Safer and more efficient design of advanced aerospace vehicles requires advancement in current predictive design and analysis tools. The goal of this subtopic is to develop more efficient software tools for predicting and understanding the response of an airframe under the simultaneous influence of structural dynamics, thermal dynamics, steady and unsteady aerodynamics, and the control system. The benefit of this effort will ultimately be an increased understanding of the complex interactions between the vehicle dynamical subsystems with an emphasis towards flight test validation methods for control-oriented applications. Proposals for novel multidisciplinary nonlinear dynamic systems modeling, identification, and simulation for control objectives are encouraged. Control objectives include feasible and realistic boundary layer and laminar flow control, aeroelastic maneuver performance, and load control including smart actuation and active aerostructural concepts, autonomous health monitoring for stability and performance, and drag minimization for high efficiency and range performance. Methodologies should pertain to any of a variety of types of vehicles, such as Unmanned Aerospace Vehicles/Remotely Operated Aircraft (UAV/ROA), and flight regimes ranging from low-speed High-Altitude Long-Endurance (HALE) to hypersonic and access-to-space aerospace vehicles. Proposals should address one or more of the following:

- Accurate prediction with validation of steady and unsteady pressure, stress, and thermal loads;
- Effective multidisciplinary dynamics analysis algorithms with flight-test correlation capability conducive to validation with test data, such as with finite-element aeroveloelastic computations;
- Time-accurate simulation systems from nonlinear multidisciplinary dynamics models with applications toward flight-testing, such as with reduced-order CFD-based methods;
- Novel and efficient schemes for control-oriented identification of nonlinear aeroveloelastic dynamics from test data with provisions for uncertainty estimation and model correlation;
- Online and autonomous model update schemes for loads, aerodynamic, and aeroelastic model identification for stability and performance monitoring and prediction in adaptive control;
- Self-learning control strategies for aerostructural vehicles and development of enhanced real-time controls software and hardware for long-term onboard systems operation;
- Integration of modeling, analysis, simulation, and identification techniques for control objectives in a unified, compatible manner; and
• Innovative high-performance facilities for integrated simulation and graphical interface, or virtual reality systems, for multidisciplinary aerospace systems.