



Session title

Panel 5: New technologies in ATM and beyond: safety assurance through Proof of Concept

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Major Discussion Points

- Proof of Concept (PoC) is required as pilot case for Integrated Aviation Systems.
- Drivers 1) new more integrated certification approach 2) new implementation approach in which performance targets to be met are validated in actual environment, for a valid business case.
- Time to show that the approach is feasible, interesting for investors, and that the safety targets are maintained.
- High degree of cooperation required between all involved competent authorities with a consistent approach to regulatory compliance; between standardization bodies, and between those bodies and regulators.
- All technical and regulatory elements for PoC are in place, but the business case needs to be proven to get acceptance from the industry.

Questions and Comments from the Floor

- On a question from Thales it was noted that a global safety case is absolutely the ambition; Views between EU and US is fairly similar; experience still to be gained.
- On a question from DGAC France it was noted that PoC is not for all technologies but for “the big ones” embodying emerging technologies.
- On a question from a pilots association regarding the risk of non-harmonization it was clarified that this is already identified and is being discussed; Pilot training is key here; EASA is working on this in the OSD process. Also from standardization bodies more international cooperation is foreseen to deal with this aspect.

Outcomes/Additional Ideas

- PoC requires close cooperation in all dimensions, on all levels, by everyone involved.
 - PoC is the tool to support the standardization case, the safety case and certification case.
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