Our Invitation Had These Requests

1. Views on real-time monitoring

2. In-flight streaming of FDR data

3. Related activities and studies

4. Requirements identified

5. Challenges and obstacles

6. Need for standards

7. Next steps and outlook

Views On Real-Time Monitoring

- Customers have requested since 2005

- Commercially implemented since 2006

- Real-time FOQA reporting

- Not an additional cost

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In-flight Streaming of FDR Data

- All the time for every aircraft is impractical

- Triggered is the only logical solution

- BEA study of FDR data proved triggers are viable and practical

- Current customers using real-time triggered streaming

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Related Activities and Studies

- BEA working groups

- Industry groups

- FAA

- Transport Canada

Requirements Identified

- Alerting

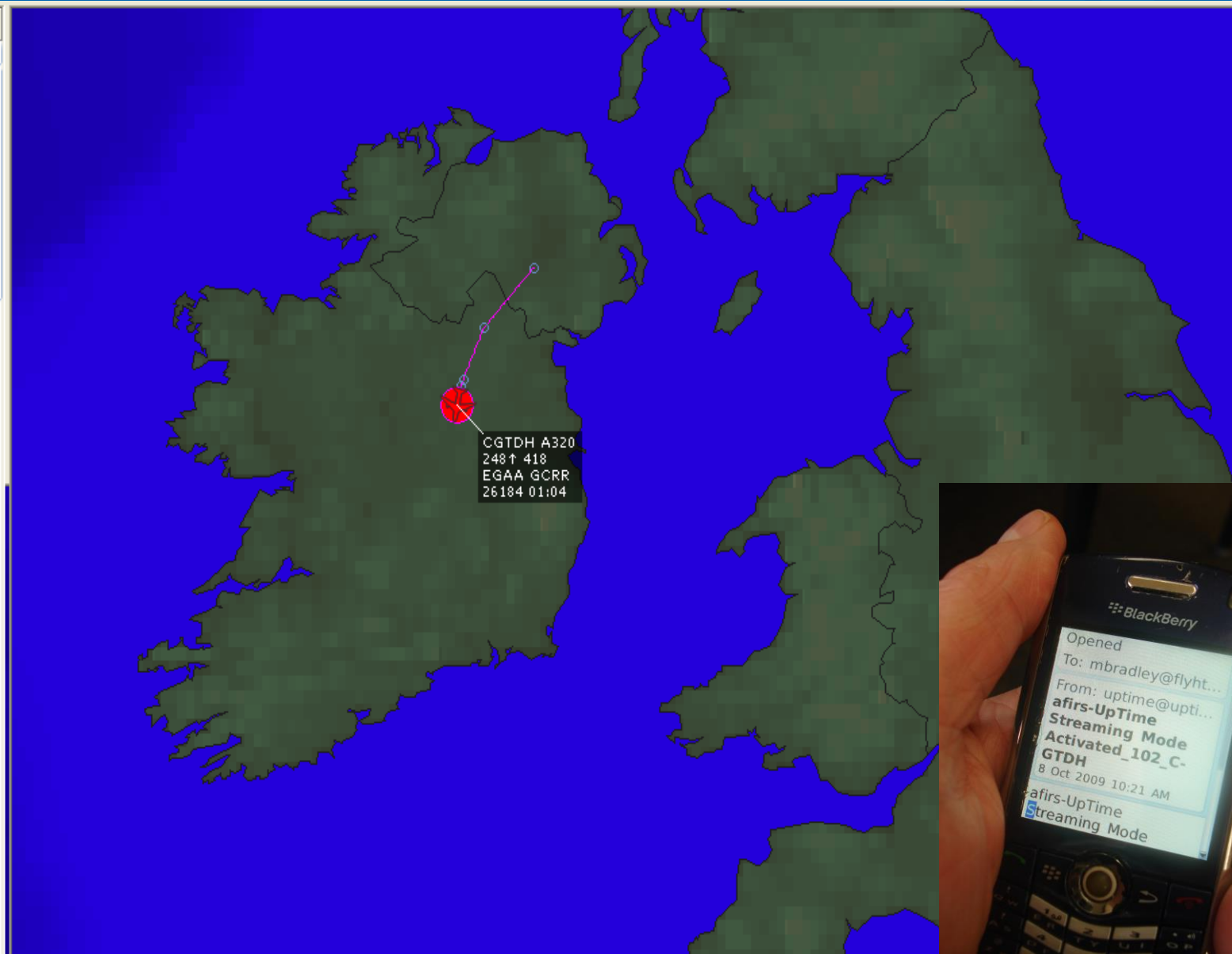- Streaming

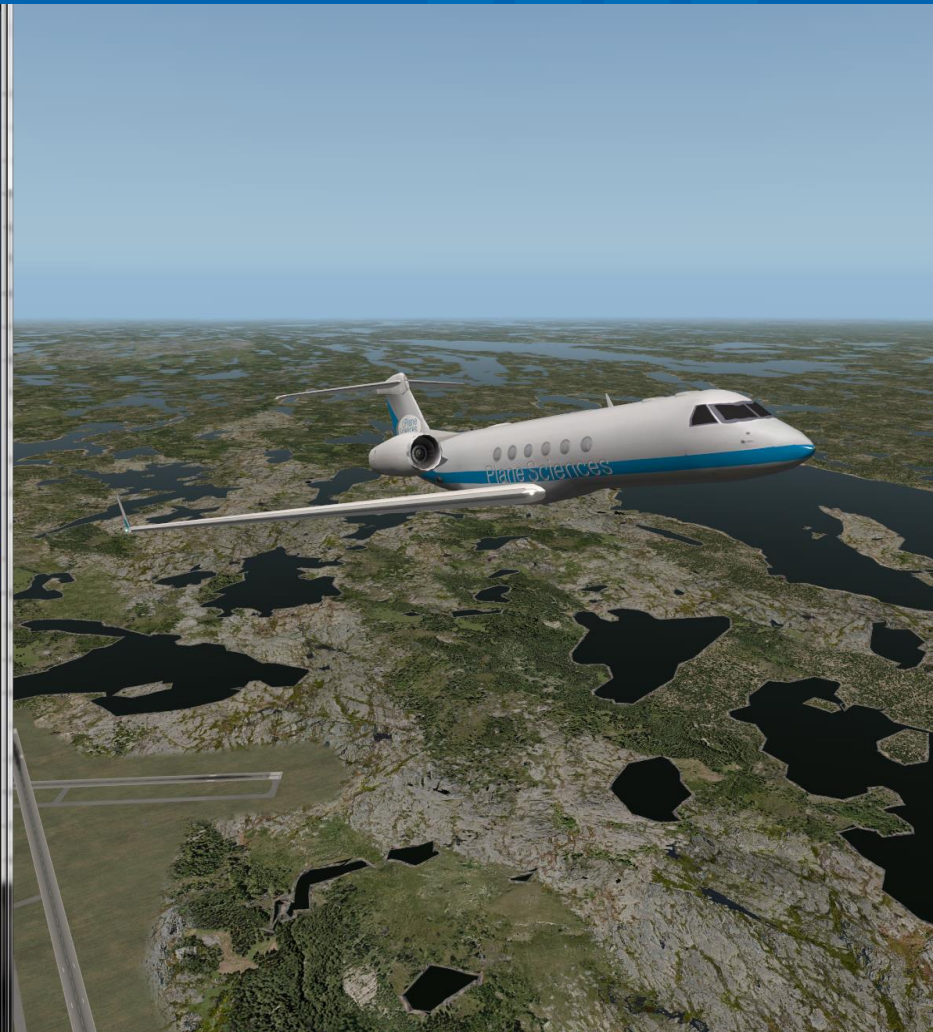- Analysis

This Is Tracking

This is Alerting

Streaming

- Automated triggers

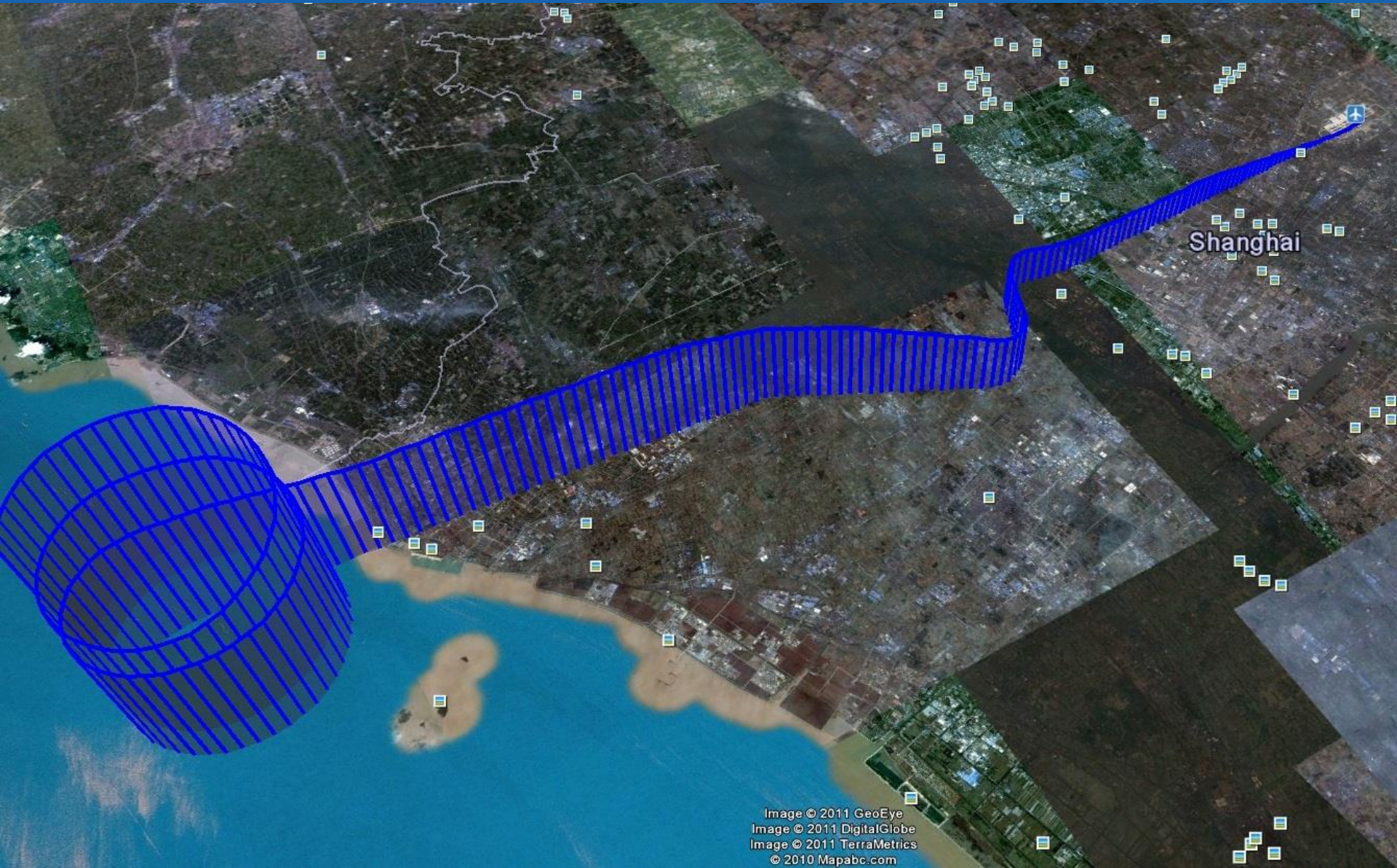 - BEA algorithms

  - User defined

  - Industry mandated

- Iridium provides true global coverage

- ARINC 717 data (FDR)

- Quarantine procedures

- Cost effective

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Analysis – Are We Still Flying

Where Is It

Challenges and Obstacles

- Industry consensus

- Perceived cost

- Data security

- Perceived bandwidth issues

- Speed that industry adopts change

Need for Standards

- Agreed and supported

- Can evolve after implementation

- Not a reason to delay implementation

Next Steps and Outlook

- Industry must do something

- Analysis done – time for action

AFIRS Airworthiness Approvals

Aircraft Type/Series	FLYHT Airworthiness Approvals				
	TCCA (Canada)	FAA	EASA	CAAC (China)	ECAA (Egypt)
Airbus A319-A320-A321 [ACJ319- ACJ320-ACJ321]	220(A), 228(A)	220(A)	220(A)	220(A), 228(IP)	220(A)
Airbus A330-200/300	220(P)				
ATR 42 / 72	228(A)		228(A)		
Bombardier CRJ-100/200/440 [CRJ-100SE]	220(A)	220(A)	220(A)		
Bombardier CRJ-700/900 [Challenger 870/890]	228(A)			228(A)	
Boeing 737-200/300/400/500	220(A), 228(IP)	220(A)	220(A)	220(A)	
Boeing 737-700/800 [BBJ1/BBJ2]	220(A), 228(A)	220(A), 228(IP)	220(A)	220(A), 228(IP)	
Boeing 747-200	228(A)				
Boeing 757-200	220(A)	220(A)	220(A)	220(A)	
Boeing 767-200/300	220(A), 228(A)	220(A), 228(IP)	220(A)	220(A)	
Boeing 777-200/300	228(A)	228(A)			
DeHavilland DHC-7	220(A)				
DeHavilland DHC-8-100/200/300	220(A)	220(A)	220(A)		
DeHavilland DHC-8-400	220(A)				
Embraer EMB 135/145 [Legacy 600]		220(A)			
Fokker F.28 Mk0100	220(A)				
Hawker 750/800XP/850XP/900XP	220(A), 228(A)	220(A), 228(IP)	220(A), 228(A)		
McDonnell Douglas DC-10-10/30/30F	220(A)	220(A)			
McDonnell Douglas MD-83	228(P)				

220(A) = Active AFIRS 220   220(P) = Provisioned AFIRS 220 with Activation Approval Pending

228(A) = Active AFIRS 228   228(P) = Provisioned AFIRS 228 with Activation Approval Pending

IP = In Progress – Design 80% (min.) Complete or Submitted to Foreign Authority for Validation

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