

ISO/IEC TR 22560:2017-10 (E)

Information technology - Sensor networks - Guidelines for design in the aeronautics industry: Active Air-flow Control

Contents	Page
FOREWORD.....	5
INTRODUCTION.....	6
1 Scope.....	7
2 Normative references	7
3 Terms and definitions	7
4 Symbols (and abbreviated terms)	9
5 Motivations for active air-flow control (AFC).....	11
5.1 Skin drag	11
5.2 Approaches for Aircraft Skin Drag Reduction	12
6 Objectives	13
6.1 General.....	13
6.2 Fuel efficiency	13
6.3 Hybrid dense wired-wireless sensor and actuator networks.....	13
6.4 Standardized and service oriented wireless sensor architecture.....	13
6.5 Re/auto/self- configuration	13
6.6 Communication protocols and scalability.....	13
6.7 Smart actuation profiles and policies.....	14
6.8 High rate sensor measurement, synchronous operation and data compression	14
6.9 Troubleshooting and fail safe operation	14
6.10 Enabling of wireless communication technologies in aeronautics industry	14
6.11 Integration of wireless technologies with the internal aeronautical communication systems	14
6.12 Design of bidirectional wireless transmission protocols for relaying of aeronautical bus communication traffic	14
6.13 Matching of criticality levels of aeronautics industry	14
6.14 Internetworking and protocol translation between wireless and wireline aeronautical networks	14
7 System description	15
7.1 Overview of system operation	15
7.2 Patch design	16
7.3 Internal aeronautics network	17
8 Micro-sensors and actuators.....	18
8.1 Micro-sensors	18
8.2 Actuators	19
9 High level architecture for aeronautical WSANs.....	21
9.1 Bubble concept.....	21
9.2 Layered model.....	21
9.3 Mapping to ISO/IEC 29182 Sensor Networks Reference Architecture (SNRA).....	23

10	Requirements for AFC design	28
10.1	Sensing and actuation	28
10.1.1	BL position detection and space-time resolution	28
10.1.2	Efficient flow control actuation	28
10.1.3	Patch intra and inter-communication	29
10.1.4	Patch sensor data pre-processing, fusion, management and storage	29
10.1.5	Patch configuration, redundancy, and organization	29
10.1.6	Sensors synchronicity	30
10.1.7	Low power sensor-actuator (patch) consumption	30
10.1.8	Patch data rate and traffic constraints.....	30
10.1.9	Patch low complexity	30
10.2	Sensor Network Communications.....	31
10.2.1	Interference	31
10.2.2	Wireless range and connectivity	31
10.3	Aeronautical Network and On-Board Systems.....	31
10.3.1	Full-duplex communications.....	31
10.3.2	Compatibility with avionics internal network (ARINC 664)	31
10.3.3	AFC interface	32
10.3.4	GS interface	32
11	Testing platform and prototype development	32
12	Scalability.....	33
Annex A (informative)	System level simulation	36
A.1	Architecture of the simulator and module description	36
A.1.1	Fluid modelling domain.....	36
A.1.2	Sensor and actuators configuration: patches	36
A.1.3	Wing design, aircraft configuration, and propagation modelling.....	36
A.1.4	Radio resource management	37
A.2	Simulation metrics	38
A.2.1	AFC metrics.....	38
A.2.2	WSN metrics.....	39
Annex B (informative)	Turbulent flow modeling.....	40
	Bibliography.....	44
	Figure 1 – Drag breakdown in commercial aircraft	11
	Figure 2 – Boundary layer (BL) transition exemplified with a wing profile	12
	Figure 3 – Operation mode of the AFC system.....	15
	Figure 4 – Architecture of the AFC system.....	16
	Figure 5 – Array(s) of patches of sensors/actuators	17
	Figure 6 – Interaction with internal avionics networks	18
	Figure 7 – Flow control actuators classified by function [22].....	20
	Figure 8 – Flow control actuators: a) SJA; b) Fliperon.....	21
	Figure 9 – HLA mapping AFC system.....	22
	Figure 10 – Mapping AFC system to the ISO domain reference architecture view	24
	Figure 11 – Mapping AFC system to the ISO layered reference architecture view	25
	Figure 12 – Mapping AFC system to the ISO sensor node reference architecture	25
	Figure 13 – Mapping AFC system to the ISO physical reference architecture	26

Figure 14 – Prototype implementation AFC system	33
Figure 15 – Data rate vs patch size.....	35
Figure A.1 – Simulator architecture	38
Figure B.1 – Characteristics of turbulent flow with different Reynolds numbers (reproduced from [31])	41
Table 1 – Mapping of AFC system to the HLA layered model	23
Table 2 – Mapping of AFC architecture to ISO architecture entity and functional models.....	27
Table 3 – Mapping of AFC system to ISO architecture interface model	28