artificial Intelligence' is working to develop a harmonised framework for the aviation community, providing structured guidance for the approval and certification of safety-critical aeronautical systems incorporating Artificial Intelligence (AI) and Machine Learning (ML).

The objective is for this framework to be recognised by regulatory authorities as an Acceptable Means of Compliance (AMC), helping ensure that AI/ML-enabled systems meet the highest standards of safety and reliability before being deployed in aviation.

In Summer 2026, WG-114 reached a key milestone in the development of draft ED-324, 'Development and Assurance Considerations for Aeronautical Systems and Equipment Implemented with Machine Learning'. A major achievement was the successful consensus of the working group on the Comment Resolution during the virtual plenary meeting, marking a critical step in the EUROCAE standards development process toward final publication.

This consensus reflects the culmination of more than 6.5 years of intensive global collaboration, technical maturation, and international stakeholder engagement. Through the resolution of all comments and the achievement of broad agreement across industry, authorities, and research organisations, WG-114/G-34 established strong alignment on the technical content and readiness of the document.

Moreover, the joint standard plays an important role in supporting the consistency and conformity of EASA's AI assurance framework, technical deliverables, and future regulatory implementation in response to the evolving requirements of the EU AI Act. The document has already been recognised within EASA's AI rulemaking activities and provides a key foundation for a harmonised approach to AI assurance in aviation systems.

Apart from the advancement of the main guidance, WG-114/G-34 has initiated a new deliverable on Reinforcement Learning (RL), recognising it as one of the most promising AI technologies for AI-based aviation applications and a key enabler for the next evolution of AI assurance standards. This activity is intended not only to provide a solid foundation and shared understanding of RL principles, capabilities, and aviation use cases, but also to identify gaps and limitations within Issue 1 of ED-324. By expanding the scope beyond supervised learning, WG-114 aims to establish a broader vision for AI standardisation, supporting the development of guidance and assurance methodologies

TPM: Thuc Nguyen



IT & Software // WG-117

Update on Aviation Software Standards

EUROCAE WG-117 'Aviation Software Standards', working jointly with RTCA SC-240, has received formal approval from the EUROCAE TAC to reopen three deliverables, following the publication of the Internal Report developed by the joint working group on planned deliverables and future work related to the development of aviation software standards.

The deliverables concerned are:

- ED-215A/DO-330A, 'Software Tool Qualification Considerations'
- ED-218A/DO-331A, 'Model-Based Development and Verification Supplement to ED-12C and ED-109A'
- ED-94D/DO-278D, 'Supporting Information for ED-12C and ED-109A'

Together, these documents address key aviation software topics from different but complementary perspectives. The revision work will incorporate necessary corrections, address identified inconsistencies, and strengthen alignment between the documents. As a result, the updated deliverables are expected to improve the quality and clarity of the standards and promote greater consistency.

Although each document has a separate scope and set of objectives, the activities will be coordinated through the joint working group; they were kicked off in the October 2026 plenary session aligning participants on the objectives, priorities, and proposed approach for the work.

Furthermore, ED-337/DO-395, 'Incorporation of Commercial Off the Shelf Software and Open-Source Software and Supplement to ED12C/DO178C and ED109A/DO278A', has reached the final stage of comment resolution. The document provides guidance for the use of Commercial-Off-The-Shelf (COTS) software and Open-Source Software (OSS) in airborne and Communication, Navigation, Surveillance and Air Traffic Management (CNS/ATM) applications.

Developed as a supplement to ED-12C/DO-178C 'Software Considerations in Airborne Systems and Equipment



Certification', ED-337/DO-395 is intended to support certification and approval compliance when COTS software and/or OSS is incorporated into a software product. Its primary purpose is to establish a consistent means of evaluating and accepting such software, ensuring that an appropriate level of confidence is achieved, comparable to that of software developed in compliance with the applicable core documents.

To support this objective, ED-337/DO-395 defines the necessary modifications, additions, and deletions to the objectives, activities, explanatory material, and life-cycle data contained in the relevant core documents. This guidance addresses the specific challenges associated with COTS software and OSS, including limited access to development information, third-party maintenance, configuration management, and the availability of supporting life-cycle evidence.

Publication of ED-337/DO-395 is currently targeted for early 2027, following the completion of comment resolution and formal approval. Shortly after publication, the working group plans to define the objectives and scope of its future revision. This continuous improvement approach will help ensure that the standard remains aligned with technological developments, certification experience, and evolving industry needs, while continuing to provide high-quality and practically applicable guidance to the aviation community.

TPM: Thuc Nguyen

Sustainability // WG-116

High Voltage, High Impact: Building the Standards Behind Electric Aviation

The future of aviation is increasingly electric. In July 2026, the European Commission published its Electrification Action Plan, highlighting electrification as a key driver of Europe's competitiveness, energy independence, and decarbonisation efforts.

As the aviation industry moves towards hybrid-electric and fully electric aircraft, electrical systems will operate at significantly higher voltage levels than those used today. These technologies are important for enabling electric propulsion, but they also introduce new technical and safety challenges that must be addressed.

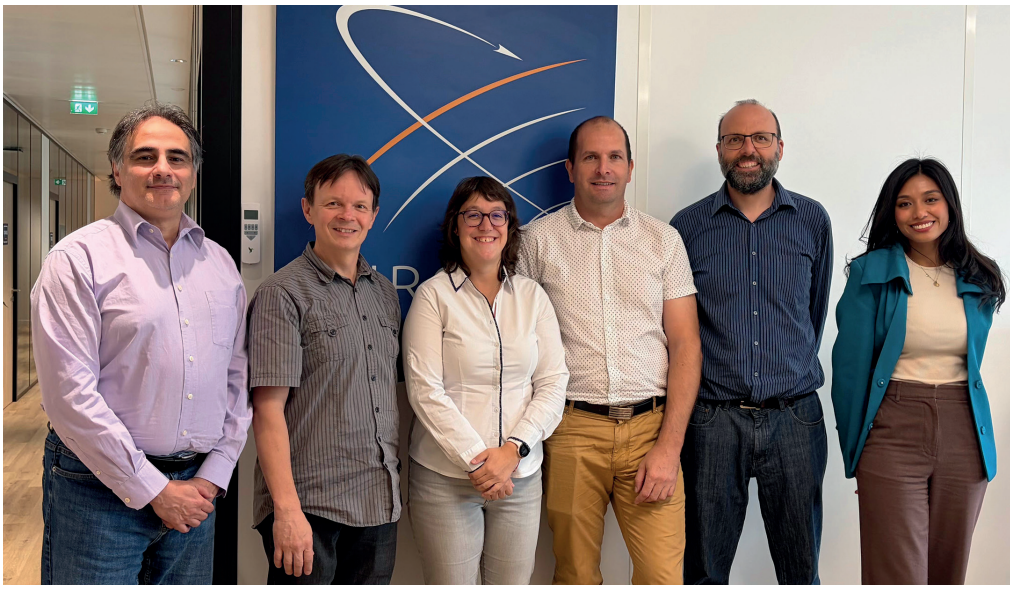
To support the development of the next generation of aircraft, EUROCAE established WG-116, 'High Voltage Systems and Components in Aviation', in 2019. The group develops standards that support the safe design, integration, and certification of high voltage aircraft systems.

Since its creation, WG-116 has published three key standards supporting the safe deployment of high-voltage electrical systems in aerospace. ED-320 provides guidance on the ageing of insulation materials in high-voltage, high-energy electrical systems, helping to improve safety and the understanding of long-term reliability.

ED-332 'Guidance for Aircraft High Voltage Power Quality' addresses the management of electrical power quality in aircraft high-voltage networks. More recently, ED-344 'Process Specification Test guidelines for assessment of electrical insulation material ageing in a high voltage system', published in August 2026, provides guidance for assessing the suitability and expected service life of insulation systems under the combined effects of temperature, reduced air pressure, humidity, and other environmental stressors.

WG-116 experts are currently developing the guidance document, 'Guidance for High Voltage Risk Mitigation at EWIS and Human Safety Level'. The document aims to establish recommended practices and test methods for electrical materials, components, and equipment to assess and validate the robustness of insulation systems in response to increasing voltage levels. The guidance will support consistent evaluation approaches and contribute to the safe integration of higher-voltage electrical systems in aerospace applications.Beyond standards development, their work directly supports Europe's roadmap for the large-scale deployment of hybrid-electric aircraft, as outlined by the European Commission's Alliance for Zero Emission Aviation in April 2026.

TPM: Atiqah Pillain



ATM // WG-130

From Assessment to Action: WG-130's ATM/ANS Standardisation Roadmap



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

In January 2026, WG-130 finalised EUROCAE Report ER-049 'Assessment of EUROCAE Standards supporting the Attestation of Conformity of ATM/ANS Equipment'. The ER's main purpose was to assess the suitability of the existing EUROCAE standards to support safe and interoperable operations in the context of the Regulation, to identify relevant standards developed by other standards development organisations, and the identification of potential standardisation needs to support the ATM/ANS Conformity Assessment Framework.

In line with its ToR, on 26 June 2026, WG-130 approved an Internal Report.

Building upon the findings of ER-049, this document identifies a work programme for EUROCAE to develop standards in support of the ATM/ANS Conformity Assessment Framework and proposes possible roles for WG-130 into this future standardisation work.

In this regard, WG-130 identifies two areas requiring further standardisation efforts. In the field of Software Assurance Development, WG-130 identified the need for a revision A of ED-153 'Guidelines for ANS Software Safety Assurance'. This activity will be the main focus of a newly established SG-1.

In the field of Flight Data Processing Systems, the WG underlined the need to create a new WG to tackle FDP-related standards through the development of two new EDs (SPR and INTEROP). The establishment of the new WG was approved in November 2026 by the EUROCAE Council.

Finally, a twofold scope of action for WG-130 was delineated. On the one hand, the WG will be tasked to complete the assessment of missing equipment standards initiated with ER-049. On the other hand, the WG will also perform an assessment of fitness for purpose of standards as input to Regular Update of the Detailed Specifications for ATM/ANS Equipment (RMT.0744) in close coordination with EASA. The assessment will support areas/domains that are in the planning of upcoming issues of Detailed Specifications (DS) (from issue 3 onwards) to provide inputs to RMT.0744, facilitating the recognition of the standards that are fit-for-purpose.

TPM: Andrea Trimarchi

ATM // WG-137

Supporting the Future ATM Service Delivery Model

In the EUROCAE Broadcast #24, published in April 2026, we reported on the European ATM Master Plan 2025 with particular focus on the Strategic Deployment Objective #8 titled 'Service-oriented delivery model (data-driven and cloud-based)'. Since then, in June 2026, the EUROCAE Council approved the establishment of WG-137 'Service Oriented ATM Architecture'. WG-137 is tasked to develop the standards necessary to support the implementation of a new service delivery model for ATM, as described the European ATM Master Plan 2025 SDO #8.

WG-137 held its kick-off meeting on 11 September 2026 at the EUROCAE offices in Saint-Denis, with close to 70 participants on-site and on-line. As members introduced themselves, it was clear that the high level and broad range of relevant expertise of the interested experts would be an excellent foundation for standards development for this topic in EUROCAE. The WG-137 leadership team comprises representatives from Frequentis, Indra Sistemas, Tern Systems and Deutsche Flugsicherung (DFS); this team will also be supported by a Steering Committee, which will ensure strong coordination and cooperation with other Working Groups and stakeholder organisations.

The initial deliverables for WG-137 include 2 EDs on a

- '*MOPS for ATM/ANS Computing Platform to support Service-Oriented Architecture*'
- '*ATM/ANS Software Design Rules and Principles to support Service-Oriented Architecture*'.

In addition, the WG-137 members will develop an internal report for a proposed workplan for the delivery of new or updated EUROCAE standards to support the new Service Delivery Model for ATM in Europe.

The new service delivery model for ATM in Europe, underpinned by SOA, presents a substantial transformation opportunity, and EUROCAE WG-137, working in collaboration with other working groups and partners, is ready to support the effort with the industry standards that will support successful implementation in the future.

EUROCAE WG-137 is the first dedicated action launched in support of the proposal for the future Common Project 2 (CP2), demonstrating the standards community's proactive commitment to its successful implementation.

TPM: Alex Milns



ATM // WG-76

Shaping the Future of Aircraft-Based Meteorological Observations

WG-76 '*AIS/MET Datalink Services*' develops standards, concurrently with RTCA Special Committee SC-206, that enable the digital exchange of aeronautical and weather information between ground systems and aircraft. Aircraft are an important source for meteorological information, and datalink plays an important role for the distribution of this information.

Current work programme

The WG currently focuses on:

- Automated Atmospheric Turbulence Derivation Techniques, to identify requirements that provide output in Eddy Dissipation Rate (EDR), and to describe a methodology for data validation
- Flight Information Services Broadcast (FIS-B) with Universal Access Transceiver (UAT), is a joint update of RTCA DO-358B MOPS for Flight Information Services - Broadcast (FIS-B) with Universal Access Transceiver (UAT)
- Emergency Diversion Service (EDS). If an emergency in flight requires a diversion to a different aerodrome, the EDS service will – at the push of a button – send a request to a suitable data provider, with the required aeronautical and meteorological information being sent back to the aircraft.

Aircraft-Based Meteorological Observation (ABO)

An internal report released in Q2 2026 highlighted the need for new standards to support Aircraft-Based Observations (ABO) dependent applications. Following the report's recommendations, WG-76 is looking into developing the following standards:

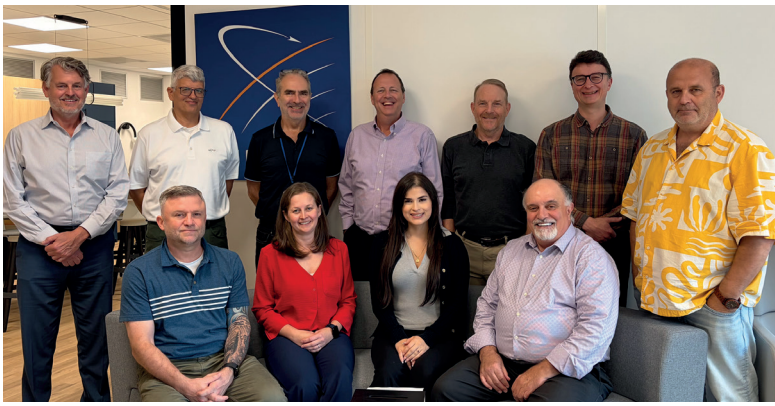
- A MOPS for water vapour sensors will ensure that aircraft-based water vapor sensors meet the minimum requirements for all meteorological applications, and particularly those related to contrail detection and prediction, and will include the requirements for the downlinking and sharing of the data in real time.
- An OSED for onboard weather radars will define the concept of operations and data link architecture for the downlink of fundamental radar data and meteorological observations derived from aircraft-installed weather radar systems, including turbulence, precipitation, and related parameters.

International Cooperation

EUMETNET (a network of 33 European National Meteorological & Hydrological Services) and its ABO programme provides vital meteorological data from commercial aircraft, supporting both weather forecasting and aviation operations. The SESAR project CICONIA MET (Climate Effects Reduced by Innovative Concept of Operations-Needs and Impacts Assessment – Meteorological) is designing additional meteorological and climate services for aviation stakeholders, based on advanced aircraft sensing and connectivity. CICONIA MET will build on the EUROCAE standardisation activities and should support future standardisation.

In September 2025, EUROCAE highlighted its role in advancing ABOs for environmental applications and explored opportunities for industry collaboration at the World Meteorological Organization (WMO) Global Aviation Stakeholders' Meeting. The engagement marked a further strengthening of ties between EUROCAE and the WMO, helping to ensure that WMO perspectives are more effectively reflected in future EUROCAE activities and standards development.

TPM: Mark Watson



ATM // WG-67

Advancing VoIP Standards for Air Traffic Management

WG-67 '*Voice over Internet Protocol (VoIP) for ATM*' was originally established in July 2004 in response to the shift towards a converged telecommunications network that exclusively carries IP traffic for both data and voice communications. Up until this year, WG-67 has organised itself through six sub-groups, currently dedicated to different applications: SG-1 'Radio', SG-2 'Telephone', SG-3 'Recording', SG-4 'Supervision', SG-5 'ATM VoIP OSED and SPR', and SG-6 'Network'.

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

- ED-136 '*Voice over Internet Protocol (VOIP) Air Traffic Management (ATM) System Operational and Technical Requirements*'
- ED-137C '*Interoperability Standard for VOIP ATM Components*' (published in 5 volumes),
- ED-138B '*Network Requirements and Performance for VoIP ATM Systems*', with Change 1 documents for Volumes 1, 2, and 4

WG-67 is working on Revision A of ED-136. The current ED-136 will be split into two volumes:

- ED-136/1A 'Operational Services and Environment Definition (OSED)', which is currently undergoing comment resolution phase and aims to be published by end of 2026;
- ED-136/2A 'Safety and Performance Requirements (SPR)'

EUROCAE offers Voice over Internet Protocol (VoIP) training, with sessions taking place several times throughout the year.

For further information and registration, please visit the EUROCAE website.

In January 2026, the EUROCAE Technical Advisory Committee (TAC) approved the establishment of a new Subgroup, SG-7 '*Cybersecurity*'. This development marks a significant step forward for WG-67 as the SG is targeting to develop a new volume 6 for ED-137C '*Interoperability Standard for VoIP ATM Components*' by Q4 2027.

SG-7, chaired by Gunnar von Brandis (Jotron) with Eugen Mile-Ciobanu (EUROCONTROL) acting as secretary, held its kick-off meeting on 22 May 2026 at EUROCONTROL, Brussels with a good attendance of 24 experts. On that occasion, the SG not only started defining the scope of the upcoming standard but also agreed that the starting point of its activities will be inputs from ED-137 security recommendations discussed during the VOTE security subgroup meeting held in February 2025 in Geneva.

Additionally, a coordination meeting was organised to ensure alignment between the newly established SG-7 and WG-72 'Aeronautical Systems Security' in exchanging relevant information on cybersecurity and potential overlapping between the activities carried out by the two expert groups.

TPM: Andrea Trimarchi



Active Working Groups

Get involved

Domain	Reference	Title
Avionics	WG-51	Automatic Dependent Surveillance – Broadcast (ADS-B)
	WG-75	Traffic Alert and Collision Avoidance Systems (TCAS)
	WG-79	Enhanced Vision Systems (EVS), Synthetic Vision System (SVS)
	WG-118	Crash-Protected and Lightweight Flight Recorders
	WG-128	Airborne Electronic Hardware Design Assurance
	WG-129	Take Off Performance Monitoring System
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-67	Voice on Internet Protocol (VoIP) for ATM
	WG-76	AIS/MET Datalink Services
	WG-78	Standards for Air Traffic Data Communications Services
	WG-81	Interoperability of ATM Validation Platforms
	WG-85	4D Navigation
	WG-92	VDL Mode 2
	WG-104	SWIM Services
	WG-107	DME Infrastructure supporting PBN Positioning
	WG-108	ATN/IPS
	WG-122	Virtual Centre
	WG-126	VCS-ATC Systems Integration for ATM Information Exchange
	WG-130	ATM/ANS Supporting Standards
	WG-137	Service Oriented ATM Architecture
	WG-138	Flight Data Processing System Standards

Domain	Reference	Title
Airports	WG-41	A-SMGCS
	WG-100	Remote & Virtual Tower (RVT)
	WG-109	Runway Weather Information Systems
	WG-111	Airport Collaborative Decision Making (A-CDM)
	WG-115	Counter UAS (C-UAS)
Space	WG-28	Ground Based Augmentation Systems (GBAS)
	WG-62	GNSS
	WG-82	New Air-Ground Data Link Technologies
	WG-133	GNSS Multi Elements Antenna
RF Spectrum	WG-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
	WG-128	Airborne Electronic Hardware Design Assurance
IT & Software	WG-97	Interoperability of virtual avionic components
	WG-114	Artificial Intelligence
	WG-117	Aviation Software Standards
	WG-127	Lower-risk Aviation Applications
Sustainability	WG-80	Hydrogen and Fuel Cell Systems
	WG-113	Hybrid Electric Propulsion
	WG-116	High Voltage Systems and Components in Aviation
	WG-135	Certification Readiness Level
	WG-136	Digital Regulations and Certification Framework

DO YOU WANT TO KNOW HOW TO USE THE WORKSPACE? WATCH THIS VIDEO.

Standards 101:

A Better Understanding of EUROCAE's Standards

Every day, standards help shape the technologies, systems, and processes that keep aviation moving forward. Yet, the work behind these standards and the people who develop them often go unseen. The 'Standards 101' video series aims to change that, breaking down complex topics into simple, accessible insights and making the world of aviation standards easier to understand.

Launched this year, 'Standards 101' shines a spotlight on key aviation standards and the experts behind them. Each episode focuses on one standard to bring key concepts to life and explain how the standard contributes to the aviation ecosystem. Through clear, visual storytelling, the series offers an accessible introduction to the standards shaping aviation today and the work helping drive the industry forward.

Whether you are a WG participant, a member organisation, a partner, or simply someone interested in the future of aviation, these videos will offer a short insight to discover some key standards.

Scan below and watch the latest episodes:

Episode 1:
- ED-12 / DO-178 'Software considerations in airborne systems and equipment certification'

Episode 2:
- ED-80 / DO-254 'Design assurance guidance for airborne electronic hardware'

Episode 3:
- ED-112 'MOPS for crash protected airborne recorder systems'

More episodes to come. Stay tuned!



Behind the Training:

Meet EUROCAE's Trainers

EUROCAE training offers a unique opportunity to learn directly from the experts who have contributed to the development of the standards. Our instructors are active contributors and leaders within the WGs, combining first-hand knowledge of the intent behind the standards with practical experience of their implementation across the aviation industry, providing participants with insights that go well beyond the published documents.

Through interviews with EUROCAE trainers, each episode explores their expertise, the focus of their training, and the value these courses bring to professionals across the aviation sector. The series provides an insight into the people behind the programmes, helping audiences discover the knowledge, experience, and practical insights that shape EUROCAE's training offer.

Stay tuned for the launch of Behind the Training and get ready to meet the experts behind EUROCAE's training programmes!

Scan and watch all episodes:





Celebrating Excellence

Submit Your 2027 EUROCAE Award Nominations

Behind every EUROCAE standard is a community of experts who dedicate their time, knowledge, and experience to advancing aviation.

Among this community, some individuals make an exceptional contribution whether through outstanding leadership, long-standing commitment, collaboration across organisations, or a particularly significant impact on their Working Group. The EUROCAE Awards provide an opportunity to recognise and celebrate these contributions.

The annual EUROCAE Awards aim to honour these exceptional contributors. All registered experts are invited to nominate colleagues within their Working Group who have truly distinguished themselves. As those closest to the work, members are uniquely positioned to identify and celebrate excellence among their peers.

Award recipients will be announced during the Gala Dinner at the 2027 EUROCAE Symposium, taking place in Prague on 21 and 22 April 2027.

Here are the categories of Awards:

Lifetime Achievement Award
Honours a member who has demonstrated long-term dedication to EUROCAE and aviation standardisation, often across multiple roles and years of service.

Working Group Leadership Award
Recognises Chairs and Secretaries who have shown exceptional leadership and commitment in guiding their Working Group beyond expectations.

Global Harmonisation Award
Celebrates a member actively contributing to joint standard development efforts with international partners such as RTCA or SAE.

International Award
Acknowledges the outstanding work of a non-European expert participating in a EUROCAE-only Working Group.

Best Contribution Award
Rewards a member whose input has significantly advanced the work and impact of their Working Group.

Women in EUROCAE Award
Highlights and honours the achievements of female experts who contribute to EUROCAE's mission and the advancement of aviation standards.

Submit your nomination here by the end of January:

Building EUROCAE's Digital Future

Enhancing Your Digital Experience

Released two years ago, the new EUROCAE Workspace was created to provide a digital environment supporting standards development and collaboration. Since its launch, we have remained committed to continuously improving the platform by actively gathering feedback from experts, members, and stakeholders to ensure that the workspace evolves the actual needs of the industry.

The current releases delivered during the first and second quarters of 2026 introduced new features. These improvements reflect our commitment to listening to users, responding to feedback, and continuously enhancing the platform. By addressing evolving needs, we aim to simplify daily activities, strengthen collaboration, and provide the aviation industry with more efficient and accessible tools.

Greater Flexibility for Member Organisation Representatives

New functionalities give representatives greater flexibility when managing organisational information. Users can now update a broader range of organisation details, helping keep information complete and up to date.

Visibility into participant activities has also been enhanced. Representatives can now obtain a clearer overview of participation of experts from their organisations to various Working Groups and Document Projects, supporting better coordination, follow-up, and understanding of their contributions to EUROCAE activities.

Improved Access to Working Groups and Document Projects

Participants can now mark frequently accessed Working Groups and Document Projects as favourites. These appear directly on the home page, providing quicker access to relevant activities and reducing navigation time.

The Reference Documents area has also evolved into a more collaborative environment, supporting improved information sharing and interaction among participants and making reference material easier to access during standards-development activities.

Enhanced Meeting and Calendar Management

Meeting management has been improved through calendar integration, allowing participants to synchronise EUROCAE meetings with their preferred calendar applications and stay informed of upcoming activities.

Meeting lists now also use a new sorting logic, displaying upcoming meetings first. This makes future events easier to identify and supports more effective planning and participation.

Clearer and More Efficient Open Consultations

Several improvements have been introduced in the Open Consultations area. A new tracking bar provides a clear visual indication of consultation progress and participation status, making it easier to identify whether further action is required.

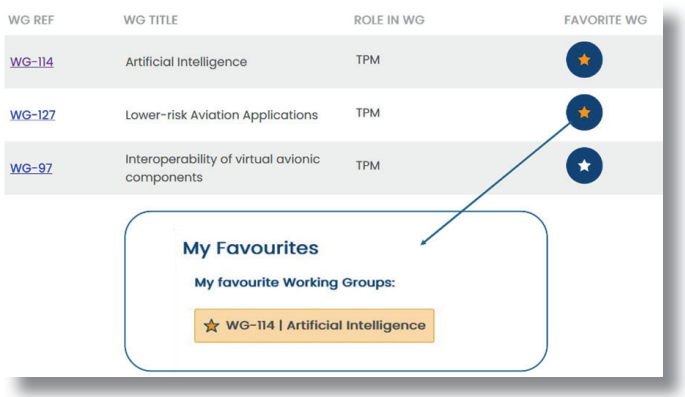
EUROCAE Document ED references are now more prominently displayed, facilitating document identification and follow-up.

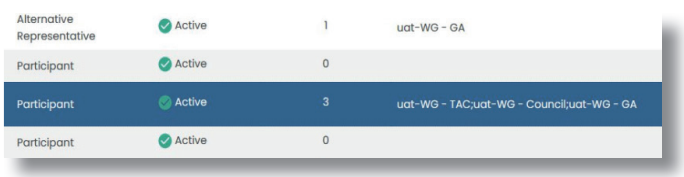
Consultations can also be opened directly from the relevant workspace, creating a more integrated workflow and reducing the steps required to launch and manage a consultation.

Overall, these releases represent an important step in the continued development of the platform. By improving access to information and simplifying workflows, they provide a more efficient and consistent digital experience.

Looking ahead, our roadmap includes further improvements designed to enhance the user experience, respond to the evolving needs of Working Group participants, and provide even stronger support to the aviation industry.

TPM: Thuc Nguyen





Let's learn with us

EUROCAE Training Programmes

Aircraft Cyber Security Development and Continuing Airworthiness

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

Cyber Security Management for Aviation Organisations

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

Unmanned Aircraft Systems Airworthiness and Safety

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

Safety & Development Processes for Civil Aircraft

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

Voice over Internet Protocol (VoIP)

Gain a comprehensive understanding of EUROCAE VoIP standards (ED-136 ‘VoIP ATM System Operational and Technical Requirements’, ED-137 ‘Interoperability Standard for VOIP ATM Components’, ED-138 ‘Network Requirements and Performances for VoIP ATM Systems’) and their application to ATM voice communication systems. Learn how the different standards support system design, implementation, interoperability, testing, and qualification, while developing practical insight into the deployment of VoIP systems in operational ATM environments.

Relaunch

CVR and VoIP Trainings Return with New Trainers



At EUROCAE, some training courses become established references for the aviation community. This year, two such courses are finding their voice again: Cockpit Voice Recorder (CVR) and Voice over Internet Protocol (VoIP) training have been relaunched with a renewed team of expert instructors.

While neither course is new to our portfolio, both return strengthened by the experience and practical insight of new trainers who bring extensive industry expertise to the classroom.

For professionals involved in ATM voice communications, the VoIP training provides a comprehensive understanding of EUROCAE stand-

Aviation Software Standards - ATM

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

Aviation Software Standards - Airborne (ED-12C)

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

Electronic Hardware in airborne systems (ED-80)

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

Cockpit Voice Recorder (CVR)

Understand how to apply ED-112A ‘Minimum Operational Performance Specification for Crash protected airborne recorder systems’ during annual CVR inspections and assess recordings in accordance with the applicable regulatory framework. Learn to identify audio anomalies, demonstrate compliance with EASA requirements, and benefit from practical guidance on recording analysis, inspection results, and good practices for maintaining compliant crash protected recorder systems.

Book your trainings through this QR code:

Discounts on Fees:
Member: -20%, Student: -90%

In addition to our standard training courses, EUROCAE offers in-house training for organisations with larger groups. Our expert instructors can deliver tailored courses directly at your facilities, ensuring a more convenient and cost-effective solution for your team. For further information, please contact us at trainings@eurocae.net.

ards (ED-136, ED-137 and ED-138) and their role in the design, implementation, interoperability, testing, and qualification of communication systems. Beyond the standards themselves, participants gain a solid grounding in VoIP technology, the technical and operational considerations of ATM voice communications, and the practical challenges encountered during deployment in operational environments. Real-world examples shared by industry experts help connect the requirements to everyday practice.

The CVR training focuses on the annual inspection of Cockpit Voice Recorder systems and the application of ED-112A. Participants learn how to assess recordings, identify audio anomalies, understand the relevant regulatory framework, and demonstrate compliance with applicable means of compliance. The course also reviews the main evolutions introduced by ED-112B and explores practical aspects of recording analysis, inspection result interpretation, and good practices for maintaining compliant crash-protected recorder systems.

We are delighted to welcome our new instructors: Bernhard Haindl and Wolfgang Kampichler for VoIP, and Fabien Dalmolin and Romain Skovajsa for CVR.

Whether your focus is communication, compliance, interoperability, or operational performance, the message is clear: EUROCAE's training offer is back, refreshed, and ready to support the aviation community.

New Webinar Series

Exploring the Challenges Shaping Aviation

The challenges facing aviation are constantly evolving, and addressing them requires expertise, collaboration, and a shared understanding of the issues at hand. Through its Working Groups, EUROCAE brings together specialists from across the industry to identify key challenges, develop solutions, and support the evolution of aviation through standardisation.

To bring this work closer to the wider aviation community, EUROCAE is launching "Beyond the Standard," a new webinar series designed to offer a more in-depth look at the challenges driving its standardisation activities. The format provides an opportunity to hear directly from the experts involved, understand why specific issues matter, and explore how collaborative efforts can help address them.

Our "Beyond the Standard" webinar series brings these challenges into focus. Each webinar explores a specific issue identified by one EUROCAE Working Group, highlighting the work being carried out and the wider implications for the aviation community. Each session focuses on one important Working Group from a different EUROCAE domain, offering insights into the challenges they are addressing and the role of standardisation in finding practical ways forward.

The first Working Group featured in this new webinar series was WG-105 on UAS (November 2026). The next session will focus on WG-62 on GNSS and is scheduled for January 2027.

We host a new session every two months. Follow us on Social Media to stay up to date with upcoming topics and dates!



Be Part of the Standards Shaping Aviation's Future

Contribute to EUROCAE's global community and help shape the future of aviation.

FULL MEMBER

- Participate in as many EUROCAE Working Groups or Task Forces as desired.
- Get free access to all EUROCAE Documents (ED) and EUROCAE Reports (ER).
- Nominate for EUROCAE Council, Technical Advisory Committee (TAC), or Chairperson.
- Access all Working Group documents, including TOR, minutes, reports, and drafts.
- Vote at the General Assembly.
- Propose new activities under the EUROCAE banner.
- Enjoy a network of partners who are key actors in future aviation changes.
- Receive special rates for the EUROCAE Annual Symposium.
- Receive special discount on all EUROCAE Training.

Membership Fees:

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

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

LIMITED MEMBER

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

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

Membership Fees:
Individuals 700 €
Companies or Organisations 950 €

CANDIDATE MEMBER

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

BECOME A MEMBER NOW:

EUROCAE Community

Meet our Newest Members

FULL MEMBERS:

Airlines For America	United States	
Aalto Haps Limited	United Kingdom	
AeroKnow SIA	Latvia	
ANA Luxembourg	Luxembourg	
ARGELA Technologies	Turkey	
AVL IBERICA , S.A	Spain	
BHC GmbH	Germany	
Busby Ventures Limited	United Kingdom	
Centaurium UAS Ltd.	Switzerland	
Cobalt Crow GmbH	Switzerland	
Critical FT Lda	Portugal	
Direct Aerospace Engineering Services	Germany	
Devine Aero Consultancy GmbH	Germany	
DMD Solutions Gmbh	Switzerland	
Dornier Seawings	Germany	
DreamFly Aerotech (Zhejiang) Co., Ltd	China	
Dubai Airports	United Arab Emirates	
EMT Defence	San Marino	
Headquarters Air Force Flight Standards Agency	United States	
Hefei Range Aviation Technology Co.	China	
Intel Corporation	United States	
Liberaware CO., LTD.	Japan	
NavPos Systems GmbH	Germany	
Nera Advanced Commercial Services Company	Saudi Arabia	

Odysight.ai Inc	Italy	
POLARIS Raumflugzeuge GmbH	Germany	
SchleifAir e.U.	Austria	
SILVA ANTONIO	Italy	
SkySoft-ATM SA	Switzerland	
Thesing Software & Security Consulting GmbH	Germany	
Volz Servos GmbH	Germany	
Wehrtechnische Dienststelle für Luftfahrzeuge und Luftfahrtgerät der Bundeswehr	Germany	
Xcert AI	Switzerland	
Yeti Move AS	Norway	
Zero Emissions Aerospace Limited	United Kingdom	

LIMITED MEMBERS:

Advanced Blast & Ballistic Systems Limited	United Kingdom	
AerospaceHV Ltd	United Kingdom	
AIT Austrian Institute of Technology GmbH	Austria	
Aviation Communication & Surveillance Systems	United States	
Avix Aero	United States	
Department of Civil Aviation Cyprus	Cyprus	
Dukane Seacom	Cyprus	
HyLight	France	
ICS Technologies S.p.A.	Italy	
Leeft	France	
Pratt and Whitney Canada	Canada	
Quantom GmbH	Germany	
Syberjet Aircraft	United States	
TechMer Ltd	Israel	
WaveDash Software Inc - United States WaveDash	United States	

Across the Industry

Building Connections Through Events

As the aviation sector continues to evolve, engagement remains essential to fostering innovation and advancing common standards. For EUROCAE, events provide an important platform to showcase our standards, highlight the expertise and achievements of our Working Groups, and engage directly with stakeholders across the global aviation community. These exchanges strengthen collaboration, facilitate knowledge sharing, and contribute to the development of harmonised solutions that support the future of aviation.



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1. ***First ICAO Communications, Navigation, Surveillance, and Spectrum Symposium, an Air Navigation World Event (ANW\|CNSS 2026),*** 12–15 October 2026, Kotor, Montenegro

2. ***SESAR Annual Conference***, 12 October 2026, Brussels, Belgium

3. ***IAOPA World Assembly,*** 29 September–2 October 2026, Bad Homburg, Germany

4. ***Aerospace Test & Development Show***, 29–30 September 2026, Toulouse, France

5. ***C-UAS Homeland Security Conference***, 23–24 September 2026, London, UK

6. ***EASA AI Days***, 9–10 September 2026, Cologne, Germany

7. ***11th Annual UAV Technology***, 21–22 September 2026, London, UK

8. ***3rd Florence Aviation Regulation Conference***, 17 July 2026, Florence, Italy

9. ***ICAO EUR/NAT Regional Workshop on Counter UAS (C-UAS)***, 7-8 July 2026, Kraków, Poland

10. ***Certification Together International Conference***, 17-19 June 2026, Toulouse, France

11. ***FAA-EASA International Aviation Safety Conference***, 16-18 June 2026, Chantilly, Virginia, USA

12. ***Common Project 2 Workshop***, 8-9 June 2026, Brussels, Belgium

13. ***3rd Florence Aviation Regulation Conference***, 17 July 2026, Florence, Italy

14. ***Avionics and Testing Innovations***, 2-3 June 2026, London, UK

15. ***Airspace World***, 26-28 May 2026, Lisbon, Portugal

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ED-344	Process Specification Test guidelines for assessment of electrical insulation material ageing in a high voltage system	WG-116	August 2026
ED-57A	MOPS for Distance Measuring Equipment (DME/N and DME/P) (Ground Equipment)	WG-107	August 2026
ED-349	Interoperability Standard for Data Exchange for A-SMGCS	WG-41	August 2026
ED-352	Considerations for Lightning Zoning of VTOL-Capable Aircraft	WG-112 SG-9	August 2026
ED-350	MASPS for AAM Aircraft Recording Systems	WG-118 SG-2	August 2026
ED-292A	MASPS for Runway Weather Information Systems	WG-109	July 2026
ER-042	Discussions related to Aeronautical Information System Security (AISS) Standards	WG-72 SG-6	July 2026
ED-348	Guidelines for the use of Multi-GNSS Solutions for UAS Specific Category - Medium Risk Operations SAIL III	WG-105 SG-6	June 2026
ER-035	ED-79B Clarification Notice	WG-63	June 2026
ED-107B	Guide to Certification of Aircraft in a High-Intensity Radiated Field (HIRF) Environment	WG-31	June 2026
ED-338	Guide for Conducting a HIRF and Lightning Safety Assessment (HLSA)	WG-31	June 2026
ED-341	Guidelines for showing compliance with SAIL III and IV non-design related SORA Operational Safety Objectives	WG-105 SG-6	May 2026
ED-300A	Guidance on conducting an AFHA and PASA for a VTOL using a generic example	WG-112 SG-3	May 2026
ED-53A	MOPR for microwave landing system (MLS) (ground equipment)	WG-32	April 2026
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