



EASA
European Aviation Safety Agency

WAKENET EU 2015: Turning Research into Standards and Implementations

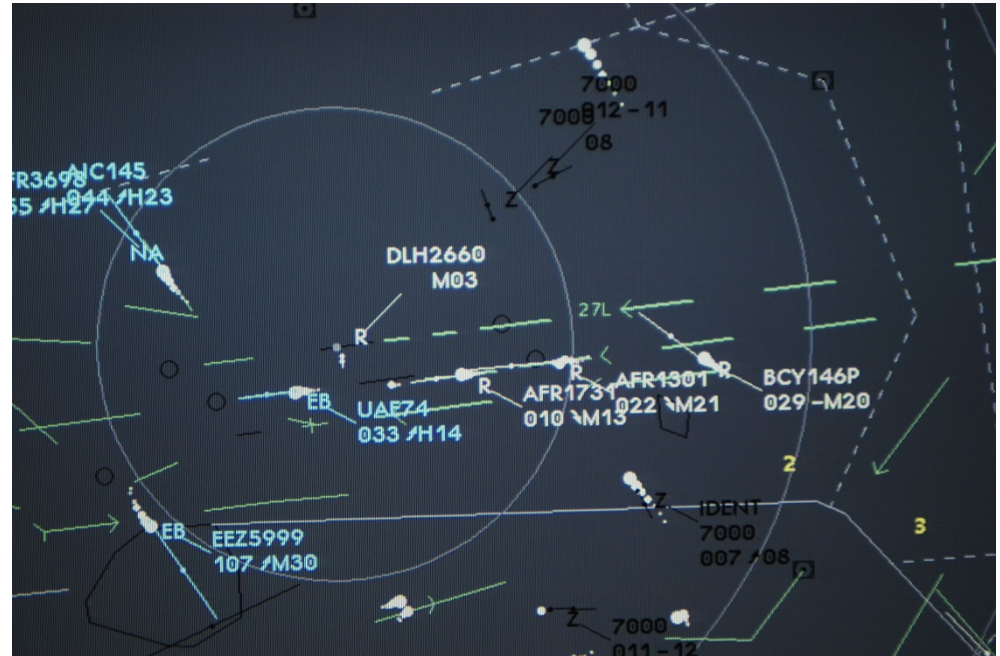
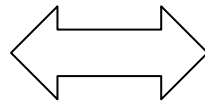
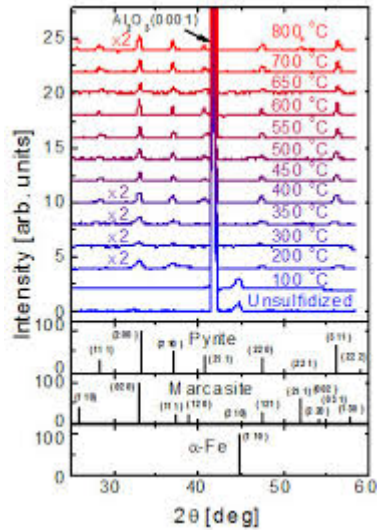
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21 April 2015

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Since last Wakenet EU:

- RECAT-EU: implementation prepared at Paris CDG
- TBS: implementation prepared at London Heathrow
- New heavy in operations: Airbus A350



What did we learn from research ?

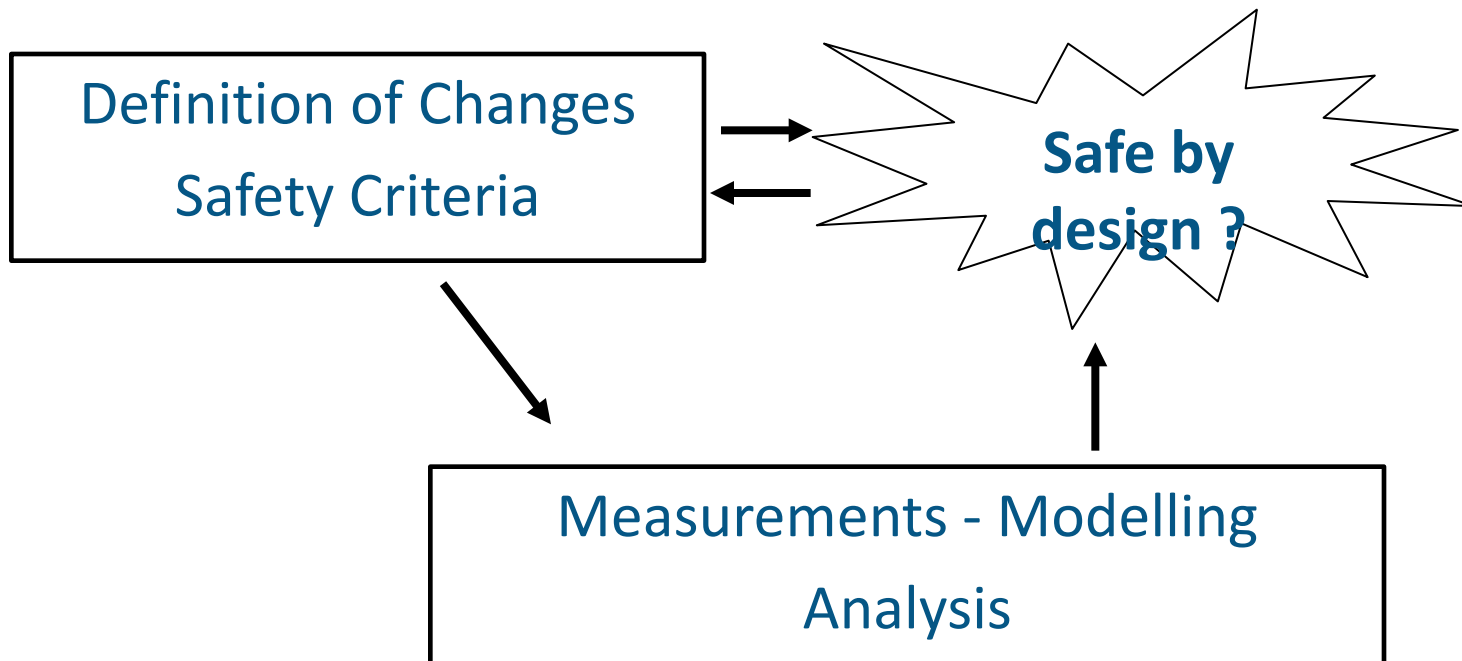
- Unique Knowledge on Wake Turbulence has been developed
 - Vortex characteristics and behaviour
 - in the context of flight / ATM operations
 - Data collections
 - Safety issues
 - Models and simulations with 'users' in the loop
- Integration of the different 'pieces' is key



Demonstrate safety and acceptability ?

Liaising Stakeholders' needs and perspectives

From Pre -operations

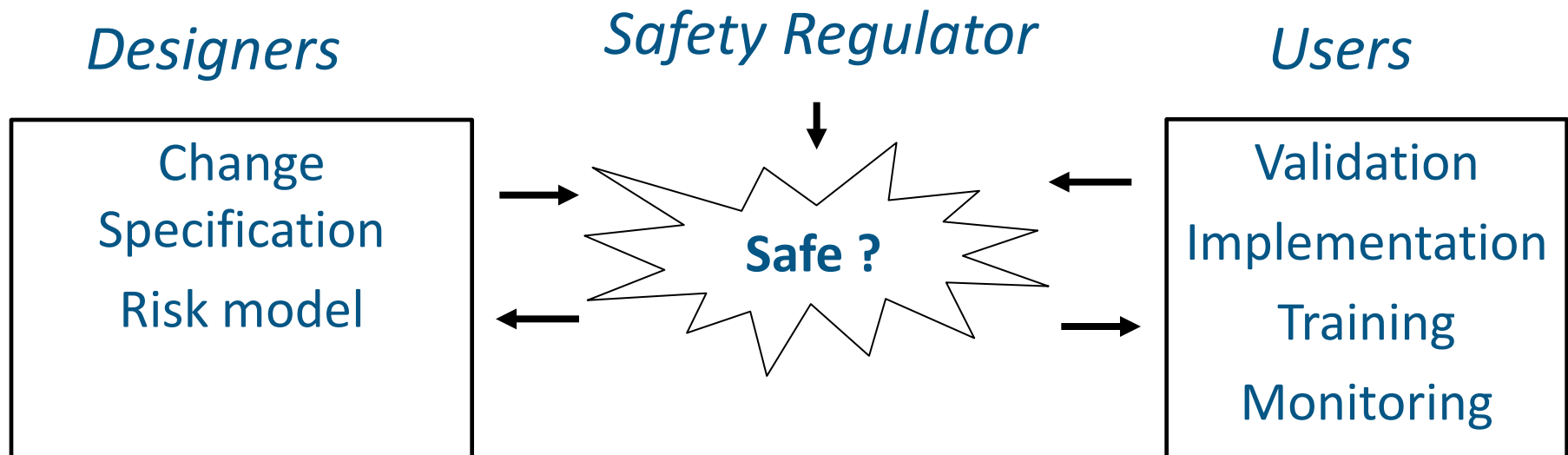




Demonstrate safety and acceptability ?

Liaising Stakeholders' needs and perspectives

To Operations





How to assemble the pieces and verify ?

➤ Understand changes proposed

- To standards (PANS ATM)
- Operational issues, constraints

➤ Capture interactions between key factors

- Scenarios and indicators

➤ Risk Indicators

- Traceability from basic data to top indicators
- Reproducibility

➤ Assess local variations



Evolving the Regulatory Framework

- Voluntary as a start
 - Practical
 - But risk of fragmentation
- Regional Standards
 - Ensure harmonised approach to changes
 - Establish common requirements and methods
- Global Standards
 - Common provisions for all types of operations
 - Common references – built from regional developments



What's next for Research ?

- EU research is performing but:
 - Multiple programmes - projects
 - Safety-oriented research: < 5% of funding
 - No smooth transition to products and operations
- EASA recognises the role of research for new / evolving aviation standards
 - Building a common framework for safety-oriented research is proposed – aligned with EU priorities
 - Allowing better networking between research actors



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Questions ?

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