International Journal of Engineering and Information Systems (IJEAIS)
ISSN: 2643-640X
Vol. 4 Issue 10, October - 2020, Pages: 3-6

Modeling of Commercial Aircraft Elevation/Climb and Descent Angles at Regular Rates and Ground Take off Speed

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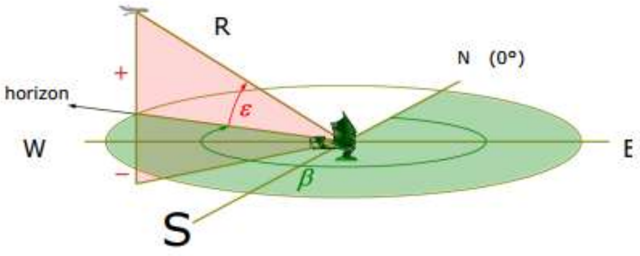
Abstract: *This offers a specific approach with mathematical and environmentally safe air traffic operations, with a possible alternative. In particular, the models should be more predictable for air traffic controllers, provided that the proposed procedure follows an assigned flight path angle, with the aircraft steadily declining towards the runway perimeter. Essentially, these proposed strategies are expected to contribute substantially to minimizing the use of aviation fuel and assisting air traffic controllers in controlling the simultaneous allocation of operation time. Ten elevation and descent gradient angles (100-1000 ft. /km) were simulated at a constant climb/elevation and descent rate. With the rate of climbing and descending, descending, and ground speed of 740-930 km/hr. at 500ft / min. Two linear models of* $y=59.092x-8.289$; $R^2=0.998$ *generate by the interaction of the elevation and descent gradient in feet per kilometer and the estimated angles of elevation and descent in degree and* $y=32.811x-0.0437$; $R^2=1$ *by the elevation and descent gradient in feet per kilometer and the climb/elevation and descent grade in percentage. The models are expected to be practically explored for further recommendations for the future of the aviation industry across the globe.*

Keywords: Angle of elevation, angle of descent, rate of descent and climb, grade ratio, and ground speed.

1.0 INTRODUCTION

Several methods have been developed with conditions of zero or low visibility for aircraft landing. However, these solutions at a time have been complicated with much to be accurately enhanced. In general, most of these applications recommend that aircraft operation from the ground control station be thoroughly conducted. The traditional ground control approach systems, for instance, requires the pilot to receive directives from the ground technician of the radar device [1]. With short fan-shaped rays, the base station emits energy that waves up and down continuously at such an estimated rate [2]. The receiver's purpose is to classify the beam through the airplane calculating the processing time in between the acceptance of an upward and downward-moving beam [2]. The duration is a precise representation of the beam elevation angle and can be determined with computerized analog or digital outputs [3]. The inclination angle is measured between the horizontal direction and the visual axis in the vertical direction. The source direction, which is a void-degree angle of inclination, is the horizontal stretch from the aperture with the same horizon path [4]. The Greek alphabet ε (epsilon) usually denotes the angular position of elevation which above the horizon is positive, and below the same horizontal plane, negative Altitude-finding radar systems engage a beam that is close in the vertical plane. Altitude-finding, proportional to the vertical plane radars typically evaluates the bearing with a close beam with the parallel plane. It is electronically or manually screened to detect points with elevation. As the receiver detects an acoustic signal, the actual angle of elevation is relative with the orientation of the antenna [4].



Above the sea level elevation with the objective of taking-off, landing, and low flying, altitudes at certain height vary from one location to another. In America, the highest altitude adopted is between 15,000 to 18,000 feet as the height above the ground is not indicated by this particular altitude n aviation, a tower is estimated from sea level, not from the height of the surface of the earth. This should be recognized that altitude is dependent on the sum of atmospheric pressure above the surface of the water bodies, where the atmospheric pressure differs with regions and time [5]. Takeoff is the flight process in which an air vehicle departs from the ground and gets aerial. This typically includes proceeding with a move from traveling along the ground on a runway for aircraft to take off horizontally [6]. However, no runway is required for helicopters and other dedicated and permanent-wing aircraft [6]. The opposite of landing is a takeoff. With a light plane, during takeoff, maximum power is generally required as large-category aircraft can use limited take-off force while less than full power is applied to extend the engine performance, controls the maintenance rates, and lower noise emissions [6]. Meanwhile, in certain emergencies, with the improvement of the aircraft's efficiency, the energy required can then be enhanced. The engines, especially piston devices, are regularly operated at high power before takeoff to check for engine-related issues. The aircraft is permitted to attain the speed of rotation, also referred to as Vr. Rotation is often used when on the ground, as the aircraft hinges to the axis of the major stopping gear, usually due to the technical operation with the controls to allow or encourage this shift in aircraft attitude as airplanes can lift off on their own until proper air displacement occurs under and over the wings [6]. To maximize lift from the wings and impact liftoff, the nose is elevated to a nominal 5 ° -15 ° nose-up pitch attitude as disallowing a takeoff without a pitch-up will involve cruise velocity on the runway [6]**.** Fixed-wing airplanes designed to operate at high speeds such as plane passenger aircraft at the low speeds experienced during takeoff, it is difficult to produce enough lift. Therefore, they are equipped with high-lift devices, often having slats and generally flaps that enhance the camber and the wing area, making it better at low velocity, thus generating more lift [6]. Prior to takeoff, they are organized through the wing and withdrawn through the ascension. On other occasions, such as before landing, they can even be deployed. The speeds needed for take-off are relative to indicated airspeed movement. As there is a forceful movement of air above the wings, a headwind would decrease the ground speed necessary for takeoff [6]. Typical air take-off speeds for jetliners range from 240 to 285 km / h. and at about 100 km / h, light aircraft such as the Cessna 150 takeoff [6] The take-off velocity for a given aircraft generally depends on the weight of the aircraft; the heavier the mass, the greater the required speed [6].Certain aircraft are primarily designed for brief take-off and arrival which they accomplish by becoming aerial at very slow speeds. The appropriate take-off velocity corresponds with the heaviness of the airplane with the configuration of the aircraft position with the flap or slat, and as illustrated by the speed and altitude. Processes with aircraft in the system showed use the principle of V-speed takeoffs as V1, VR, and V2. These frequencies are calculated not just by factors that determine the starting output, but also by the size, gradient of the runway, and uncommon factors, such as barriers on the runway. Any value under V_1, the take-off should be suspended in case of a serious malfunction; above V_1, the operator completes the take-off and lands. As the co-pilot declares V_1, V_R or "rotate" will be announced, indicating the rate and speed at which the plane rotates. For transport category aircraft, the V_R is evaluated to allow the aircraft to attain the environmental screen height at V_2 with one failed engine**.** Also, V_2 which is the speed of secure takeoff against the engine inactivity to achieve performance objectives for climb rate and angle must be sustained. In the case of single-engine or light engine airplane, the pilot shall measure the length of runway available for take-off and shall avoid any barriers in order to be certain that the runway is adequate for take-off [6]. In order to have an option to halt on the runway in event of a failed takeoff, a safety margin may be installed. An engine failure in most aircraft leads to a rejected take-off as a matter of routine, since it is preferable to overrun the runway even to take off with inadequate power to stabilize the flight [6]. When an obstruction requires to be overcome, the pilot travels to the highest angle of climb at speed Vx, resulting in the maximum level of altitude per unit of horizontal distance covered. In the absence of an obstacle or if an obstacle has been resolved, the pilot will be able to ascend to the best rate of climb speed (Vy), where the aircraft will achieve the maximum altitude in the shortest possible time[6]. Vx is usually a lower speed than Vy, as it needs a higher pitch attitude to be maintained. We provided a mathematical model in which, with the aircraft, the required position information is produced by means of a simple relationship that controls the azimuth and elevation angle relationship before taking off against the definite speed level.

2.0 METHODOLOGY

The models were established with Web base Aviation Instrumental simulators and flight calculators.

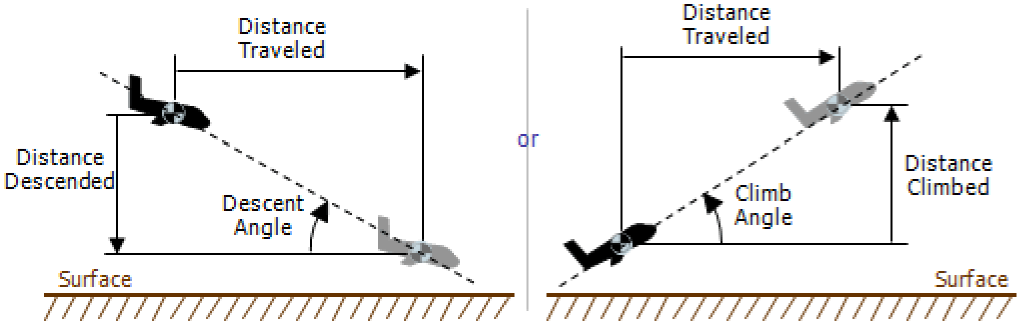


Figure 1. Climb/elevation and descent angle interface

3.0 RESULTS AND DISCUSSION

Table 1. Estimated conditions with the Aviation angles of elevation and descent at a regular rate and ground speed.

Climb/Descent Gradient (Ft./Km)	Climb/Descent Angle(degree)	Gradient Ratio	Inverse Gradient Ratio	Climb/Descent Grade (%)
100	1.746	0.0305:1	32.81:1	3.05
200	3.488	0.0610:1	16.40:1	6.10
300	5.225	0.0914:1	10.94:1	9.14
400	6.951	0.1219:1	8.20:1	12.19
500	8.665	0.1524:1	6.56:1	15.24
600	10.364	0.1829:1	5.47:1	18.29
700	12.044	0.2134:1	4.69:1	21.34
800	13.704	0.2438:1	4.10:1	24.38
900	15.340	0.2743:1	3.65:1	27.43
1000	16.951	0.3048:1	3.28:1	30.48

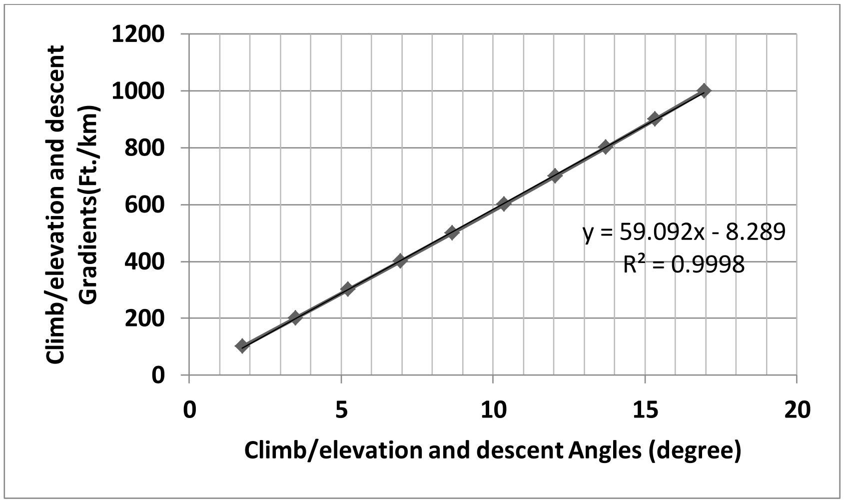


Figure 2. Climb/elevation and descent Gradients against the angle of elevation and descent.

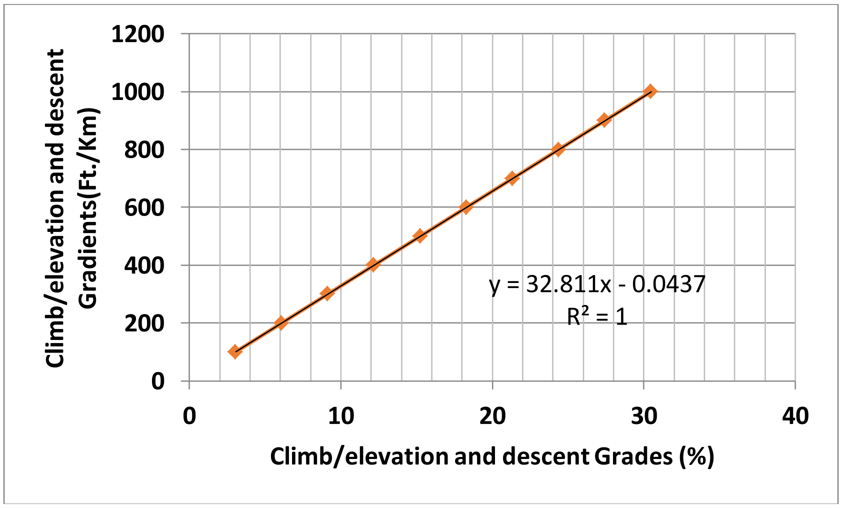


Figure 3. Climb/elevation and descent Gradients against the climb and/or grade in percent.

The simulator estimated the angle of climb/elevation or descent, the gradient ratio, the inverse of the gradient ratio and climb/ elevation and descent grades rating in percentage (Table 2) at the standard rate of climb/elevation and descent of 500ft/min [7] and ground speed of 740-930 km/hr. with the commercial aircraft [8]. The first part of these models established between the elevation or descent gradient in feet per kilometer and the corresponding angle in degree ($y=59.092x - 8.289$; $R^2= 0.998$) (Figure 2) and similarly between the same factor of elevation or descent gradient in feet per kilometer against the climb/elevation and descent grade in percent to be $y=32.811x -0.0437$; $R^2=1$ (Figure 3).

4.0 CONCLUSION

This paper devised models with the feasibility and estimation mode of elevation and descent angles to standard operating conditions for regular passenger aircraft with a web-based flight simulator. The simulated results indicated strong relationships between the interacted factors. These are models that are operationally feasible if the values are selected properly under the standard operating conditions. Secondly, they could achieve fuel-saving arrival operations as the rate of movement can be controlled by the selection of the right settings and airspeed adjustment. That is the combination of speed control with angular control has the potential for significant improvements in fuel and time management efficiency in future operations. We hope the future study will extend these models to a wider variety of aircraft to encourage optimized performance.

5.0 ACKNOWLEDGMENT

Our appreciations are given to Mr. Luiz Roberto Monteiro de Oliveira (CFI, CFII, and MEI), the Founder of aviation education at luizmonteiro.com

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