

Draft Agenda

DAY 1, 25/10/2016

TIME

08:00 H – 09:15 H	CHECK-IN AND WELCOME COFFEE
09:15 H – 09:30 H	WELCOME Arpád Érsek, Minister of Transport, Slovak Republic
09:30 H – 09:45 H	Opening Patrick Ky, EASA Executive Director
09:45 H – 10:15 H	Keynote Speech Jeffrey “Jam” McGuire, Open Source and Innovation Evangelist
10:15 H – 11:00 H	NETWORKING COFFEE BREAK
11:00 H – 12:30 H	Panel 1: New Business Models – Business innovation challenging legacy concepts The single market is a fertile ground for business innovation and economic growth. It creates new opportunities for better services in more areas. At the same time it challenges rules created for a fragmented market with nationalised companies. This panel will discuss new business models with cross border operations, challenging legacy rules. <u>Moderator:</u> Jean-Marc Cluzeau, Head of Strategy and Programmes, EASA <u>Panellists:</u> <ul style="list-style-type: none">- Pekka Henttu, Director General, Finnish Transport Safety Agency – Aviation sector and Chair of EASA Management Board- Capt. Morten Ydalus, Director, Safety, Norwegian- Werner Lühmann, Manager Regulatory Compliance, Lufthansa Technics- Don Thoma, CEO, Aircon
12:30 H – 13:45 H	NETWORKING LUNCH BREAK
13:45 H – 15:00 H	Panel 2: Digital Transformation of Production – challenges and opportunities for industry and regulators Technologies in production are changing the landscape of both design and manufacturing. The aerospace industry is a global industry, using novel materials and it is already a pioneer in many of these technologies. What are the opportunities and challenges for both industry and regulators? <u>Moderators:</u> Matthew Mercy, Project Certification Manager, Propulsion, EASA Simon Waite, Senior Expert, Materials, EASA

Panellists:

- Neil Mantle, Head of Additive Layer Manufacturing, Rolls-Royce plc
- Yann Marchal, Expert in the 3D Woven Composites Parts Center of Excellence, Safran Aircraft Engines
- Jose Sanchez-Gomez, Executive Expert Composite Materials, Airbus Group

15:00 H – 15:45 H

NETWORKING COFFEE BREAK

15:45 H – 17:00 H

Panel 3: Less human involvement, bringing more safety?

Aircraft have evolved into computer-controlled machines that are continually connected to stations on the ground via datalink and operate in an environment that it is still managed by human controllers but will be gradually automated.

It is generally accepted that the positive evolution in terms of aviation safety is largely due to automation, but even so we are realising that in most cases automation has redistributed the sources of errors due to actions in real time but other sources of errors are still hiding in the system.

The role of pilots has evolved to monitor the functioning of automatic systems without being part of the loop, a task in which humans do not perform very well. One of the consequences of this new role of pilots is the loss of manual flying skills and a certain difficulty to take over functions after the automatisms have failed and the pilot has to apply a skill inherent to humans and not reproduced in any automated system: the adaptability to unknowns.

We are coming to a point in which ensuring the adequate performance of pilots under situations in which automatisms have failed will be of great importance to further improve our present safety levels. In this regard we may ask whether pilots are sufficiently integrated in present day highly automated operations and whether we should limit the implementation of automation.

Moderator:

Georges Rebender, Head of Aircrew and Medical, EASA

Panellists:

- Hugues Meunier, Standardization & Regulation Director, Thales Avionics
- Capt. Marc Parisi, Vice-President Flight Operations & Chief Pilot, Customer Services, Airbus
- Capt. Philip Adrian, Chief Pilot Regulatory Affairs, Boeing
- Wilhelm Wesendorfer, European Cockpit Association

19:15 H

DEPARTURE FOR EVENING “GET TOGETHER”



DAY 2, 26/10/2016

TIME

08:30 H – 09:00 H

CHECK-IN AND WELCOME COFFEE

09:00 H – 10:15 H

Panel 4: Is General Aviation the incubator for new technologies?

One of the first test-beds or early adopters of new technologies is General Aviation. Electric propulsion or advanced avionics are commercial realities and very successful ones. It is important for rules not to restrict innovation and to remain open for new technologies. Question: Is General Aviation the incubator for new technologies?

Moderator:

Stefan Ronig, drones and light aircraft Manager, EASA

Panellists

- Hugues Le Cardinal, Head of Airworthiness, Aeromobil
- Martin Volck, Head of Design, Diamond
- Alain Cassier, Airbus E-Fan team
- Linda Brussaard, Electrical System Expert, EASA

10:15 H – 11:00 H

NETWORKING COFFEE BREAK

11:00 H – 12:15 H

Panel 5: New business models –Technological innovations challenging legacy concepts

Technological innovation is challenging past norms by bringing new capabilities. It is materialising in different forms: the 'sharing economy', risk management app, new applications, etc.. This Panel will discuss whether a new way of thinking is needed to accommodate growth through supporting innovation.

Moderator:

Jean-Marc Cluzeau, Head of Strategy and Programmes, EASA

Panellists:

- Emeric de Waziers, Co-Founder, Wingly
- Arvid Müllern-Aspegren, Fatigue Risk Management Expert, Jeppesen
- Trish Fritz, Director for Global Public Policy, GoPro

12:15 H – 13:30 H

NETWORKING LUNCH BREAK

13:30 H – 14:45 H

Panel 6: Sharing and processing safety data: a vital step forward for safety?

The sharing of aviation safety data coupled with Big Data technologies are very often presented as the solution to many problems. How such technologies can actually improve aviation safety? How will these technologies blend into the aviation ecosystem? These technologies also bring their own issues, such as privacy protection and data security. What are the solutions to mitigate these issues and balance safety enhancements with privacy protection?



Moderator:

Erick Ferrandez, Innovation Programmes, Deputy Head of Intelligence, EASA

Panellists:

- Capt. Dirk Polloczek, President, European Cockpit Association
- Carlos Alvarez Pereira, President, Fundacion INNAXIS
- Captain John Monks, Head of Aviation Safety, British Airways
- Mr Yannick Vanhecke, Head of Product Safety Enhancement , Airbus

14:45 H – 15:00 H

CLOSING REMARKS

15:00 H – 16:00 H

COFFEE BREAK / END OF THE CONFERENCE

