Future Aircraft Power Systems Integration Challenges

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Future Aircraft Power Systems Integration

Future Aircraft Power Systems- Integration Challenges
Future Aircraft Power Systems- Integration Challenges Kamiar J Karimi, PhD Senior Technical Fellow The Boeing Company The statements contained herein are based on good faith assumptions and provided for general information purposes only These statements do not constitute an offer, promise, warranty or guarantee of performance Actual results

Power and Thermal Management for Future Aircraft
1 13ATC-0280 Power and Thermal Management for Future Aircraft Evgeni Ganev and Mike Koerner Honeywell International, Aerospace Engineering & Technology, Torrance, CA

Power systems and requirements for integration of smart ...
Power systems and requirements for integration of smart structures into aircraft Allen J Lockyer a, Christopher A Martin a, Doug K Lindner b, and Peter S Walia a a Northrop Grumman Corporation, One Hornet Way, MS 9L11/W2, El Segundo, CA 90245 b Virginia Polytechnic Institute and State University, 340 Whittemore, Blacksburg, VA 24061 ABSTRACT

SAFRAN AND AVIATION'S ELECTRIC FUTURE
integration within the aircraft, for both civil and military platforms, as well as space vehicles Safran is now capitalizing on its unrivaled holistic vision to build foundations for the future of aircraft energy systems It identifies, develops and tests state-of-the-art technologies, …

MULTI-DISCIPLINARY DESIGN AND FEASIBILITY STUDY OF ...
distributed propulsion for future aircraft concepts In this context, distributed propulsion is achieved by utilization of multiple or a single (large) fan The distributed integration of the propulsion system leads to strong coupling between airframe aerodynamics and motive power performance, which

is addressed with

Next Generation Integrated Power Systems (NGIPS) for the ...

Next Generation Integrated Power Systems (NGIPS) for the Future Fleet IEEE Electric Ship Technologies Symposium Baltimore, MD April 21, 2009 CAPT Norbert Doerry Technical Director, Surface Ship Design and Systems Engineering Naval Sea Systems Command Norbertdoerry@navymil

AEROSPACE ELECTRIFICATION: ACCELERATING THE OPPORTUNITY

Electrification of aircraft propulsion systems through all electric and hybrid configurations means that power systems are scaling up from the currently achieved supply capabilities for secondary on-board equipment and networks of 100kW using 115VAC and 270VDC, to the more ambitious primary propulsion power networks of greater than

Visions of the Future: Hybrid Electric Aircraft Propulsion

power for aircraft propulsion – Could be all or partially electric propulsion – Other aircraft development programs use the terms “More electric” or “All electric” as the use of electric power for secondary systems on aircraft such as control surfaces and wing de-icing • ...

Improving the Safety of Current and Future Aircraft ...

Improving the Safety of Current and Future Aircraft Through Integrated Health Monitoring April 12, 2007 Richard W Ross Associate Principal Investigator, Airframe Health

Integration design requirements for Navy’s future systems ...

Integration design requirements for Navy’s future systems and ships Distinguished Guests, Friends and Partners from industry, fellow Service personnel and Defence colleagues, ladies and gentlemen I have been asked to speak briefly about the integration requirements of our future platforms and systems Navy’s perspective of an ADF requirement

A Review of Distributed Electric Propulsion Concepts for ...

electrical systems and power architectures has provided new enabling technologies for future DEP concepts, which provide flexible operational capabilities far beyond those of current systems While a number of integration challenges exist, DEP is a disruptive concept that can lead to unprecedented improvements in future aircraft designs

The Future of the NAS - Federal Aviation Administration

Concepts not deemed feasible or beneficial are no longer reflected in the Future of the NAS What continues to be reflected is the dynamic nature of the NAS We must accommodate new entrants such as unmanned aircraft and commercial space vehicles, as well as address evolving challenges such as cybersecurity and NAS sustainment and resiliency

UNMANNED AIRCRAFT SYSTEMS FUTURES SEMINAR

As the integration of unmanned aircraft systems for legitimate commercial purposes moves forward in both global and domestic airspace, reports of UAS encounters across multiple critical infrastructure sectors challen ge the ability to characterize benign, suspicions or malicious intent While most ...

Fuel Cell APU’s in Commercial Aircraft – an Assessment of ...

possible concepts and integration into the aircraft favor the one or the other According to dedicated fuel cell concepts, simulations have been modeled to obtain results which form the basis for a general assessment of compatibility with major aircraft systems in more electrical aircraft architectures Additionally, integration concepts have been investigated to determine potentials for an

Consideration of Fuel Cells for Future Airplanes

power generation / utilization motor types induction cooling mag bearings controllers power distribution / system integration voltage type high voltages, frequency emi switched reluctance starter / demonstrations electric actuation signal controls photonic commercial aircraft more …

Unmanned Aircraft Systems Present & Future Capabilities

Unmanned Aircraft Systems Present & Future Capabilities Mj G Blli H This briefing is classified M a jor G enera l Bl a ir H ansen 23 October 2009 UNCLASSIFIED Overview Why Unmanned Aircraft SystemsWhy Unmanned Aircraft Systems Evolution of Capabilities Growing Demand Emerging Missions Challenges Vision 2 Why Unmanned Aircraft Systems?Why Unmanned Aircraft Systems? …

Eco-Friendly: The Boeing 787

- The 787 is referred to as a More Electric Aircraft2 - More Electric Aircraft - an aircraft designed to replace most traditional systems in an aircraft with electrical subsystems, excluding propulsion2 Karimi, Kamiar J, PhD Future Aircraft Power Systems- Integration Challenges Seattle, Wa: …

NASA Hybrid Electric Aircraft Propulsion

04102017 · emissions of biggest aircraft segment • Key Technologies – Aircraft System Analysis –modeling, analysis compared to key metrics – Engine technologies –>1 MW power extraction from turbofan – Propulsion/Airframe Integration –benefit of tail cone thruster (takeoff to 08 Mach) – Power –>1 MW efficient, high specific power

The Future of Vertical Flight: How Do We Get There?

Weapons Integration RAH-66, CH-53K Airspeed >170 kts Efficient Engines Advanced Blade Design Fly-By-Wire Flight Controls Composite Structures Improved Survivability Limited Open Systems Architecture (OSA) UH -60, AH 64, CH 47 Airspeed >150 kts Increase Engine Power Composite Rotor Blades Augmented Flight Controls Improved Avionics Reduced IR

Remotely Piloted Aircraft system (RPAS) Concept of …

REMOTELY PILOTED AIRCRAFT SYSTEM (RPAS) CONCEPT OF OPERATIONS (CONOPS) FOR INTERNATIONAL IFR OPERATIONS Disclaimer This document is an unedited version of an ICAO publication and has not yet been