



8TH EASA INTERNATIONAL

JOINING FORCES FOR SAFER AND GREENER AVIATION WORLDWIDE

COOPERATION FORUM









EASA Artificial Intelligence Roadmap

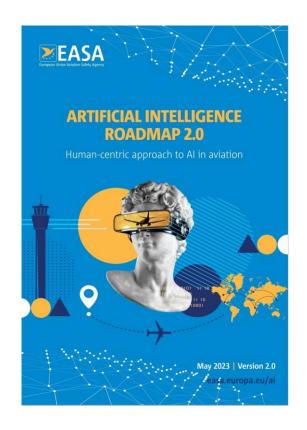
Open Session

Guillaume Soudain EASA AI Programme Manager



Presentation Guideline

- → Overview of AI concrete use cases in aviation
- → EASA AI Roadmap 2.0
 - → Entering Phase II (consolidation)
 - → Technical scope extension
- → Al Roadmap deliverables: Al Concept Paper
 - → Common challenges & statement of concern
 - → Al trustworthiness concept
 - → A collaborative approach
- → Rulemaking plan for AI
- → Internal usage of AI
- → Support to Aviation sustainability
- → EASA AI Programme structure





Overview of concrete AI/ML use cases in aviation















Airworthiness and air operations

Visual Landing guidance

Computer vision

Flight training

Assessment of training performance

Computer

ATM/ANS

Conflict Detection and Resolution

Optimisation

+ Natural Langauge Processing Aerodromes

Detection of
Foreign
Object
Debris (FOD)
on the
runway

Computer vision

Drones

Detection of object on delivery pad

Computer vision

U-space

Support to U-space management

Optimisation

Maintenance

Damage detection ir images

Computer vision



AI = Artificial Intelligence

ML = machine learning

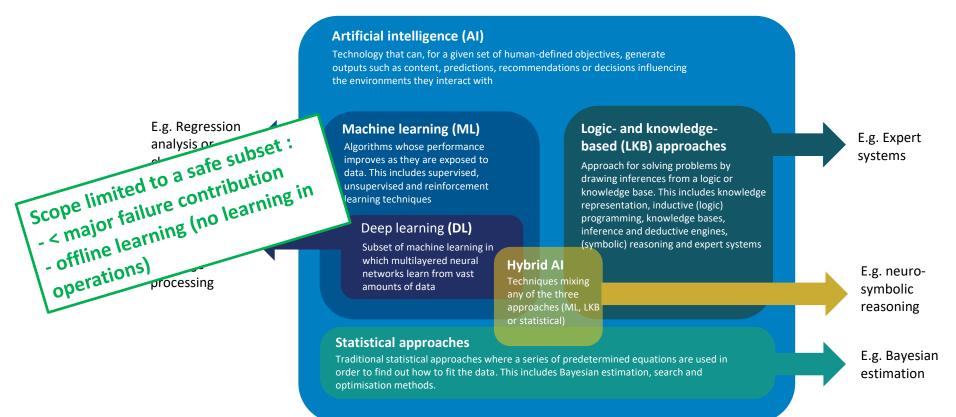
Entering in Roadmap 2.0 Phase II

Deliverable of Phase I = EASA AI Concept Paper Issue 02 2021 2025 2026 2028 2029 2023 Guidance First usable Guidance for Finalized **Finalized** Adapt quidance for Level 2 AI/ML for Level 3 Al quidance quidance to further Level 1 AI/ML (human/ for Level 1 for Level 3 innovation (advanced (assistance machine automation) and 2 AI/ML AI/ML in Al to human) teaming) DELIVERABLES AI ROADMAP Phase II: AI/ML Phase I: exploration and Phase III: pushing barriers framework first guidance development 2024 2025 2050 STAKEHOLDERS 2023 2026 2027 2028 2029 2030 2040 **PROGNOSTIC** 2019 2025 2035 2050+ First EASA AI/ML First approvals First approvals Autonomous AI, **IPCs & applications** of Level 1 AI/ML of Level 2 / 3A AI e.a. in CAT e.g. CAT SPO or or U-space automated CDR operations



CDR = Conflict Detection & Resolution

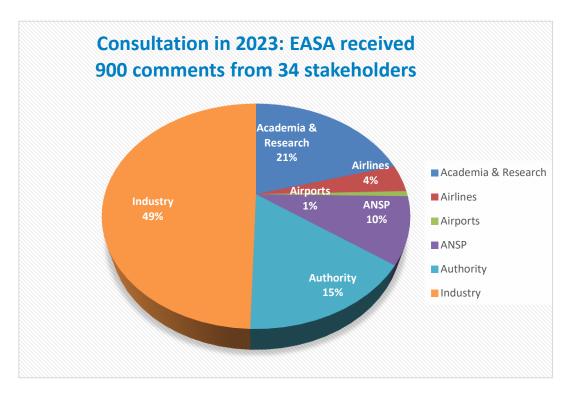
Scope of technology covered by Roadmap 2.0





EASA AI Concept Paper – Publication of Issue 02







Common challenges & statement of concerns



Data management

- Development
 assurance
 frameworks not
 adapted to learning
 and inference
- Difficulty in keeping
 a comprehensive specification through data and knowledge



Al model assurance

- Addressing model bias and variance optimisation in the various steps of the Al assurance process
- Elaborating pertinent guarantees of Al models and on the absence of unintended behaviour



AI explainability

 Coping with limits in predictability and explainability of the Al application behaviour



Human-Al teaming

- Managing shared operational authority in novel types of human-Al interaction
- Dealing with adaptivity of the AI application

EASA response: the AI trustworthiness concept



Main Al trustworthiness concepts

Scope of EASA AI Concept Paper Issue 03

Unsupervised automation safety risk mitigation (3B)

Human-Al supervision (3A)

Human-AI teaming

Collaboration(2B)
Cooperation (2A)

Ethics-based assessment

Continuous safety risk assessment

Al explainability



Level 1 Al Cognitive Human assistance Level 2 AI Human-AI teaming Level 3 AI Advanced automation

Level 3C or 4 Autonomous Al

?





Collaborative approach with all Stakeholders



AI/ML Guidance



Use Cases (IPCs, MoUs, first applications)













SESAR 3 projects

Horizon Europe MLEAP (Machine Learning Application Approval)

AIRBUS





















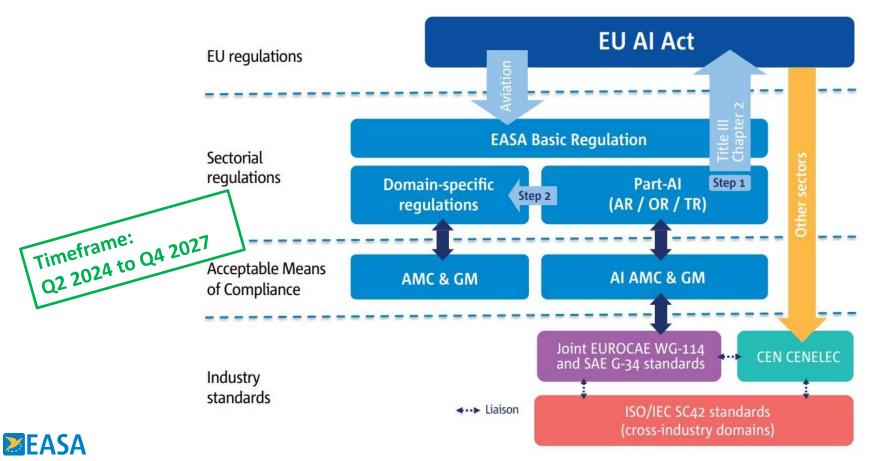








EASA Rulemaking plan for AI - EPAS RMT.0742



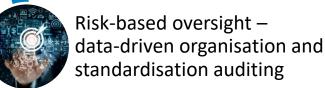
Use of AI in support of EASA processes

→ The deployment of concrete Al use cases at Agency level will be managed as part of EASA's digital transformation programme

Data driven process optimisation – supporting the digitalisation of the EU aviation industry

Anticipated use of AI

@ EASA



Support to Rulemaking activities – automatic legal checking, FAQs



Al as enabler for a more sustainable aviation



ATM/ANS

Optimisation of trajectories is one example of how AI can help reducing carbon emissions



Environmental Labelling Scheme

Optimisation of carbon estimation algorithms in support of part of the ReFuelEU regulation voluntary labelling scheme



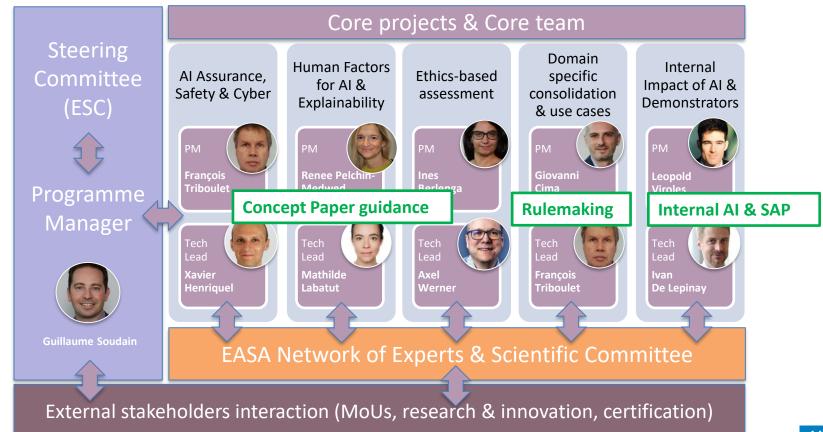
Environmental impact assessment

Data and computation-intensive activity that has significantly evolved over the past decades together with machine capabilities





EASA Al programme: structure & core team





EASA AI Days High Level Conference 2024

- → Day 1 (2nd July) : EASA AI Roadmap day
- → Day 2 (3rd July): final dissemination event for Horizon Europe MLEAP* project
- → Please register for on site or online participation under <u>EASA Artificial</u> <u>Intelligence Days High-Level</u> <u>Conference 2024 Hybrid event (partially online and partially on-site) | EASA (europa.eu)</u>

^{* &#}x27;Machine Learning Applications Approval'











Thank you for your attention!

Any questions?



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