

# Common Vision Workshop on Small Aircraft Transport (SAT) Mode

Brussels, September 28, 2011  
**Regione Campania – Brussels Office**  
**Avenue De Cortenbergh 60,**

**Marcello Amato**  
CIRA Scpa

**Krzysztof Piwek**  
IoA

**Adrian de Graaff**  
AD Cuenta

## Workshop Structure

### Plenary Session

- ❖ Small Aircraft Transport Mode versus Future ATS Challenges
- ❖ Enabling Conditions

### Parallel Sessions (Two WGs: Products and Operations)

Each workshop to classify issues and identify products, HLOs, missing capabilities or research needs, and funding

- ❖ High Level Objectives for SAT Products
  - Products & Technologies where Europe wants to excel
  - HLO
  - Enabling Conditions
  - Product Technologies HLO vs Challenges

### Plenary Session

- ❖ Preliminary Results Collections
- ❖ Panel Discussion
- ❖ Next Steps towards SAT Common Vision and SAT Roadmap

## Workshop Focus

- ❖ Flight Path 2050 : the Challenges
- ❖ Small Aircraft Transport (SAT) mode : a new modality for the Future ATS responding to 2020 challenges (medium term) and looking towards 2050 horizon (longer term).
- ❖ Demand of SAT mode and possible Scenarios
- ❖ Benefits by the SAT mode: High Level Objectives vs Challenges
- ❖ SAT sectors and products where Europe wants to excel
- ❖ Identification of existing regulation requirements, regulatory difficulties and innovative approach in the regulation area
- ❖ Business case with operational characteristics
- ❖ Assessment of existing and missing capabilities in Europe
- ❖ High Level Objectives for SAT Products: enabling technologies
- ❖ Start-up Discussion on: Enabling Technologies, Enabling Conditions, Priorities



<b>08:30</b>	<b>Registration</b>	
<b>09:00</b>	<b>Welcome and Short introduction to the SAT-Roadmap Project</b>	<b>K. Piwek (IoA)</b>
	<b>Small Aircraft Transport Mode versus the 2020 and 2050 ATS</b>	
<b>09:20</b>	<b>SAT Vision and Roadmap - A new transport mode in Future ATS</b>	<b>M. Amato (CIRA)</b> <b>A. de Graaff (AD Cuenta)</b>
<b>10:00</b>	<b>Demand of SAT Mode</b>	<b>I. Laplace (M3 Systems)</b>
<b>10:30</b>	<b>Business Case with operational Characteristics</b>	<b>R. Curran (TUD)</b>
<b>11:00</b>	<b>Coffee Break (11:00 – 11:10)</b>	
<b>11:10</b>	<b>Future aircraft concepts (Business, GA and Small Transport Aircraft)</b>	<b>A. Cozzolino (Piaggio Aero)</b>
	<b>Enabling Conditions</b>	
<b>11:30</b>	<b>Enabling Conditions for Operations : booking system, airports</b>	<b>S. Ghijs (Fly Aeolus)</b>
<b>11:50</b>	<b>Enabling Conditions for Operations: pilot availability, SES, level of automations</b>	<b>C. Le Tallec (ONERA)</b>
<b>12:10</b>	<b>Regulatory Difficulties and Emerging Needs for Regulations</b>	<b>J. Duda (Evector)</b>

<b>12:30</b>	<b>Lunch (12:30 – 13:15)</b>	
	<b>Parallel Sessions with two Working Groups</b>	
<b>13:15</b>	<b>Workshops Approach and Working Group Creation</b>	<b>M. Amato (CIRA)</b> <b>A. de Graaff (AD Cuenta)</b>
	<b>Parallel Sessions WG – 1</b>	
<b>13:30</b>	<ul style="list-style-type: none"> <li>❖ <b>Target Products &amp; Technologies</b> <ul style="list-style-type: none"> <li>○ Piston engine A/C - 9 seats or fewer – MTOW up to 5670 kg,</li> <li>○ Turboprop A/C - 19 seats or less - MTOW 8618 kg</li> <li>○ Jet A/C - 11 seats or less – MTOW up to 7600 kg</li> </ul> </li> <li>❖ <b>HLO for Product Technologies</b></li> <li>❖ <b>Enabling Conditions for Product Technologies</b> <ul style="list-style-type: none"> <li>○ R&amp;TD infrastructures</li> <li>○ Certification, Standards and Rules</li> <li>○ Industrial Master Plan</li> <li>○ Funding</li> </ul> </li> <li>❖ <b>Product Technologies HLO vs Challenges</b></li> </ul>	<b>WG – 1</b> <b>led by</b> <b>A. de Graaff (AD Cuenta)</b> <b>M. Amato (CIRA)</b>
<b>15:30</b>	<b>Coffee Break (15:30 - 15:45)</b>	

<b>Parallel Sessions WG – 2</b>		
<b>13:30</b>	<ul style="list-style-type: none"> <li>❖ <b>Target Operation, System Concepts and Technologies</b> <ul style="list-style-type: none"> <li>○ Booking system</li> <li>○ Fleet Management</li> <li>○ ATM and SES</li> <li>○ Airports</li> <li>○ Automation level for SAT and operation modes</li> </ul> </li> <li>❖ <b>HLO for Operation Technologies</b></li> <li>❖ <b>Enabling Conditions for Operations Technologies</b> <ul style="list-style-type: none"> <li>○ Pilot Training</li> <li>○ Insertion in SES</li> <li>○ Certification, Standards and Rules</li> <li>○ R&amp;TD funding</li> </ul> </li> <li>❖ <b>Operation Technologies HLO vs Challenges</b></li> </ul>	<p><b>WG – 2</b>  <b>led by</b>  <b>T. Henley (THL)</b>  <b>S. Ghijs (Fly Aeolus)</b></p>
<b>15:30</b>	<b>Coffee Break (15:30 - 15:45)</b>	



	<b>Preliminary Results Collection</b>		
<b>15:45</b>	<b>Product Technologies and Enabling Conditions Product Technologies HLO vs Challenges</b>		<b>WG-1 Leader A. de Graaff (AD Cuenta)</b>
<b>16:00</b>	<b>Operation Technologies - Enabling Conditions Operation Technologies HLO vs Challenges</b>		<b>WG-2 Leader T. Henley (THL)</b>
	<b>Panel Discussion on Small Aircraft Transport (SAT) mode</b>		
<b>16:15</b>	<b>EC ACARE SESAR Community</b>	<b>Operators National authority EGAMA</b>	<b>Moderated by K. Piwek (IoA)</b>
	<b>Next Steps towards SAT Common Vision and SAT Roadmap</b>		
<b>16:45</b>	<b>Next Steps</b>		<b>A. de Graaff (AD Cuenta)</b>
<b>17:00</b>	<b>End of the WORKSHOP</b>		

# Location & logistics

**Regione Campania – Brussels Office**  
**Avenue De Cortenbergh 60,**  
**Tel. +32 2 7379180**

