

AEROSPACE TechWeek.com

18/19 Mar 2020 | Toulouse, France

6  EVENTS UNDER 1 ROOF

Bringing you more
opportunities and
greater connectivity...



...with the aerospace
technology industry

Your Preliminary Event Guide
and Invitation to Attend

EARLY BIRD CONFERENCE SAVINGS

SAVE – Book before 31st January 2020

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AEROSPACE TechWeek.com

18/19 Mar 2020 | Toulouse, France



As the aerospace sector moves into a new era, with the drive for cleaner, greener aircraft, increase in urban air mobility, the development of EVTOLs and growing use of UAVs, AEROSPACE TECH WEEK also moves into a new era with the addition of new exciting tracks.

AEROSPACE TECH WEEK is the annual show which brings you the latest developments in air-to-ground and nose-to-tail connectivity, airline e-Enablement strategies and processes, flight operations software, fuel efficiency, MRO software, regulatory, policy, technical SES and next-generation challenges for avionics and the testing systems (both hardware and software) that affect the design, construction and maintenance of all commercial and military aircraft.

We are delighted the event, for the first time, will be held in Toulouse, France, the home of our Platinum Sponsor Airbus, for an exciting programme.

AEROSPACE TECH WEEK comprises of SIX events (Avionics, Connected Aircraft, Aerospace Testing, Flight Ops IT, MRO IT and FACE) and each has a dedicated high level conference. There is a CENTRAL large exhibition across 5 Halls with nearly 200 exhibitors as well as Certified training courses and Free to Attend workshops.

This guide, correct at the time of printing, will provide you all the information to plan your attendance to Aerospace Technology Week.

Join us in Toulouse, France on 18th-19th March 2020 for the largest gathering of aerospace technology, airlines, avionics and aerospace testing professionals – **get informed, get updated and get better connected!**



WHO IS IT FOR?

Aerospace Technology Week will attract a broad representation from civil, government and military organisations, of senior management, project leaders, senior engineers, executives and decision makers who have the authority to purchase, or influence the purchase of products and services, from the following sectors:

GREAT FOR AIRLINES

Avionics

- Airlines and Operators
- End users
- Airframers
- Integrators
- Prime contractors
- Aviation electronics and avionics manufacturers, fixed wing and rotorcraft
- Design & Planning
- International Defence Agencies / Ministry of Defence
- Armed Forces

Connected AIRCRAFT

- Airline executives, directors, technology managers, engineers, and analysts
- Operators
- Aircraft OEMs & Integrators
- Government representatives from the FAA and surrounding agencies
- Program managers in charge of wifi, entertainment, and other customer experience products
- In-flight entertainment companies and connectivity component manufacturers
- Communications directors and experts
- IT directors and managers in satellite, aviation, and aerospace
- Telecommunications companies
- Aviation, software, and technical engineers
- Satellite operators and manufacturers
- Business development leaders
- Connectivity suppliers (hardware, service providers, neutral connectivity performance analysts)
- Content supply chain participants
- Cyber security experts
- Cabin interior designers & seating manufacturers
- Passenger experience experts

Flight Ops IT

- Airline flight operations managers and directors
- Airline flight crew, pilots and ground staff
- Airline IT, connectivity and e-Enablement staff
- Airline administration executives and directors
- Aircraft operators and FBOs
- Aircraft, engine and component OEMs
- EFB hardware and software companies
- Aviation IT hardware vendors
- Aviation IT software vendors
- Satcom companies
- Weather data companies
- Fuel management companies
- Environmental efficiency advisors
- Aviation regulators
- Aircraft appraisers
- Aviation lawyers
- Government agencies and representatives
- Aviation consultants and analysts



Our high end main conference programme delivers strategic and practical approaches and discussions for senior management, whilst our range of technical workshops deliver greater insights for engineers and technicians.

MRO iT

- Airline maintenance and engineering (M&E) managers and directors
- Airline IT staff
- Aircraft records keeping companies
- Aircraft, engine and component OEMs
- Aircraft integrators
- Military IT staff
- Independent MRO IT staff
- Parts tracking and logistics companies
- Supply chain management companies
- Aviation IT hardware vendors
- Aviation IT software vendors
- Aviation regulators
- Aircraft appraisers
- Aviation lawyers
- Safety management companies
- Government agencies and representatives
- Aviation consultants and analysts

AEROSPACE testing

- Aircraft OEMs
- Engine OEMs
- Aircraft Structural Testing Engineers
- Airline Maintenance and Engineering
- Test Engineers / Senior Test Engineers
- Test / Certification Managers
- Systems Engineering & Management
- NDT Engineers / Management
- Electrical Engineers
- Quality Control Engineers
- Project Managers
- Procurement Managers
- Structural Dynamics

WHY ATTEND?

Aerospace Technology Week is the premier platform for the international airlines, avionics, aerospace and space technology and testing communities to network and source new information, products, technologies and services at one unique annual event.

1 Keep up-to-date with the latest issues, challenges and discussions in avionics, aviation electronics, connectivity, e-enablement and aerospace testing technologies and solutions

2 An insight into more technical discussions and approaches for ideas and practical solutions.

3 The only aerospace event with conference discussions, technical workshops and certified training for enhanced learning and information gathering in aerospace technology

4 Meet and network with colleagues, peers and experiences professionals from the avionics, aviation electronics, connectivity, e-enablement and testing industries

5 Discover the latest and future technologies and solutions at the Free to Attend exhibition

6 Develop and forge relationships with potential suppliers/customers

7 Learn about the latest trends facing the avionics, connected aircraft, e-enablement, aerospace testing, flight ops IT and MRO IT industries



HOSTED AIRLINE PROGRAMME

We are continually working on new initiatives to encourage greater participation from airlines and so have developed the Hosted Airline Programme – a great new offering for airlines and operator personnel.

If you work directly for an airline or operator, you could be entitled to participate in the Hosted Airline Programme for FREE SAVING over €1500.

As an airline/operator, the Aerospace Technology Week offers you an exciting opportunity to connect and network with like-minded colleagues from airlines/operators across the world.

Discover and explore the latest in aircraft connectivity trends and technologies, or the latest legislation and solutions in avionics and cockpit technology challenges.

Airline Partner Programme includes:

- Free access to 5 Main conference tracks – Connected Aircraft, Avionics, Flight Ops IT, MRO IT and Aerospace Testing conferences – SAVING €895
- 2 nights accommodation at event HQ hotel – SAVING €500
- Lunch and refreshments for the two day conference programme – SAVING €€
- Entry to the pre-event Airline Reception sponsored by Boeing (see page 29 for more details)
- Access to the Airlines Lounge
- Free App download and access for connecting to delegates and visitors to Aerospace Technology Week
- Access to the exhibition of nearly 200 companies showcasing their technologies and solutions

The Hosted Airline Programme FREE offer is limited to the first 200 Airlines that apply. After these are taken then a subsidised package will be available for only €295 (provided you qualify).

APPLY for your Hosted Airline Pass now at www.aerospacetechweek.com/hosted



AIRLINES REGISTERED SO FAR:



PROVISIONAL CONFERENCE AGENDA

	Avionics	CONNECTED aircraft	Flight Ops IT
Wednesday 18th March			
9am	JOINT OPENING KEYNOTE		
10.30am	Networking Coffee Break		
11am	<p>Mandates and Regulatory Framework Updates Enhanced safety and communications between the aircraft in the sky and the ground control continue to dominate the industry as technology becomes and increasing driver. What's the latest regulations and how are regulators and mandates impacting on the industry? What needs to be installed in the aircraft to meet these mandates and what is the impact on avionics for operators?</p>	<p>The Connected Aircraft Revolution: Increasing the Benefits of Connectivity With technology developing at a rapid rate, what do we now mean by the 'Connected Aircraft'? A truly Connected Aircraft becomes a great business enabler and offers airlines and the broader industry great benefits and opportunities. What are these and how can we deliver enhanced services and solutions for a more integrated aerospace world?</p>	<p>The Business Case and Use Case for Flight Ops IT A well-established use case motivates airlines to investigate new Flight Ops technologies, while the business case quantifies these benefits and encourages investment. This session addresses the 'combined business case'; that is, the importance of partnerships between airline departments in addition to third party providers. An IT support team's role in realising potentials is also addressed.</p>
12.30pm	Delegate Networking Lunch		
2pm	<p>CNS What are the latest developments and trends in Communication, Navigation and Surveillance surveillance and flight tracking to mitigate these possibilities. How can we optimise infrastructure and how can enhanced surveillance contribute towards safety and security? What is safety services approved? How do we make positioning more robust with hybridisation? How do we transition from SES to the next systems using the EASA framework?</p>	<p>Connectivity, Communications and Technology For the Connected Aircraft, communications systems are key, but each offer different benefits and solutions. What you can do with satcom, LEO, L and Ku Bands? What type of system is best for different communications such as traffic, ACARS messages, safety services and non-safety services?</p>	<p>EFB Operational Use & Regulations The Electronic Flight Bag (EFB) has been in operational use for some time, however implementation and use is closely regulated. The regulatory framework is summarised, and benefits analysed via real use cases. Maximising the use of the EFB requires integration of various data sources, and subsequent training for Flight Crews on effective use of these technologies. Explore key considerations here.</p>
3.30pm	Networking Coffee Break		
4.00pm	<p>Connectivity, Architecture and Cybersecurity As the aircraft becomes more integrated and connected, security and safety concerns are becoming heightened. What are the challenges with connected FMS and what are cyber security implications of IMA? How do we ensure safety and security with the increasing use of multicore processors?</p>	<p>Application and benefits of Connectivity What are the applications of connectivity and how do these most benefit airlines/operators and the supporting supply chain? Here we explore case studies of connectivity applications.</p>	<p>Additional Operational Drivers When one considers Flight Ops IT, the EFB is a leading factor. Yet there is a wealth of additional benefits on offer other than fuel savings and efficient route planning; process efficiencies and greater operational reliability are recognised here. To define these wider operational drivers, real-time data, weather 'nowcasts', and ground handling / line maintenance efficiencies are explored, combined with an appreciation of Flight Ops IT in the overall enhancement of Flight Safety.</p>
5.30pm	Networking Reception		
Thursday 19th March			
9am	<p>Data, usage of data, trends and monitoring Avionics needs to analyse more and more different types of data rates – data which is difficult to treat with single protocol/architecture, causing major under or over use of bandwidth. How can new services and applications be better supported? What is the Data Value Chain and benefit of data sourcing (collected by airlines)?</p>	<p>The Impact of the Connected Aircraft on ATM What services can be expected from ATM and what is the value chain of connectivity? Where can the connected aircraft contribute to the wider chain and how can it impact on other operations within the 4 As?</p>	<p>Data – Standardisation, Management and Analysis An airline's ability to ingest and analyse flight data efficiently, then filter effectively to pilots via a suite of EFB applications is complex but of key importance. Interfacing different applications to communicate and process data is one aspect, while assimilating various data standards, codes and formats from a mixed fleet of aircraft is another. Learn from the experiences of airlines, OEMs and software providers.</p>
10.30am	Networking Coffee Break		
11am	<p>Challenges for Avionics in the Environment The impact of the aviation industry has been in the spotlight for its adverse impact on the environment, yet huge strides have been made to reduce the environmental impact of aircraft. What are technical capabilities for environmental challenges, how do we decrease emissions and what is the CO2 limitation challenge? What is impact of given technology of environment (at different stages of flight) and what realistic role can an electrical power play?</p>	<p>Aircraft Data management solutions and Cyber security As data becomes more prolific and more 'valuable' to an organisation, how do we control this flow of information and who 'owns' the data? As processing data offline becomes more economical, what are data limitations, how do we value data and share just required data and ensure its security?</p>	<p>Innovations Development and progression are vital aspects of technology. Join this session to see what is evolving to benefit flight operations, and what innovations can / will extract additional value for airlines. The capabilities offered by new and emerging aircraft types are discussed, in addition to an exploration of what other industries are doing and how this might inspire aviation's own technological endeavours.</p>
12.30pm	Delegate Networking Lunch		
2pm	<p>Innovations in the Industry With more research and investment being applied in urban mobility, single pilot operations and autonomous systems, what does the future hold and what part will avionics have to play? How do we develop standards for use of AI and machine learning and what impact will autonomy have on the pilot and passenger?</p>	<p>Future of Connectivity and Satcom (Funky Future Stuff) What could be done in the future with connectivity? With giant leaps in technological development, what is possible, how can AI and machine learning benefit safety and security? What are other industries doing with connectivity that could be applicable to the aerospace industry?</p>	<p>Joint Panel Discussion: Conflict between Flight Ops How can MRO IT and Flight Ops IT best work together times? With the advent of paperless aviation, where do can the supply chain best support the airlines to ensure</p>
4.00pm	Conference Close		

REGISTRATION HOURS

Tuesday 17th March

2:00pm – 5:00pm

Wednesday 18th March

8:00am – 7:00pm

Thursday 19th March

8:00am – 5:00pm

*(Registration closes**30 minutes prior to
exhibition hall closing)*EXHIBITION
OPENING HOURSWednesday 18th March

10:30am – 7:30pm

Thursday 19th March

9.30am – 5.30pm

Creating a value case – the business proposition – ROI
Significant investment in IT/technology is required to ensure successful digitalisation of systems, often with ROI not immediately visible. How do we create a value case for new mobile application of new systems and to help transform maintenance, increase productivity and efficiencies?

Urban Air Mobility, EVTOLS and UAVs
The concept of Urban Air Mobility is rapidly developing, but with little in terms of regulations and understanding the impact on the airspace – what do we have to test for if we have hundreds in the sky? What are the requirements, how do we appropriately test a crash, what about acoustic emissions tests, how to test without autorotation, what about detect and avoid? In this session we discuss some of the requirements and implications.

Introduction to the Emerging & Required DO-326/ED-202-Set: Aviation-Cyber-Security Regulation for Safety

Optimizing DO-178C/DO-254 Avionics Software & Hardware Development Guidelines

Industry Standards and Regulatory Framework Update
What are the latest regulations for IT in MRO, how does this affect the airline and industry in the future and what do we need to do to comply with the latest standards? What are the problems with legacy systems moving to modern platforms and what are the best approvals processes?

Complex and Embedded Systems
With systems becoming more complex and the integration of systems of systems, greater use of multicore processors, how can we ensure testing and certification integrity? What are the issues with GPUs and GPGUs with no current regulatory guidance? How can we test blockchain authentication to identify corruption? In this session we investigate the challenges in testing and calibration of complex and embedded systems.

Business modelling and Risk modelling
Technology and data being used for predictive maintenance provides many challenges. Why is predictive maintenance important, but what are the risks involved and how can this affect the business model and supply chain?

High level integration and testing
Where systems are becoming more complex, how do we successfully achieve high level testing and testing of systems at multiple levels. How can we test the integration of COTS components (especially those from other industries) for safety and efficiency. What's the impact on multicore, digital twins and digital manufacturing, and what role can predictive maintenance play? How do we employ measures to ensure data security and integrity?

Data, Analytics & Cyber Security
Big data provides the potential to facilitate maintenance planning and predictive maintenance, and the opportunity to optimise decisions, but how do we best achieve this? What role can machine learning and digital twins play? What is our ability to maximise the use of data and how do we ensure data transfer/delivery is secure?

Space, High Altitude & EMC Testing
What are the challenges in Space, High Altitude & EMC Testing and the impact on testing of critical components? What are the results of ageing and obsolescence? How and what do we test for single event or multi event effects? How and for what can we test smaller components miniaturised for space?

Model Based Development (MBD) Techniques & DO-331 application for Aviation Software Development: moving from Documents to Models

Applying the New Mandatory Aviation Systems/ Safety Regulations: ARP4754A (with ARP4761/A)

The Emerging & Required DO-326/ED-202-Set Essentials: The Airworthiness Security Process, Methods & Considerations

Enhancing MRO efficiencies via emerging technologies
As technologies advance at rapid pace, how do airlines best take advantage and ensure technology gets into the production environment? How can we successfully and safely implement newer generations of mobile technology, software in legacy systems and paperless systems? What should the long term digital strategy look like?

Electrification, Aerostructures, Materials
With more new materials in aerostructures, new processes are required to successfully test from birth to death. How do we standardise testing for 3D printing, conductive inks, graphine, ALM for temperature, pressure, loads, corrosion, reliability, obsolescence or robustness? Electrification brings new power supply issues, providing potential problems for avionics. How can electrification develop reliable tests of electrical systems?

and Maintenance – able bedfellows!
For maximum efficiency and minimise turnaround time TechLogs, EFBs and CabinLogs converge and how complex decisions are made easier?

The Future of Testing
With Machine Learning and AI the current buzz for the future of the aerospace industry, how do we approach designing and testing for automation? How do we identify what to test and to what standards, how do we ensure safety of systems and how to test new processes such as transition from automation to pilot and vice versa? In this session we take a look at what the future of testing holds.

HOW TO REGISTER

- 1 Online at www.aerospacetechweek.com/register.
- 2 Complete the Registration Form at the back of this booklet and email to: abroadbent@aerospace-media.com.
- 3 Complete the Registration Form at the back of this booklet and fax to **+44 (0) 208 090 6211**.
- 4 Complete the Registration Form at the back of this booklet and mail to: **Aerospace Technology Week, 1 Conyers Avenue, Southport, Merseyside PR8 4SZ, United Kingdom.**

GENERAL

EARLY BIRD REGISTRATION

NOW OPEN

Register online today and save €€€ with the Early Bird delegate fees (Early Bird delegate rate deadline is 31st January 2020).

Check the Registration Form at the back of this booklet for full details.

AIRLINE

HOSTED AIRLINE PROGRAMME – FREE HOTELS & PASSES

Limited availability and subject to the first 200 to apply.

Apply ASAP for your place via AerospaceTechReview.com/HOSTED

MILITARY

MILITARY/ DEFENCE/ ARMED FORCES PERSONNEL – FREE CONFERENCE PASS

Military/defence/armed forces personnel can register for a FREE CONFERENCE PASS to attend the main programmes across Aerospace Tech Week, including access to the FACE Workshop, complimentary lunch and refreshments and access to nearly 200 exhibitors.

GOVERNMENT

GOVERNMENT REPRESENTATIVES OFFER – HALF PRICE PLACES

Government official delegates are entitled to receive 50% discount to attend Aerospace Tech Week.

To get your 50% Government Discount use discount code "GVM50" at the online registration checkout.

Delegate Packages include lunch and refreshments for the 2 day conference, PLUS access to the Workshops, Certified Training and Networking Reception.

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CONFERENCE PROGRAMMES



Next Steps in Integration and Implementation for SESAR and Next-Gen

EU and US collaboration in SESAR and Next-Gen aims to harmonise and secure Air Traffic Management (ATM) modernisation efforts as drivers of and in support of the International Civil Aviation Organisation (ICAO) Global Air Navigation Plan (GANP) with the Aviation System Block Upgrade (ASBU) programme.

Both SESAR and Next-Gen recognise the need to integrate the air and ground parts of their air traffic management systems by addressing efficiency needs of flight trajectories planning and execution and the seamless sharing of accurate information.

This framework provides a vehicle for the US and Europe to work together towards interoperable standards and in support of efforts towards achievement of ICAO global

Harmonisation. For example, a significant achievement in the NextGen and SESAR collaboration is the delivery of an agreed-upon baseline NextGen/SESAR Joint Avionics Roadmap.

ICAO estimates that 120 billion US dollars will be spent on air transportation systems transformation in the next 10 years. While the NextGen and SESAR modernisation programmes account for a large share of this spending in Europe and the US, there are parallel investment initiatives in other regions.

CONFERENCE PROGRAMME

WEDNESDAY 18TH MARCH

9am Joint Opening Keynote

Chair: Woodrow Bellamy

Airline TBC

Remi Maillard, SVP Airbus Services

LeAnn Ridgeway, Vice President and General Manager, Information Management Services, Collins Aerospace

Bruno Stoufflet, CTO, Dassault Aviation

10.30am-11am Coffee Break

11am-12.30pm Session 1

Mandates and Regulatory Framework Updates

Enhanced safety and communications between the aircraft in the sky and the ground control continue to dominate the industry as technology becomes and increasing driver. What's the latest regulations and how are regulators and mandates impacting on the industry? What needs to be installed in the aircraft to meet these mandates and what is the impact on avionics for operators?

Chair: Luc Deneufchatel

Transition from SES to EASA framework – Senior Representative, European Commission

PCP and Connection with SES – Senior Representative, SESAR Deployment Manager

Impact on ANSPs – Peter Fielding (NATS, Vice-Chair of the CANSO Technical TF)

GADSS – the next steps – Henk Hof, Head of ICAO and Concept Unit, EUROCONTROL

Meeting GADSS Autonomous Distress Tracking Requirements with Distress Tracking ELT – Emmanuel Sicsik-Pare, Strategic Product Manager, OROLIA

12.30pm-2pm Lunch Break

2pm-3.30pm Session 2

CNS Updates

What are the latest developments and trends in Communication, Navigation and Surveillance and flight tracking to mitigate these possibilities. How can we optimise infrastructure and how can enhanced surveillance contribute towards safety and security? What is safety services approved? How do we make positioning more robust with hybridisation? How do we transition from SES to the next systems using the EASA framework?

Chair: Philippe Lievin (providing an overview)

Trends in Navigation (GNSS (incl. SBAS,GBAS), DME/DME) – Senior Representative, EUROCONTROL

Trends in the Surveillance Domain (ADS-B, Radar, MLAT) – Jean-Marc Loscos (DSNA, Chair of the CANSO Technical TF)

ADS-B In – Sabine Vieyres, Airbus

Data Link Service Status and Concerns – Manfred Mohre, IATA

Trends in Communication (VHF/HF satcoms, datalinks, cellular) – Stephane Pelleschi, Collins Aerospace

3.30pm-4pm Coffee Break

4pm-5.30pm Session 3

Connectivity, Architecture and Cybersecurity

As the aircraft becomes more integrated and connected, security and safety concerns are becoming heightened. What are the challenges with connected FMS and what are cyber security implications of IMA? How do we ensure safety and security with the increasing use of multicore processors?

Chair: Marc Gatti

DO-326/ED-202A: Where now for reusable software components – Mark Pitchford, Technical Writer, LDRA

Cyber Security Implications of Integrated Modular Avionics – Noam Menscher, Head of Aviation R&D, Argus Cyber Security

How to Ensure System Safety when Addressing Common Mode Analysis Design Independence in a Multicore System – Patrick Huyck, Green Hills Software

Detecting and Mitigating GPS Attacks and Spoofing on Air Travel – Kevin Johnson, Regulus Cyber

Nelly Safina, Lead Avionic, LLC Pobeda Airlines*

5.30pm Networking Reception

THURSDAY 19TH MARCH

9:00am Session 4

Data, usage of data, trends and monitoring

Avionics needs to analyse more and more different types of data rates – data which is difficult to treat with single protocol/architecture, causing major under or over use of bandwidth. How can new services and applications be better supported? What is the Data Value Chain and benefit of data sourcing (collected by airlines)?

Chair: John McHale'

Fatima Zarouf, Big Data Project Manager, Air France KLM Group*

Data Link Applications Supporting AIS and Meteorological Data (New Services) – Boris Resnick, Boris Resnick, Deputy Chief Designer, IANS Inc., Russia (WG76, EUROCAE)

End to End Data Extraction and Usage – View from an Engine Manufacturer – Senior Representative, Pratt & Whitney*

Data Value Chain – Usage of Met Data Derived from Aircraft by Met Office – Bruno Piguet, Meteo France

Willie Cecil, Director, Sales & Service, Teledyne

10.30am-11am Coffee Break

11am-12.30pm Session 5

Challenges for Avionics in the Environment

The impact of the aviation industry has been in the spotlight for its adverse impact on the environment, yet huge strides have been made to reduce the environmental impact of aircraft. What are technical capabilities for environmental challenges, how do we decrease emissions and what is the CO2 limitation challenge? What is impact of given technology of environment (at different stages of flight) and what realistic role can electrical power play?

Chair: Peter Green

General framework on CO2 limitations perspective/ ICAO Protocol – David Marsh, EUROCONTROL

UAS Traffic Management (UTM) and Impact on Environment – Marouan Chida, SESAR JU

Airline perspective – what does it mean in constraints. CO2 credits – Laurent Renou, Air France

Flight Management Systems/Mission Management – Serge Bruillot, Director for Technical Systems, Dassault Aviation

Aviation Environmental Impact – Jacques Gatard, Aerospace Specialist

12.30pm-2pm Lunch Break

2pm-4.00pm Session 6

Innovations in the Industry

With more research and investment being applied in urban mobility, single pilot operations and autonomous systems, what does the future hold and what part will avionics have to play? How do we develop standards for use of AI and machine learning and what impact will autonomy have on the pilot and passenger?

Chair: Darren L'Heureux

The Effects of Information Automation Systems on Pilot Cognitive Skills: An Exploratory Study – Jamie Barrett, Engineering Research Psychologist, Federal Aviation Administration (FAA)

Is the Future of Avionics is Autonomous? – Alex Wilson, Wind River

Towards Design Assurance of Neural Network in Avionics – Luuk van Dijk, Founder & CEO, Daedalean

Enabling the Migration to Future Commercial and Defence Avionics Platforms Using Software Defined Platforms and Virtualisation – Paul Parkinson, Wind River

EUROCAE WG-114 on Artificial Intelligence – Anna Guegan, Technical Programme Manager, EUROCAE

For the latest information and programme visit aerospacetechweek.com/avionics-program

Register online today at aerospacetechweek.com/register

Optimising Connectivity for Maximising Profitability

The London School of Economics (LSE) report there are 3.8 billion passengers flying annually with only around 25% of aircraft in the air offering passengers some form of onboard broadband connectivity service. This service is often of variable quality, with patchy coverage, slow speeds and low data limits.

By 2035, it is likely that IFC will be ubiquitous across the world as aircraft become smarter, fully connected machines, and with the new services being introduced to benefit the passenger experience, grow revenues for airlines and improve safety. However, to achieve these goals it relies on reliable and seamless connectivity – from the cabin to the cockpit.

According to Inmarsat the connected aircraft can transmit data in real-time to reveal insights that could transform operations, potentially saving \$5.6bn a year in unplanned maintenance costs. Connectivity enables airlines to bring dramatic, yet cost effective enhancements to the passenger experience – and to take advantage of the new revenue streams that accompany them.

CONFERENCE PROGRAMME

WEDNESDAY 18TH MARCH

9am Joint Opening Keynote

Chair: Woodrow Bellamy

Airline TBC

Remi Maillard, SVP Airbus Services

LeAnn Ridgeway, Vice President and General Manager,
Information Management Services, Collins Aerospace

Bruno Stoufflet, CTO, Dassault Aviation

10.30am-11am Coffee Break

11am-12.30pm Session 1

The Connected Aircraft Revolution: Increasing the Benefits of Connectivity

With technology developing at a rapid rate, what do we now mean by the 'Connected Aircraft'? A truly Connected Aircraft becomes a great business enabler and offers airlines and the broader industry great benefits and opportunities. What are these and how can we deliver enhanced services and solutions for a more integrated aerospace world?

Chair: Murray Skelton

Mohammed Al Kindi, Manager Solution Architecture & E-Enablement, Gulf Air*

Marc-Christian Reichle, Manager Aircraft e-Enabling, Etihad Airways

Daniel Cherbowski, Flight Ops – EFB, Virgin Atlantic*

Connected Aircraft: Immense Opportunities – Kiran Perikala, Honeywell Technology Solutions

Connected Aircraft Value Chain Uncomplicated – Mohan Singh Tomar, Honeywell

Who Owns the Data Aircraft Strategy and Why is it Essential to Have Ownership – Samy Mahdi

12.30pm-2pm Lunch Break

2pm-3.30pm Session 2

Connectivity, Communications and E-Enablement

For the Connected Aircraft, communications systems are key, but each offer different benefits and solutions. What you can do with satcom, LEO, L and Ku Bands? What type of system is best for different communications such as traffic, ACARS messages, safety services and non-safety services?

Chair: Philippe Lievin

Enabling on-board wireless communications – Sander van Lochem, Avionics Specialist, ADSE

Data Integrity for Cockpit Communications – Senior Representative, Inmarsat

Upcoming challenges for connectivity/e-enablement - Gary Anderson, Flight Deck Communications Specialist, Collins Aerospace

4G/5G air-to-ground technology for connectivity, communications and e-enablement of aircraft – Dr Michael Ohm, CRO and Founder, SkyFive

Developments of IFEC at Virgin – Mark Cheyney, IFEC Development Manager, Virgin Atlantic*

How does an airline achieve a balance of data and bandwidth consumption – Senior Representative, Global Eagle

3.30pm-4pm Coffee Break

4pm-5.30pm Session 3

Application and Benefits of Connectivity and E-Enablement

What are the applications of connectivity and how do these most benefit airlines/operators and the supporting supply chain? Here we explore case studies of connectivity applications.

Chair: Mar Ter Hove

Connectivity Evolution and How to Overcome Challenges to Meet Customer Expectations – Alia Al Qalam, Oman Air

Shane Gilman, Sr. Manager, Flight Operations – Flight Deck Technology & Systems, United Airlines

Michael Lee, Principal Solutions Architect, Delta*

Benefits of Connected EWAS – Senior Representative, Air France / Senior Representative, SITAONAIR*

ACARS over IP – Senior Representative, Wizz Air / Senior Representative, Teledyne

5.30pm Networking Reception

THURSDAY 19TH MARCH

9:00am Session 4

The Impact of the Connected Aircraft on ATM

What services can be expected from ATM and what is the value chain of connectivity? Where can the connected aircraft contribute to the wider chain and how can it impact on other operations within the 4 As?

Chair: TBC

Lawrence Andrew Moreno, Senior Engineering Development Engineer, Qatar Airways*

Trajectory Based Operations (TBO) – Henk Hof, Head of ICAO and Concept Unit, EUROCONTROL

GADSS/Autonomous distress tracking – Miguel Marin, ICAO

Jonathan Astill, Vice President and General Manager of Air Traffic Flow Management Services, Aireon

GADSS ADT: Identify Your Path to Compliance – Ruben Stepin, Manager Advanced Systems Group, Skytrac

10.30am-11am Coffee Break

11am-12.30pm Session 5

Aircraft Data Management Solutions and Cyber security

As data becomes more prolific and more 'valuable' to an organisation, how do we control this flow of information and who 'owns' the data? As processing data offline becomes more economical, what are data limitations, how do we value data and share just required data and ensure its security?

Chair: Chris Bigwood

Karl Henry, Engineering Data Services Manager, Aer Lingus*

Aircraft Security Logs Analysis and Monitoring – Rubi Arbel, Argus Cyber Security

Protecting Wireless Networks on Aircraft – Markus Gilges, Director Business Development EMEA, VT Miltope

Synchronisation and Deployment of Data Driven Services on an Aircraft – Ralph Wagner, CEO, Axinom

Senior Representative, Collins Aerospace

12.30pm-2pm Lunch Break

2pm-4.00pm Session 6

Future of Connectivity, E-Enablement and Satcom (Funky Future Stuff!)

What could be done in the future with connectivity? With giant leaps in technological development, what is possible, how can AI and machine learning benefit safety and security? What are other industries doing with connectivity that could be applicable to the aerospace industry?

Chair: Murray Skelton

Internet of Things for Aviation – Upendra Singh, Go Airlines

Routing critical data, IOT network, smart grids, connected cities, apps for connectivity in the telecoms sector – Deutsche Telekom*

New/LEO satcom – constellations, when available and what deliver – George Nicola, Aviation Product Management Director, Oneweb

New aviation technologies: the human contribution to risk – David Gleave, Chief Investigator, Aviation Safety Investigations

Digital Enablement of Equipment Operational Efficiency in Aerospace Manufacturing – Noa Ghersin, Graduate Research Fellow Co-Op, Digital Transformation, Boeing & MBA and MS Mechanical Engineering Candidate and Leaders for Global Operations Fellow at Massachusetts Institute of Technology (MIT)

For the latest information and programme visit aerospacetechnweek.com/connected-aircraft-program

Register online today at aerospacetechnweek.com/register

New Testing Strategies for New Technologies

With maximum aircraft utilization a top priority for profitability at the airlines, aircraft are being worked harder than ever. And it is paying off – the airlines are seeing record profits.

All well and good until you think about the usage of the asset. With every hour, every cycle, every landing added to the aircraft, comes the potential for vibration, fatigue, cracking, metal formation in oil, structural degradation and even the eventuality of a catastrophic engine failure like the one that happened on Southwest Flight 1380 in 2018.

Even with record profits, not a single operator can afford a failure like that. And while the aviation safety record is enviable right now, there is no rest or slacking off in the inspections and testing of the equipment in operation in our fleets. Inspection and testing equipment technology is making technological leaps and bounds. Keeping up with those technological leaps is imperative to the safe operation of aircraft that begin aging as soon as they are flown away from the manufacturer.

CONFERENCE PROGRAMME

WEDNESDAY 18TH MARCH

9am Joint Opening Keynote

Chair: Woodrow Bellamy

Airline TBC

Remi Maillard, SVP Airbus Services

LeAnn Ridgeway, Vice President and General Manager, Information Management Services, Collins Aerospace

Bruno Stoufflet, CTO, Dassault Aviation

11am-12.30pm Session 1

Urban Air Mobility, EVTOLS and UAVs

The concept of Urban Air Mobility is rapidly developing, but with little in terms of regulations and understanding the impact on the airspace – what do we have to test for if we have hundreds in the sky? What are the requirements, how do we appropriately test a crash, what about acoustic emissions tests, how to test without autorotation, what about detect and avoid? In this session we discuss some of the requirements and implications.

Chair: Paul Hart

Advanced Simulation Platform for Multi-rotor UAVs –

Christophe Guillon, Expert Consultant, ALTRAN

UAV Motor Characterization Testing & Analysis –

Willem Anemaat, President, DAR Corporation

Senior Representative, Lilium*

SAFRAN Patroller drone*

Sky VTOL Program – Raphael Freitas, Product

Development Engineer, Embraer*

12.30pm-2pm Lunch Break

2pm-3.30pm Session 2

Complex and Embedded Systems

With systems becoming more complex and the integration of systems of systems, greater use of multicore processors, how can we ensure testing and certification integrity? What are the issues with GPUs and GPGPUs with no current regulatory guidance? How can we test blockchain authentication to identify corruption? In this session we investigate the challenges in testing and calibration of complex and embedded systems.

Chair: Matt Jackson

Multicore Timing Analysis for DO-178C Aerospace Systems – Guillem Bernat, CEO, Rapita Systems

Validation of the Pilot – Automation – Aircraft – Operating Environment Systems Dynamics Model for Virtual Flight Test and Safety Assessment – Ivan

Burdun, President, AIXTREE / Alexander Grebenkin

DSc, Head of Department, Moscow Institute of Electromechanics and Automatics (MIEA), PJSC / Sergey Kostin, Deputy General Director – Business Development, SP Automatika

Issues of GPGPU – Greg Sikkens, CoreAVI

Pat Rodenbach, Green Hills Software*

3.30pm-4pm Coffee Break

4pm-5.30pm Session 3

High level integration and testing

Where systems are becoming more complex, how to we successfully achieve high level testing and testing of systems at multiple levels. How can we test the integration of COTS components (especially those from other industries) for safety and efficiency. What's the impact on multicore, digital twins and digital manufacturing, and what role can predictive maintenance play? How do we employ measures to ensure data security and integrity?

Chair: TBC

Test Management Tool X-Ray – Sukanya M, Honeywell Connected Enterprise

Improving systems test coverage by automated testing and fault injection with Digital Twins – James Hui, Wind River

EUROCAE WG97 VISTAS (Virtual Integrated Simulation for Tests between Airframers and Suppliers) – Senior Representative, EUROCAE

Integration of ADAS Platforms for Automation – Senior Representative, TTTech*

5.30pm Networking Reception

THURSDAY 19TH MARCH

9:00am Session 4

Space, High Altitude & EMC Testing

What are the challenges in Space, High Altitude & EMC Testing and the impact on testing of critical components? What are the results of ageing and obsolescence? How and what do we test for single event or multi event effects? How and for what can we test smaller components miniaturised for space?

Chair: Albert Ramirez Perez

Exploiting new satellite connectivity means to conduct efficient flight test missions: the ESA PLATIN project – Jean-Marc Gaubert, Managing Director, ATMOSPHERE

How automatic electrical bond, loop and joint testing Must be the future of aerospace: improving safety, lightning strike protection and productivity – Jason Evans, Director, MK Test Systems

Senior Representative, Rohde & Schwarz*

TBC

10.30am-11am Coffee Break

11am-12.30pm Session 5

Electrification, Aerostructures, Materials Testing

With more new materials in aerostructures, new processes are required to successfully test from birth to death. How do we standardise testing for 3D printing, conductive inks, graphine, ALM for temperature, pressure, loads, corrosion, reliability, obsolescence or robustness? Electrification brings new power supply issues, providing potential problems for avionics. How can electrification develop reliable tests of electrical systems?

Chair: Jacques Gatard

Inspection 4.0 Aerostructure digital continuity – Teddy Canadas, Chief Commercial Officer, TESTIA

Automated non-destructive testing of aero-engines components – Rene Sicard, TecScan

SAFRAN Electric Landing Gear System – Jean-Pierre Garcia, System Architect Manager, Safran Electrical & Power

Senior Representative, Airbus Defence & Space*

Zodiac – Safran Electrical Systems*

12.30pm-2pm Lunch Break

2pm-4.00pm Session 6

The Future of Testing

With Machine Learning and AI the current buzz for the future of the aerospace industry, how do we approach designing and testing for automation? How do we identify what to test and to what standards, how do we ensure safety of systems and how to test new processes such as transition from automation to pilot and vice versa? In this session we take a look at what the future of testing holds.

Chair: Steffen Kolditz, Hensoldt

Early screening of multifactorial risk space for black swan accident scenarios using system dynamics modelling and safety assessment technology – Ivan Burdun, President, AIXTREE / Andrew Bubin, IT Engineer, AIXTREE

Future of Machine Learning and its Related Testing – Rata Jacquemart PhD, Data scientist at Boston Consulting Group GAMMA

Beyond DO160 – latest testing requirements – Martin Foley, TUV Sud*

ABD 100 Testing Overview – Senior Representative, Airbus*

Intermittent Fault Detection Technology – Lew Wingate, Vic, e President – Ground Support Test Equipment & Distribution, Barfield

For the latest information and programme visit aerospacetechnweek.com/aerospace-testing-program

Register online today at aerospacetechnweek.com/register

Enhancing Flight Operations Solutions

The software that supports flight operations (or 'Flight Ops') can mean a myriad things.

It can be specific to a pilot's electronic techlog or flight bag (ETL or EFB) functionality, or it can focus on the wider processes surrounding a flight. For instance, it can be more directed towards crew training, ground handling, line maintenance or fuel efficiency and management and so on. This is before one considers environmental pressures, operational reliability or efforts or airlines to decrease turnaround times (TATs).

The extent that an airline will therefore prioritise each element will depend on its operational style, and there is no 'one stop shop' or fix-all solution that is the single answer. Establishing connectivity 'hubs' or data platforms are becoming more common and will be one of the approaches explored throughout the Flight Ops IT conference sessions.

CONFERENCE PROGRAMME

WEDNESDAY 18TH MARCH

9am Joint Opening Keynote

Chair: Woodrow Bellamy

Airline TBC

Remi Maillard, SVP Airbus Services

LeAnn Ridgeway, Vice President and General Manager, Information Management Services, Collins Aerospace

Bruno Stoufflet, CTO, Dassault Aviation

11am-12.30pm Session 1

The Business Case and Use Case for Flight Ops IT

A well-established use case motivates airlines to investigate new Flight Ops technologies, while the business case quantifies these benefits and encourages investment. This session addresses the 'combined business case'; that is, the importance of partnerships between airline departments in addition to third party providers. An IT support team's role in realising potentials is also addressed.

Chair: Ido Biger, Chief Data Officer, ELAL*

Airline Operational Challenges and the value of Digital Solutions – Frost & Sullivan & GE Joint Presentation. Diogenis Papiomytis, Director of Commercial Aviation F&S, Miles Gogad, CMO GE Aviation's Digital Group

eEnabling Winter Operations – Captain Jason Brown, Air Canada Flight Operations

Ultramain – Electronic Tech Log – the Pilot's view – Robert Saunders, Digital Transformation

12.30pm-2pm Lunch Break

2pm-3.30pm Session 2

EFB Operational Use & Regulations

The Electronic Flight Bag (EFB) has been in operational use for some time, however implementation and use is closely regulated. The regulatory framework is summarised, and benefits analysed via real use cases. Maximising the use of the EFB requires integration of various data sources, and subsequent training for Flight

Crews on effective use of these technologies. Explore key considerations here.

Chair: Rene de Vogel, Boeing

What benefits are delivered to airlines by an integrated EFB application suite – Wim De Munck, Chief Technology Officer AVIOBOOK

The Challenge – Visibility and Control of Regulatory Stringent Processes – Rhys Williams, Director Sales, Flatirons Solutions

Regulatory update – Senior Representative, EASA*

Getting data that you can put to work – Flight Pulse – Luke Bowman, Senior Product Manager, GE Aviation's Digital Group

3.30pm-4pm Coffee Break

4pm-5.30pm Session 3

Additional Operational Drivers

When one considers Flight Ops IT, the EFB is a leading factor. Yet there is a wealth of additional benefits on offer other than fuel savings and efficient route planning; process efficiencies and greater operational reliability are recognised here. To define these wider operational drivers, real-time data, weather 'nowcasts', and ground handling / line maintenance efficiencies are explored, combined with an appreciation of Flight Ops IT in the overall enhancement of Flight Safety.

Chair: Warren Lampitt, Air Canada

Flight efficiency – a fresh look at on-time performance – EUROCONTROL

Senior Representative, The Weather Company*

Optimising flight profile – the business case – Senior Representative, Sky Conseil

Weather app – enabling real-time weather updates – Maitha AlHemeiri, Senior Manager Aircraft & Ground Technologies, Etihad Airways

5.30pm Networking Reception

9:00am Session 4

Data – standardisation, management and analysis

An airline's ability to ingest and analyse flight data efficiently, then filter effectively to pilots via a suite of EFB applications is complex but of key importance. Interfacing different applications to communicate and process data is one aspect, while assimilating various data standards, codes and formats from a mixed fleet of aircraft is another. Learn from the experiences of airlines, OEMs and software providers.

Chair: Senior Representative, NAVBLUE*

Becoming a data driven airline – Ido Biger, Chief Data Officer, ELAL

Senior Representative, IAG Digital Transformation*

The challenges airlines have in juggling different data standards – Craig McNut, Fleet Program Director, Flatirons Solutions

10.30am-11am Coffee Break

11am-12.30pm Session 5

Innovations

Development and progression are vital aspects of technology. Join this session to see what is evolving to benefit flight operations, and what innovations can / will extract additional value for airlines. The capabilities offered by new and emerging aircraft types are discussed, in addition to an exploration of what other industries are doing and how this might inspire aviation's own technological endeavours.

Chair: Diogenis Papiomytis, Frost & Sullivan

Hype or Dare? Blockchain Applications in Flight Operations – Martin Mitev, Captain Airbus & Assistant to SVP Flight Operations, airBaltic Corporation

Towards a smooth turnaround process with AI – Manuel van Esch, Lead Business Consultant zeroG GmbH

Safety Line – Bringing data science into the cockpit for pilot-driven flight efficiency – Francois Chazelle, Chief Commercial Officer

12.30pm-2pm Lunch Break

2pm-4.00pm Session 6

Joint Panel Discussion: Flight Ops IT & MRO IT

Conflict between Flight Ops and Maintenance – able bedfellows!

How can MRO IT and Flight Ops IT best work together for maximum efficiency and minimise turnaround times? With the advent of paperless aviation, where do TechLogs, EFBs and CabinLogs converge and how can the supply chain best support the airlines to ensure complex decisions are made easier?

Moderator: Nick Godwin, Commssoft

Paul Boyd, Managing Director, Conduce

Robert Saunders, Ultramain

Keith Dugas, Manager Connected Operations Air Canada

Martin Mitev, Air Baltic

Rene de Vogel, Boeing

Matt Tobin, Vice President, IFS Aerospace & Defense

James Ray Hunt, Snr Product Manager Predictive Maintenance, GE Aviation's Digital Group

Maximising IT for Minimising Costs

Five years ago, the concept of 'paperless' and mobile maintenance formed the buzzwords of our industry. It took time for aviation and its cohort of operators, lessors, regulators, financiers, manufacturers and MRO providers to become more at ease with the disruptive technologies that enabled a new age of maintenance to gain traction.

Today, we see drones, artificial intelligence (AI), machine learning, blockchain and predictive maintenance being discussed more and more. While aviation is still undeniably cautious with new innovations, it is more open to learning how to adapt to them. The MRO IT conference track sessions will encourage forward, proactive thinking in addition to a focus on establishing tangible and robust business cases. End the experience at a joint-panel session with the Flight Ops IT conference speakers, where we will explore the most constructive methods to maximise communications and data-sharing between two of the most important departments in an airline.

CONFERENCE PROGRAMME

WEDNESDAY 18TH MARCH

9am Joint Opening Keynote

Chair: Woodrow Bellamy

Airline TBC

Remi Maillard, SVP Airbus Services

LeAnn Ridgeway, Vice President and General Manager, Information Management Services, Collins Aerospace

Bruno Stoufflet, CTO, Dassault Aviation

11am-12.30pm Session 1

Creating a value case – the business proposition – ROI

Significant investment in IT/technology is required to ensure successful digitalisation of systems, often with ROI not immediately visible. How do we create a value case for new mobile application of new systems and to help transform maintenance, increase productivity and efficiencies?

Chair: Adrian Ionascu

Using Maintenance Training ROI as a Tool to Boost Reliability – Management & Excellence SA, Dr. William Cox, Chief Executive Officer

Cabin Maintenance and Digitalisation – What benefits and perspectives for Airlines & MROs? Airlnt Services, Michael Lopez, Sales Manager

Transforming Aircraft Maintenance Activity by Mobile Maintenance Applications – Upendra Singh, Maintenance Manager, Go Airlines India Ltd

Senior Representative, Ultramain

12.30pm-2pm Lunch Break

2pm-3.30pm Session 2

Industry Standards and Regulatory Framework Update

What are the latest regulations for IT in MRO, how does this affect the airline and industry in the future and what do we need to do to comply with the latest standards? What are the problems with legacy systems moving to modern platforms and what are the best approvals processes?

Chair: Nick Godwin

Latest Regulation for IT in MRO – Senior Representative, EASA*

IOSA Audit and its Importance for Maintenance to Airlines (Regulation, Standardisation) – Senior Representative, IATA*

Techlog regulatory approval – Paul Boyd, Managing Director, Conduce

Why real time onboard LSAP compliance management is critical to TOP – FORLOOP*

3.30pm-4pm Coffee Break

4pm-5.30pm Session 3

Business modelling and Risk modelling

Technology and data being used for predictive maintenance provides many challenges. Why is predictive maintenance important, but what are the risks involved and how can this affect the business model and supply chain?

Chair: Hugh Revie

Predictive Maintenance – beyond the buzzwords. What is it and why does it matter for aircraft maintenance? – Sander de Bree, Founder & Chief Visionary, EXSYN Aviation Solutions

Common Pitfalls of Aeronautic Supply Chains – Quantifying risk through data – Simon Schallitt, Chief Operating Officer, Lokad

What are model-driven predictive simulations and how can they benefit your maintenance planning? – Phil Cole, Business Manager Civil Aviation, Aerogility

Line Maintenance Management: Dealing with third party contractors through mobile solutions – Nick Godwin, Managing Director, Commssoft

5.30pm Networking Reception

9:00am Session 4

Enhancing MRO efficiencies via emerging technologies

As technologies advance at rapid pace, how do airlines best take advantage and ensure technology gets into the production environment? How can we successfully and safely implement newer generations of mobile technology, software in legacy systems and paperless systems? What should the long term digital strategy look like?

Chair: Julien Methot, Senior Manager Business Consulting, Swiss Aviation Software

The MRO Digital Twin – Hugh Revie, Ubisense

Digital Threads, Integrating Core and Innovative Technologies to Optimise Technical Operations – Michael Wm. Denis, Principal, Aviation & Aerospace Strategy, CapGemini

Maintenance 4.0: The Digital Twin of I4.0 for MRO – Lexx Technologies*

Delivering a Mission-critical MRO IT Solution in the Cloud – Considerations and a Case Study – Matthew Tobin, Vice President, IFS Aerospace & Defense

Digitally Optimizing Airline Heavy Maintenance Planning – Christopher Rospenda, Global Transportation Leader, IBM Connected Operation

10.30am-11am Coffee Break

11am-12.30pm Session 5

Data, Analytics & Cyber Security

Big data provides the potential to facilitate maintenance planning and predictive maintenance, and the opportunity to optimise decisions, but how do we best achieve this? What role can machine learning and digital twins play? What is our ability to maximise the use of data and how do we ensure data transfer/delivery is secure?

Chair: Matt Tobin, Vice President, IFS Aerospace & Defense

Aircraft Technical Services & Availability Challenges – THALES – Francois Gandon, A320 Technical Support Manager

Digital Tech-Ops: Providing data & mobility to Mechanics – Experiencing & Benchmarking – Julien Methot, Senior Manager Business Consulting, Swiss Aviation Software

Fast Track to Mature Operational Reliability – Amy Grace – Fellow, Applied Data Science, Collins Aerospace

The use of Blockchain in MRO – Michael Wm. Denis, Principal, Aviation & Aerospace Strategy, CapGemini

12.30pm-2pm Lunch Break

2pm-4.00pm Session 6

Joint Panel Discussion: Flight Ops IT & MRO IT

Conflict between Flight Ops and Maintenance – able bedfellows!

How can MRO IT and Flight Ops IT best work together for maximum efficiency and minimise turnaround times? With the advent of paperless aviation, where do TechLogs, EFBs and CabinLogs converge and how can the supply chain best support the airlines to ensure complex decisions are made easier?

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James Ray Hunt, Snr Product Manager Predictive Maintenance, GE Aviation's Digital Group

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TECHNICAL WORKSHOPS PROGRAMME

The Aerospace Technology Week Workshops deliver greater insights for engineers and technicians into specific areas of focus, for more detailed analysis.

WORKSHOP ONE

WEDNESDAY 18TH MARCH – 11am

ARINC 818-3: 2019 Revisions to the Avionics Digital Video Bus Specification and its Implications for Avionics Systems – Tim Keller, Great River Technology

AI, Connectivity & Cybersecurity – Marc Gatti, Thales Avionics

Cyber Robust Navigation for Connected Aircraft – Okuary Osechas, Research Engineer, German Aerospace Centre (DLR)

Why and How To Automate The Requirements Quality Analysis Using Natural Language Processing – Visure Solutions'

WORKSHOP TWO

WEDNESDAY 18TH MARCH – 2pm

TBC

WORKSHOP THREE

THURSDAY 19TH MARCH – 10am

Qormino Common Computer Platform DO-254 DataPackage – Thomas Guillemain, Teledyne e2v

Safety Critical GPU Compute for Avionics Systems – Robert Pickles, CoreAVI

Multicore Processors for Safety Critical Avionics – Gary Gilliland, DDC-I Inc

Multicore Ready to Become Airborne – Yves Meyer, General Manager, SYSGO SAS

WORKSHOP FOUR

THURSDAY 19TH MARCH – 2pm

Introducing the New ARINC Standard for Avionics Displays – Matt Jackson, Presagis

OnePRESS: Monitoring of Aircraft Tire Pressure wirelessly using a mobile phone or tablet – Jacques Roizes, Airbus UK

Avionics Radio Test System 7000 – ARTS7000 – Thibault de La Grandville, Accounts Manager, Airlines & OEMs, Laversab

For further details on the Technical Workshops Programme and to register online visit www.aerospacetechnweek.com/workshops

Register online today at www.aerospacetechnweek.com/register

CERTIFIED TRAINING COURSES

This year Aerospace Technology Week is delighted to offer additional one-day courses, enabling you to gain enhanced levels of specialist knowledge, will take place during the two days of the event.

The Certified Training Programme, delivered by AFuzion, leading training providers in safety-critical systems, software, and hardware engineering in the aerospace industry, will cover:

WEDNESDAY 18TH MARCH

- Introduction to the Emerging & Required DO-326/ED-202-Set: Aviation-Cyber-Security Regulation for Safety
- Optimizing DO-178C/DO-254 Avionics Software & Hardware Development Guidelines

THURSDAY 19TH MARCH

- Model Based Development (MBD) Techniques & DO-331 application for Aviation Software Development: moving from Documents to Models
- Applying the New Mandatory Aviation Systems/Safety Regulations: ARP4754A (with ARP4761/A)
- The Emerging & Required DO-326/ED-202-Set Essentials: The Airworthiness Security Process, Methods & Considerations

For full details visit www.aerospacetechweek.com/certified-training

WEDNESDAY 18TH MARCH – 11am-5.30pm

COURSE ONE: Introduction to the Emerging & Required DO-326/ED-202-Set: Aviation-Cyber-Security Regulation for Safety

Aviation Security: understanding what is required for new avionics/aircraft development and operations via the new mandatory DO-326A/ED-202A documents. In this introduction, attendees will get a top-level review of the new "DO-326/ED-202 ecosystem" of emerging regulation.

The DO-326A/ED-202A set of documents is all about the mitigation of the aviation/aircraft safety effects of "Intentional Unauthorized Electronic Interaction (IUEI)", a.k.a. "Cyber Threats", and which were explicitly excluded from the classic DO-178/ED-12/ARP4754 set.

DO-326A/ED-202A & DO-356A/ED-203A focus upon type certification during the first three phases of an aircraft (including avionics) type: 1) Initiation, 2) Development or Acquisition, and 3) Implementation. Their companions DO-355/ED-204 focus upon security for continued airworthiness.

DO-326A/ED-202A currently has 3 (three) companion documents: ED-201, DO-355/ED-204 and DO-356A / ED-203A, and a few more planned. DO-326A / ED202A provide requirements and objectives in a similar fashion to DO-178C, DO-254, and ARP4754A; while the DO-326A guidance is just that, certification authorities increasingly assess DO-326A compliance as added

requirements for aviation suppliers.

The DO-326A/ED-202A set currently applies to fixed-wing aircraft (Part 25), with clear FAA/EASA recommendations for the adaptation/ tailoring of DO-326A/ED-202A for general aviation (Part 23), rotorcraft (Parts 27 and 29), engines (Part 33) and propellers (Part 35), and clear indications of it will increasingly being applied to these other aircraft including military beginning in 2022 or thereafter.

KEY FEATURES:

- Top-level acquaintance with Information/"Cyber" security in general
- Cybersecurity aspects of OT/ICAS
- Aviation as a unique Cybersecurity case
- Origins of Cybersecurity standards & regulation
- The road to ED-202/DO-326: "Security as a Safety Aspect"
- The top-level development process of the entire "ED-202/DO-326 set", rationale behind the documents & relations with the "DO-178/ED-12 set"
- Initial acquaintance with the documents:
 - ED-201: Aeronautical Information System Security (AISS) Framework Guidance
 - DO-326A/ED-202A: Airworthiness Security Process Specification
 - DO-356A/ED-203A: Airworthiness Security Methods and Considerations

- DO-355/ED-204: Information Security Guidance for Continuing Airworthiness
- ED-205: Process Standard for Security Certification/Declaration of Air Traffic Management/Air Navigation Services (ATM/ANS) Ground Systems
- Planned new/revised documents Where does current regulation stand
- Where do we go from here – the expected regulatory landscape for the next years

WHO SHOULD ATTEND:

Attendees may include all levels of aviation, aircraft, and avionics developers who must understand and comply with the new Security rules.

COURSE TWO: Optimizing DO-178C/DO-254 Avionics Software & Hardware Development Guidelines

In this fast-paced AEE course, experienced avionics engineers learn how to optimize DO-178C & DO-254 to real avionics. Not just theory, but practical examples to develop better compliance with DO-178C (ED-12C) and DO-254 (ED-80).

Software/Hardware development has rapidly evolved and interpretations of DO-178C/DO-254 have likewise changed. Attendees learn the latest rules including advanced software/hardware certification, EASA and CAST issue papers, trends in future avionics development, and much more as summarized below.

KEY FEATURES:

- Quick refresher on basic DO-178C & DO-254 and "how" they are applied to advanced avionics
- Advanced Safety, Derived Requirements, and Detailed Hardware/Software Requirements
- Understanding advanced DO-178C/254 mistakes and best practices to avoid them including model based development, OOT, and C++
- Multi-Core Processing usage and compliance

- Model-Based Development rules and best practices
- Applying new forthcoming A(M)C 20-152A
- Understanding new mandatory ARP4754A and forthcoming ARP4761A for Systems & Safety.
- Controlling engineering cost/risks with better DO-178C & DO-254 Requirements, Design, and Logic
- Understanding & applying the DO-178C & DO-254 Supplements for:
 - DO-330/ED-215 Software Tool Qualification

- DO-331/ED-216 Model-Based Development and Verification
- DO-332/ED-217 Object-Oriented Technology
- DO-333/ED-218 Formal Methods Supplement

WHO SHOULD ATTEND:

Attendees may include engineers, managers, quality assurance or certification personnel with previous knowledge, training, or experience in DO-178 or DO-254; if no experience, we will send basic training materials in advance to peruse.

THURSDAY 19TH MARCH – 9.30am-4.30pm

COURSE THREE: Model Based Development (MBD) Techniques & DO-331 application for Aviation Software Development: moving from Documents to Models

Model-Based Development (MBD) is getting more and more popular in organizations creating complex systems where it is crucial to collaborate in a multi-disciplinary environment and when the safety is crucial, like avionics projects.

In the past FAA and EASA gave no credits for a Model-Based project development, despite the developers were forced to use a model-based approach as Systems complexity grew more and more. Finally DO-178C recently introduced and regulated MBD via its supplement DO-331.

This course explains in depth how DO-331 regulates the use of Models in avionics project development, but explains also how to adopt MBD in organizations to make projects successful. In fact, many organizations recognize the value of Model Based Development as in their past projects they experienced a lot of pain in trying to engineer complex systems using hard-coded documents, fixed spreadsheets, and isolated diagrams. MBD is a modern approach to Systems Engineering: Model Based Systems Engineering (MBSE) and MBSE is and will more and more become a common practice and a synonym of Systems Engineering (SE).

While organizations understand the big potential benefits of MBD, they are still struggling in changing their internal engineering practices from document-centric to model-based and establishing a strong modeling culture throughout their divisions.

In this course, we will suggest a

process for adopting MBD, getting the maximum from this technology, allowing quick wins and minimizing risks. In addition, we will give some important lessons learned in supporting organizations on their day-to-day struggle to adopting MBD, identifying common pitfalls to avoid, and providing suggestions for solving specific issues such as educating engineers on modeling languages, methods, and tools, importing data from documents to models, using models to produce document artifacts for specific stakeholders, etc.

In this fast-paced AEE course, experienced avionics engineers learn how to optimize DO-178C supplement DO-331 to real avionics. Not just theory, but practical and workable examples to fully understand and learn how to apply Model Based Design Techniques for better Quality in less time, in compliance with DO-178C (ED-12C) and DO-254 (ED-80).

Systems development has rapidly evolved together with Project complexity and shrinking Time-to-Market. Therefore, the new perspective introduced by DO-178C interpretations via the new supplement DO-331 has likewise changed the design paradigm. Attendees learn the latest techniques including advanced usage of MBD in avionics development, and much more as summarized below:

KEY FEATURES:

- Quick refresher on basic DO-178C and "how" it is applied to advanced avionics
- Understanding & applying the DO-178C & DO-254 Supplements for:
 - DO-330/ED-215 Software Tool Qualification
 - DO-331/ED-216 Model-Based Development and Verification
 - DO-331/ED-217 Object-Oriented

- Technology
 - DO-333/ED-218 Formal Methods Supplement

- Changes in Systems Engineering Practice Paradigm
- From Documents to Models
- Modelling: an example
- Modeling Solution
- A System modeling language: SysML
- A System Modeling example: an ABS system
- Model Based Development; what it is
- Advantages of Model Based Development
- Model Based Development Issues
- MBD Definitions
- Model-Based Development rules and best practices
- MBD pitfalls: How To Avoid
- DO-331 Introduction
- DO-331 Software Life Cycle Data and Software Development Process
- Specification Model & Design Model, usage mix Pros & Cons
- Model Verification
- Model Traceability
- MBD Best Practices
- MBD in action: Engineering Analysis of Models & Model execution: real-life examples
- Introduction to trade-off studies and their types: real-life examples
- Project organization for the analysis
- Requirements verification and constraints creation
- Evolutionary approach to adopting MBSE
- Recommendations for getting started and how to adopt MBD

WHO SHOULD ATTEND:

This course is designed for Avionics Systems, Hardware, Software Managers and Engineers, Quality & Process Assurance or Certification personnel, seeking a higher level of understanding of the requirements and practices of Model Based Techniques and DO-178C supplement DO-331 to improve Project quality and schedule.

COURSE FOUR: Applying the New Mandatory Aviation Systems/ Safety Regulations: ARP4754A (with ARP4761/A)

The now nearly-mandatory SAE-ARP4754A provides guidance for the development of aircraft and aircraft systems while taking into account the overall aircraft operating environment and functions. ARP4754 was long “suggested” for commercial avionics; the new ARP4754A is now required and increasingly mandatory for all avionics/avionics including worldwide militaries and UAV’s.. ARP-754A is commonly called “DO-178 for Aviation Systems”, but it’s really much different: ARP4754A requires detailed Safety processes (ARP4761/A) with FHA, PSSA, and SSA’s to determine then prove design, architecture, and safety features. ARP4754A also requires detailed data, systems-level planning, traceability, V&V and tight configuration management. While bearing some semblance to DO-178C/Do-254, ARP4754A really covers the Avionics Development Ecosystem and is a mandatory foundation – it must come BEFORE hardware and software but be continually addressed during development. This course is for those avionics engineers wanting to understand and apply better ARP4754A compliance.

KEY FEATURES:

- How ARP4754A fits into the Avionics Development Ecosystem including ARP4761A, DO-178C, and DO-254
- Avionics Safety Assessments: FHA, PSSA, and SSA
- Differences between ARP4754 and ARP4754A
- ARP4754A Planning – what is really required
- Aviation Safety: what is required for ARP4754A
- Handling Derived and Safety Requirements per ARP4754A
- System Requirements – What, Where, Why, and How

- Planning, Development, and Traceability Processes for Systems
- ARP4754A Documentation
- ARP4754A Verification & Validation
- ARP4754A Best Practices & Common Mistakes

WHO SHOULD ATTEND:

Attendees may include aviation engineers, managers, safety engineers, systems engineers, or hardware/software engineers. A basic understanding of engineering processes and aircraft/avionics systems is helpful but not required.

COURSE FIVE: The Emerging & Required DO-326/ED-202-Set Essentials: The Airworthiness Security Process, Methods & Considerations

The DO-326/ED-202 set’s guidance and recommendations are dispersed across all the documents comprising the set, but for establishing airworthiness, the “core” parts of the DO-326/ED-202 set: DO-326A/ED-202A & DO-356A/ED-203A – are to be considered.

This “core” establishes the “Airworthiness Security Process” (AWSP), which is the top level guidance for Airworthiness Security Certification.

The AWSP comprises 7 steps, comprising 14 activities, which include 62 major objectives (combined) to be met, as well as a large number of required artifacts to be produced.

As for the DO-178/DO-254 set development process, the security process is accompanied by integral processes, which, for security, are named “Security Effectiveness Assurance” –comprise 39 objectives, broken down into 118 activities, and are applied as functions of the hierarchical level, severity of consequences and other considerations.

Finally, these processes and methods apply with differing considerations to a variety of development situations, such as – development from scratch, modifications, incorporation of COTS equipment and more.

This detailed tutorial will put all these into their proper places, and clarify the process, methods & considerations for most common cases that require certification, while providing attendees with practical insights and tools to approach this complex process.

KEY FEATURES:

- Top-level Airworthiness Security Process (AWSP) review
- AWSP steps in detail
- Certification aspects of airworthiness security
- Airworthiness Security Risk Assessment
- Security architecture development process
- Security measures appraisal and allocation
- Security effectiveness considerations
- The Security Assurance Level (SAL) concept and application
- Security considerations for modifications to existing systems – and how to approach their certification
- Security considerations for previously certified systems – and how to approach their certification
- Security considerations for COTS systems – and how to approach their certification
- Useful insights for implementing the Security Airworthiness Process

WHO:

Attendees may include all levels of aviation, aircraft, and avionics developers who must understand and comply with the new Security rules.



ROYAL AERONAUTICAL SOCIETY TOULOUSE BRANCH

WORKSHOP (FREE TO ATTEND)

WEDNESDAY 18TH MARCH 2020 – 11am-4pm

Environmental impact of commercial aviation, what can be done to reduce carbon footprint.

Speaker: Philippe FONTA, former Airbus, Head of Sustainable Development, former WBCSD – World Business Council for Sustainable Development. Currently CEO & Funder, SCRUM Consult.

Engineering design organizations : Why systems and processes are becoming so complex?

Speaker: Bernard KRIER, Head of Systems and Propulsions, ATR

Building an Enterprise Digital Thread Platform leveraging existing digital assets

Speaker: Lou Pascarella, Chief Technical Officer, PLM Division – HCL

Innovation in Personal Air Mobility – Volante Vision Concept

Speaker: Ian BACON, Programme Director – Cranfield Aerospace Solutions
(In Collaboration with Aston Martin & Rolls-Royce)

TBC

Speaker: Serge ROQUES, Distinguished Expert Electromechanical Systems – Safran Electrical & Power

The Royal Aeronautical Society Toulouse Branch was formed in 1991. The Branch organises a monthly lecture programme including one each year dedicated to the Branch founding chairman, the distinguished test pilot Gordon Corps. Aerospace Technology Week is delighted the RAeS Toulouse Branch will be contributing an interesting Free to Attend Workshop during the event.

Register your interest at www.aerospacetechweek.com/register

WEDNESDAY 18TH MARCH

11am-12.30pm

Driving Interoperability with the FACE Business Approach and Technical Standard

The Future Airborne Capability Environment (FACE) business approach and technical standard is creating a new higher levels of avionics design efficiency and interoperability. This session discusses a range of FACE advantages that drive faster and more efficient development and deployment of FACE solutions.

- **Intro to Future Airborne Capability Environment (FACE) Business Approach and Technical Standard for Modernizing Next-Generation Military Avionics** (Speaker Chip Downing) RTI
- **Developing Portable and Reusable Applications with SCADE, FACE, and ARINC 661** (Speaker Thierry Le Sergent). ANSYS.
- **Interoperability to FACE Certified**

Conformant Systems (Speaker Andre Odermatt). RTI

2pm-3.30pm

Accelerating Avionics Safety and Airworthiness Using the FACE Architecture

One of the most challenging aspects of avionics deployment is achieving airworthiness and safety certification. This session delivers explicit examples of using the FACE architecture to rapidly achieve safety certification and platform airworthiness.

- **How to Exploit the FACE Operating System Segment when Composing Safe and/or Secure Systems** (Speaker Patrick Huyck). Green Hills Software.
- **Compositing and the Reuse of Software in Safety Critical Graphics Applications** (Speaker Robert Pickles). CORE.

THURSDAY 19TH MARCH

9am-10.30am

High Assurance and Security

Deploying trusted platforms in compressed time frames is a challenge both required and hard to achieve. This session will focus on creating secure compute and data delivery solutions using commercial-off-the-shelf (COTS) technologies using the FACE Technical Standard and architecture.

- **Using DDS to Secure Communication Between FACE Applications** (Speaker Andre Odermatt). RTI
- **Attaining High Assurance for FACE™ Software: a DO-178C Perspective.** AdaCore

11am-12.20pm

Using the FACE Architecture to Extract Powerful Capabilities from Multi-Core Processors

Using advanced multi-core processors and GPUs in avionics platforms is challenging that historically results in utilizing only a fraction of the processor capability. This session will examine extracting compelling capabilities from the latest hardware platforms.

• **POTENTIAL USE OF SOFTWARE RENDERER AS GPU BACKUP.** ENSCO

• **Multi-Core Processor/Programmable System-On-a-Chip Monitors.** ENSCO

2pm-3.30pm

Accelerating FACE Applications into Next Generation Avionics Systems

The proof of any standard is the adoption and deployment of that standard into a compelling application use case. This session will demonstrate that the FACE Technical Standard and Business Approach is rapidly creating innovative applications in next generation systems.

- **Vehicle Control, Navigation, and Guidance Architecture Experiments.** Speaker: Jeff Wallace. Rocket Tech Systems.
- **Scalable Integration Infrastructure: Eliminating Middleware Constraints and Generating Novel Capabilities** (Speaker - Gordon Hunt, Co-Founder Skyal). Skyal.

Register your interest in attending at www.aerospacetechweek.com/register

AIRBUS SITE VISIT

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Airbus is Europe's largest aircraft manufacturer. Toulouse is home to their headquarters and its aircraft assembly line, where you can explore exclusive behind the scenes at Airbus as the A380 and A350 aircraft are constructed.

Limited spaces are available to visit the Airbus final assembly line, with full details at www.aerospacetechnweek.com/site-tour.



Book your place online at www.aerospacetechnweek.com/register

PRE-EVENT AIRLINE RECEPTION

Sponsored by



Tuesday 17th March

7pm-10pm

L'Orangeri de Labege – BISTROT & COMPAGNIE

Airlines are cordially invited to the Aerospace Tech Week Welcome Reception sponsored by Boeing, on the eve of the event opening, as a great way to welcome and network with international delegates and participants.

L'Orangerie de Labege is a superb XVIIth century farmhouse totally restored to bring back its wonderful charm and just a few minutes walk from the Diagora Exhibition & Congress Center.

Boeing are delighted to be hosting the Welcome Reception at Aerospace Tech Week 2020 in Toulouse. Be sure you pre-register your attendance at www.aerospacetechweek.com/register.

FREE NETWORKING RECEPTION



WEDNESDAY 18TH MARCH 2020

5.30pm-7.30pm Exhibition Floor

We invite you to join us at the end of the day on Wednesday 18th March for the networking reception on the Exhibition floor at the Diagora Exhibition & Congress Center, which will see the aerospace community gather for this informal reception – and the opportunity to join and network with members from airlines, airframers, avionics, aviation electronics and the aerospace and space testing community with the Aerospace Technology Week Networking Reception

With the opportunity to meet colleagues and peers you can build relationships with colleagues, peers, new customers and old, in a relaxed and friendly atmosphere.

The Networking Reception is **FREE TO ATTEND** and open to industry professionals.

We look forward to welcoming you.

THE EXHIBITION

The Aerospace Technology Week will see nearly 200 companies and organisations exhibiting and showcasing their leading technologies, products and services, making it the largest gathering of aerospace technology in Europe.

The event will also deliver a range of Exhibitor Presentations and Workshops with many of the companies participating providing an enhanced level of activity to engage visitors and delegates.

- Discover new and latest technologies and solutions in avionics, aviation electronics, connectivity, flight ops and aerospace and space testing
- Network with the international aerospace technology community in a great environment

SAMPLE EXHIBITORS AT 1ST DECEMBER 2019:



FULL EXHIBITOR LIST – AerospaceTechWeek.com/Exhibitor-List

FLOORPLAN – AerospaceTechWeek.com/Floorplan

Limited exhibiting and sponsorship opportunities are still available, to join the list of leading companies and organisations showcasing their technologies and solutions.

For further information on exhibiting and sponsorship please contact:

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VENUE



Diagora Exhibition & Congress Center
150, rue Pierre Gilles de Gennes
31670 TOULOUSE – LABEGE
FRANCE

Located at the heart of the economic and aerospace area of South-eastern Toulouse, DIAGORA is a Congress and Exhibition Center, and international meeting place for professionals.

Easily accessible by car, train and metro, the Diagora is also a short distance from Toulouse Airport ensuring our international delegates an easy and stress free arrival to Aerospace Technology Week.



Hotel Accommodation

We are delighted to be able to provide a trouble free online hotel booking facility. This provides full details of hotels in and around the Diagora Congress and Exhibition Center, as well as Toulouse, availability and prices through a live online facility.

Booking Your Accommodation

You can view the hotel availabilities and book your accommodation directly via the website at www.aerospacetechnweek.com/hotels

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PREFERRED ONLINE REGISTRATION – www.AerospaceTechWeek.com/register for the fastest process.

PAYMENT OFFLINE – An invoice will be emailed/mailed with an option to pay by Credit Card or Bank Transfer, after payment is made your e-ticket will be validated ready for access onsite.

VAT – 20% French VAT will be added to all prices shown below.

PROGRAMME – see the programme via www.AerospaceTechWeek.com/conference-programme/

EARLY BOOKING RATE – Early Bird Discount expires 31st January 2020.

NEED HELP? – If you have any questions or problems regarding your registration call Adrian Broadbent via +44 (0) 203 892 3051 or email abroadbent@aerospace-media.com.

Select Registration Type / Rate

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HOSTED AIRLINE APPLICATION (See below – apply via www.AerospaceTechWeek.com/hosted)		

2. Select certified training

Wednesday 18th March

- Introduction to the Emerging & Required DO-326/ED-202-Set: Aviation-Cyber-Security Regulation for Safety..... € 495
 Optimizing DO-178C/DO-254 Avionics Software & Hardware Development Guidelines..... € 495

Thursday 19th March

- Model Based Development (MBD) Techniques & DO-331 application for Aviation Software Development: moving from Documents to Models..... € 495
 Applying the New Mandatory Aviation Systems/Safety Regulations: ARP4754A (with ARP4761/A)..... € 495
 The Emerging & Required DO-326/ED-202-Set Essentials: The Airworthiness Security Process, Methods & Considerations..... € 495

Please complete details overleaf and return.

* Hosted Airline Applications are subject to availability, direct Airline employees only and deemed suitability. Confirmation of acceptance will be with 24 hours of application. Hosted Airline applications MUST be made via AerospaceTechWeek.com/hosted only

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6  EVENTS UNDER 1 ROOF

