



*SAT-Rdmp Kick-off Meeting*

*Warsaw, 12-13 January 2011*



# Small Air Transport - Roadmap

## Proposed Project Assumptions

Institute of Aviation



- 1. To assess and further develop the role of small-size aircraft in the Air Transport System**
- 2. To improve understanding of commercial role that small aircraft can play**
- 3. To show real opportunity to shift a substantial part of long distance passenger trips by car to Small Air Transportation System (SATS).**

- 1. Identification of glossary for SATS on the basis of Eurocontrol Glossary for Flight Statistic Forecast.**
- 2. Environmental issues already researched in EPATS and STMS  
No further analyses needed.**
- 3. Analysis of SATS connections network will be done using computer simulation.  
Existing simulators for Aero-Taxi network may be used.**

### 4.

- Demand for SATS aircraft estimated on basis of choice of the most beneficial mean of transport,
- Personal car is comparison basis
- Generalised travel cost minimisation is choice criterion.
- Car traffic generated by a region computed on the basis of statistical data,
- Distribution of traffic in interregional connections using gravity method.
- In future, the traffic will be evaluated on the basis of research on mobility using mobile phones tracking method.

**5. Four main SATS operator types are assumed:**

- a. Public
- b. Corporate
- c. Private
- d. Fractional

**Two main business models:**

- ✓ Private and public-private carriers operating under agreement with local government in the framework of centralised IT system;
- ✓ Private air-taxi carriers operating independently, but in the framework of centralised IT and dispatch system.

**6.** Travel cost for each mean of transport for calculations of demand for aircraft determined assuming public operators.

**7.** Without support from government and EC, European industry is can't compete with the americans

**R+D topics for new SATS aircraft shall be proposed in 7<sup>th</sup> and 8<sup>th</sup> FP.**

**8.** Work on central IT system for Intelligent Small Aircraft System system should be done in 7<sup>th</sup> and 8<sup>th</sup> FP.

**9. Development of SATS is constrained by:**

- **achieving reliable knowledge on demand**
- **gaining recognition of decision makers.**

**The following research should also be included in 7<sup>th</sup> and 8<sup>th</sup> FP:**

- **Interregional people mobility research based on mobile phone tracking.**
- **Elaborating travel cost model in public SATS, software, data base and connection to centralised IT system.**
- **Elaborating models and software, customer decision support system for transport service operation.**

**Text of GENERAL ASSUMPTIONS Draft can be found in paper form and on attached CDs that were distributed to you.**

- **The Assumptions need to be agreed. They should be a basis for SAT COMMON VISION.**
- **We are expecting feedback from all of you. Please send your remarks to Project Coordinator.**



**Thank you  
for your attention**

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