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E-PILOT A SYSTEM TO PREDICT HARD LANDING DURING THE APPROACH PHASE OF COMMERCIAL FLIGHTS

Kalaga Pavan Venkata Sai Ravi Teja (MCA Scholar), B V Raju College, Vishnupur, Bhimavaram, West Godavari District, Andhra Pradesh, India, 534202.

Y. Srinivasa Raju, B V Raju College, Vishnupur, Bhimavaram, West Godavari District, Andhra Pradesh, India, 534202.

Abstract:
More than half of all commercial aircraft operation accidents could have been prevented by executing a go-around. Making timely decision to execute a go-around manoeuvre can potentially reduce overall aviation industry accident rate. In this paper, we describe a cockpit-deployable machine learning system to support flight crew go-around decision-making based on the prediction of a hard landing event. This work presents a hybrid approach for hard landing prediction that uses features modelling temporal dependencies of aircraft variables as inputs to a neural network. Based on a large dataset of 58177 commercial flights, the results show that our approach has 85% of average sensitivity with 74% of average specificity at the go-around point. It follows that our approach is a cockpit-deployable recommendation system that outperforms existing approaches.

1. INTRODUCTION

Between 2008-2017, 49% of fatal accidents involving commercial jet worldwide occurred during final approach and landing, and this statistic has not changed in several decades [1]. A considerable proportion of approach and landing accidents/incidents involved runway excursions, which has been identified as one of the top safety concerns shared by European Union Aviation Safety Agency (EASA) member states [2], as well as US National Transportation Safety Board and US Federal Aviation Administration [3].

According to EASA [2], there are several known precursors to runway excursions during landing. These include unstable approach, hard landing, abnormal attitude or bounce at landing, aircraft lateral deviations at high speed on the ground, and short rolling distance at landing. Some precursors can occur in isolation, but they can also cause the other precursors, with unstable approach being the predominant one. Boeing reported that whilst only 3% of approaches in commercial aircraft operation met the criteria of an unstable approach, 97% of them continued to landing rather than executing a go-around [4]. A study conducted by Blajev and Curtis [5] found that 83% of runway excursion accidents in their 16-year analysis period could have been avoided by a go-around decision. Therefore, making timely decision to execute a go-around manoeuvre could therefore potentially reduce the overall aviation industry accident rate [4].

A go-around occurs when the flight crew makes the decision not to continue an approach or a landing, and follows procedures to conduct another approach or to divert to another airport. Go-around decision can be made by either flight crew members, and can be executed at any point from the final approach fix point to wheels touching down on the runway (but prior to activation of brakes, spoilers, or thrust reversers). In addition to unstable approaches, traffic, blocked runway, or adverse weather conditions are other reasons for a go-around. Despite a clear policy and training on go-around policies in most airlines, operational data show that flight crew decision-making process in deciding for a go-around could be influenced by many other factors. These include fatigue, flight schedule pressure, time pressure, excessive a head-down work, incorrect anticipation of aircraft deceleration, visual illusions, organizational policy/culture, inadequate training or practice, excessive confidence in the ability to stabilize approach, and Crew Resource Management issues [5]. It is for these reasons that on-board real-time performance monitoring and alerting systems that could assist the flight crew with the landing/go-around decision are needed [5], [6].

Such on-board systems could utilize the huge and ever-increasing amount of data collected from aircraft systems and the exponential advances in machine learning methods and artificial intelligence. EASA is anticipating a huge impact of machine learning on aviation, including helping the crew to take decisions in particular in high workload circumstances (e.g. go-around, or diversion [7]. Artificial Intelligence in aviation is considered one of the strategic priorities in the European Plan for Aviation Safety 2020–2024 [8].

Under the hypothesis that a hard-landing (HL) occurrence has precursors and, thus, it can be predicted, this paper presents a cockpit deployable machine learning system to predict hard landings considering the aircraft dynamics and configuration. In particular, this paper evaluates three main hypothesis. A primary hypothesis is to assess to what extend HL can be predicted at DH for go-around recommendation from the analysis of the variables recorded from FMS. A second hypothesis is to analyze if precursors are particular to aircraft types. A third hypothesis is to validate if the variability on the aircraft state variables can provide enough information to predict a HL regardless of the operational context (like environmental conditions and automation factors).

2. INPUT AND OUTPUT DESIGN

INPUT DESIGN

The input design is the link between the information system and the user. It comprises the developing specification and procedures for data preparation and those steps are necessary to put transaction data in to a usable form for processing can be achieved by inspecting the computer to read data from a written or printed document or it can occur by having people keying the data directly into the system. The design of input focuses on controlling the amount of input required, controlling the errors, avoiding delay, avoiding extra steps and keeping the process simple. The input is designed in such a way so that it provides security and ease of use with retaining the privacy. Input Design considered the following things:

- What data should be given as input?

- How the data should be arranged or coded?
- The dialog to guide the operating personnel in providing input.
- Methods for preparing input validations and steps to follow when error occur.

OBJECTIVES

1.Input Design is the process of converting a user-oriented description of the input into a computer-based system. This design is important to avoid errors in the data input process and show the correct direction to the management for getting correct information from the computerized system.

2. It is achieved by creating user-friendly screens for the data entry to handle large volume of data. The goal of designing input is to make data entry easier and to be free from errors. The data entry screen is designed in such a way that all the data manipulates can be performed. It also provides record viewing facilities.

3.When the data is entered it will check for its validity. Data can be entered with the help of screens. Appropriate messages are provided as when needed so that the user will not be in maize of instant. Thus the objective of input design is to create an input layout that is easy to follow

OUTPUT DESIGN

A quality output is one, which meets the requirements of the end user and presents the information clearly. In any system results of processing are communicated to the users and to other system through outputs. In output design it is determined how the information is to be displaced for immediate need and also the hard copy output. It is the most important and direct source information to the user. Efficient and intelligent output design improves the system's relationship to help user decision-making.

1. Designing computer output should proceed in an organized, well thought out manner; the right output must be developed while ensuring that each output element is designed so that people will find the system can use easily and effectively. When analysis design computer output, they should Identify the specific output that is needed to meet the requirements.

2.Select methods for presenting information.

3.Create document, report, or other formats that contain information produced by the system.

The output form of an information system should accomplish one or more of the following objectives.

- Convey information about past activities, current status or projections of the
- Future.
- Signal important events, opportunities, problems, or warnings.
- Trigger an action.
- Confirm an action.

3. SYSTEM DESIGN

UML DIAGRAMS:

UML represents Unified Modeling Language. UML is an institutionalized universally useful showing dialect in the subject of article situated programming

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designing. The fashionable is overseen, and become made by way of, the Object Management Group.

The goal is for UML to become a regular dialect for making fashions of item arranged PC programming. In its gift frame UML is contained two noteworthy components: a Meta-show and documentation. Later on, a few type of method or system can also likewise be brought to; or related with, UML.

The Unified Modeling Language is a popular dialect for indicating, Visualization, Constructing and archiving the curios of programming framework, and for business demonstrating and different non-programming frameworks.

The UML speaks to an accumulation of first-rate building practices which have verified fruitful in the showing of full-size and complicated frameworks.

The UML is a essential piece of creating gadgets located programming and the product development method. The UML makes use of commonly graphical documentations to specific the plan of programming ventures.

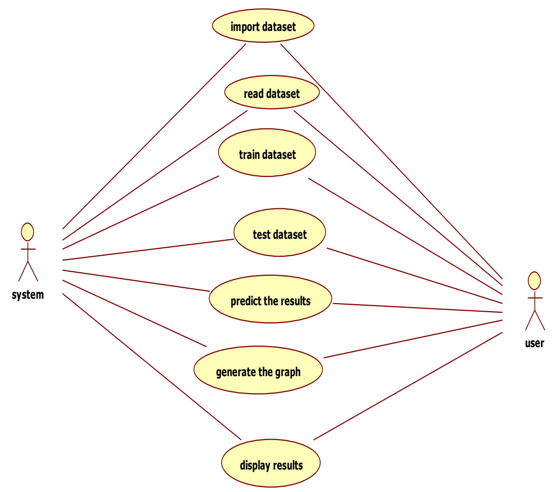
GOALS:

The Primary goals inside the plan of the UML are as in step with the subsequent:

1. Provide clients a prepared to-utilize, expressive visual showing Language on the way to create and change massive models.
2. Provide extendibility and specialization units to make bigger the middle ideas.
3. Be free of specific programming dialects and advancement manner.
4. Provide a proper cause for understanding the displaying dialect.
5. Encourage the improvement of OO gadgets exhibit.
6. Support large amount advancement thoughts, for example, joint efforts, systems, examples and components.
7. Integrate widespread procedures.

USE CASE DIAGRAM:

A use case diagram in the Unified Modeling Language (UML) is a type of behavioral diagram defined by and created from a Use-case analysis. Its purpose is to present a graphical overview of the functionality provided by a system in terms of actors, their goals (represented as use cases), and any dependencies between those use cases. The main purpose of a use case diagram is to show what system functions are performed for which actor. Roles of the actors in the system can be depicted.



CLASS DIAGRAM:

In software engineering, a class diagram in the Unified Modeling Language (UML) is a type of static structure diagram that describes the

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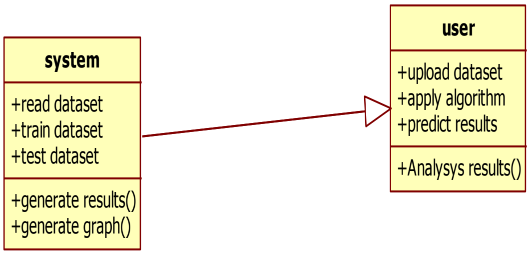
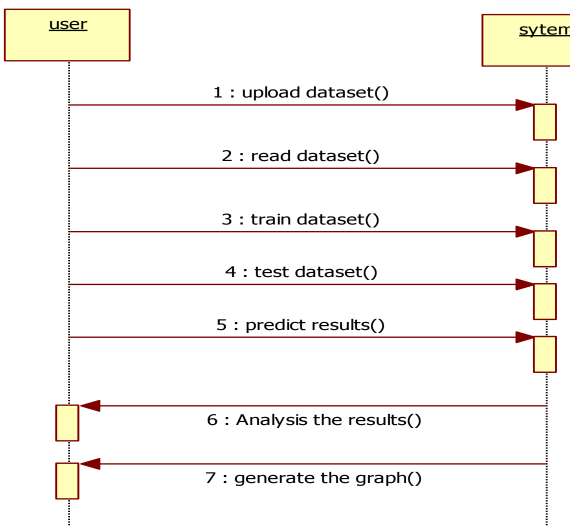
structure of a system by showing the system's classes, their attributes, operations (or methods), and the relationships among the classes. It explains which class contains information.



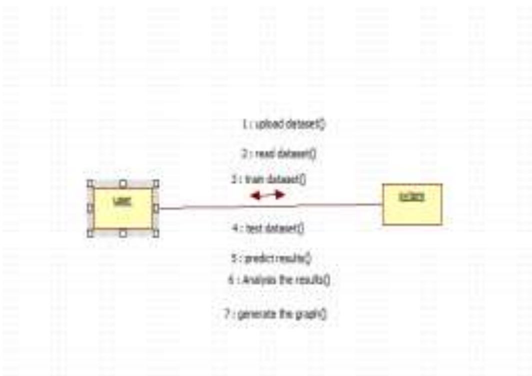
SEQUENCE DIAGRAM:

A sequence diagram in Unified Modeling Language (UML) is a kind of interaction diagram that shows how processes operate with one another and in what order. It is a construct of a Message Sequence Chart. Sequence diagrams are sometimes called event diagrams, event scenarios, and timing diagrams.



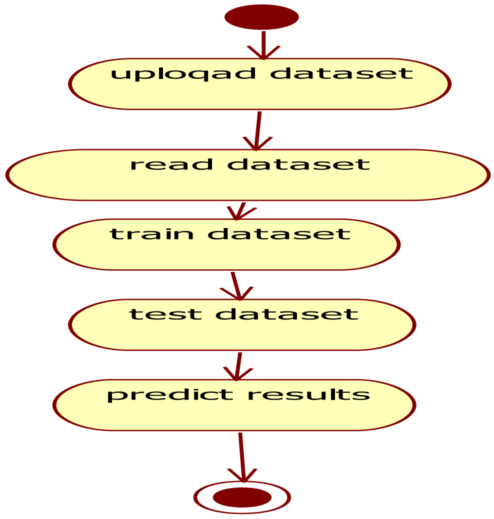
COLLABORATION DIAGRAM:

In collaboration diagram the method call sequence is indicated by some numbering technique as shown below. The number indicates how the methods are called one after another. We have taken the same order management system to describe the collaboration diagram. The method calls are similar to that of a sequence diagram. But the difference is that the sequence diagram does not describe the object organization where as the collaboration diagram shows the object organization.



ACTIVITY DIAGRAM:

Activity diagrams are graphical representations of workflows of stepwise activities and actions with support for choice, iteration and concurrency. In the Unified Modeling Language, activity diagrams can be used to describe the business and operational step-by-step workflows of components in a system. An activity diagram shows the overall flow of control.



DEPLOYMENT DIAGRAM:

Deployment diagram represents the deployment view of a system. It is related to the component diagram. Because the components are deployed using the deployment diagrams. A deployment diagram consists of nodes. Nodes are nothing but physical hardware's used to deploy the application.

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4. CONCLUSION

The following conclusions can be extracted from the analysis carried out in this paper.

The analysis of automation factors (autopilot, flight director and auto-thrust) suggests that these factors do not have any influence on the probability of a HL event and, thus, it might not be necessary to incorporate them into models.

Experiments for the optimization of architectures show that the configurations that achieve higher sensitivity are the ones with the lowest number of neurons. As reported in the literature [23] increasing the number of layers and neurons does not improve the performance of neither classifiers nor regressors.

Models using only Physical variables achieve an average recall of 94% with a specificity of 86% and outperform state-of-the-art LSTM methods. This brings confidence into the model for early prediction of HL in a cockpit deployable system. Regarding capability for go-around recommendation before DH, even if we perform better than existing methods, there is a significant drop in recall and specificity due to the dynamic nature of a landing approach and factors influencing HL close to TD.

Comparing classifiers and regression approaches, experiments show that a low MSE error in estimation of maxG does not guarantee accurate HL predictions. Experiments for assessing the capability of models for early detection of HL show that classifiers are able to accurately predict HL before DH. This is not the case of regressors, which predict maxG more accurately if data close to TD is considered into the model. The study suggests that classifiers are a better approach for early prediction of hard landing.

Neural networks performance could be increased if they were used to extract deep learning features from continuous signals by using one dimensional convolutional networks and different architectures for a better combination of the three categories of variables. Also, models should incorporate additional parameters such as aircraft mass and centre of gravity position which are known to impact vehicle dynamics.

Finally, there are some issues that have not been covered in this work, that remain as future work, and should be further developed. Among such cases, stand out the robustness of the classifier (regressor) to unseen cases and its behavior under a drifting data environment. In a safety demanding environment as aviation, it surely be needed to investigate such issues and we expect to do in further works. In the future, such a system could be expanded to also include Air Traffic Management in which the information is shared with the Air Traffic Controller in order to anticipate the likely scenario and optimize runway use.

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