Team D

Warsaw 8 July 2009

Ideas from Yesterday

- 1 **SEPARATION MANAGEMENT Collision**
- 2**Avionics to support single pilot operation in the new ATM operations**
- 3 **Safe operation at uncontrolled airports**
- 4 **Integrity management**
  - **What is require – integration architectures**
- 5 **Integrated modular avionics**

AAT.2010.3.3-3. Avionics

1. **Advanced concepts and technologies**

2. **to counteract hazards specific to the flight operation of small-size aircraft operating in non-scheduled flights**

3. **improving automation,**

4. **smart responsiveness to unforeseen situations in piloting the vehicle,**
   - **including those adapted to less-skilled pilot operations.**

Proposal 4M€

Hazard management for small aircraft

1. New flight displayed for control and failure management

   - Cost effectiveness

   - Enhanced situation Awareness

     - Terrain avoidance

     - Separation Management & Collision avoidance

     - Weather avoidance - information net Communications (FLYSAFE)

     - (Including landing display guidance but note LANDING fp6)

2. Low cost fly by wire (SAFAR)– envelop protection/ handling quality modification (spin protection)

3. Not included *GBS navigation and land guidance (regulations) (assumed to be available)*

4. Not included *emergency recovery in the event of pilot incapacity (Risks being see as a UAV) SOFIA*

POC -REATECH(SME) or BUTE (university)

Actions

Done
- Develop List those interested (initial)
- Request for statements of capability and expected contribution
- Meeting date in September

Urgent
- Identification of ideal team including A/C manufactures
- Organise meeting with candidate small aircraft manufacturer(s) to get support and focus

AAT.2010.4.2-5. Avionics

- Advanced concepts and technologies **to reduce crew workload and**

- **the number of crew through increased automation of cockpit functions**
  - **adapting the role of the crew to new patterns.**

- **(Where operational issues related to ATM are addressed, complementarily and coordination with the SESAR Programme needs to be demonstrated.)**

1. Issue of regulation and cost for small aircraft - will large number

2. Must start with the 2 crew environment and show that it can transition to single crew

3. implication of pilot as systems manager /monitor rather than controller of the aircraft

4. Safety for small aircraft transport systems

   1. Including specific issues of ATC workload

   2. Normal operation rather than emergency

No interest at the specific small aircraft level

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  - - general call not small aircraft specific-
  - no interest to support from the team