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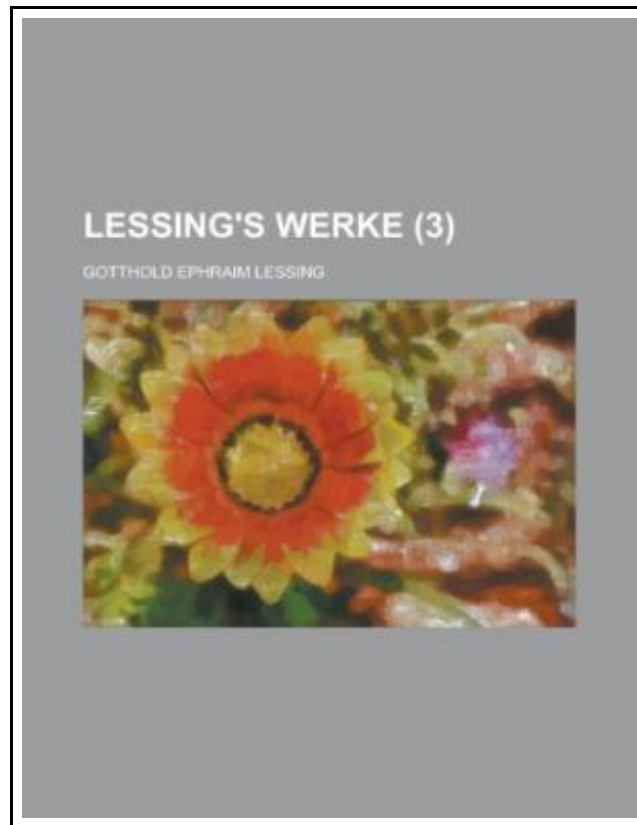
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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 48 pages. Original publisher: Hampton, VA : National Aeronautics and Space Administration, Langley Research Center, 2006. OCLC Number: (OCoLC)649504925 Subject: Aeronautics -- Safety measures. Excerpt: . . . process, some data elements are converted to different units based on the algorithm requirements. Two primary traffic data sources were used during the GVSITE flight test, ADS-B (Automatic Dependent Surveillance - Broadcast), and a traffic data fusion system, called Multi-Tracking System (MTS), on the Gulfstream-V aircraft. The ADS-B transmissions from the BE200 and van were data linked to the Gulfstream. The MTS on board the aircraft provided a single fused source from ADS-B, TCAS (Traffic Collision Avoidance System), and aircraft radar sources. The fused data and the raw data for ADS-B, TCAS and radar were stored in separate areas in the RIPS shared memory. The data source, ADS-B or fused, was selected prior to each flight test run. 3. 2. 1. 2 Ownship Data Function When the traffic function completes the acquisition of new data, RSM main calls the ownship function to read the latest aircraft flight management system (FMS) data from RIPS shared memory. This data is also copied to a local data structure tailored for use by the algorithm and converted to different units, as required. 3. 2. 1. 3 Alert Data Output Function Upon completion of conflict testing by the algorithm, RSM main copies the conflict alert data directly to the RIPS shared memory interface. If there are no conflicts, the data are all zeros. After this final step, the whole process reiterates and checking for traffic ownship data updates begins anew. 3. 2. 2 Component 2: Setup and Testing Status-Start Stop Continue Conflict Testing If traffic data is...

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