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Airframes & Systems, Electrics, Powerplant, and Emergency Equipment (ASEPE) - Aeroplanes, subject 021, covers a broad swathe of information that is examined in one paper. To make this information manageable, the 021 subject is broken down into three volumes; these are Airframes & Systems [which incorporates Emergency Equipment], Electrics, and Powerplant.Airframes & Systems provides a good grounding in the technical aspect of an aircraft's structure and systems, detailing, for examination purposes where required, the regulations that the student has to know and the methods by which these requirements are met. As with other subjects, there will always be areas that the student has studied that are not questioned in the exam. Learning this information is not effort wasted, as the information given within the volume provides the foundation knowledge on which the type rating course can be built.

Human error is cited as a major cause in over 70% of accidents, and it is widely agreed that a better understanding of human capabilities and limitations - both physical and psychological - would help reduce human error and improve flight safety. This book was first published when the UK Civil Aviation Authority introduced an examination in human performance and limitations for all private and professional pilot licences. Now the Joint Aviation Authorities of Europe have published a new syllabus as part of their Joint Aviation Requirements for Flight Crew Licensing. The book has been completely revised and rewritten to take account of the new syllabus. The coverage of basic aviation psychology has been greatly expanded, and the section on aviation physiology now includes topics on the high altitude environment and on health maintenance. Throughout, the text avoids excessive jargon and technical language. "There is no doubt that this book provides an excellent basic understanding of the human body, its limitations, the psychological processes and how they interact with the aviation environment. I am currently studying for my ATPL Ground Exams and I found this book to be an invaluable aid. It is equally useful for those studying for the PPL and for all pilots who would like to be reminded of their physiological and psychological limitations." —General Aviation, June 2002

Covers topics such as low visibility operations, transoceanic and polar flight, aerodrome operating minima, and more.

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The constant growth in aviation requires the introduction of new technologies, in order to meet the demand for increasing capacity. Especially the airport often represents the limiting factor. Poor visibility conditions and an insufficiently equipped ground infrastructure, regarding navigation facilities, can lead to restrictions in maintaining the prevailing traffic flow – especially during the approaches. The conventional instrument landing system consists of numerous technical components, which are causing expenses regarding maintenance and operation. Smaller airports are often only partially or not at all equipped with the appropriate ground facilities. This can bring air traffic to a total halt during certain visibility conditions. New satellite-based approach procedures offer the possibility to keep up air traffic even during poor visibility conditions, regardless of the ground infrastructure required in the past. These also offer now a barometric guidance or an augmented satellite signal for the vertical flight guidance component. With the use of these approach procedures there is however the possibility of new faults and errors of the vertical flight guidance signal. In a system based on electromagnetic radio waves a fault is angular, meaning if the airplane gets nearer to the transmitter on ground the absolute possible failure of the target approach path gets smaller. In a satellite based approach, on the other hand, it is constant during the whole approach. The result can be a great deviation from the target approach path even just before reaching the runway threshold. Often only after reaching the decision height and the herewith connected visual contact to corresponding ground features, these faults can be recognized during poor visibility conditions close to the minima of a precision approach flight. The larger the absolute error to the target approach path, the more crucial it gets to initiate a missed approach procedure and therefore preventing a drop out of the relevant obstacle clearance limit. Research has shown that through the currently present visual characteristics of the approach lighting system the actual position cannot be determined sufficiently regarding the runway threshold and the target approach path in order to estimate the decision height correctly. The here presented "Advanced Approach Light System" is supposed to be an additional visual aid in order to support the cockpit crew in its decisions. Therefore it should amount to improve the awareness of the situation regarding constant vertical faults. The new navigation lighting system has been integrated into a flight simulator and was tested by licensed airline pilots within two test series with varying visibility conditions and decision heights. Next to basic functionality operational usability in existing procedures of practical routines in the cockpit has been evaluated. The results of the test series have demonstrated a significant improvement in identifying vertical faults with the support of the "Advanced Approach Light System". The decision to initiate a missed approach was made immediate and prompt and therefore the airplane stayed within the obstacle clearance limit even in a low decision height. In contrast, the trial participants without the new system took reluctant and often far too late decisions, which lead to a drop out of the obstacle clearance limit. The "Advanced Approach Lighting System" has significantly improved the situation awareness for pilots in command in recognizing vertical faults when reaching the decision height. The integration in existing work routines and its operative use happened flawlessly and was highly accepted by the trial participants. Das stetige Wachstum in der Luftfahrt erfordert die Einführung neuer Technologien, um der Nachfrage nach steigender Kapazität gerecht zu werden. Insbesondere das System Flughafen stellt hierbei oftmals den limitierenden Faktor dar. Schlechte Sichtbedingungen und die unzureichende bodenseitige Ausrüstung mit Navigationseinrichtungen können für Einschränkungen in der Aufrechterhaltung des bestehenden Verkehrsflusses sorgen – insbesondere bei Landeanflügen. Das konventionelle

Instrumentenlandesystem besteht aus einer Vielzahl an technischer Komponenten, die hohen Aufwand hinsichtlich Wartung und Betrieb verursachen. Kleine Flughäfen sind oft nur teilweise oder gar nicht mit den entsprechenden Bodenkomponenten ausgerüstet, so dass der Flugbetrieb bei bestimmten Sichtbedingungen vollständig eingestellt werden muss. Neue satellitengestützte Anflugverfahren bieten die Möglichkeit, den Flugbetrieb auch bei schlechten Sichtbedingungen aufrechtzuerhalten, unabhängig von der bisher notwendigen Bodeninfrastruktur. Diese bieten mittlerweile ebenso eine auf der barometrischen Höhenmessung oder einem aufgewerteten Satellitensignal basierende vertikale Flugführungskomponente. Allerdings besteht mit der Verwendung entsprechender Anflugverfahren auch eine neue mögliche Fehlercharakteristik des vertikalen Flugführungssignals. Ist ein Fehler beim auf elektromagnetischen Funkwellen basierenden Instrumentenlandesystem winkelförmig – d.h. je näher sich das Luftfahrzeug dem Sender am Boden nähert, umso kleiner wird die absolute Ablage zum Sollanflugweg – ist dieser bei satellitengestützten Anflügen konstant über den gesamten Endanflug. Eine große Abweichung vom Sollanflugweg auch kurz vor Erreichen der Landebahnschwelle kann die Folge sein. Bei schlechten Sichtbedingungen nahe den Minima eines Präzisionsanfluges kann der Fehler oft erst bei Erreichen der Entscheidungshöhe und dem damit verbundenen visuellen Kontakt zu entsprechenden Bodenmerkmalen erkannt werden. Je größer die Ablage zum Sollanflugweg, umso entscheidender ist das unverzügliche Einleiten des Fehlanflugs, um ein Verlassen der entsprechenden Hindernisfreibereiche zu verhindern. Untersuchungen haben gezeigt, dass die aktuell vorhandenen visuellen Merkmale der Anflugbefehrerung nicht ausreichend sein können, die tatsächliche Position bezüglich der Landebahnschwelle und des Sollanflugweges bei Erreichen der Entscheidungshöhe einzuschätzen. Das hier vorgestellte Advanced Approach Light System soll die Cockpitbesatzung als zusätzliches visuelles Merkmal bei der Entscheidung unterstützen und so zur Verbesserung des Situationsbewusstseins hinsichtlich konstanter vertikaler Fehler beitragen. Das neue Befehrerungssystem wurde in einen Flugsimulator integriert und innerhalb zweier Versuchsreihen mit unterschiedlichen Sichtbedingungen und Entscheidungshöhen von lizenzierten Verkehrspiloten getestet. Dabei sollte neben der grundsätzlichen Funktionalität auch die operative Einsetzbarkeit in den bestehenden Ablauf der Handlungsrountinen im Cockpit untersucht werden. Die Ergebnisse der Versuchsreihen haben eine erhebliche Verbesserung im Erkennen vertikaler Fehler mit Hilfe des Advanced Approach Light System aufgezeigt. Die Entscheidung zum Einleiten des Fehlanflugs erfolgte direkt und unverzüglich, wodurch das Luftfahrzeug auch bei sehr niedriger Entscheidungshöhe noch innerhalb des Hindernisfreibereiches blieb. Im Gegensatz dazu wurde bei den Versuchsteilnehmern, denen nicht das neue System zur Verfügung stand, die Entscheidung eher zögerlich und oftmals viel zu spät getroffen, was zu einem Verlassen des Hindernisfreibereiches führte. Das Situationsbewusstsein der Luftfahrzeugführer zum Erkennen vertikaler Fehler beim Erreichen der Entscheidungshöhe wurde durch das Advanced Approach Light System wesentlich erhöht. Die Integration in bestehende Arbeitsrountinen und der operative Einsatz erfolgten bei hoher Akzeptanz problemlos durch die Versuchsteilnehmer.

This revised edition of Dictionary of Aviation by David Crocker contains over 5,000 terms used by air traffic controllers, pilots, cabin crew, maintenance crews, ground staff and other airline personnel. Designed for those specialising in aviation and related industries, including trainee pilots, maintenance engineers and other professionals, this dictionary has all the words you need.

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