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May 21st, 2020 - airbus fctm pg 2 60 11 the purpose of the backup system is to allow control of the aircraft following a total loss of electrics flight control puters elevators or ailerons and spoilers it is designed to allow the crew to safely stabilise the flight path while attempting to recover a control law or restore a lost system s"airbus flight control laws the reconfiguration laws by

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April 26th, 2020 - flight control actuator control system reconfiguration prior art date 2008 10 03 legal status the legal status is an assumption and is not a legal conclusion google has not performed a legal analysis and makes no representation as to the accuracy of the status listed active application number ep09840570 7a other languages german de french'

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'airbus control laws long and technical

May 11th, 2020 - hi all i decided to post this to help clarify some of the misperceptions regarding airbus fly by wire control laws there was a post in the fs2002 forum yesterday by lauchit regarding that now seemingly age old question airbus vs boeing in looking back i responded a bit abruptly to his post

my only intent was to prevent an endless flame war on this subject as it s been beaten to death'

'us8523102b2 method and apparatus for aircraft sensor and

*April 25th, 2020 - a method and apparatus for reconfiguring flight control of an aircraft during a failure while the aircraft is flying the method and apparatus provide a control law that is software implemented and configured to automatically send flight control data to a mixing mapping matrix and a reconfiguration management tool configured to municate with the mixing mapping matrix in order to safely"***airbus flight control laws the reconfiguration laws**

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May 24th, 2020 - our ethics and pliance anisation is part of the legal department under the ultimate responsibility of the airbus general counsel the aim is to provide strong governance throughout the pany with the global presence of qualified pliance officers who ensure the pliance programme is implemented in the different functional and operational areas'

'airbus control laws aviationchief

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May 12th, 2020 - a family of fault tolerant systems electrical flight controls from airbus a320 330 340 to future military transport aircraft d briere c favre and p traverse the aim of this paper is to describe the airbus fly by wire systems from a fault tolerant standpoint the airbus fly by wire basic prin ciples are presented

first'

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'flight control laws direct law description section 7 3 0

*May 27th, 2020 - in direct law flight control inputs are like conventional flight controls no protections are provided in direct law over speed indications stall indications and stall aural warnings are furnished on the pfd the pfd airspeed scale provides v max v ls and v sw the airplane s pitch must be manually trimmed"***pdf airbus flight control laws download full pdf book**

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May 3rd, 2020 - a320 cbt system flight controls 3 normal law and protections skip navigation a320 cbt flight controls 4 reconfiguration laws duration airbus a320 cbt 39 flight control laws duration"electrical flight controls from airbus a320 330 340 to

May 24th, 2020 - 12 electrical flight controls from airbus a320 330 340 to future military transport aircraft 12 4 failure detection and reconfiguration 12 4 1 flight control laws the control laws implemented in the flight control system puters have full authority and must be elaborated as a function of consolidated information provided by at least two'

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May 14th, 2020 - those pre programmed sets of rules in airbus language are the laws there are groups of rules for various stages of flight to allow for unique requirements or more desirable behaviour some laws provide greater protections against undesirable use of the controls whilst others provide fewer protections but need fewer data sources to do their job'

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'flight envelope protection

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'manually switching between flight laws on airbus

May 9th, 2020 - the changes of laws you normally encounter during a normal flight are ground mode direct law to flight mode as soon as the aircraft bees airborne the system blends in the flight mode'

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May 3rd, 2020 - for instance i set 25 degrees bank and the aircraft slowly 3 degrees 10secs over a period of time will gradually roll wings level this is not a true reflection of the real airbus flight control laws as the aircraft should hold 1g in any attitude within it s limits i e you set 10 degrees nose up and 25 degrees angle of bank and the aircraft will hold that attitude until more or less it runs"

a320 flight control laws

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April 9th, 2020 - covered here are the reconfiguration laws that bee effective when normal law can no longer function it is intended to provide additional insight into these flight control laws for the pilots who fly them and for interested aviation enthusiasts while these publications focus on the a330 specifically the

principles for each flight control law generally apply to the other airbus fly by wire'

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