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Previously distinct defense, commercial air transport, space systems and automotive worlds have been changed forever by technology and worldwide competition. Increasingly sophisticated consumers demand more value, entertainment systems and more connectivity. Electronic systems today account for more than fifty percent of the development costs on both defense and commercial aircraft (nearly twice the cost of structures!), as well as significant and growing portions of automotive design. Inefficiencies in the airspace system annually waste millions of dollars, driving initiatives for better air traffic management (CNS/ATM). Similar highway capacity and safety issues underscore the Department of Transportation’s funding of the Intelligent Transportation System (ITS). At the same time, military organizations are taking major steps to lower costs and increase total battlefield system coordination and interoperability. The common aspect of these ‘megatrends’ is electronically based systems with increased functionality and revenues, and decreasing costs. Driving these improvements are common sensors, such as GPS, increasing use of common commercial parts (COTS), and systems and software engineering to manage the complexity and assure customer needs are met.

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ABSTRACTS DUE: 1/30/98

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Key Topics to be Addressed by the 17th DASC

CUSTOMER NEEDS and EXPECTATIONS
Customer Business Environment (Airline, Automotive, DoD and Space)
Operational Environment, Infrastructure Constraints and Requirements (Airspace, Defense, Roadways)
Governmental, Regulatory and Legal Issues (Including Transportation and Defense Policies)
Safety & Reliability Requirements
Human Interface (Flight, Cabin, Maintenance Crews and Passengers (Car and Airplane))
World Geopolitical and Competition Trends / Economic Imperatives

MAJOR SYSTEMS and DESIGNS
Traffic Management and Control Systems (Ground: The Intelligent Transportation System (ITS))
(Airspace: Air Traffic Management (CNS/ATM) and Free Flight; Defense System)
Vehicle Management Systems (Flight Management, Car Management)
Control Systems (Engine, Attitude, Braking Control; Drive-By-Wire/Fly-By-Wire, Active Suspension)
(Power and Thermal Control Systems; Electrical/Hydraulic Power, Environment Control)
Passenger Systems (Inflight Entertainment (IFE) and Cabin Management; Automotive)
Safety Systems (TCAS, Weather/Windshear, Ground Collision Avoidance, Flight Recorders; Airbags)
Navigation Systems (Inertial, Radio, Air Data, Satellite (GPS/GLONASS/WAAS))
Information Systems (Maintenance Management, On-Board Databases)

DEVELOPMENT PROCESSES, METHODS, STANDARDS and TOOLS
Systems Engineering (Requirements Analysis, Architecture Definition and System Integration)
Software Engineering (Architectures, Structures, Object Oriented, Languages, Operating Systems)
Hardware Engineering (Design, Components, Packaging, Testability, Manufacturability, Qualification)
Simulation and Analysis Tools and Techniques
Testing Methods and Facilities (Verification and Validation of Systems and Software)
Diagnostics and Fault Detection Methods
Electromagnetic Methods (ElectroMagnetic Interference (EMI), Interference Countermeasures, HIRF)

TECHNOLOGIES: SENSORS, DISPLAYS, COMPUTING, COMMUNICATIONS and NETWORKING
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Networks (Data Buses, Servers, Protocols)

Technical paper and tutorial authors are invited to submit abstracts of 300 words and include a short author(s) biography with mailing and email addresses, telephone and facsimile numbers. Abstracts are due January 30, 1998 and Final papers are due August 1, 1998.

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