



A/C-74 — Energy monitoring system during approach and landing to avoid runway excursion for any kind of contamination on runway surface

Aircraft total energy management from final approach to touch down followed by total energy monitoring and brake capability monitoring during the roll to avoid runway excursion. Maximum brake capability is assessed based on the runway surface condition selected by the Flight Crew (using Global Reporting Format). The system triggers alerts to Flight Crew in case of runway excursion risk detected.

Category SYSTEM

Stakeholder Airspace User

Civil

- Civil Scheduled Aviation
- Civil Business Aviation-Fixed Wing
- Civil General Aviation

Military

- Military Transport

V3 End 31-12-2020

V4 Start 31-12-2022

V5 Start 31-12-2024

V4 End 31-12-2024

V5 End 31-12-2024

Airspace User: 31-12-2024

Civil

Civil Scheduled Aviation: 31-12-2024

Civil Business Aviation-Fixed Wing: 31-12-2024

Civil General Aviation: 31-12-2024

Military

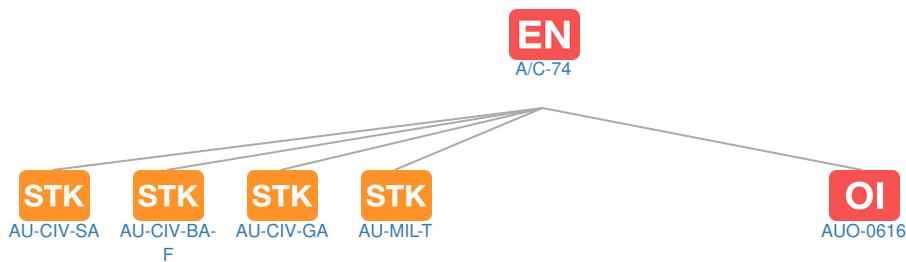
Military Transport: 31-12-2025

IOC 31-12-2024

FOC 31-12-2030

Context

Related Elements



OI Operational Improvement Steps

Code	Benefits start date (IOC) - Full benefit date (FOC)																																			
	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40										
A/C-74							▲			V4	IOC - FOC																									
→ AUO-0616																																				

EN Dependent Enablers: No associated data

PCP PCP Elements: No associated data

STK Stakeholders

Code	Title	Related Elements
AU	Airspace User	EN
AU-CIV-BA-F	Civil Business Aviation-Fixed Wing	EN
AU-CIV-GA	Civil General Aviation	EN
AU-CIV-SA	Civil Scheduled Aviation	EN 
AU-MIL-T	Military Transport	EN 

 Standards: No associated data

OBJ Implementation Objectives: No associated data

Stakeholder Lines of Action (SLoAs): No associated data

PJ SESAR Workpackages: No associated data