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IART
INTELLIGENT AEROSPACE RADAR TEAM

Feasibility Study of Flight Inspection Aided by UAS-Based Sensing and Calibration

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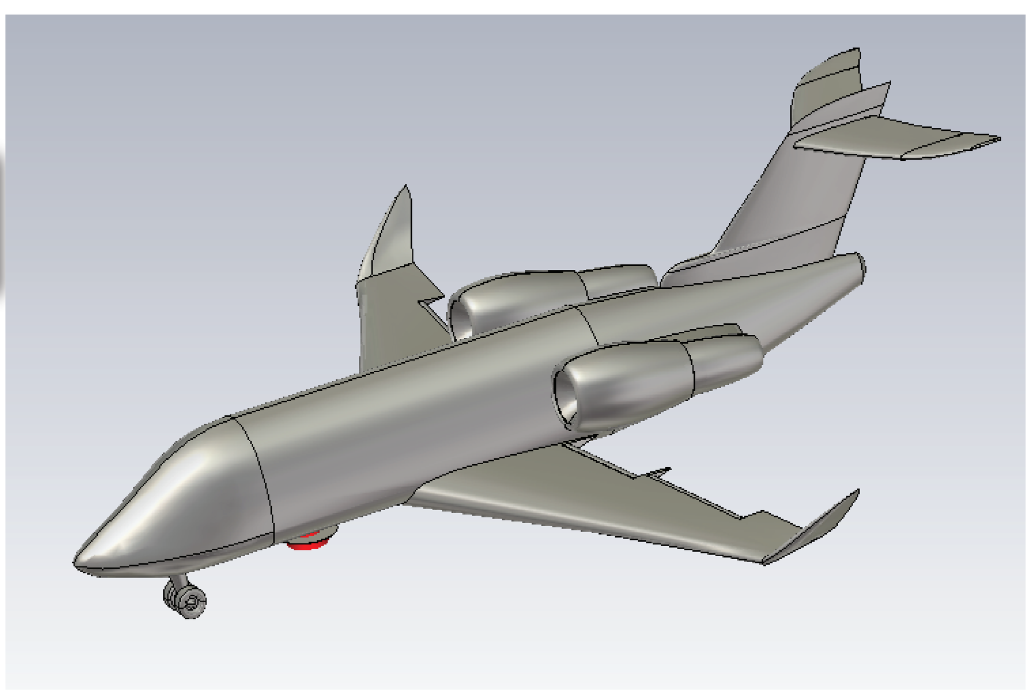
WHAT

Flight Inspection Services (FIS) ensures the integrity of instrument approaches and airway procedures that constitute our National Airspace System (NAS) infrastructure and the Federal Aviation Administration's (FAA's) international commitments. This project is to support the improvements of the FIS data quality and accuracy by providing physical-simulation-based calibration of the existing FIS measurement instrumentations. The innovative technologies used include electromagnetic simulation of the navigation aide antennas on the service aircrafts (King Air and Challenger 605 aircrafts). Improvements to existing calibration software and procedures will not only benefit the flight inspection process, but also potentially improve aviation safety and offer cost saving for labor, equipment and flight hours.

FAA's Flight Inspection Fleet

GOALS

The ultimate goal of this project is to verify the feasibility of achieving the ±3 dB (3dB absolute) measurement uncertainty of signal strength (SS) for all the navigational aid signals through a combination of EM simulation, radio system calibration and signal processing, and more atonomous operations through the usage of **unmanned/autonomous test platforms**. The short-term goal of the current project is developing 3D CEM simulations of the antenna radiation patterns of the antennas mounted on the flight inspection aircrafts (such as King Air and Challenger).



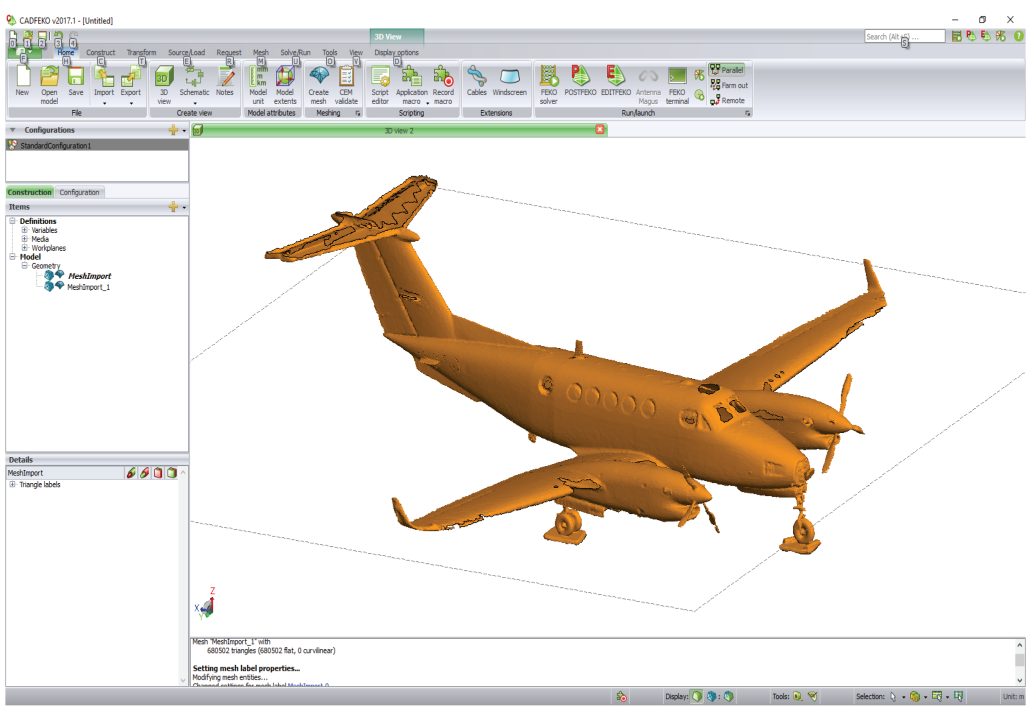
3D aircraft model from manual modeling

HOW

The first step is aircraft modeling. In this step, we use both existing aircraft information and the 3D laser-scanned model as reference, and manually build the 3D aircraft model in SolidWorks. The models for EM simulation does not need to be "perfect" in the sense that many details are not needed. However the models captures the dimensions, shapes and key details that matter the EM simulation and 3D antenna pattern predictions. The models are improved iteratively based on the simulation process.

In the second step, the models are meshed properly in EM simulation environments. For the frequnecy of simulation related to VOR/DME./GS, there are usually millions to even billions of the model elements in the simulations.

Antennas modeling uses an effective and similified "equivalent monopole" approach, which is based on equivalence theory in electromagnetics, and simplified the modeling and need of proprietary information from the antenna vendors.

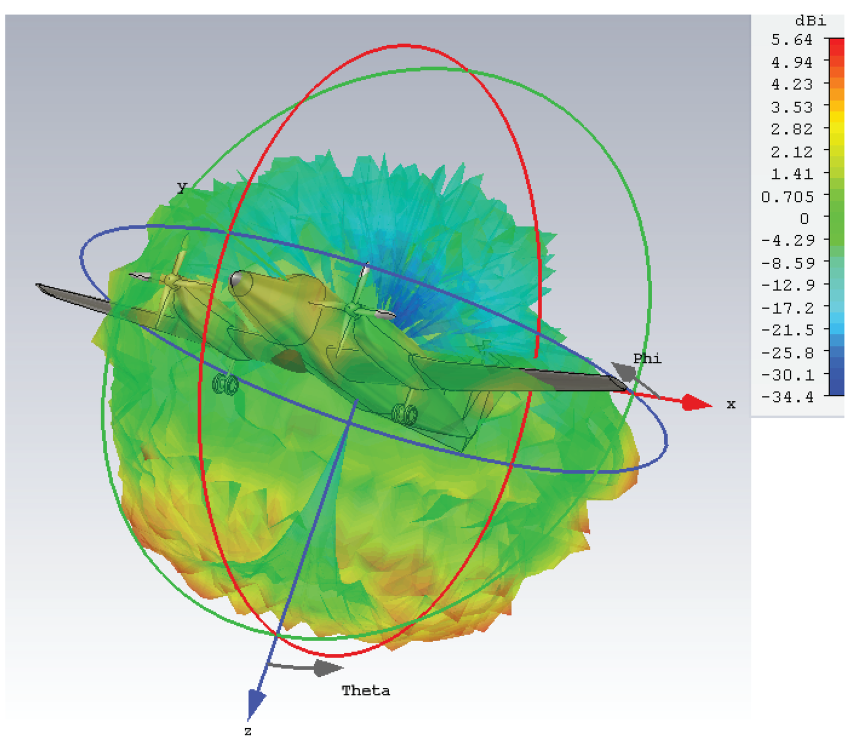


3D aircraft model from laser scanning

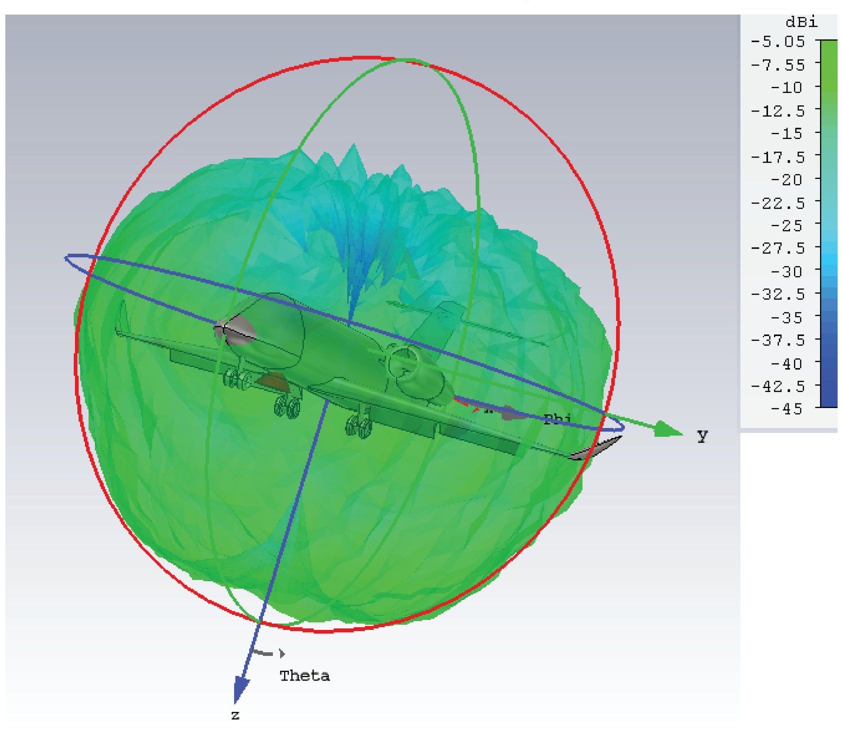
The simulations runs are performed using OU-ARRC's Windows cluster and CST Microwave Studio software. The resulted 3D antenna r adiation patterns at different frequencies will be integrated into the flight inspection software system.

The approach has significant advantages over exising calibration solutions. First, it provides more accurate antenna pattern tables taking the effect of aircraft installation into consideration. Second, it is based on simulations, so the cost of the calibration procedure is redcued.

The following graph shows the "end to end" procedure to generate inspection calibration database based on computational EM simulations. It includes the steps to perform necessary "smoothing" over frequency points and over spatial angles.



Simulated 3D radiation pattern of GS-antenna on King-Air

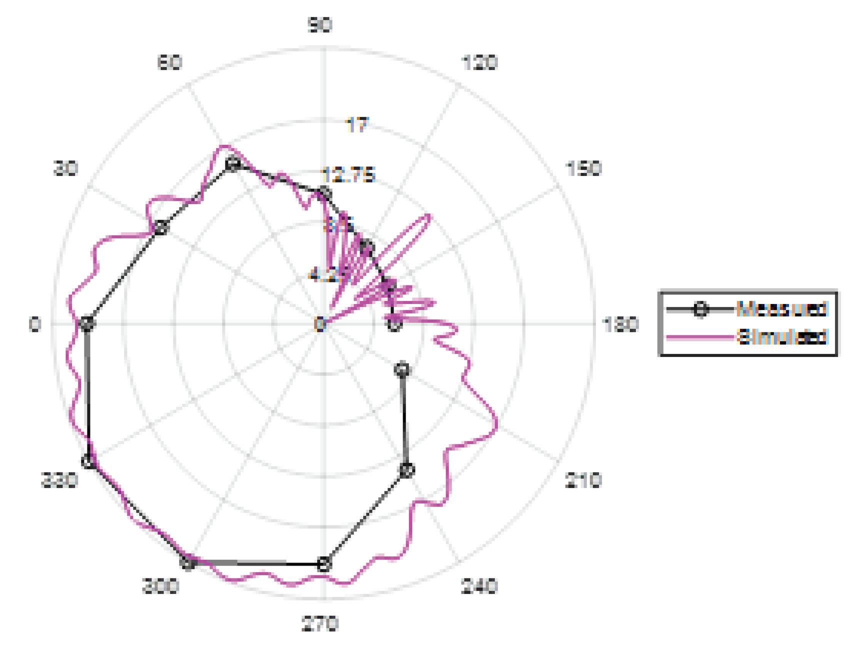


SImulated 3D radiation pattern of DME-antenna on Challenger

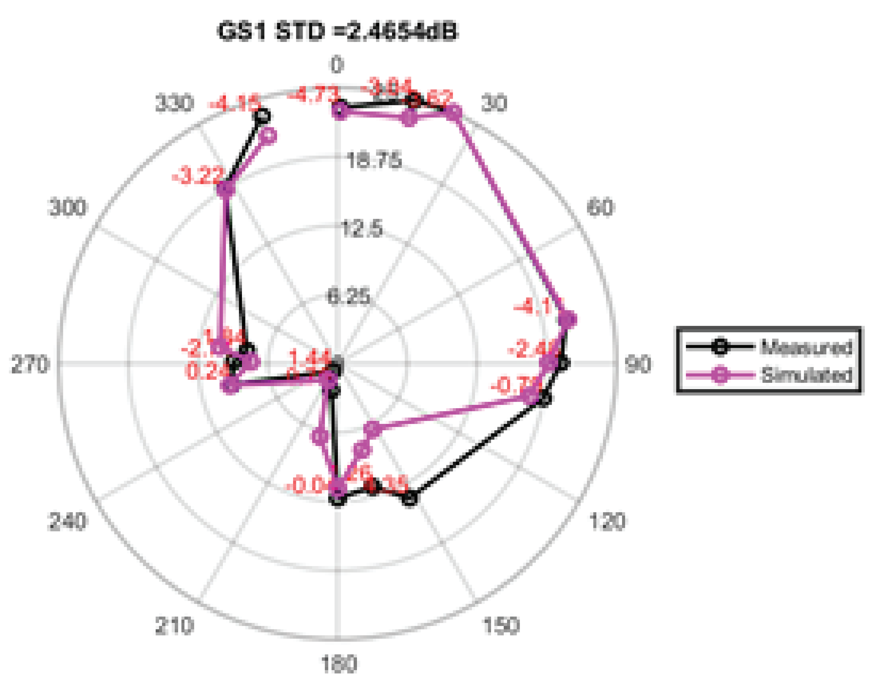
Frequency Band and Nominal Patterns → Models for dipole radiator and antenna blockage → Aircraft model and Simulation Runs → Data smoothing & Calibration table generation

Validation

Our focus for 2019 is the new flight test validations with better data collection and comparisons with better resolutions. For example, we compared measured Glide Slope (GS) signal strength patterns for King Air for both flight test #1 (which has 30 degs of angular resolution) and flight test #2 (which as average 10 degs of angular resolution). For both cases, the model prediction errors are less than 3 dB in average for all the sample directions. We run more iterations of the simulation model improvements, and tune the calibration data base that is already established and being used by the FAA flight inspection team.



Flight test #1 data comparison of simulation and measurement for Glide Slope

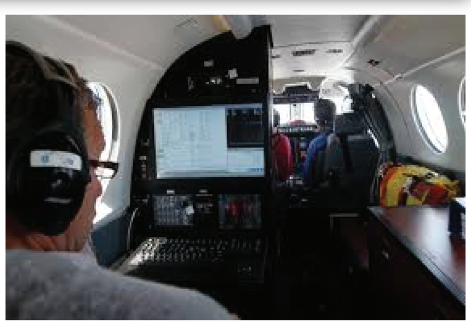


Flight test #2 data comparison of simulation and measurement for Glide Slope

The main achievements:

(1) Established a simplified CEM models for all the FI antennas.
(2) Validated the models using existing flight test data
(3) Started working with FAA to incorporate the database to operation
(4) Evaluating other effects and factors for further improvments

WHY



In general, this project is related to the missions of COE-SOAR in terms of (1) Incorporate evolving technologies: which include antenna modeling, aircraft simulation, EM validation and software-defined radio. It is also related to the long-term goal of automatic, UAS-based calibration procedures. (2) Improve or enhance employee skills and performance, by introducting new technologies and procedures in the important service tasks in FAA. (3) Reduce operational errors, by improving the signal strenght measurement accuracies during inspection flight procedures.

IMPACT

S&T Impacts: The project is developing a new approach for FAA navigational aide antenna inspection flight measurement calibration, more applications of EM-simulation based approach will be available from primary radars, direction-finding to other secondary surveillance radars. Operational Impacts: The project will result in actual implementation of the calibration approach and updated data in operational flight systems. It will directly improve the flight inspection data quality across the nation.

FAA Collaborators: Brad Snelling, Greg Cox, Todd Bigham, Jay Sandwell, Ricardo Carrizosa, Gary Bell, Flight Inspection Services, Aircraft Configuration Team (AJW-335)

OU Team Information and Contacts: Intelligent Aerospace Radio and Radar Team (IART) is administrated by OU School of Electrical and Computer Engineering, OU Advanced Radar Research Center (ARRC) and OU Aviation School. The team is focused on aerospace application of radar sensors, airborne weather radars, aviaion and avionics, and airborne scientific instruments. More information about the research team can be obtained from website: http://uas.ou.edu