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1. A1.01: Aviation External Hazard Sensor Technologies

Release Date: 11-14-2013Open Date: 11-14-2013Due Date: 01-29-2014Close Date: 01-29-2014

Lead Center:LaRCParticipating Center(s):DFRC,GRC NASA is concerned with the prevention of encounters with hazardous in-flight conditions and the mitigation of their effects when they do occur. Hazardous flight conditions of particular interest are: wake vortices, clear-air turbulence, in-flight icing, lightning, and low visibility. NASA is interested in new and innovative methods for detection, i ...

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2. A1.02: Inflight Icing Hazard Mitigation Technology

Release Date: 11-14-2013Open Date: 11-14-2013Due Date: 01-29-2014Close Date: 01-29-2014

Lead Center:GRCNASA is concerned with the prevention of encounters with hazardous in-flight conditions and the mitigation of their effects when they do occur. Under this subtopic, proposals are invited that explore new and dramatically improved research tools and technologies related to inflight airframe and engine icing hazards for manned and unmanned vehicles. Technologies of interest should add ...

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3. A1.03: Real-Time Safety Assurance under Unanticipated and Hazardous

Conditions

Release Date: 11-14-2013Open Date: 11-14-2013Due Date: 01-29-2014Close Date: 01-29-2014

Lead Center:LaRCAssuring safety of flight under uncertain, unanticipated, and multiple hazards is a core requirement for aircraft loss of control prevention and for safety-assured autonomous aircraft operations. Sources of hazards include adverse onboard conditions (e.g., system failures, vehicle impairment or damage), external disturbances (e.g., turbulence, inclement weather, wake vortices), and ...

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4. A1.04: Prognostics and Decision Making

Release Date: 11-14-2013Open Date: 11-14-2013Due Date: 01-29-2014Close Date: 01-29-2014

Lead Center:ARCParticipating Center(s):ARCResearch should be conducted to demonstrate technical feasibility during Phase I and to show a path toward a Phase II technology demonstration. Proposals are solicited that address aspects of the following areas: Remaining Useful Life (RUL) prediction techniques that address a set of fault modes for a device or component, for example by modeling the phy ...

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5. A1.05: Identification of Sequences of Atypical Occurrences in Massive Heterogeneous Datasets Representing the Operation of a System of Systems

Release Date: 11-14-2013Open Date: 11-14-2013Due Date: 01-29-2014Close Date: 01-29-2014

Lead Center:ARCThe fulfillment of the SSAT project's goal requires the ability to transform vast amounts of data produced by aircraft and associated systems and people into actionable knowledge that will aid in detection, causal analysis, and prediction at levels ranging from the aircraft-level, to the fleet-level, and ultimately to the level of the national airspace. For this topic, we are especi ...

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6. A2.01: Unmanned Aircraft Systems (UAS) Integration in the National Airspace System (NAS) Research

Release Date: 11-14-2013Open Date: 11-14-2013Due Date: 01-29-2014Close Date: 01-29-2014

Lead Center:AFRCParticipating Center(s):LaRC,GRC,ARC The following subtopic is in support of the Unmanned Aircraft Systems (UAS) Integration in the National Airspace System (NAS) Project under the Integrated Systems Research Program (ISRP). There is an increasing need to fly UAS in the NAS to perform missions of vital importance to National Security and Defense, Emergency Management, Science, an ...

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7. A2: Unmanned Aircraft Systems

Release Date: 11-14-2013Open Date: 11-14-2013Due Date: 01-29-2014Close Date: 01-29-2014

The Integrated Systems Research Program (ISRP) conducts research at an integrated system-level on promising concepts and technologies and explores, assesses and/or demonstrates their benefits in a relevant environment. The integrated system-level research in this program will be coordinated with on-going long-term, foundational research within the Aeronautics Research Mission Directorate s other ...

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8. A3.01: Structural Efficiency-Aeroservoelasticity

Release Date: 11-14-2013Open Date: 11-14-2013Due Date: 01-29-2014Close Date: 01-29-2014

Lead Center:LaRCParticipating Center(s):AFRC The technical discipline of aeroelasticity is a critical ingredient necessary in the design process of a flight vehicle for ensuring freedom from catastrophic aeroelastic and aeroservoelastic instabilities. This discipline requires a thorough understanding of the complex interactions between a flexible structure and the unsteady aerodynamic forces acti ...

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9. A3.02: Quiet Performance

Release Date: 11-14-2013Open Date: 11-14-2013Due Date: 01-29-2014Close Date: 01-29-2014

Lead Center:GRCParticipating Center(s):LaRC To reduce noise emissions from aircraft, tools and technologies are needed to design aircraft that are both efficient and low-noise. In support of several Aeronautics Research Mission Directorate projects, developments/ improvements in noise reduction technology, noise prediction tools, and flow & noise diagnostic methods are needed for subsonic and sup ...

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10. A3.03: Low Emissions/Clean Power

Release Date: 11-14-2013Open Date: 11-14-2013Due Date: 01-29-2014Close Date: 01-29-2014

Lead Center:GRCParticipating Center(s):LaRC Achieving low emissions and finding new pathways to cleaner power are critical for the development of future air vehicles. Vehicles for subsonic and supersonic flight regimes will be required to operate on a variety of certified aircraft fuels and emit extremely low amounts of gaseous and particulate emissions to satisfy increasingly stringent emissions ...

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