



Digital Transformation Time for Aviation 4.0

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Air Navigation Bureau
ICAO

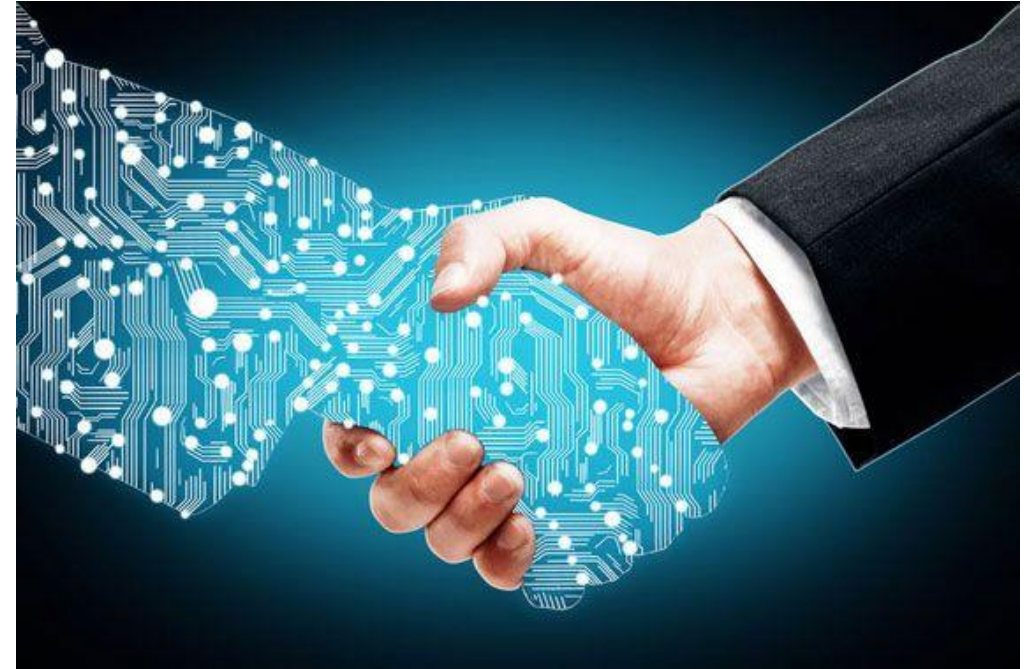


Web 4.0 is also known as **symbiotic web**.

The dream behind the symbiotic web is interaction between **humans and machines in symbiosis**.

Everything is **Digital. No Paper.**
Automation is the norm. Constant drive for **efficiency**.

What do we need for
Aviation 4.0?





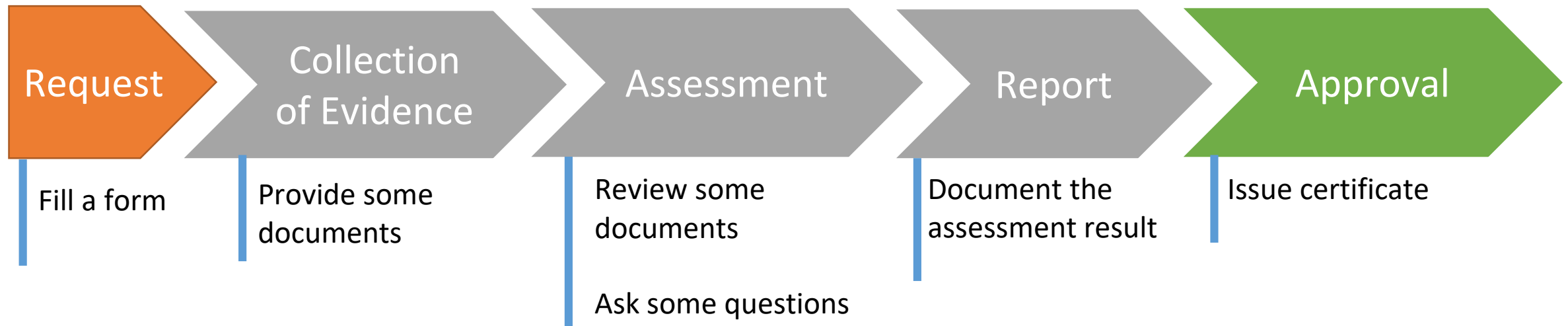
- Aviation is primarily a **compliance-based** industry
- **Certification** is the corner-stone of the aviation system
- During certification, compliance to **requirements** is **demonstrated** to a **certifying authority**
- If satisfactory evidence is provided, a **certificate** is delivered
- Certificates generally need to be **renewed**



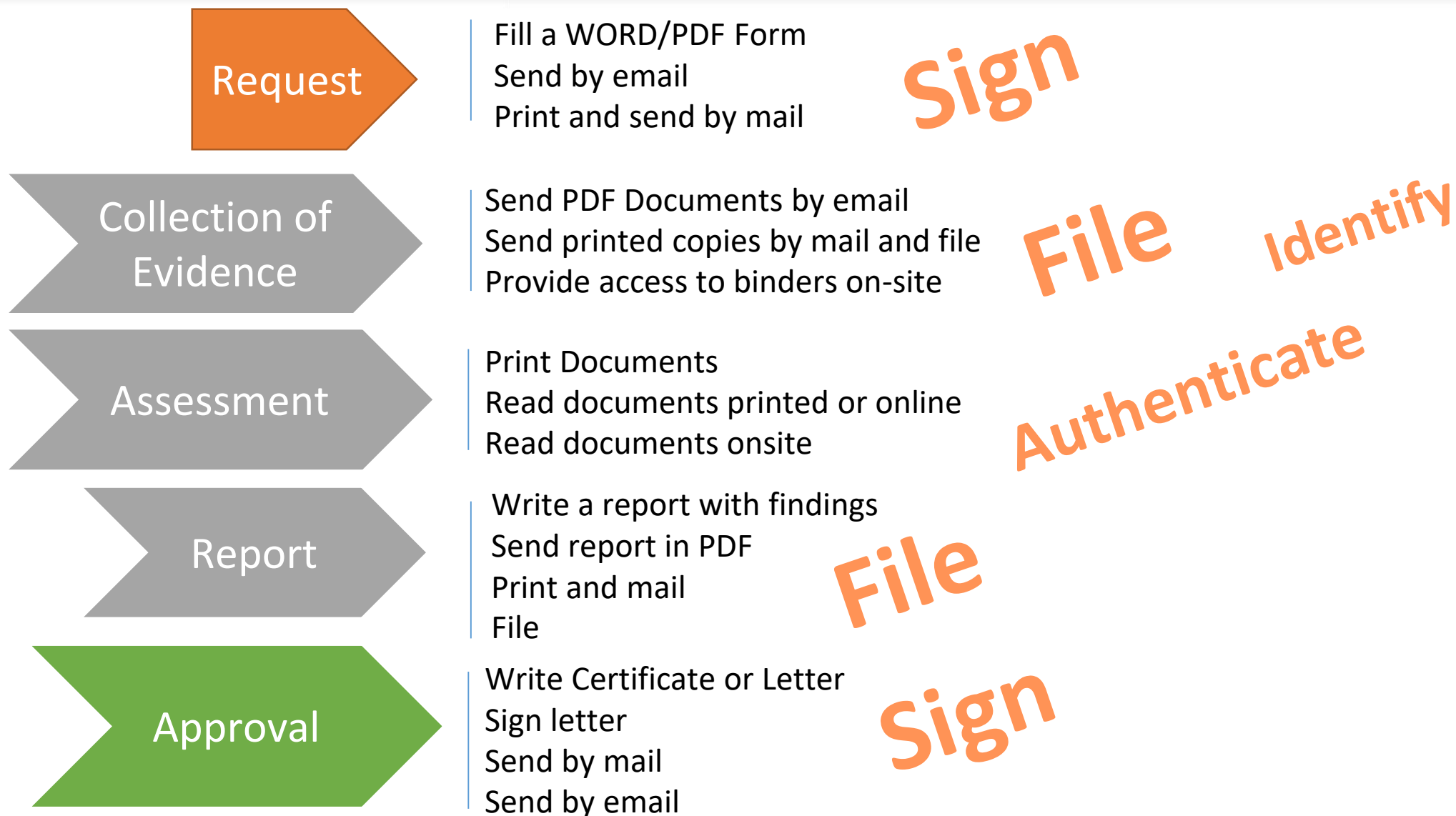
Certification Process

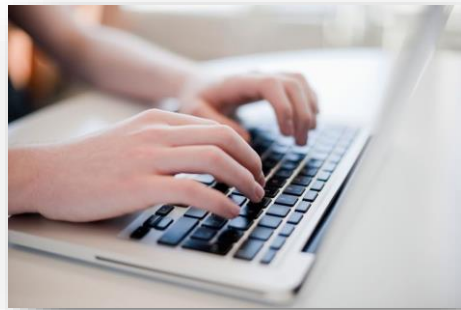


Simplified



Signing





Write
e



Print



Sign



Scan



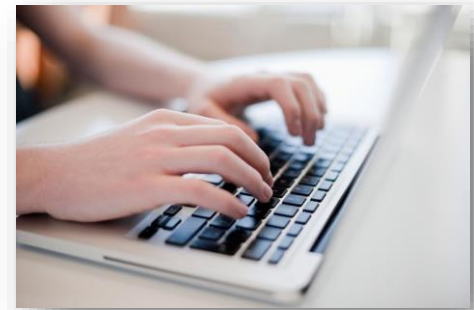
Signed



Send

What if ...

- Working from home does not provide printer / scanner
- Author and Signer are physically distanced



Write



Print



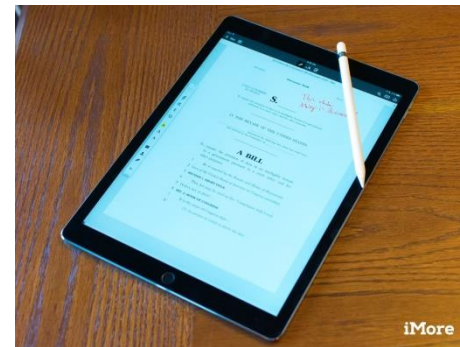
Sign



Scan



Transfer



Sign



Send



- **Verification** generally consists of **checking** the content of a document against **another source**
- It often involves looking at an **image** or listening to **speech**
- **Artificial Intelligence** is a program designed to **categorize** and **associate** text, speech and images
- AI can be used to **analyse** and **verify** images



Example: Checking Airworthiness Certificate



DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

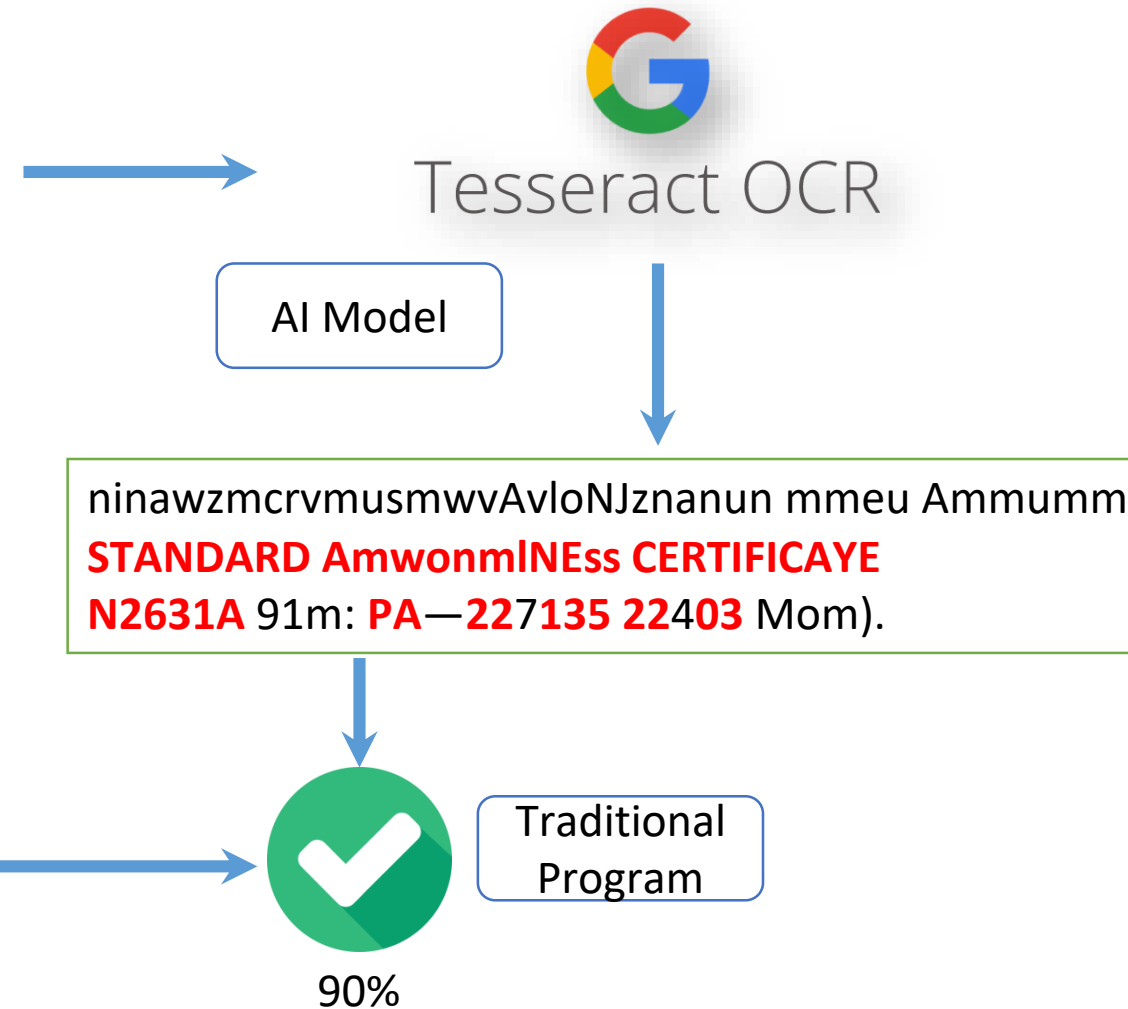
1. REGISTRATION MARKING N2631A	2. MANUFACTURER AND MODEL PIPER PA-22-135	3. AIRCRAFT SERIAL NUMBER 22-903	4. CATEGORY NORMAL
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5. AUTHORITY AND BASIS FOR ISSUANCE
 This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.
 Exceptions:
NONE

6. TERMS AND CONDITIONS
 Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

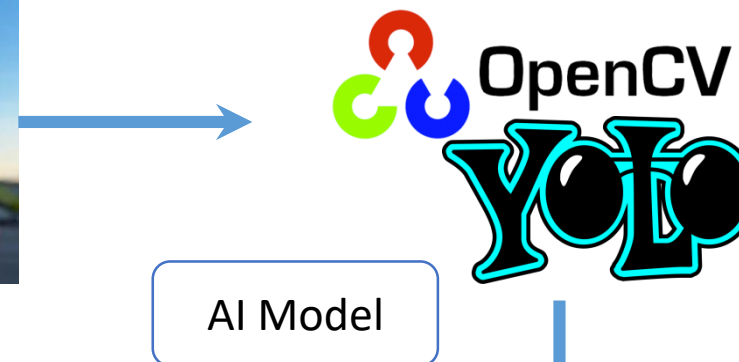
DATE OF ISSUANCE 08-10-95	FAA REPRESENTATIVE <i>Marion W. Williams</i> MARION W. WILLIAMS	DESIGNATION NUMBER SW-FSDO-OKC
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Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.
FAA Form 8100-2 (8-82) GPO 892-804



Request

- What is this supposed to be:
- An airworthiness certificate
 - For a Piper PA – 22 – 135
 - Registered N2631A
 - Serial 22-903



- **Reporting and monitoring** is a key activity in assessing the **continued validity** of a certificate
- **Sensor devices** (cameras, microphones, satellites etc.) can be used to collect **raw data**
- **AI models** can use such raw data to **identify, categorize, count and report** on objects detected



13 Ground Equipment
4 Persons

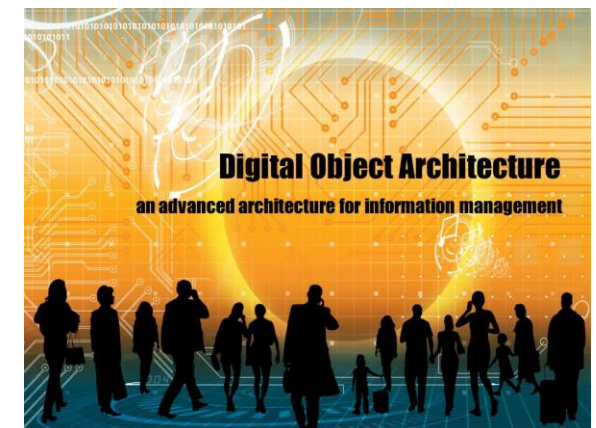


- **Identification** is central to the certification process
- Every certified entity is assigned a **unique** identifier issued by a **system** (national, regional or global)
- All documentation is **traced** and **tracked** against this number
- It allows the link between the **physical asset** and the **digital twin**
- **Digital Object Architecture (DOA)** should be set up to define the digital objects



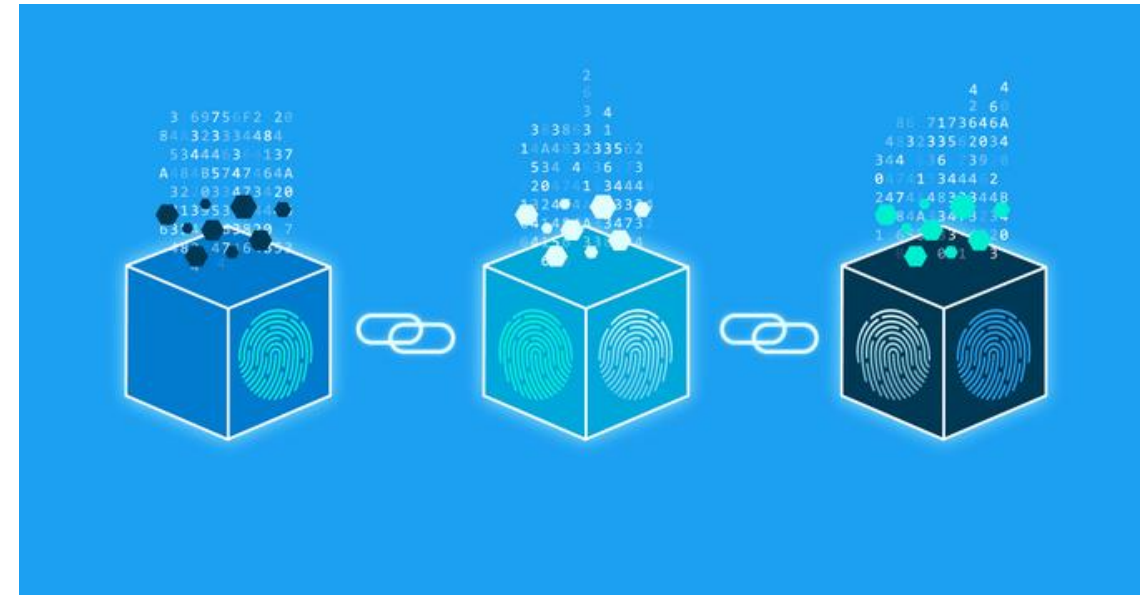
How to make sure ...

- Digital twin is up-to-date
- The changes are correct
- Digital twin is not corrupted





- **Traditionally**, all data is stored in a **file** or **database** and **updated** as required
- Block chain, in simplified terms, is a list (**ledger**) tracing all changes (**transactions**) made to a data element (**block**)
- Data is **encrypted** at all times and past changes are **immutable**
- Changes to blocks are automatically **checked** and **validated** by algorithms (**smart contracts**)



Block chains can be used to manage certificates and licenses



- **Digital transformation** is strongly based on **IT technologies** which are not available equally around the world
- **New skills** are needed for all staff
- **Cyber security** is key



- **Modernization** of IT infrastructure
- **Gain efficiency**
- **Engage** with customers using modern communication tools

Becoming fully digital
will impact everybody



ICAO

NO COUNTRY
LEFT BEHIND



ICAO

North American
Central American
and Caribbean
(NACC) Office
Mexico City

South American
(SAM) Office
Lima

ICAO
Headquarters
Montréal

Western and
Central African
(WACAF) Office
Dakar

European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
Cairo

Eastern and
Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
Bangkok



THANK YOU