Website Deliverable 6.2-5

Responsible Partner: Deep Blue Srl

Contributors: BAES, THAV, DASS, ALAE, EADS, DASP, AWUK

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Executive summary

This document is part of the deliverable 6.2-5, ALICIA public website (www.alicia-project.eu).

This document presents the ALICIA website design process and solutions, the architecture of information and texts and the changes entailed by the revision process before the release. It will be updated during the project in accordance with the required modifications and additions.
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1 WEBSITE DESCRIPTION

The setting up of the ALICIA website was concluded in March 2010, by DeepBlue S.r.l. The website URL is: www.alicia-project.eu.

The website provides information on the project, its scope, the structure of the consortium, the special experts’ board set up in the project. While progressing it will provide public information about the status and the achievements as well as the public events organized within the project. Moreover, it provides the links to other relevant projects websites and contact information as well as the reference to the website of each partner.

This has been designed in order to be an easy to use website, clear sections and texts, a simple layout and a minimalist graphical template.

ALICIA website is designed on a CMS (Content Management System) technical platform. This allows an easy management of the contents and the sections of the website: the CMS is an extendible platform, allowing the addition of future functionalities and tools. Moreover, it helps a technically reliable website, in terms of data security, available bandwidth, etc.

1.1 Description of the objectives

The website has been designed for an external audience interested in gathering information and news about the project. However, the technological platform used to build the website, allows the creation of reserved and protected sections, in which the access profiles can be defined and differentiated.

The website aims to support communication from the project consortium to the external world to publicize relevant information about the project, workpackages activities and progresses, company data.

The Information provided by the website is made up of three main category of material:

- General information about the project: Provide information about the project and the consortium (project overview, partners involved, contacts information, etc). This section is mostly static and won’t probably change along the project.
- Events and News: This is a dynamic section providing information about project events (KOM, workshops, etc). It will be regularly updated when the consortium needs to communicate events and news to the external audience.
- Download section: It provides all the public documents (deliverables, videos, presentations, brochures, leaflets, etc) available for download.

1.2 Definition of the target audience

The website information architecture aims to reach an audience as wide as possible, including:

- The research community
- Other industrial and commercial organisations
• Other EC integrated projects and the European Commission
• The general public

In its first release (at month 6 of the project), the website will only provide public information. However, specific sections dedicated to the internal audience (the consortium) can be designed and added in the future. For supporting and stimulating communication between partners and EEAG, restricted areas, blogs, forums, etc can be easily implemented to the technological platform used.
2 FIRST PROTOTYPE

2.1 Design

Given the objectives and the audience defined, the design process brought in parallel three strands: contents management, graphical layout and technical implementation. An iterative approach was followed in order to continuously test the solutions proposed and refine the concept toward the final version (Figure 1).

One of the first steps of the design process consisted in exploring several websites, in particular other European projects websites, domain websites and institutional websites, in order to gather insights about: the current state of the art (technologies used, design solutions adopted, etc.); the type of language, layouts, colours used; Type of features provided (forms, blogs, restricted access areas, etc.); positioning on search engines results.

This was used to feed the definition of the information architecture, the graphic style and the technical functionalities needed.

2.2 Technical implementation

From a technical point of view, in order to make possible the development of a secure, reliable and dynamic website, a professional hosting service providing a database service (MySQL) and backup features was chosen.

The Content Manager System (CMS) was selected because it represents an easy to manage platform, open to future modifications and add-ons. A CMS provide an easy to use interface for directly modify structure, contents and images, a powerful tool for managing different type of users (editors, administrators, etc.) and the automatic management of dynamic contents. Among the CMSs available off the shelf, we selected the one considered the most reliable, supported from a documentation point of view and constantly evolving, Joomla (www.joomla.org) (Figure 2).
Figure 2: Joomla’s control panel

In order to improve the ALICIA website positioning on the major search engine (such as Google, Bing!, Yahoo, etc.) Search Engine Optimization (SEO) functionalities were enabled. This functionality increases the possibility of being correctly identified and proposed to users by search engines. A fundamental function is the “Search Engine Friendly URLs” that optimize for search engine the address (URLs) of each page of a website: it automatically changes the complex address generated by the CMS into a simple and related-to-page-content one; for example in the following image the address of the same page without and with SEO functionalities activated is shown in Figure 3.

![Figure 3: Example of the "Search Engine Friendly URLs" function optimization](http://www.alicia-project.eu/CMS/index.php?option=com_content&view=category&layout=blog&id=306&Itemid=53)

In order to monitor the website usage and accesses an analysis tool is used, Google Analytics. It provides any kinds of information about the website: visitors, traffic sources, most viewed contents, etc. It is a helpful means to identify possible problems, to increase its efficiency, to evaluate the website impact and effectiveness (Figure 4).
2.2.1 Content management

The Design of the contents organization and the website structure were based on the data collected during the requirements analysis. The contents to be provided on the website were chosen and consequently the information architecture was created (Figure 5).

Figure 5: Website information architecture

2.2.2 Graphical Layout

The Design of a graphical template was based on the content organization and the requirements collected. Several templates were developed by a graphical designer, discussed internally in order to select the most suitable for ALICIA’s website coordinated image.
The layout defined includes the structure, as well as the graphical elements of the page: font type and size, colours, links colour, interaction models and wireframes of the web pages, images and colours (Figure 6).

Figure 6: Website template development from wireframe to first draft

Once the template was ready it has been filled in with contents approved by the PMC.

2.3 Contents

The website was filled with contents (texts and partners' company logos) approved by PMC (see Annex A).

2.3.1 News

The "News" section of the website will be periodically updated with information about events, public materials availability (new videos, presentations, documents, etc), project progresses and website upgrades.

2.3.2 News subscription

News, new downloads availability and other relevant information will be periodically sent to “ALICIA news” subscribers e-mails. A registration form on the website (Figure 7) allows any visitor to subscribe to ALICIA news.

Figure 7: Website module for subscription to the news
3 SECOND PROTOTYPE

The first website prototype has been proposed to ALICIA consortium and feedbacks on it have been collected (the complete collection of partners comments is available on sharepoint). A second prototype was realized based on partners’ comments and suggestions.

3.1 Modifications to the first prototype

A second version of the prototype was prepared: the first website prototype has been modified according to the accepted comments provided by partners.

The following main modifications to the first prototype were realized:

- Technical problems fixed
- Format and colours modified
- New images provided
- New features added or improved
  - rss feeds subscription added
  - main menu improved

3.2 Browsers compatibility tests

Before releasing it, the website prototype was tested with different versions of several browsers (Microsoft Internet Explorer, Mozilla Firefox, Opera, Safari) in order to verify the website compatibility with the most common and used browsers. Some of these tests are provided below:
Figure 8: Internet Explorer 7.0

Figure 9: Opera 10
Figure 10: Firefox 0.9

Figure 11: Firefox 3.0.3
Figure 12: Firefox 3.6

Figure 13: Chrome 4.0.249.89
Work Package 3: Technology Selection and Integration

Objective:
Work Package 3 selects and integrates appropriate state-of-the-art technologies identified in Work Package 2, for the common concept architecture. The technologies are selected after assessment of:
- Their capability of meeting the All Conditions Operations requirements identified in Work Package 2.
- The results of the rapid prototyping, concept generation and integration guidelines developed in Work Package 2 for the dissipation of a core control and interface.

Outcome:
The selected technologies are integrated in Work Package 5. Technology sub-systems receive the first level of integration in Work Package 4 in preparation for the second integration step undertaken in Work Package 3. The phased integration approach reduces the integration risks and ensures that the technologies will interface with the relevant level applications which meet the platform requirements.

Figure 14: Chrome 5.0

Figure 15: Safari 4.0.3

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Work Package 3: Technology Selection and Integration

Objectives

Work Package 3 selects and integrates appropriate state-of-the-art technologies identified in Work Package 1 for the common cockpit display architecture. The technologies are selected after assessment of:

- the possibility of transfer from the ALICIA cockpit; transfer requirements are defined in Work Package 2;
- the results of the interoperability, concept generation and integration guidelines developed in Work Package 2 for the delivering of a forward cockpit interface.

Where necessary, further development, enhancement and technology adaptation is undertaken.

Outcomes

The selected technologies are implemented in Work Package 5. Technology interfaces require the integration of technologies may occur in Work Package 5. This process ensures that developed technologies are integrated and ensure that the technologies will interface with the system-level applications on the respective platform and environment.

Figure 16: Opera 8.54

Figure 17: Safari 3.2.1
4 FUTURE IMPROVEMENTS

A second release of the website is already foreseen, it might include:

- Expanding the Workprogramme section, including the description of second level work packages.

- Provide a registration form for the public dissemination events.

- Provide any modifications and additions that will be needed in the future, such as blogs, forums, photo slideshows, videos, etc (Figure 18).

Figure 18: Dashboard for new features and functionalities

The website is maintained by Deep Blue and feed with information gathered from partners. In particular the website will be constantly updated with:

- News: every news relevant for the target audience will be published. News will regard project progresses and upcoming events

- Downloads: public documents (such as deliverables, videos, presentations, etc) will be available for download.
5 RESPONSIBILITIES AND CONTRIBUTIONS

Deep Blue is responsible of designing, realizing, maintaining and updating the website. However all partners are involved in the design process and once the website will be online, all partners will be asked for providing feedback, information, documents, news, or any other material they consider useful to disseminate ALICIA progresses and results through the website.
6 MAINTENANCE
The website will be maintained by Deep Blue. The maintenance activity consists of:

- Periodic Backup of the website (monthly)
- Periodic check of the external links provided on the ALICIA website (monthly)
- Renewing of the domain name and hosting services (yearly)
- Traffic check (accesses, traffic sources, etc) for guarantee security (monthly)
### SUMMARY TABLE

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8 ANNEX A: WEBSITE CONTENTS

This section aims to present the contents for the first release of the ALICIA public website (www.alicia-project.eu).

8.1 WEBSITE STRUCTURE

All ALICIA website contents are reachable through three menus in all the website pages:

- Main menu (left)
- Top menu (top-right)
- Footer (bottom)

8.1.1 Main menu

The main menu is positioned on the left side of the page. It includes the following fields:

1) first level field
   a) second level field

The menu is composed as shown in the following:

1) Home
2) Project Overview
   a) State of the art
   b) Objectives
   c) Overall Concept
   d) Expected outcomes/Impact
3) Work Program
   a) Work Package 0
   b) Work Package 1
   c) Work Package 2
   d) Work Package 3
   e) Work Package 4
   f) Work Package 5
   g) Work Package 6
4) Consortium
   a) Industry
   b) Research Centres
   c) SMEs
   d) Universities
5) External Experts
6) Events
7) News
8.2 PAGE CONTENTS DESCRIPTION

In the following sections the contents for all ALICIA website pages are provided. Each paragraph corresponds to a web page; e.g. Paragraph “3.2 Project Overview” presents the contents provided in the Project Overview page on the website.

8.2.1 Home Page

In the homepage the following contents are provided:

- a brief summary of ALICIA mission

**All Condition Operations and Innovative Cockpit Infrastructure**

ALICIA is a research and development project funded by European Commission under the Seventh Framework Programme. ALICIA aims at developing new and scalable cockpit applications which can extend operations of aircraft in degraded conditions: All Conditions Operations.

ALICIA addresses the ACARE objective of increasing time efficiency within the future air transport system. A key objective is to deliver extensible applications that can be applied to many aircraft types. This entails a new cockpit infrastructure capable of delivering enhanced situation awareness to the crew whilst simultaneously reducing crew workload and improving overall aircraft safety.

Image link to the project overall concept image and to the project overview section.

In the box on the upper right a link to a "subscribe to the news" function is provided.

In the box on the right the latest news and the highlights regarding the project are presented.
8.2.2 Project Overview

ALICIA directly addresses the Vision 2020 goal of improved time efficiency in the air transportation system by developing new cockpit systems that can enable significantly more aircraft movements than is possible today. The aim within ALICIA is to develop new systems which will permit aircraft to operate in almost all weather conditions and to fly closer together at lower risk, whilst simultaneously driving down air transport delays.

Project Vision

ALICIA couples the latest thinking in air traffic management (SESAR) with new cockpit concepts capable of providing improved mission performance whilst also enhancing situation awareness...

Key project concepts
The ALICIA programme provides an opportunity for many key stakeholders in Europe to work together towards a new approach to cockpit design...

Objectives

Development of an All Condition Operations (ACO) capability to reduce weather-related delays by 20% and of a new cockpit architecture facilitating the introduction of new technologies and applications...

Expected outcomes

ALICIA aims to provide the critical building blocks necessary to reduce delays in Europe associated with poor weather by at least 20%.

8.2.2.1 Project Vision

ALICIA couples the latest thinking in air traffic management (SESAR) with new cockpit concepts capable of providing improved mission performance whilst also enhancing situation awareness. Thus, the two key areas of technological advance are:

1. All Condition Operations (ACO) system capable of delivering robust worldwide operations capability, allowing aircraft to use airports with less capable ground based approach aids, in a wider range of degraded flight conditions.

2. A new cockpit architecture facilitating the introduction of new cockpit technologies and applications capable of driving down crew workload whilst enhancing safety and improving crew situational awareness.

The rationale for the new cockpit architecture is borne of the certainty that within the next decade the cockpit design will be stressed by the introduction of a series of new concepts such as ACO and those being developed within the SESAR programme.

The ALICIA overall concept is illustrated in the following image:
8.2.2.2 Objectives

The two overarching objectives of ALICIA are:

Development of an All Condition Operations (ACO) capability to reduce weather-related delays by 20%.

- Delivering a robust worldwide operations capability, allowing aircraft to use airports with less capable ground based approach aids, in a wider range of degraded flight conditions.

- Delivering more autonomous aircraft operation, including anticipation and avoidance of weather disturbances and other possible perturbations in-flight or on the ground.

- Delivering improved punctuality while simultaneously enhancing safety.
Development of a new cockpit architecture facilitating the introduction of new technologies and applications.

- Delivering a competitive, scalable core cockpit architecture applicable to all aircraft types.
- Delivering seamless integration of innovative avionics technologies and new applications such as All Condition Operations to respond to the new challenges of aircraft operation.
- Delivering the architecture to enable the next step towards single crew operation.

8.2.2.3 Key Project Concepts

The ALICIA programme provides an opportunity for many key stakeholders in Europe to work together towards a new approach to cockpit design.

The application focus within the project is All Condition Operations because the technology integration implicit in the implementation of this system will challenge the cockpit design.

However, All Condition Operations is just one element of a diverse range of new systems that will arrive in the next generation cockpit and the cockpit architecture must be flexible enough to support this.

Accordingly, within ALICIA, new core concepts applicable to all new flight-decks will be defined that facilitate the efficient introduction of a broad and expanding range of operational requirements, whilst achieving the lowest through life cost.

The utility and scalability of the new concepts will be demonstrated using simulation / synthetic environments and bench testing to illustrate the feasibility of highly integrated on board functions performing:

- Strategic surveillance of the aircraft environment
- Enhanced navigation
- Robust worldwide operations in demanding flight conditions

8.2.2.4 Expected outcomes

Low visibility in the critical phases of the flight near and on the ground is one of the most disruptive factors in European aviation today.

It has been estimated that 16800 airline flights were cancelled in 2007 in Europe due to low visibility conditions, and in some major airports almost 50% of arrival delays are due to low cloud and poor visibility.

ALICIA aims to provide the critical building blocks necessary to reduce delays in Europe associated with poor weather by at least 20%. This will provide very significant economic advantages as well as welcome benefits to the European traveller.
ALICIA also aims to make advances in the design of next generation cockpits using an approach that embraces the principles of increased standardisation and commonality across multiple aircraft types. This will contribute to an increase in re-use of European technology creating further competitive advantage whilst reducing time to market.

Some of the key innovations that will be pursued within ALICIA include:

- Robust management of flight phases near and on the ground
- Enhanced vision system and synthetic imagery
- Holistic approach to HMI design and integration
- Integration with the future airspace infrastructure
- Enhanced use of synthetic environments to support concept validation and product certification
- Novel display, control and audio concepts, e.g. head mounted displays, direct voice input, audio environment including 3D audio, large area/high resolution displays
- Improved sensor technologies supporting all environment capabilities
- High integrity architectures and databases
- Enhanced navigation techniques

8.2.3 Work Programme

The ALICIA project is developed using key aspects of a formal system engineering process, designed to efficiently manage large scale, complex system integration tasks. The project has been divided into 6 technical work packages (Work Package 1 to Work Package 6). An additional work package (Work Package 0) covers all of the project management activities. The technical work packages follow the key system engineering phases of:

WP1: Operational Requirements

Work Package 1 aims to define a complete set of requirements for use as a reference point throughout the project. These key requirements are consolidated and used to define the technologies and applications needed to deliver efficient operations in adverse weather conditions, both in flight and during taxiing.

WP2: New Architecture Concept

Within this work package, a new design concept for the flight deck is produced. This new concept must support the integration of challenging new applications and is designed to exploit opportunities for common approaches in HMI philosophy and interface design across all aircraft types.

WP 3: Technology Selection and Integration
Work Package 3 selects and integrates appropriate state of the art technologies identified in Work Package 1 for the common cockpit concept architecture. Where necessary, further development, enhancement and technology adaptation is undertaken.

**WP4: Application Design and Implementation**

Work Package 4 integrates the technologies developed in Work Package 3 into cockpit applications capable of “reducing weather related delays by 20%” as set out in the objectives of the project. The development of the applications builds upon the suitable technologies developed in Work Package Work Package 3.

**WP5: Simulation, Evaluation and Assessment**

Work Package 5 aims at integrating the technologies developed in Work Package 3 and the applications developed in Work Package 4 into platform and application specific test beds to evaluate and assess the Common Cockpit concept and the All Condition Operations capability.

**WP6: Standardisation & Certification, Dissemination and Exploitation**

Work Package 6 disseminates the scope, status and consolidated results to a wide audience and gathers stakeholder feedback, which will be particularly important in achieving stakeholder buy-in to the improved certification approach.

**WP0: Programme Management**

Work Package 0 takes care of general project management and coordination. Project Management principles are applied to ensure effective co-ordination of the work, together with the use of appropriate methods to monitor progress and manage risks.

**8.2.3.1 Work Package 0: Programme Management**

**Work Package leader:** WestlandHelicopters

**Objectives**

Work Package 0 takes care of general project management and coordination.

**Outcomes:**

Project Management principles are applied to ensure effective co-ordination of the work, together with the use of appropriate methods to monitor progress and manage risks.

**Work Package 0 includes:**

- Meetings: All non technical meetings, e.g. management meetings, Work Package reviews, Project Management Committee reviews and Project Steering Committee reviews.
- Contractual and financial management: Monitoring of project costs, issuing regular cost statements, collecting required cost audit certificates, dispatching
Commission payments to the partners and dealing with legal and contractual issues.

- Management of knowledge: Activities that manage the legal protection of project results, IPR and exploitation agreements.
- Technical coordination: Co-ordination of the scientific and technical work done by work package leaders and non technical activities associated with the production of the project deliverables.

8.2.3.2 Work Package 1: Operational Requirements

Work Package Leader: Alenia Aeronautica

Objectives:

Work Package 1 aims to define a complete set of requirements for use as a reference point throughout the project. These key requirements are consolidated and used to define the technologies and applications needed to deliver efficient operations in adverse weather conditions, both in flight and during taxing.

The requirements must acknowledge legacy issues, emerging technologies and future applications. A common requirement set spanning the needs of large commercial aircraft, regional aircraft, business jets and rotorcraft is being investigated.

Outcomes:

- The set of current and envisaged future requirements for new applications taking into account individual platform needs, linked to the operational requirements. This provides the reference basis for the rest of the programme.

- Candidate case studies and a set of preliminary requirements to allow verification of the common cockpit concept and application development being performed in Work Package 5.

Duration:

Other work packages relationships:

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Contribution (input) that WP1 receives from other WPS, and the contribution (output) that it provide to other WPs

8.2.3.3 Work Package 2: New Architecture Concept

Work Package Leader: Westland Helicopters

Objectives:

Within this work package, a new design concept for the flight deck is produced. This new concept must support the integration of challenging new applications and is designed to exploit opportunities for common approaches in HMI philosophy and interface design across all aircraft types.

Outcomes:

The resulting high-level specification for a generic cockpit is used as the basis for the cockpits developed for the rotorcraft and fixed-wing test-beds as described in Work Package 5.

Duration:

- WP2 New Architecture Concept
  - 2018
  - 2019

Other work packages relationships:

8.2.3.4 Work Package 3: Technology Selection and Integration

Work Package Leader: Diehl Aerospace

Objectives:

Work Package 3 selects and integrates appropriate state of the art technologies identified in Work Package 1 for the common cockpit concept architecture. The technologies are selected after assessments of:

- their capability of meeting the All Condition Operations requirements identified in Work Package 2
- the results of the rapid prototyping, concept generation and integration guidelines developed in Work Package 2 for the delivering of a crew centred cockpit interface.
• Where necessary, further development, enhancement and technology adaptation is undertaken

Outcomes:

The selected technologies are integrated in Work Package 5. Technology subsystems receive the first level of integration in Work Package 3 in preparation for the second integration step undertaken in Work Package 4. This phased integration approach reduces the integration risks and ensure that the technologies will interface with the system level applications which meet the platform level requirements.

Duration:

Other work packages relationships:

8.2.3.5 Work Package 4: Application Design and Implementation

Work Package Leader: BAE Systems

Objectives:

Work Package 4 integrates the technologies developed in Work Package 3 into cockpit applications capable of “reducing weather related delays by 20%” as set out in the objectives of the project. The development of the applications builds upon the suitable technologies developed in Work Package 3.

Outcomes:

Work Package 4 develops the functional part of the applications, and then integrates them with the required technologies. Work Package 4 also delivers the detailed HMI required to integrate the applications into the flight deck environment, providing increased platform capability whilst reducing peak pilot workload. The resulting application development will be integrated into the simulation environment provided in Work Package 5 where final verification, validation and assessment may be undertaken.

Duration:
8.2.3.6 Work Package 5: Simulation, Evaluation and Assessment

Work Package Leader: Thales

Objectives:

Work Package 5 aims at integrating the technologies developed in Work Package 3 and the applications developed in Work Package 4 into platform and application specific test beds to evaluate and assess the Common Cockpit concept and the All Condition Operations capability.

Outcomes:

The sub-systems developed in Work Package 3 and Work Package 4 are evaluated using specific test beds within three different strands:

- A rotorcraft test bed, to evaluate the overall concept in a rotorcraft environment
- A fixed wing test bed, to evaluate the overall concept in a fixed wing environment
- Stand-alone test beds for the navigation systems that need live real-time environment inputs

Duration:

Other work packages relationships:
8.2.4 Work Package 6: Standardisation & Certification, Dissemination and Exploitation

Work Package Leader: DeepBlue

Objectives:

Work Package 6:

- Co-ordinates the work of the ALICIA project with the relevant standards working groups and certification authorities.

- Organising dissemination activities to reach internal (the Consortium) and external stakeholders using a variety of communication means.

- Develops an exploitation plan to ensure that exploitation of the ALICIA results is undertaken across as broad an application base as possible.

Outcomes:

Work Package 6:

- Works to establish new and common standards starting from ALICIA’s outcomes.

- Engages with certification authorities on the novel use of validation and verification methods to reduce time (and cost) for design and certification.

- Disseminates the project scope, status and results to a wide audience of interested parties through several means such as Presentation Events, this web-site, dedicated workshops, questionnaires, forum, participation in conferences and use of dissemination media (such as brochures, leaflets, posters and educational events). The dissemination activities are also enhanced through the operation of an EEAG (External Experts Advisory Group).

- Routes from product development to market are identified in an exploitation plan in order to maximise the opportunity for key results from the ALICIA programme to be utilized within a five year time frame.

Duration:

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8.2.5 Consortium

The ALICIA consortium was formed using a highly structured selection process which enabled partners to be selected according to innovation, technical experience and value. Although collaboration on common tasks, each member of the ALICIA consortium brings a unique knowledge or skill set to the consortium.

Industry

19 Industries are participating to ALICIA Project.

SMEs

11 Small and Medium Enterprises are participating to ALICIA Project.

Research Centres

7 Research Centres are participating to ALICIA Project.

Universities

5 Universities are participating to ALICIA Project.

8.2.5.1 Industry

AgustaWestland

Thales Avionics
CAE UK

Wytwornia Sprzętu Komunikacyjnego 'PZL-Swidnik' Spółka Akcyjna

PZL-ŚWIDNIK S.A.

BAE Systems

GE Aviation Systems

Agusta S.p.A.

EADS Innovation Works

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8.2.5.2 Research Centres
Deutsches Zentrum für Luft- und Raumfahrt e.V.

ONERA

Nationaal Lucht- en Ruimtevaartlaboratorium

Central Aerohydrodynamic Institute

Météo-France

CIRA – Italian Aerospace Research Center

Ingeniería de Sistemas para la Defensa de España
8.2.5.3 SMEs

Intuilab

USE2ACES

GTD SISTEMAS DE INFORMACIÓN

Deep Blue

DBS Systems Engineering
8.2.5.4 Universities

Technische Universitaet Braunschweig

The University of Malta

University of Bologna

University of Dublin, Trinity College

8.2.6 External Expert

The External Expert Advisory Group (EEAG) stems from the need to involve end user representatives from the early stages and during the life of the project to deliver operational and practical feedback to ALICIA’s Work Packages. This aims at ensuring that the developed systems will meet the stakeholders’ expectations and constraints.
Experts coming from

- Airlines,
- Helicopter & Aircraft operators,
- Crewmembers,
- Airworthiness & Operational authorities,
- Representatives of Air Navigation Service Providers.

Experts contribution

This group is made up of people who are not part of the ALICIA consortium, but who commit to contribute to ALICIA through their relevant expertise during different stages of the project.

Early start phase:
- Operational and practical inputs from experts’ daily experience
- Perceived “total operational system” incompatibilities & deficiencies

Development phase:
- Periodic reviews on the design approaches taken and the interim results
- Generating feedback from experts’ operational perspectives on the systems being developed by the team

Integration phase and final evaluations:
- Involvement in planned evaluations of technologies, applications and complete subsystems

At all stages experts are involved to advice on the best way to go towards marketable and certifiable products and systems.

Activities of the EEAG

- Support and discuss work package specific tasks and key issues through meetings, questionnaires, interviews...
- Participation in dedicated workshops organised to collect feedback on the project status and discuss open or new issues.

The EEAG is co-ordinated by USE2ACES.

8.2.7 Events

This page will provide information about public events, including registration forms.

8.2.8 News

This page will present latest news about ALICIA project, like kick off meetings, events, etc.

8.2.9 Download
This page will provide an archive of public material (presentations, publications, public documents, videos, etc).

8.2.10 Links

Related Project

1  FLYSAFE
2  HILAS
3  CLEAN SKY
4  SCARLETT
5  SESAR
6  EMMA2
7  ODICIS
8  DAPHNE
9  VISION
10 ANASTASIA
11 CREDOS
12 PEGASE
13 CAATSII
14 SUPER HIGHWAY
15 OPTIMAL
16 SAFAR

Organizations

1  Seventh Framework Programme
2  EUROCONTROL
3  EASA
4  ACARE
5  ACI Europe
6  Civil Aviation Authority (UK)
7  Federal Aviation Administration (USA)

8.2.11 Contacts

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**8.2.12 Credits**

**Editorial Office / Persons-in-charge of the Internet Pages**

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email: stefano.bonelli (at) dblue.it

**8.2.13 Sitemap**

*This page presents a complete map of ALICIA website pages.*

**8.2.14 Legal Conditions**

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**Framework Programme 7 - Logo**

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8.2.15 Website Info

ALICIA website best viewed with:

Browser:

- Internet Explorer 7.0 or higher
- Mozilla Firefox 2.0 or higher

Resolution:

1024x768 or higher

Plugins:

- Adobe Flash 9 or higher (download)
- Adobe Acrobat Reader (download)

8.2.16 Search

This field allows visitors to search specific keywords within ALICIA website pages (if there will be protected sections they won’t be displayed in the list of results unless the user is logged into the system).