### Aviation Logic Limited

United States. Congress. House. Committee on Science and Technology. Subcommittee on Transportation, Aviation, and Materials

Cockpit Automation, Flight Systems Complexity, and Aircraft Certification Bart Elias, 2019-10-20 The increasing complexity and automation of flight control systems pose a challenge to federal policy regarding aircraft certification and pilot training. Despite significant commercial aviation safety improvements over the past two decades, flight control automation and aircraft complexity have been cited as contributing factors in a number of major airline accidents, including two high-profile crashes overseas involving the recently introduced Boeing 737 Max variant in 2018 and 2019. These crashes have directed attention to Federal Aviation Administration (FAA) oversight of aircraft type certification and pilot training practices for transport category aircraft, particularly as they pertain to complex automated flight control systems. As aircraft systems have evolved over the past three decades to incorporate new technologies, Congress has mandated FAA to streamline certification processes, with the primary motivation being to facilitate the development of new safety-enhancing technologies. Modern commercial aircraft rely on fly-by-wire flight control technologies, under which pilots' flight control inputs are sent to computers rather than through direct mechanical linkages to flight control systems. The fly-by-wire software contains flight control laws and logic that, in addition to optimizing performance efficiency, protect the aircraft from commanded actions that could put the airplane in an unsafe state. Automated flight control systems have largely been viewed as having a positive effect on safety, and accident rates have improved considerably over the past two decades. However, the increasing complexity of automated flight systems has sometimes caused confusion and uncertainty, contributing to improper pilot actions during critical phases of flight and in some cases leading pilots to unintentionally place an aircraft in an unsafe condition. Besides designing these systems in a manner that minimizes pilot errors and the consequences of those errors, aircraft designers and operators face challenges regarding maintaining piloting skills for flight crews to be able to take over and manually fly the aircraft safely if critical systems fail. They also face challenges regarding documentation and pilot training effectiveness in building accurate mental models of how these complex systems operate. The primary goals of ongoing efforts to address these challenges are to enhance pilot situation awareness when using automation and reduce the likelihood of mode errors and confusion, while at the same time not overburdening pilots with intricate systems knowledge beyond what is necessary. In the ongoing investigations of two Boeing 737 Max crashes, Lion Air flight 610 and Ethiopian Airlines flight 302, concerns have been raised about the design of an automated feature called the Maneuvering Characteristics Augmentation System (MCAS) and its reliance on a single angle-of-attack sensor even though the aircraft is equipped with two such sensors. These concerns led to the worldwide grounding of all Boeing 737 Max aircraft until the MCAS safety concerns can be resolved, significantly impacting both U.S. and foreign airlines that operate the aircraft. These recent aviation accidents have prompted reviews of the manner in which modern transport category aircraft are certified by FAA and its foreign counterparts, and in particular, the roles of regulators and manufacturers in the certification process. The challenges of certifying increasingly complex aircraft are largely being met by delegating more of FAA's certification functions to aircraft designers and manufacturers. This raises potential conflicts between safety and quality assurance on the one hand and competitive pressures to market and deliver aircraft on the other. Under Organization

Designation Authorization (ODA), FAA can designate companies to carry out delegated certification functions on its behalf.

Contractions United States. Federal Aviation Administration, 2011

American Aviation, 1963

Applying Performance-controlled Systems, Fuzzy Logic, and Fly-by-wire Controls to General Aviation Dennis B. Beringer, 2002

Aviation and Aeronautical Engineering, 1918

Test Techniques for Flight Control Systems of Large Transport Aircraft Yakui Gao, Gang An, Chaoyou Zhi, 2021-02-16 Test Techniques for Flight Control Systems of Large Transport Aircraft offers theory and practice of flight control system tests. It is a systematic and practical guide, providing insights to engineers in flight control, particularly those working on system integration and test validation. Ten chapters cover an introduction to flight control system tests, equipment tests and validation, software tests and validation, flight control law and flying qualities evaluation, tests of flight control subsystems, integration and validation based on the iron bird, ground-based test, flight-tests, airworthiness tests and validation, and finally, the current status and prospects for flight control tests and evaluation. Presents flight control system integration tests and validation for large transport aircraft Includes the most advanced methods and technologies available Details the latest research and its applications Offers theoretical and practical guidance that engineers can use Considers the state-of-the-art and looks to the future of flight control system tests

Aviation, 1922

Why Can't We Make Money in Aviation? Dr Adam M Pilarski,2012-10-01 Seemingly since the beginning of aviation history there has been discussion and speculation on the remarkable inability of the industry to generate profits. This is even more so the case now, when a number of the world's airlines are bankrupt. The failure of aviation, or at least of airlines, to produce a reasonable rate of return on investments has been a fact pondered by many at great length but never satisfactorily understood. Somehow the industry seems to violate the most basic principles of economics and business. The question as to how this is the case and how the industry managed to survive, let alone actually grow and prosper so far, is the subject of this book. It details the historical performance of the industry and critically explores the various theories proposed to explain its lack of profitability. Summarizing the analysis, the book also looks to the future, combining lessons from the past and recommendations regarding the better management of airlines. In conclusion it offers a prediction on the future of the global airline industry.

Aviation Bill Gunston, 1978

Aircraft Collision Avoidance Systems United States. Congress. House. Committee on Science and Technology. Subcommittee on Transportation, Aviation, and Materials, 1981

Advances in Soft Computing Ildar Batyrshin, Grigori Sidorov, 2011-11-22 The two-volume set LNAI 7094 and 7095 constitutes the refereed proceedings of the 10th Mexican International Conference on Artificial Intelligence, MICAI 2011, held in Puebla, Mexico, in November/December 2011. The 96 revised papers presented were carefully selected from XXX submissions. The second volume contains 46 papers focusing on soft computing. The papers are organized in the following topical sections: fuzzy logic,

uncertainty and probabilistic reasoning; evolutionary algorithms and other naturally-inspired algorithms; data mining; neural networks and hybrid intelligent systems; and computer vision and image processing.

Research Anthology on Reliability and Safety in Aviation Systems, Spacecraft, and Air Transport Management Association, Information Resources, 2020-09-24 As with other transportation methods, safety issues in aircraft can result in a total loss of life. Recently, the air transport industry has come under immense scrutiny after several deaths occurred due to aircraft design and airlines that allowed improperly inspected aircraft to fly. Spacecraft too have found errors in system software that could lead to catastrophic failure. It is imperative that the aviation and aerospace industries continue to revise and refine safety protocols from the construction and design of aircraft, to secure and improve aviation systems, and to test and inspect aircraft. The Research Anthology on Reliability and Safety in Aviation Systems, Spacecraft, and Air Transport is a vital reference source that examines the latest scholarly material on the use of adaptive and assistive technologies in aviation to establish clear guidelines for the design and implementation of such technologies to better serve the needs of both military and civilian pilots. It also covers new information technology use in aviation systems to streamline the cybersecurity, decision making, planning, and design processes within the aviation industry. Highlighting a range of topics such as air navigation systems, computer simulation, and airline operations, this multi-volume book is ideally designed for pilots, scientists, engineers, aviation operators, air traffic controllers, air crash investigators, teachers, academicians, researchers, and students.

Corporate Aviation Management Raoul Castro, 2012-07-01 In this comprehensive aviation manual, Raoul

Castro provides a source of invaluable corporate aviation management information. He begins by giving an overview of corporate aviation from its inception, then focuses on the management principles and functions that specifically target corporate aviation. Through the utilization of these sound management principles, Castro facilitates the acceptance of corporate aircraft as indispensable tools of industry. As Castro notes, few companies know how to use corporate aircraft to maximum advantage. Drawing on his expertise and experience, Castro designs a plan by which a company can achieve maximum utilization of an airplane or helicopter fleet. He gives specific instructions on how to facilitate the efficient use of the aviation department of a company, select appropriate aircraft, plan for disasters and establish security measures, fulfill legal requirements of the governmental agencies that regulate the use of aircraft, and manage the maintenance and repair of aircraft. Castro also discusses the scores of details involved in the management of a professional corporate aviation branch and how these details can be handled in a positive, productive manner. After thoroughly examining the overall managerial functions involved in planning, organizing, controlling, and implementing an aviation arm, Castro concludes by discussing the future of corporate aviation. This book is a practical and valuable guide for the executive in charge of an aviation department, an aviation department manager or chief pilot, aspirants to aviation management positions, and both students and teachers of aviation management.

Order JO 7340.1Z,2007

<u>Automation Max</u> Peter H. Collins,2020-05-01 Before there was Game of Thrones there was a sophisticated Arthurian romance replete with brave knights, noble ladies, temptation, seduction, blame,

shame, and a memorable beheading game in an obscure Middle English dialect. This new edition is closely translated from the original, presenting the delightful and insightful story of a flawed hero, and a fascinating villain or two, with verve and vital energy.

Aircraft Collision Avoidance Systems United States, Congress, House, Government Operations, 1971 Automated Systems in the Aviation and Aerospace Industries Shmelova, Tetiana, Sikirda, Yuliya, Rizun, Nina, Kucherov, Dmytro, Dergachov, Konstantin, 2019-03-22 Air traffic controllers need advanced information and automated systems to provide a safe environment for everyone traveling by plane. One of the primary challenges in developing training for automated systems is to determine how much a trainee will need to know about the underlying technologies to use automation safely and efficiently. To ensure safety and success, task analysis techniques should be used as the basis of the design for training in automated systems in the aviation and aerospace industries. Automated Systems in the Aviation and Aerospace Industries is a pivotal reference source that provides vital research on the application of underlying technologies used to enforce automation safety and efficiency. While highlighting topics such as expert systems, text mining, and human-machine interface, this publication explores the concept of constructing navigation algorithms, based on the use of video information and the methods of the estimation of the availability and accuracy parameters of satellite navigation. This book is ideal for aviation professionals, researchers, and managers seeking current research on information technology used to reduce the risk involved in aviation.

Chinese Investment in U.S. Aviation Chad J. R. Ohlandt, Andrew Scobell, 2017-04-10 This report assesses

Chinese investment in U.S. aviation from 2005 to 2016. It provides context in China's demand for aviation products and aviation industrial policies, while assessing technology transfers and impact on U.S. competitiveness. Chinese investment in U.S. aviation over the past decade has primarily involved lower-technology general aviation manufacturers that do not affect U.S. competitiveness.

Aircraft Collision Avoidance Systems United States. Congress. House. Committee on Government Operations. Government Activities Subcommittee, 1971

Engineering Aviation Security Environmentsâ-"Reduction of False Alarms in Computed Tomography-Based Screening of Checked Baggage National Research Council, Division on Engineering and Physical Sciences, National Materials and Manufacturing Board, Committee on Engineering Aviation Security Environmentsâ¬"False Positives from Explosive Detection Systems, 2013-08-19 On November 19, 2001 the Transportation Security Administration (TSA) was created as a separate entity within the U.S. Department of Transportation through the Aviation and Transportation Security Act. The act also mandated that all checked baggage on U.S. flights be scanned by explosive detection systems (EDSs) for the presence of threats. These systems needed to be deployed quickly and universally, but could not be made available everywhere. As a result the TSA emphasized the procurement and installation of certified systems where EDSs were not yet available. Computer tomography (CT)-based systems became the certified method or place-holder for EDSs. CT systems cannot detect explosives but instead create images of potential threats that can be compared to criteria to determine if they are real threats. The TSA has placed a great emphasis on high level detections in order to slow false negatives or missed detections. As a result there is abundance

In order to get a better handle on these false positives the National Research Council (NRC) was asked to examine the technology of current aviation-security EDSs and false positives produced by this equipment. The ad hoc committee assigned to this task examined and evaluated the cases of false positives in the EDSs, assessed the impact of false positive resolution on personnel and resource allocation, and made recommendations on investigating false positives without increase false negatives. To complete their task the committee held four meetings in which they observed security measures at the San Francisco International Airport, heard from employees of DHS and the TSA. Engineering Aviation Security Environments-Reduction of False Alarms in Computed Tomography-Based Screening of Checked Baggage is the result of the committee's investigation. The report includes key conclusions and findings, an overview of EDSs, and recommendations made by the committee.

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