

Optimization of Operational Aircraft Parameters Reducing Noise Emission

Lina Abdallah and Mounir Haddou

MAPMO, University of Orleans
lina_abdallah@hotmail.fr

Salah Khardi

LTE, The french national institute for transport and safety research

Abstract

The objective of this paper is to develop a model and a minimization method to provide flight path optimums reducing aircraft noise in the vicinity of airports. Optimization algorithm has solved a complex optimal control problem, and generates flight paths minimizing aircraft noise levels. Operational and safety constraints have been considered and their limits satisfied. Results are here presented and discussed.

Mathematics Subject Classification: 90C26, 90C30, 93C15

Keywords: Optimization, models, optimal control, aircraft noise abatement.

Nomenclature :

$C_{z\alpha}$	slope of lift coefficient curve	δ_x	throttle setting
C_{x_0}	drag coefficient	k_i	induced drag parameter
T	thrust, N	V	speed of aircraft, m/s
L	lift, N	S	wing area, m^2
D	drag, N	c	speed of sound, m/s
g	$9.8 m/s^2$	M	mach number, V/c
x	horizontal distance, m	ρ	air density, kg/m^3
y	lateral distance, m	d	nozzle diameter, m
h	aircraft height, m	s	area of coaxial engine nozzle, m^2
k	induced drag coefficient	v	speed of gas, m/s
t	time, s	w	density exponent
μ	roll angle, rad	τ	temperature, K
α	angle of attack, rad	θ	directivity angle, rad
γ	flight path angle, rad	R	source-to-observer distance, m
χ	yaw angle, rad	m	aircraft mass, kg

1 Introduction

Since the introduction of jet aircraft in the 1960, aircraft noise produced in the vicinity of airports has represented a serious social and environmental issue. It is a continuing source of annoyance in nearby communities. The importance of that problem has been highlighted by the increased public concern for environmental

issues. To deal with this problem, aircraft manufacturers and public establishments are engaged in research on technical and theoretical approaches for noise reduction concepts that should be applied to new aircraft. The ability to assess noise exposure accurately is an increasingly important factor in the design and implementation of any airport improvements.

Aircraft are complex noise sources and the emitted intensities vary with the type of aircraft, in particular, with the type of engines and with the implemented flight procedures. The noise contour assessment due to the variety of flight route schemes and predicted procedures is also complex. A set of data must be used which includes noise data, flight path parameters and their features, and environmental conditions affecting outdoor sound propagation. Three development initiatives are available for the reduction of aircraft noise: (1) innovative passive technologies required by the industry for developing

environmentally compatible and economically viable aircraft, (2) advanced active technologies such as computational aeroacoustics, active control, advanced propagation and prediction methods, (3) reliable trajectory and procedures optimization which can be used to determine optimal landing approach for any arbitrary aircraft at any given airport. The last action will be particularly emphasized in the next sections.

A number of calculation programs of aircraft noise impact have been developed over the last 30 years. They have been widely used by aircraft manufacturers and airport authorities. Their reliability and results efficiency to assess the real impact of aircraft noise have not been proved conclusively. They are complex, very slow and can not be planned for on-line and on-site use. That is the reason why, the model described in this paper, generating optimal trajectories minimizing noise, is considered as a promising scientific plan.

Several optimization codes for NLP exist in the literature. After a large number of test and comparisons, we choose KNITRO [7] which known for its performances and robustness, this software is efficient to solve general nonlinear programming. We will explain in the following sections how the considered optimal control problem is discretized and solved. Numerical results have been analyzed and their reliability and flexibility have been proved. We have demonstrated the effectiveness of computation and its application to aircraft noise reduction. The objective of that alternative research is to develop high payoff models to enable a safe, and environmentally compatible and economical aircraft. We should make large profits in terms of noise abatement in comparison with the expected noise control systems in progress. These systems, which are not in an advanced step, in particular at low frequencies, are still ineffective or impractical. Actually, the low-frequency broadband generated by the engines represents a significant source of environmental noise. Their radiation during flight operations is extremely difficult to attenuate using the mentioned systems and is capable of propagating over long distance [21].

Details of trajectory and aircraft noise models, and optimal control problems are presented in section 2 and 3 while the last section is devoted to numerical experiments.

2 Optimal Control Problem

2.1 Equation of Motion

In general, the system of differential equations commonly employed in aircraft trajectory analysis is the following six-dimension system derived at the center

of mass of aircraft :

$$(ED) \quad \left\{ \begin{array}{l} \dot{V} = g \left(\frac{T \cos \alpha - D}{mg} - \sin \gamma \right) \\ \dot{\gamma} = \frac{1}{mV} ((T \sin \alpha + L) \cos \mu - mg \cos \gamma) \\ \dot{\chi} = \frac{(T \sin \alpha + L) \sin \mu}{mV \cos \gamma} \\ \dot{x} = V \cos \gamma \cos \chi \\ \dot{y} = V \cos \gamma \sin \chi \\ \dot{h} = V \sin \gamma \end{array} \right.$$

where $T = T(h, V, \delta_x)$, $D = D(h, V, \alpha)$ and $L = L(h, V, \alpha)$.

These equations embody the assumptions of a constant weight, symmetric flight and constant gravitational attraction [1, 6].

Figure (1) shows the forces acting on an aircraft at its center of gravity during an approach.

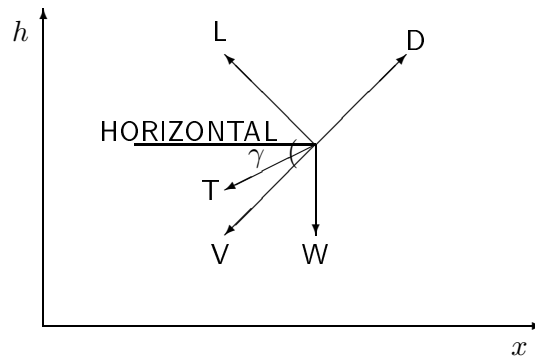


Figure 1: Aircraft forces during phase of descent

Those equations could be applied to conventional aircraft of all sizes. The most dominant aerodynamics affecting results are the lift L and drag D , defined as follows [6]

$$L = \frac{1}{2} \rho S V^2 C_{z_\alpha} \alpha$$

$$D = \frac{1}{2} \rho S V^2 [C_{x_0} + k_i C_{z_\alpha}^2 \alpha^2]$$

The thrust model chosen, by Matthingly [13], depends explicitly on the aircraft speed, the geometric aircraft height and the throttle setting

$$T = T_0 \delta_x \frac{\rho}{\rho_0} \left(1 - M + \frac{M^2}{2} \right)$$

T_0 is full thrust, ρ_0 is atmospheric density at the ground ($= 1.225 \text{ kg/m}^3$) and ρ is atmospheric density at the height h ($\rho = \rho_0(1 - 22.6 \times 10^{-6}h)^{4.26}$).

The previous system of equations (ED) can be written in the following generic form:

$$\dot{X}(t) = f(X(t), U(t))$$

where :

$$\begin{array}{l} X : [t_0, t_f] \longrightarrow \mathbb{R}^6 \\ t \longrightarrow X(t) = [V(t), \gamma(t), \chi(t), x(t), y(t), h(t)] \text{ are the state variables,} \end{array}$$

$$\begin{array}{l} U : [t_0, t_f] \longrightarrow \mathbb{R}^3 \\ t \longrightarrow U(t) = [\alpha(t), \delta_x(t), \mu(t)] \text{ are the control variables,} \end{array}$$

and t_0 and t_f are the initial and final times.

2.2 Constraints

Search for optimal trajectories minimizing noise must be done in a realistic flight domain. Indeed, operational procedures are performed with respect to parameter limits related to the safety of flight and the operational modes of the aircraft.

- The throttle stays in some interval:

$$\delta_{x_{min}} \leq \delta_x \leq \delta_{x_{max}}$$

- The speed is bounded:

$$1.3V_{s_0} \leq V \leq V_{max}$$

where V_{s_0} the stall velocity, the limited velocity at which the aircraft can produce enough lift to balance the aircraft weight. V_{s_0} and V_{max} depend on the type of aircraft.

- The flight path angle providing a measure of the angle of the velocity to the inertial horizontal axis, is bounded:

$$\gamma_{min} \leq \gamma \leq \gamma_{max}$$

- The angle of attack is bounded

$$\alpha_{min} \leq \alpha \leq \alpha_{max}$$

- The yaw angle and roll angle stay in some prescribed interval

$$\begin{aligned} \chi_{min} &\leq \chi \leq \chi_{max} \\ \mu_{min} &\leq \mu \leq \mu_{max} \end{aligned}$$

Those inequality constraints could be formulated as:

$$a \leq C(X(t), U(t)) \leq b$$

where

$$\begin{aligned} C : \mathbb{R}^6 \times \mathbb{R}^3 &\longrightarrow \mathbb{R}^6 \\ (X(t), U(t)) &\longrightarrow C(X(t), U(t)) = [\gamma(t), V(t), \chi(t), \alpha(t), \delta_x(t), \mu(t)] \end{aligned} \quad (1)$$

a and b are two constant vectors of \mathbb{R}^6 .

2.3 Cost function

Models and methods used to assess environmental noise problems must be based on the noise exposure indices used by relevant international noise control regulations and standards (ICAO [9, 10], Lambert and Vallet [9]). As described by Zaporozhest and Tokarev [29], these indices vary greatly one from another both in their structure, and in the basic approaches used in their definitions.

The cost function to be minimized may be chosen as any usual aircraft noise index, which describes the effective noise level of the aircraft noise event [29, 30], like *SEL* (Sound Exposure Level), the *EPNL* (Effective Perceived Noise Levels) or the $L_{eq,\Delta t}$ (Equivalent noise level), ... It is well known that the magnitude of $L_{eq,\Delta t}$ correlates well with the effects of noise on human activity, in particular, with the percentage of highly noise-annoyed people living in regions of significant aircraft noise impact. This criterion is commonly used, as basis, for the regulatory basis in many countries. Based on comparison of noise exposure indices and a comparison of the methodologies used to calculate the aircraft noise exposure, it can be concluded that the general form of the

most used and accepted noise exposure index is $L_{eq,\Delta t}$ that we have chosen as an index ([11, 15]). $L_{eq,\Delta T}$ is expressed by:

$$L_{eq,\Delta T} = 10 \log \frac{1}{\Delta T} \int_{t_0}^{t_f} 10^{0.1L_P(t)} dt \quad (2)$$

where t_0 initial time, t_f final time, $\Delta T = t_f - t_0$ and $L_P(t)$ is the overall sound pressure level (in decibels).

We will define in the next subsection the analytic method to compute the noise level at any reception point.

Calculation method for aircraft noise levels

The aircraft noise levels L_P at a receiver is obtained by the following formula based on works [16, 31]:

$$L_P = L_{ref} - 20 \log_{10} R + \Delta_{atm} + \Delta_{ground} + \Delta_V + \Delta_D + \Delta_f \quad (3)$$

where L_{ref} is the sound level at the source, $20 \log_{10} R$ is a correction due to geometric divergence, Δ_{atm} is the attenuation due to atmospheric absorption of sound. The other terms Δ_{ground} , Δ_V , Δ_D , Δ_f correspond respectively to the ground effects, correction for the Doppler, correction for duration emission and correction for the frequency.

In this paper, we have used a semi-empirical model to predict noise generated by conventional-velocity-profile jets exhausting from coaxial nozzles predicting the aircraft noise levels represented by the jet noise [22] which corresponds to the main predominated noisy source. It is known that jet noise consists of three principal components. They are the turbulent mixing noise, the broadband shock associated noise and the screech tones. At the present time, this first approximation have been used herein. It seems to be correct in that step of research because the complexity of the problem. Many studies have agreed with this model and full-scale experimental data even at high jet velocities in the region near the jet axis. Numerical simulation of jet noise generation is not straightforward undertaking. Norum and Brown [17], Tam and Auriault [23, 24, 25] had earlier discussed some of the major computational difficulties anticipated in such effort. At the present time, there are reliable to jet noise prediction. However, there is no known way to predict tone intensity and directivity; even if it is entirely empirical. This is not surprising for the tone intensity which is determined by the nonlinearities of the feedback loop. Obviously, to complete this study we will need to integrate other noise source models in particular aerodynamics.

Although the numerous aspects of the mechanisms of noise generation by coaxial jets are not fully understood, the necessity to predict jet noise has led to the development of empirical procedures and methods. During the descent phase, the jet aircraft noise as well as propeller aircraft noise is approximately omni-directional and the noise emission is decreasing with decreasing speed when assuming that the power setting is constant. The jet noise results from the turbulence created by the jet mixing with the surrounding air. Jet mixing noise caused by subsonic jets is broadband in nature (its frequency range is without having specific tone component) and is centered at low frequencies. Subsonic jets have additional shock structure-related noise components that generally occur at a higher frequencies. The prediction of jet noise is extremely complex. The used methods in system analysis and in the engine design usually employed simpler or semi-empirical prediction techniques. By replacing the predicted jet noise level [22] in (3), we obtain the following expression

$$L_P(t) = \left\{ \begin{array}{l} 141 + 10 \log_{10} \left(\frac{\rho_1}{\rho} \right)^w + 10 \log_{10} \left(\frac{V_e}{c} \right)^{7.5} + 3 \log_{10} \left(\frac{2s_1}{\pi d^2} + 0.5 \right) \\ + 10 \log_{10} \left(\left(1 - \frac{v_2}{v_1} \right)^{me} + 1.2 \frac{\left(1 + \frac{s_2 v_2^2}{s_1 v_1^2} \right)^4}{\left(1 + \frac{s_2}{s_1} \right)^3} \right) + 10 \log_{10} s_1 \\ + \log_{10} \frac{\tau_1}{\tau_2} + 10 \log_{10} \left(\left(\frac{\rho}{\rho_{ISA}} \right)^2 \left(\frac{c}{c_{ISA}} \right)^4 \right) \\ - 20 \log_{10} R - 15 \log_{10}(C_D(M_c, \theta)) - 10 \log_{10}(1 - M \cos \theta), \end{array} \right. \quad (4)$$

where

v_1	speed of jet gas at inner contours
v_2	speed of jet gas at outer contours
s_1	area of coaxial engine nozzle at inner contours
s_2	area of coaxial engine nozzle at outer contours
τ_1	temperature at inner contours
τ_2	temperature at outer contours
ρ_1	atmospheric density at inner contours
ρ_{ISA}	International Standard Atmosphere density
c_{ISA}	International Standard Atmosphere for speed of sound.

The effective speed V_e is defined by:

$$V_e = v_1 [1 - (V/v_1) \cos(\alpha_T)]^{2/3}.$$

The angle of attack α_T , the upstream axis of the jet relative to the direction of aircraft motion has been neglected in this study.

The distance source to the observer is

$$R = (x - x_{obs})^2 + (y - y_{obs})^2 + h^2$$

where (x_{obs}, y_{obs}) are the coordinates of the observer. Δ_V is expressed by

$$\Delta_V = -15 \log(C_D(M_c, \theta)) - 10 \log(1 - M \cos \theta)$$

where $C_D(M_c, \theta)$ indicate the Doppler convection factor:

$$C_D(M_c, \theta) = [(1 + M_c \cos \theta)^2 + 0.04M_c^2],$$

the Mach number of convection is:

$$M_c = 0.62(v_1 - V)/c$$

and $w = \frac{3(V_e/c)^{3.5}}{0.6 + (V_e/c)^{3.5}} - 1.$

The validity of this improved prediction model is established by fairly extensive comparisons with model-scale static data [26]. Insufficient appropriate simulated-flight data are available in the open literature, so verification of flight effects during aircraft descent has to be established. Analysis by Stone and al. STON has shown that measured data are used to calibrate the behavior of the used jet noise model and its implications from theory [22]. Nowadays, the above formulation is being considered realistic compared to others described in applied and fundamental literature dealing with jet noise of aircraft during descent operations.

Taking account the formulas (2) and (4), we obtain our cost function in the following integral function form

$$\begin{aligned}
 J : \mathcal{C}^1([t_0, t_f], \mathbb{R}^6) \times \mathcal{C}^1([t_0, t_f], \mathbb{R}^3) &\longrightarrow \mathbb{R} \\
 (X(t), U(t)) &\longrightarrow J(X(t), U(t)) = \int_{t_0}^{t_f} \ell(X(t), U(t)) dt
 \end{aligned}$$

J is the criterion for optimizing the noise level at a given receiver. It doesn't depend of χ , γ and U .

2.4 Optimal Control Problem

Finding an optimal trajectory, in term of minimizing noise emission during a descent, can be mathematically stated as an ODE optimal control problem. We opted different notations $z \equiv X, u \equiv U$ and $t_0 = 0$:

$$\left\{ \begin{array}{l} \min J(z, u) = \int_0^{t_f} \ell(z(t), u(t)) dt \\ \dot{z}(t) = f(z(t), u(t)), \forall t \in [0, t_f] \\ z_{I_1}(0) = c_1, z_{I_2}(t_f) = c_2 \\ a \leq C(z(t), u(t)) \leq b \end{array} \right. \quad (OCP)$$

where $J : \mathbb{R}^{n+m} \rightarrow \mathbb{R}$, $f : \mathbb{R}^{n+m} \rightarrow \mathbb{R}^n$ and $C : \mathbb{R}^{n+m} \rightarrow \mathbb{R}^q$ correspond respectively to the cost function, the dynamic of the problem, and the constraints defined in the previous section. The initial and final values for the state variables $((x(0), y(0), h(0), V(0)))$ and $((x(t_f), y(t_f), h(t_f)))$ are fixed. $n_\ell := |I_1| + |I_2|$ is the total number of fixed limit values of the state variables.

To solve our problem (find the optimal control $u(t)$ and the corresponding optimal state $z(t)$), we discretize the control and the state with identical grid and transcribe optimal control problem into nonlinear problem with constraints. In the next section, we present the method of resolution that yield to flight paths minimizing noise levels at a given receiver.

3 Discrete Optimal Control Problem

To solve (OCP) different methods and approaches can be used [3, 28]. In this paper, we use a direct optimal control technique : we first discretize (OCP) and then solve the resulting nonlinear programming problem.

3.1 Discretization

We use an equidistant discretization of the time interval as

$$0 = t_0 < \dots < t_N = t_f$$

where :

$$t_k = t_0 + kh, \quad k = 0, \dots, N \quad \text{and} \quad h = \frac{t_f - t_0}{N}.$$

Then we consider that $u(\cdot)$ is parameterized as a piecewise constant function :

$$u(t) := u_k \text{ for } t \in [t_{k-1}, t_k[$$

and use a Runge-Kutta scheme (Heun) to discretize the dynamic :

$$\begin{cases} z_{k+1} = z_k + h \sum_{i=1}^s b_i f(z_{ki}, u_k) \\ z_{ki} = z_k + h \sum_{j=1}^s a_{ij} f(z_{kj}, u_k) \\ k = 0, \dots, N-1, \quad i = 1, \dots, s. \end{cases}$$

The new discrete objective function is stated as :

$$\tilde{J} = \sum_{k=0}^N \ell(z_k, u_k).$$

The continuous optimal control problem (OCP) is replaced by the following discretized control problem :

$$(NLP) \quad \begin{cases} \min \sum_{k=0}^N \ell(z_k, u_k) \\ z_{k+1} = z_k + h \sum_{i=1}^s b_i f(z_{ki}, u_k), \quad k = 0, \dots, N-1 \\ z_{ki} = z_k + h \sum_{j=1}^s a_{ij} f(z_{kj}, u_k), \quad k = 0, \dots, N-1 \\ z_{0I_1} = c_1, \quad z_{NI_2} = c_2 \\ a \leq C(z_k, u_k) \leq b, \quad k = 0, \dots, N \end{cases}$$

To solve (NLP) we developed an AMPL [2] model and used a robust interior point algorithm KNITRO [7]. We choose this NLP solver after numerous comparisons with some other standard solvers available on the NEOS (Server for Optimization) platform.

4 Numerical results

For different cases and configurations, we consider an aircraft approach with an initial condition ($x_0 = 0; y_0 = 0; h_0 = 3500 \text{ m}$) a final condition ($x_f =$

60000 m; $y_f = 5000$ m; $h_f = 500$ m) and for a fixed $t_f = 10$ min and a discretization parameter $N = 100$ or $N = 200$.

We first consider the simplest configuration of one single observer and no additional constraint.

4.1 One fixed observer

For various positions (x_{obs}, y_{obs}) of an observer on the ground (near the aircraft trajectory) we calculate the optimal noise level J (corresponding to our optimal trajectory Tr) and the noise level J_1 corresponding to the trajectory Tr_1 that minimizes the "fuel consumption" (re minimizing) the simple following model of consumption [6]:

$$CO(h, V, \delta_x) = \int_0^{t_f} C_{SR} T(t) dt$$

where C_{SR} is supposed constant.

The following table summarizes the obtained results.

(x_{obs}, y_{obs})	J (dB)	$max(f.e, o.e)$	CPU (s)	J_1 (dB)	$J_1 - J$ (dB)	%CO
(0, 0)	45.92	$7.92e - 07$	10	47.03	1.1	36%
(0, 2500)	44.95	$8.76e - 07$	8.4	46.32	1.4	36%
(0, 5000)	43.27	$3.44e - 07$	9.8	44.93	1.7	36%
(20000, 0)	48.97	$4.66e - 07$	10.4	51.04	2.10	33%
(20000, 2500)	49.58	$2.81e - 08$	10.6	51.55	2	26%
(20000, 5000)	47.18	$8.36e - 07$	9.8	49.70	2.5	36%
(40000, 0)	47.59	$6.73e - 07$	14.6	49.52	2	26%
(40000, 2500)	50.76	$4.21e - 07$	6.9	52.87	2.11	26%
(40000, 5000)	49.74	$6.92e - 07$	11.9	51.72	2	24%
(60000, 0)	42.85	$5.29e - 07$	7.2	45.00	2.15	34%
(60000, 2500)	45.04	$6.90e - 07$	6.7	48.014	3	36%
(60000, 5000)	48.84	$7.10e - 07$	6	54.18	5.34	38%

Table 1: Noise minimization

For each case, the algorithm (KNITRO[7]) found a solution with a very high accuracy. The computation of Tr_1 have been done only one time; it needs 7s

with an accuracy of $\max(f.e, o.e) = 4.24e - 07$.

The third column of Table 1 measure the maximum of feasibility error and optimality error, the fourth one gives an idea on the computation effort (namely the CPU time). The two last columns correspond to the noise reduction and % of exceeded consumption : $\%CO = (CO(Tr) - CO(Tr_1))/CO(Tr)$. Our trajectory that minimizes the noise consume about 31% more than the trajectory minimizing the consumption.

The following figure showing the solution trajectory Tr , where the fixed observer presents a certain area near the airport :

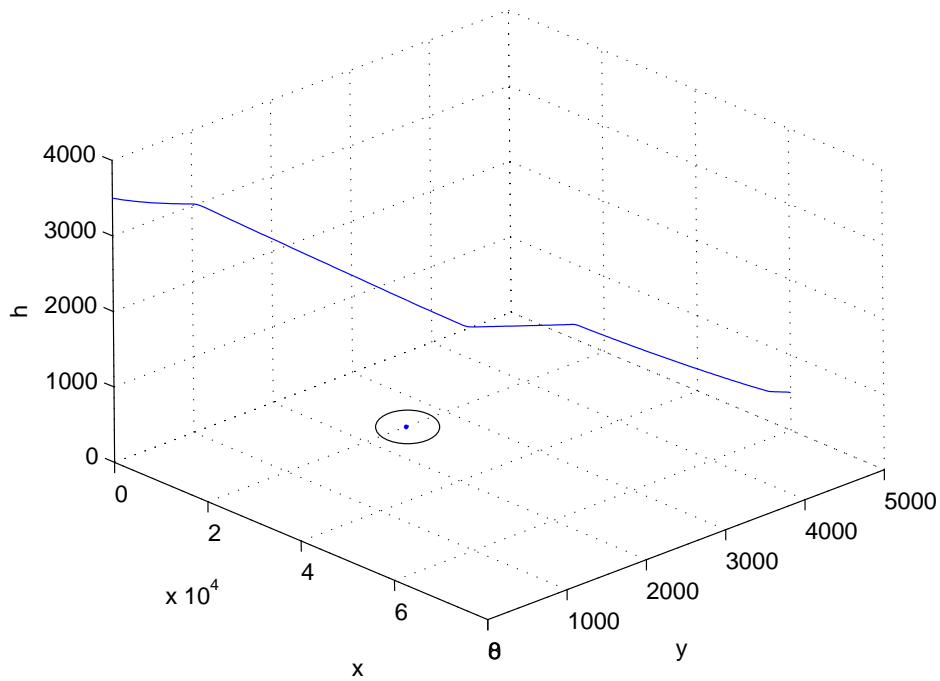


Figure 2: Trajectory in 3D

The following figures present the state and control variables of the optimal trajectory Tr .

We remark that the optimal variables h, V, χ, α and μ present some large

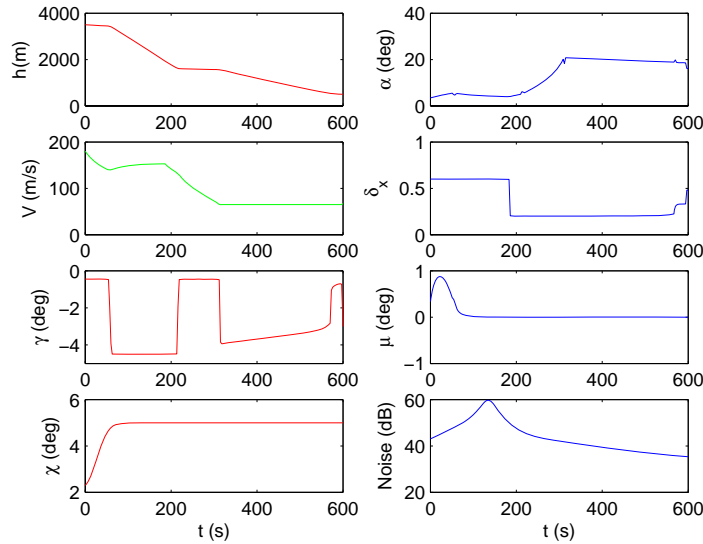


Figure 3: Solutions of (NLP)

constant stages, while γ and δ_x are bang-bang.

4.1.1 One fixed observer with an additional consumption constraint

Table (1) shows that the optimal trajectory Tr consumes about 31% more than Tr_1 . This fact makes of interest some additional constraint on the consumption.

We define a new problem :

$$(OCP)_2 \begin{cases} \min L_{eq, \Delta t} \\ \dot{z}(t) = f(z(t), u(t)) \\ z_{I_1}(0) = c_1, z_{I_2}(t_f) = c_2 \\ CO(z(t), u(t)) \leq 1.1CO(Tr_1) \end{cases} \quad (5)$$

This problem can be solved using the same techniques (discretization,...) and the same configurations. We obtain the following results.

(x_{obs}, y_{obs})	$J (dB)$	$max(f.e, o.e)$	$J_1(dB)$	CPU (s)
(0, 0)	46.32	$9.94e - 07$	47.03	9.6
(0, 2500)	45.44	$9.17e - 07$	46.32	13.2
(0, 5000)	43.94	$9.49e - 07$	44.93	13.1
(20000, 0)	49.79	$7.25e - 07$	51.04	18.6
(20000, 2500)	50.32	$8.75e - 07$	51.55	8.5
(20000, 5000)	48.33	$9.37e - 07$	49.70	20
(40000, 0)	48.16	$7.54e - 07$	49.52	33.3
(40000, 2500)	51.43	$6.55e - 07$	52.87	9.3
(40000, 5000)	50.31	$6.90e - 07$	51.72	20.4
(60000, 0)	43.81	$9.74e - 07$	45.00	34.8
(60000, 2500)	46.40	$7.69e - 07$	48.014	27.9
(60000, 5000)	51.32	$9.30e - 07$	54.18	17.8

Table 2: Noise minimization

The following figures present the solution trajectory Tr , the state and control variables:

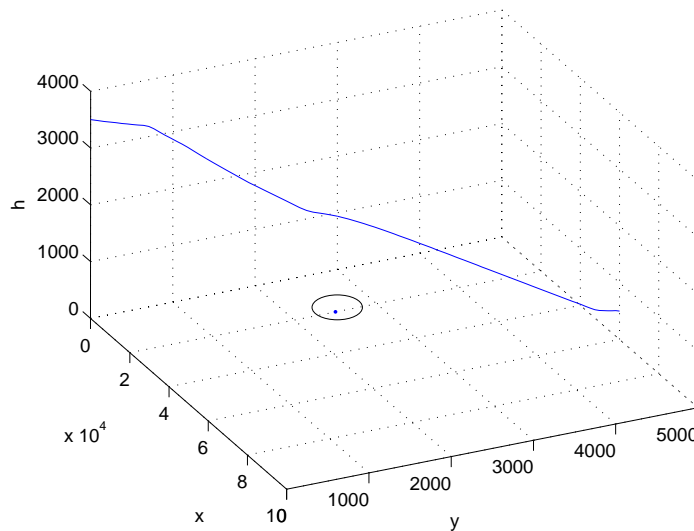
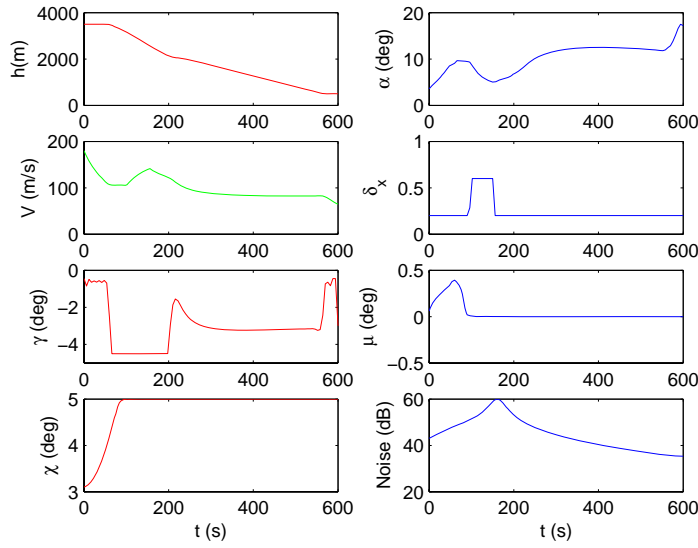


Figure 4: Trajectory in 3D

Figure 5: Solutions of $(OCP)_2$

We obtain approximately the same characteristic for the trajectory while the noise reduction is still significant.

4.2 Several observers fixed on the ground

We can generalize the process of minimization for several observers. In this case, we minimize the maximum of noise corresponding to several observers. The problem to solve is written as follows :

$$(OCP)_3 \begin{cases} \min \vartheta \\ \vartheta \geq J_{obs_j} \\ \dot{z}(t) = f(z(t), u(t)) \\ z_{I_1}(0) = c_1, z_{I_2}(t_f) = c_2 \end{cases} \quad (6)$$

where J_{obs_j} are the noise levels corresponding to j fixed observers.

Once again, we use a direct method to solve the problem $(OCP)_3$ with the same modeling language and software.

We choose five observers : $(obs_1(0, 0), obs_2(20000, 2500), obs_3(40000, 5000), obs_4(60000, 0), obs_5(60000, 5000))$ which represent a certain area near the airport. We obtained an optimal solution, the obtained noise level is 49.65 dB, the accuracy of the results is still very high ($max(f.o, e.o) = 5.89e - 07$) and the algorithm takes no more 130s on a standard PC. This trajectory is about 5 dB less than $J_1(54.18 \text{ dB})$.

The trajectory characteristics are given in the following figures:

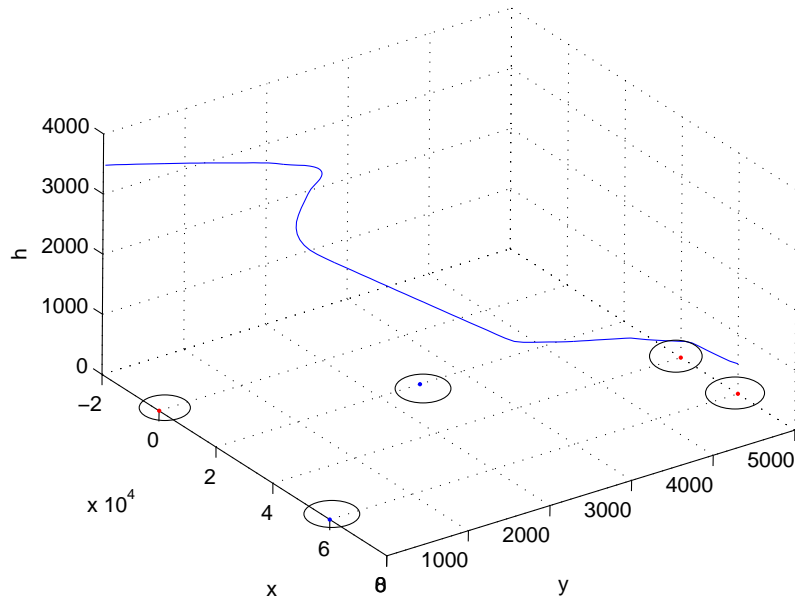
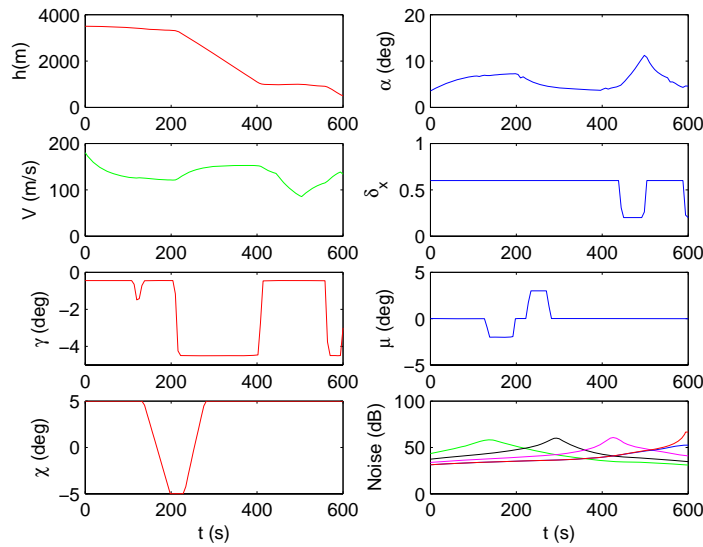


Figure 6: Trajectory in 3D with several observers

Figure 7: Solutions of $(OCP)_3$

Almost all state and control variables (except α and V) present large constant stages. The control variables δ_x and μ are bang-bang between their prescribed bounds.

5 Conclusion

We have performed a numerical computation of the optimal control issue. An optimal solution of the discretized problem is found with a very high accuracy. A noise reduction is obtained during the phase approach by considering the configuration of one and several observers. The trajectory obtained presents interesting characteristics and performances.

Extensions of the analysis on the current problem should include other source of noise. This feature is particularly important since improved noise model that better represent individual noise sources (engines, airframe,...). It should be remembered that this model is focused on single event flight. Additional researches are needed to fully assess the influence of wind and other atmospheric conditions on noise prediction process. The noise studies have, as yet, been limited to a single aircraft type equipped with two engines. Further research should consider multiple flights model considering airport capacity and nearby configuration.

ACKNOWLEDGEMENTS.

We would like to thank Thomas Haberkorn for his constructive comments and his valuable help and suggestions for computational aspects.

References

- [1] L. Abdallah, *Minimisation des bruits des avions commerciaux sous contraintes physiques et aerodynamiques*, *PhD. thesis, Claude Bernard University, 2007.*
- [2] *AMPL. A Modeling Language for Mathematical Programming*, <http://www.ampl.com>.
- [3] N. Berend, F. Bonnans, M. Haddou, J. Varin, C. Talbot, *An Interior-Point Approach to trajectory Optimization*, *INRIA Report, N. 5613, 2005.*
- [4] A. Bolonkin and K. Narendra, *Method for finding a global minimum*. *AIAA-94-4420, Jan. 1994.*
- [5] P.T. Boggs and J.W. Tolle, *Sequential Quadratic Programming*. *Acta numerica*, pp. 1-52, 1995 .
- [6] J. Boiffier, *The Dynamics of Flight*. *John Wiley and Sons, 1998.*
- [7] R.H. Byrd, J. Nocedal, and R.A. Waltz, *KNITRO: An Integrated Package for Nonlinear Optimization*, 2006. <http://www-neos.mcs.anl.gov/neos/solvers>
- [8] G. Gilyard and A. Bolonkin, *Optimal pitch thrust-vector angle and benefits for all flight regimes*. *NASA Report, NASA/TM-2000-209021, 2000.*
- [9] *ICAO. Environmental protection. Annex 16 to the Convention on International Civil Aviation. Aircraf Noise, 1, 1993.*
- [10] *ICAO. Technical manual for environment specified the usage of methods for aircraft noise certification. Doc. 9501, Montreal, 1995.*
- [11] S. Jonkhart, *A study into existing methodologies for the calculation of noise exposure levels and around airports*. *National Aerospace Laboratory Report NLR CR 92515 L, 1992.*
- [12] J. Lambert and M. Vallet, *Study related to the preparation of a communication on a future EC noise policy*. *LEN, Final Report, No. 9420, Paris, 1994.*
- [13] J.D. Mattingly, *Elements of Gas Turbine Propulsion*, *McGraw-Hill, 1996*

- [14] B.W. McCormick, *Aerodynamics, Aeronautics and Flight Mechanics*. John Wiley & Sons, NY, 1979.
- [15] L. Montrone, *Comparison of aircraft noise computation methods in Europe*. National Aerospace Laboratory, NLR /NLR-CR-2000-055, 2000.
- [16] F. Miyara, S. Gabanellas, P. Mosconi, V. Pach, M. Yamtelli, J. C. Rall and J. Vazquez, *The acoustical geometry of aircraft overflights. The 2001 International Congress and Exhibition on Noise control Engineering. The Hague, The Nether lands, pp. 27-30, 2001.*
- [17] T.D. Norum and M.C. Brown, *Simulated High-Speed Flight Effects on Supersonic Jet Noise*. AIAA Paper 93-4388, 1993.
- [18] S.J. Pietrzko and R.F. Hofmann, *Mathematical modelling of aircraft noise based on identified directivity patterns*. American Institute of Aeronautics and Astronautics. AIAA 96-1768, pp. 1-14, 1996.
- [19] N. Rajan and M.D. Ardema, *Interception in Three Dimensions: An Energy Formulation*. *J. Guidance*, Vol. 8, No. 1, 1985.
- [20] W.M. Schuller, F.D. van der Ploeg, and P. Bouter, *Impact of diversity in aircraft noise rating*. *J. Noise Control Eng*, Vol. 43 (6), pp. 209-215, 1995.
- [21] J.P. Smith, R.A. Burdisso, C.R. Fuller and R.G. Gibson, *Active control of low-frequency broadband jet engine exhaust noise*. *Noise Control Engineering Journal*, Vol. 44, No. 1, pp. 45-58, 1996.
- [22] J.R. Stone, D.E. Groesbeck and L. Zola Charles, *An improved prediction method for noise generated by conventional profil coaxial jets*. *National Aeronautics and Space Administration. Report NASA-TM-82712, AIAA-1991, 1981.*
- [23] C.K.W. Tam, *Computational Aeroacoustics: Issues and methods*. *AIAA Journal*, vol. 33, pp. 1788-1796, 1995.
- [24] C.K.W. Tam, *Supersonic Jet Noise*. *Annu. Review Fluid Mech.*, Vol. 27, pp. 17-43, 1995.
- [25] C.K.W. Tam and L. Auriault, *Jet Mixing Noise from Fine-Scale Turbulence*. *J. AIAA*, Vol. 37, N. 2, pp. 145-153, 1999.
- [26] C.K.W. Tam, *Noise from High Speed Jets. Lecture Notes*. VKI Lecture series on Advanced in Aeroacoustics. Lecture Series 2001 - 2002, Ed. by J. Anthoine and C. Schram, pp. 1, 34, 2001.

- [27] V.I. Tokarev, O.I. Zaporozhets and M. Valery Vorotyntsev, *Sound Generation by Airborne Air Conditioning Systems: Theory and Analysis. Applied Acoustics, Vol. 55, No. 2, 1998.*
- [28] S. Wright, *Interior-point methods for optimal control of discrete-time systems, J. Optim. Theory Appls, Vol. 77, pp. 161-187.*
- [29] O.I. Zaporozhets and V. I. Tokarev, *Aircraft Noise Modelling for Environmental Assessment Around Airports. Applied Acoustics, Vol. 55, No. 2, pp. 99-127, 1998.*
- [30] O.I. Zaporozhets and V.I. Tokarev, *Predicted Flight Procedures for Minimum Noise Impact. Applied Acoustics, Vol. 55, No. 2, pp. 129-143, 1998.*
- [31] O.I. Zaporozhets and S. Khardi, *Optimisation of aircraft flight trajectories as a basis for noise abatement procedures around the airports. Theoretical considerations and acoustical applications. INRETS Report. N. 257, 2004.*

Received: May, 2009