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(54) **SYSTEM AND METHOD FOR DIRECTING AN ADAPTIVE ANTENNA ARRAY**

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(63) Continuation of application No. 09/227,371, filed on Jan. 8, 1999, now Pat. No. 6,275,187.

(60) Provisional application No. 60/076,610, filed on Mar. 3, 1998, and provisional application No. 60/076,666, filed on Mar. 3, 1998.

(51) **Int. Cl.**⁷ **H01Q 3/22**

(52) **U.S. Cl.** **342/372; 342/74; 342/175; 342/195; 342/367; 342/368; 342/371; 342/377**

(58) **Field of Search** **342/73–81, 90, 342/94–101, 147–158, 175, 195, 368–377, 422–427, 367; 455/517, 561, 562**

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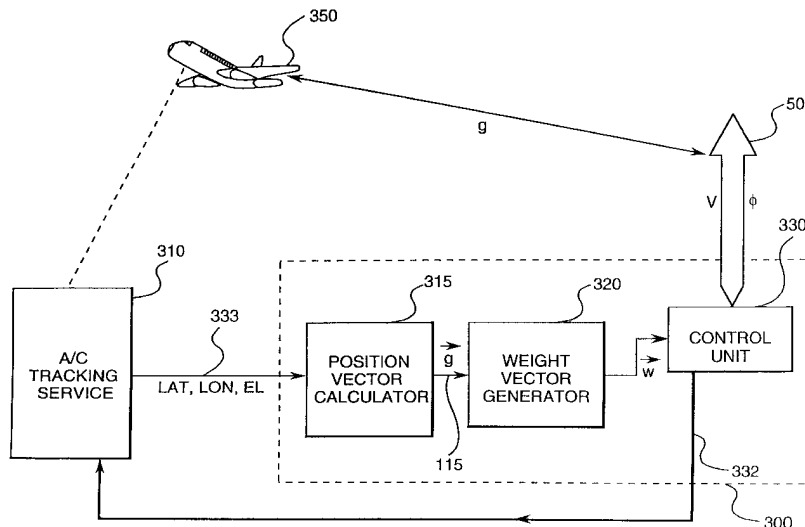
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(57) **ABSTRACT**

A system for directing a receiving lobe of an adaptive antenna array toward an aircraft in flight includes an aircraft position vector calculator and an antenna weight vector generator. The aircraft position vector calculator receives aircraft position information from an aircraft tracking service and calculates, based upon the aircraft position information it receives, an aircraft position vector g . An antenna weight vector generator receives the aircraft position vector g from the aircraft position vector calculator and generates, based upon the aircraft position vector g , an antenna element weight vector w . The antenna weight vector w is applied to the elements of an adaptive antenna array to direct a receiving lobe of the array towards an aircraft in flight.

11 Claims, 3 Drawing Sheets



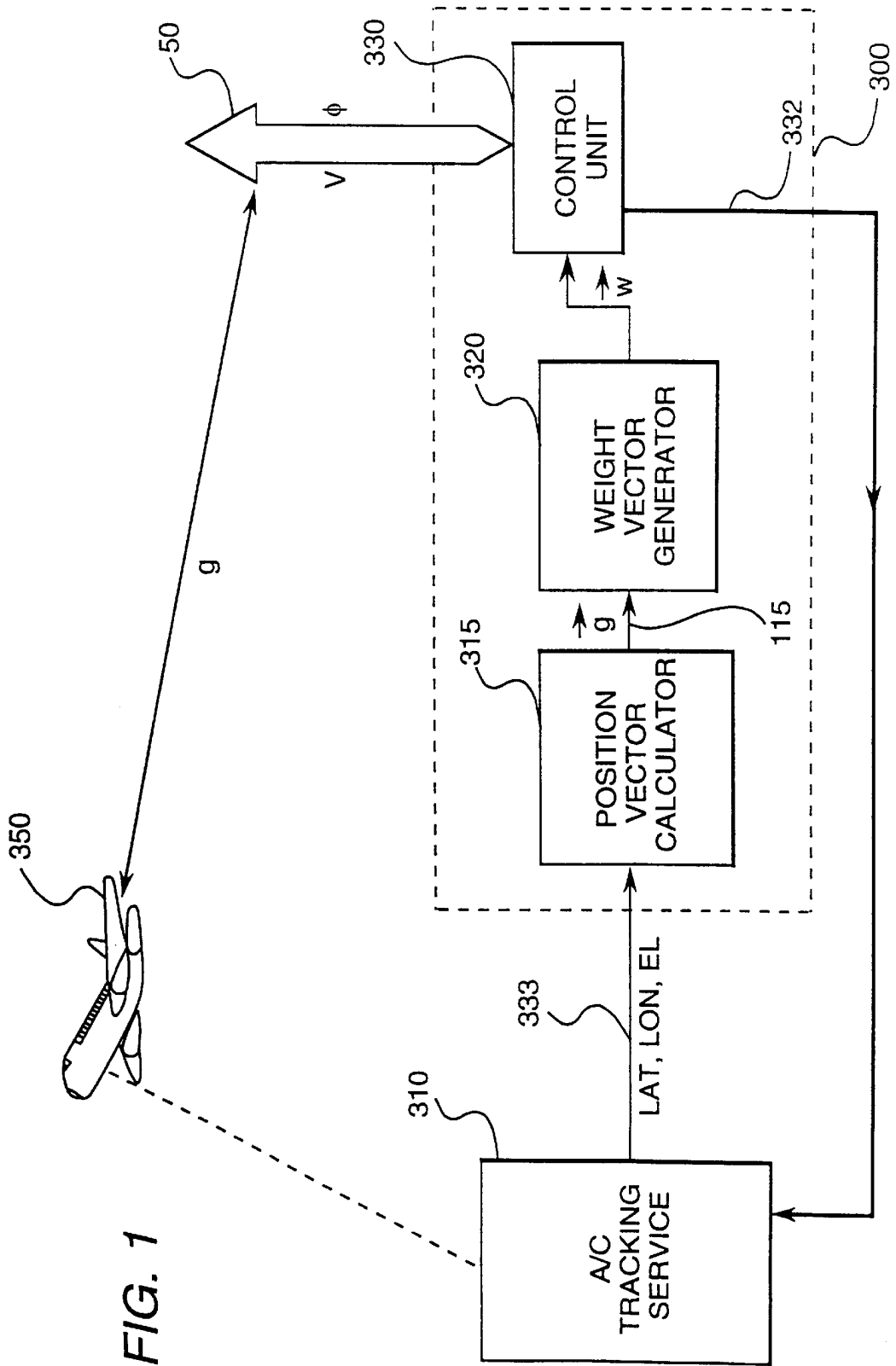


FIG. 1

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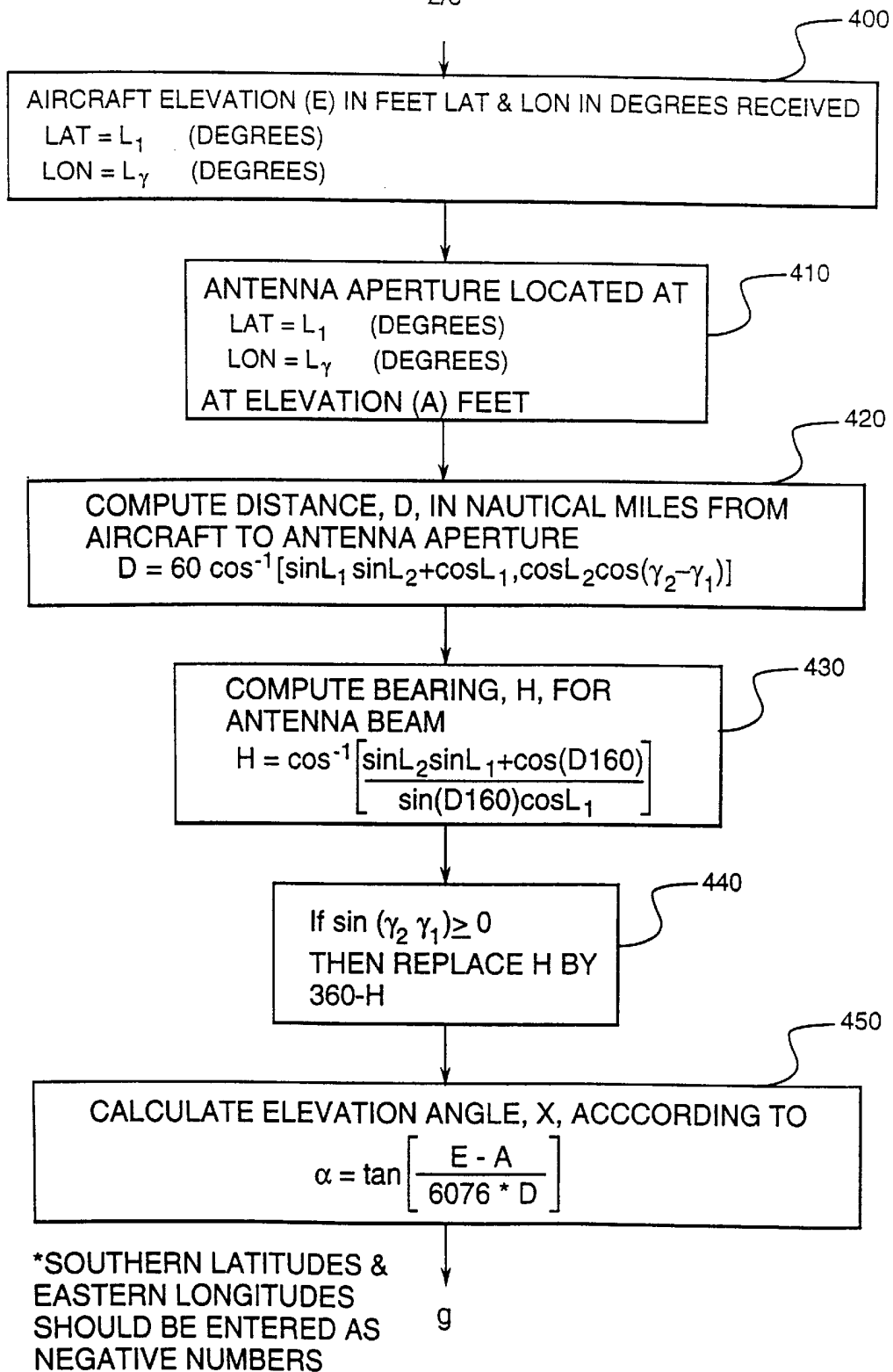


FIG. 2

PARAMETER	VALUE	REMARKS
Transmit Power (dBm)	35	
Carrier Frequency (GHz)	2442	
Wavelength (meter)	0.12285	
Transmit Antenna Gain (dBt)	-2	
Transmitted EIRP (dBm)	33	FCC Allows up to 35 dBm
Range (MILES)	200	
Range (Km)	321.8	
Free Space Loss (dB)	-150.348	
Boltzmann's Constant	-228.6	
Other Link Losses(dB)	∧1	
Receive Antenna Element Diameter (cm)	20	
Receive Antenna Element Efficiency	0.6	60% Efficiency
Receive Antenna Element Gain (dBi)	11.95759	
Number of Receive Array Elements	16	Array Gain of 12 dB
Receive Antenna Array Gain(dBi)	23.99879	
Receiver Noise Figure(dB)	3	
Receiver Noise Figure (dimensionless)	1.995262	
Receiver Noise Temperature(K)	288.6261	
Antenna Noise Temperature(K)	100	Tsky = 70 Tgnd = 30
System Noise Temperature(K)	388.6261	
System Noise Temperature(dB.K)	25.89532	
Receiver G/T (dB/K)	-1.89653	
Pr/No (dB.bps)	78.35507	
Data Rate (kbps)	1000	1 Mbps
Data Rate (dB-kbps)	30	
Implementation Loss (dB)	-2	
Available Eb/No (dB)	16.35507	
Bit Error Rate	10 ⁽⁻⁵⁾	
ModulationScheme	DQPSK	
Required Eb/No (dB)	12	
Coding Gain (dB)	0	No Coding
Margin (dB)	4.355072	

FIG. 3

SYSTEM AND METHOD FOR DIRECTING AN ADAPTIVE ANTENNA ARRAY

CROSS REFERENCE TO RELATED APPLICATIONS

This application is a continuation of application Ser. No. 09/227,371, now U.S. Pat. No. 6,275,187A, filed Jan. 8, 1999. This invention claims priority from provisional application Nos. 60/076,666 filed Mar. 3, 1998, and 60/076,610 filed Mar 3, 1998, both of which are hereby incorporated by reference.

BACKGROUND OF THE INVENTION

The present invention relates to antennas for radio frequency telemetry applications, and more particularly to a system and method for directing an adaptive antenna array in the direction of an aircraft in flight in order to establish a radio frequency (RF) communication link between the aircraft in flight and a receiver.

A significant problem encountered in the art of in-flight telemetry relates to the frequency and, more importantly, the power at which telemetry devices can transmit RF signals. Until the enactment by the Federal Communications Commission (FCC) of Part 15.247 of the FCC Rules and Regulations, aircraft telemetry systems were primarily limited to the VHF band (174–216 MHz), and could only operate at very low transmission powers of less than 0.1 milliwatts (mW) (FCC Part 15.241). This restriction on the transmission power has significantly limited the transmission range (i.e., the maximum distance between the transmitter and the receiver) of airborne telemetry devices.

Directional antennas, such as those used in conventional RF communications receivers have forward lobes or beams that represent areas of maximum receiver gain. The receiver gain is generally highest when these beams are positioned in the direction of the signal source. Such antennas also typically have nulls, or areas of lowest gain, e.g., at their sides. Nulls can be positioned to desensitize reaction to unwanted signals, based on their direction of arrival. The position of lobes and nulls in such antennas is commonly fixed upon installation and remains fixed over time.

However, the position of an aircraft in flight is constantly changing with respect to a given ground based receive antenna. Accordingly, a problem exists in the telemetry arts with respect to establishing reliable telecommunication links between an aircraft in flight and a ground based receiver, especially under circumstances in which the output power of the transmit antenna on board the aircraft in flight is limited.

BRIEF SUMMARY OF THE INVENTION

The present invention overcomes this problem by providing a system and method for electronically steering the main lobe of a receive antenna array pattern in the direction of an aircraft in flight while simultaneously minimizing the receiver sensitivity to signals from other directions, including interference signals from other directions and background thermal noise from other directions. In an exemplary embodiment of the invention, a system and associated method for directing a main receiving lobe of an adaptive antenna array toward an aircraft in flight comprises an aircraft position vector calculator and an antenna weight vector generator. The aircraft position vector calculator receives aircraft position information for an aircraft from an aircraft tracking means such as an aircraft tracking service. The aircraft position vector calculator calculates an aircraft

position vector \mathbf{g} , for selected aircraft in flight, and provides position vector \mathbf{g} at an output. The antenna weight vector generator receives aircraft position vector \mathbf{g} from the aircraft position vector calculator and generates an antenna weight vector \mathbf{w} , based on position vector \mathbf{g} . The weight vector generator provides antenna weight vector \mathbf{w} to the antenna elements of the adaptive antenna array such that a receiving lobe of the adaptive antenna array is directed toward the aircraft in flight.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 shows a block diagram of a system for directing an adaptive antenna array according to one embodiment of the invention.

FIG. 2 is a flow chart of the steps of a method for computing aircraft position vector \mathbf{g} according to one embodiment of the invention.

FIG. 3 shows exemplary specifications for a communications link according to one embodiment of the invention.

DETAILED DESCRIPTION OF THE INVENTION

A block diagram of an adaptive antenna array **50** and a system for directing the adaptive antenna array (referred to hereinafter as antenna directing system **300**) according to one embodiment of the present invention is illustrated in FIG. 1. As used herein, the term “adaptive antenna array” refers to an antenna array capable of electronically steering a beam toward a desired signal thereby maximizing the signal to noise ratio of the desired signal.

The antenna directing system **300** of the present invention comprises an aircraft position vector calculator **315** coupled to a weight vector generator **320**. A control unit **330** is coupled to weight vector generator **320** such that the control unit distributes the output \mathbf{w} from weight vector generator **320** to individual elements of array **50**. For purposes of this specification boldface type is used to indicate vector quantities. The vector quantity \mathbf{w} comprises n complex elements (n being the number of elements in array **50**), that is, n magnitude and phase pairs, wherein each pair corresponds to an individual element of array **50**. For example, w_i controls element i of array **50**. In this manner, antenna directing system **300** enables antenna array **50** to electronically change, or adapt, its radiation pattern over time to optimize signal reception in the direction of an aircraft **350**.

Aircraft position vector calculator **315** is a programmable calculator, or processor, programmed to calculate a position vector \mathbf{g} for aircraft selected by control unit **330**. A position vector \mathbf{g} is defined herein to be a vector directed along an axis from antenna array **50** to selected aircraft **350**. Position vector \mathbf{g} is calculated from position data indicating the position of selected aircraft **350**. As used herein, the term “aircraft” includes all airborne craft such as helicopters, airplanes, gliders, drones, and balloons.

In one embodiment of the present invention, position data includes, but is not limited to, latitude, longitude and elevation information associated with the position of aircraft **350**. Position data could also include range and bearing data for aircraft **350** such as that obtained by aircraft **350** from on board VHF Omni Ranging (VOR) equipment, or other direction or position finding instruments. In one embodiment of the present invention position data for aircraft **350** is supplied to system **300** by an aircraft tracking service **310**. One example of a commercial provider of aircraft tracking software suitable for use in the present invention is RLM

Software, of Boston, Mass. Another example of aircraft tracking service **310** is AIRTRAK, an aircraft tracking program readily commercially available from METSYS Software & Services, Cropton, Pickering, North Yorkshire, YO18 8HL, England. The AIRTRAK program allows a user to generate maps for any area of the world, overlay the maps with a latitude/longitude grid, reporting points, towns and airfields.

The AIRTRAK program plots the route of the requested flight as the flight progresses. It will be recognized, however, that AIRTRAK is but one of many available aircraft position tracking means suitable for use in the present invention. Other suitable means include Global Positioning System (GPS) tracking means, satellite tracking means.

Position vector calculator **315** employs calculations commonly applied in the navigation arts to calculate the relative position of an object with respect to another object based on latitude, longitude and elevation information. One example of a calculation performed by position vector calculator **315** in an embodiment of the invention is illustrated in FIG. 2.

First, position information **333**, i.e., elevation (E), latitude (L_1) and longitude (γ_1) of aircraft **350** is obtained from aircraft tracking service **310** and stored in memory as shown in block **400**. Also stored in memory are the latitude (L_2) longitude (γ_2) and elevation (A) of antenna array **50** as shown in block **410**. The distance D from antenna array **50** to aircraft **350** is computed according to the relationship:

$$D=60 \cos^{-1}[\sin L_1 \sin L_2 + \cos L_1 \cos L_2 \cos(\gamma_2 - \gamma_1)],$$

as shown in block **420**, wherein L_1 refers to the latitude of aircraft **350**, L_2 refers to the latitude of array **50**, γ_1 refers to the longitude of aircraft **350** and γ_2 refers to the longitude of array **50**.

Once D is obtained, the bearing H of aircraft **350** from antenna array **50** is calculated according to the relationship:

$$H = \cos^{-1} \left[\frac{\sin L_2 - \sin L_1 \cos(D/60)}{\sin(D/60) \cos L_1} \right],$$

as shown in block **430**.

Bearing adjustments for southern latitudes and eastern longitudes are made as shown in block **440**. Finally, elevation angle α is computed according to the relationship:

$$\alpha = \tan^{-1} \left[\frac{E - A}{6076 * D} \right]$$

as shown in block **450**. Accordingly, position vector g comprises elevation angle and bearing as calculated in FIG. 2.

As an airplane moves, its position vector g changes and the optimal array weights are recomputed to track these changes. This adaptive nature of antenna directing system **300** allows it to perform well in a nonstationary environment. In one embodiment of the present invention antenna directing system **300** is implemented in real-time using a programmable Digital Signal Processor (DSP) chip. One embodiment of the present invention employs the TMS320C50, a DSP which is available from Texas Instruments.

Beam steering computations, algorithms and devices for directing an antenna beam of an adaptive antenna array in a desired direction by weighting individual elements of the antenna array are commonly employed. As used herein, the term "weighting" as applied to an element of an antenna

array, refers to supplying a signal including a phase shift angle and amplitude such that the beam of the antenna array is electronically steered in a desired direction.

The system **300** of the present invention operates by weighting antenna array **50**. According to the invention, system **300** determines these weights based on g, i.e. data about the latitude, longitude and elevation of aircraft **350**. That is, weight vector generator **320** provides an output w based upon aircraft position vector g to give desired radiation characteristics to antenna array **50**. These characteristics include directivity and main lobe position in the direction g of aircraft **350** together with low sidelobes along other directions. In one embodiment of the invention, weight vector w comprises the individual weights w_i , that is, individual phase and amplitude values, or steering values, for individual elements of adaptive array **50** such that a main receiving lobe, or beam, of adaptive array **50** is directed, or steered in direction g, that is, toward aircraft **350**. In one embodiment of the present invention, weight vector generator **320** employs a digital signal processor (DSP) programmed to perform steering computations which generate weight vector w. The DSP may be the same DSP used to implement position vector calculator **315**. Alternative embodiments of the invention comprise other computing means for generating weight vector w such as a computer or microprocessor.

In operation, when it is desired to receive communications from a particular aircraft in flight, such as aircraft **350**, control unit **330** sends a message **332** to aircraft tracking service **310** requesting position information related to aircraft **350**. In one embodiment of the present invention, standardized airline identification codes, as commonly employed in the airline industry, are contained within message **332** to identify a particular aircraft for which position information is requested.

As previously described, upon receipt of message **332**, aircraft tracking service **310** begins to supply position information **333**, including latitude, longitude and elevation data for aircraft **350** to position vector calculator **315**. Aircraft position vector calculator **315** receives position information **333** and calculates an aircraft position vector g based on position information **333** and known position information, that is latitude, longitude and elevation, of array **50**. Weight vector generator **320** receives aircraft position vector g and generates weight vector w. Weight vector w is applied to antenna array **50** through control unit **330** resulting in the elements of antenna array **50** directed toward aircraft **350**. The construction of control unit **330** is known in the radar signal processing arts, where it is common to electronically steer individual elements of an array using phase and amplitude signal pairs obtained from an array of vectors.

With the enactment of Part 15.247 in 1985, the FCC authorized the use of the 902–928 MHz, 2400–2483.5 MHz and 5725–5850 MHz Industrial, Scientific, and Medical (ISM) band. One embodiment of the invention takes advantage of the ISM band, an RF spectrum for which no license is required and which is relatively uncrowded and expected to remain so for a reasonable period of time. In one embodiment of the present invention antenna array **50** is adapted to establish an ISM band communications link with aircraft **350**.

Model communications link specifications for an embodiment of system **300** including a receiver adapted to establish an ISM band in-flight air-to-ground communications link with aircraft **350** are given in FIG. 3. In this embodiment of the invention, no reverse link (ground-to-air-link) is modeled and the model presumes a digital quadrature phase shift

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keying (DQPSK) modulation scheme of a type generally known in the art. Model transmit power, carrier frequency wavelength, transmit antenna gain and effective isotropic radiated power (EIRP) for one embodiment of the invention are shown.

The element diameter of the receive antenna (indicated in FIG. 2 at 50), receive antenna gain and antenna efficiency are also shown. In this embodiment of the invention, a model for adaptive array 50 comprised 16 elements. As indicated in FIG. 3 data rate in the general range of about one megabit per second is predicted.

Another embodiment of the invention includes a ground-to-air link having nominal and FCC permitted parameter values. This link establishes a reverse link in addition to an air-to-ground link. The ground to air data link is used to issue telemetry commands to aircraft 350. In one embodiment of the present invention, a typical control protocol is implemented utilizing narrowband ground-to-aircraft communications links that are already in use; and another embodiment of the present invention uses an antenna and modem that is already installed on a ground site for other purposes.

An alternative embodiment of the present invention envisions 5.7 GHz band transceivers. Both the 2.4 GHz band and the 5.7 GHz band are desirable embodiments because there is not much activity in these bands at the present time. In addition, the most problematic source of interference within the 2.4 GHz band is microwave ovens, from which interference is negligible.

It will be apparent to those skilled in the art that, while the invention has been illustrated and described herein in accordance with the patent statutes, modifications and changes may be made in the disclosed embodiments without departing from the true spirit and scope of the invention. It is, therefore, to be understood that the appended claims are intended to cover all such modifications and changes as fall within the true spirit of the invention.

What is claimed is:

1. A system for directing a receiving lobe of an adaptive antenna array toward an aircraft in flight comprising:

an aircraft position vector calculator for receiving aircraft position information from an aircraft tracking service, and for calculating, based upon said aircraft position information, an aircraft position vector g ;

an antenna weight vector generator adapted to receive said aircraft position vector g from said aircraft position vector calculator and to generate, based upon said aircraft position vector g , an antenna element weight vector w ; and

wherein said adaptive antenna array comprises a plurality of antenna elements adapted to receive said antenna element weight vector w and to adjust respective weights of each of said plurality of antenna elements in accordance with said weight vector w such that the receiving lobe of said adaptive antenna array is directed toward said aircraft in flight.

2. The system of claim 1 wherein said aircraft position information comprises latitude, longitude and elevation of said aircraft.

3. The system of claim 1 wherein said aircraft position information is provided by an Internet based aircraft tracking service.

4. The system of claim 1 wherein said antenna array is adapted to receive radio frequency communications in the ISM band.

5. The system of claim 1 wherein said position vector calculator and said weight vector generator are implemented on a digital signal processor (DSP).

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6. A system for directing a receiving lobe of an adaptive antenna array toward an aircraft in flight comprising:

an aircraft tracking system for providing aircraft position information for said aircraft in flight;

an aircraft position vector calculator for receiving said aircraft position information from said aircraft tracking system, and for calculating, based upon said aircraft position information, an aircraft position vector g ;

an antenna weight vector generator adapted to receive said aircraft position vector g from said aircraft position vector calculator and to generate, based upon said aircraft position vector g , an antenna element weight vector w ; and

wherein said adaptive antenna array comprises a plurality of antenna elements adapted to receive said antenna element weight vector w and to adjust respective weights of each of said plurality of antenna elements in accordance with said weight vector w such that the receiving lobe of said adaptive antenna array is directed toward said aircraft in flight.

7. A system for directing a receiving lobe of an adaptive antenna array toward an aircraft in flight comprising:

an aircraft tracking system for providing aircraft position information for said aircraft in flight wherein said position information comprises at least latitude, longitude and elevation of said aircraft in flight;

an aircraft position vector calculator for receiving aircraft position information from said aircraft tracking system, and for calculating, based upon said aircraft position information, an aircraft position vector g ; and

an antenna weight vector adapted to receive said aircraft position vector g from said aircraft position vector calculator and to generate, based upon said aircraft position vector g , an antenna element weight vector w comprising individual element weights w_i ;

wherein said adaptive antenna array comprises M array elements for receiving radio frequency energy in the ISM band, a gain of an M th array element being proportional to a weight w_i and wherein said M th element of said adaptive antenna array receives said weight w_i such that a receiving lobe of said adaptive antenna array is directed toward said aircraft in flight.

8. A method for directing a receiving lobe of an adaptive antenna array toward an aircraft in flight comprising the steps of:

providing an aircraft tracking service and obtaining aircraft position information therefrom;

calculating a position vector g based upon said aircraft position information, said aircraft position vector g representing the direction of an aircraft from said adaptive antenna array;

calculating a weight vector w based upon said position vector g ; and

providing said weight vector w to a plurality of elements of said adaptive antenna array such that a receiving lobe of said adaptive antenna array is directed toward said aircraft in flight.

9. An antenna directing system comprising:

an aircraft position vector calculator for receiving aircraft position information from an aircraft tracking service and for calculating an aircraft position vector g based upon the aircraft position information;

an antenna weight vector generator connected to the aircraft position vector calculator and receiving the aircraft position vector g from the aircraft position

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vector calculator, the antenna weight vector generator generating an antenna element weight vector w based upon the aircraft position vector g ; and

an adaptive antenna array comprising a plurality of antenna elements and connected to the antenna weight vector generator, the adaptive antenna array receiving the antenna element weight vector w and adjusting respective weights of each of the plurality of antenna elements in accordance with the weight vector w such that a receiving lobe of the adaptive antenna array is directed toward an aircraft in flight.

10 **10.** An antenna directing system comprising:

an aircraft tracking service providing aircraft position information for an aircraft in flight;

15 an aircraft position vector calculator connected to the aircraft tracking service and receiving the aircraft position information from the aircraft tracking service, the aircraft position vector calculator calculating an aircraft position vector g based upon the aircraft position information;

20 an antenna weight vector generator connected to the aircraft position vector calculator and receiving the aircraft position vector g from the aircraft position vector calculator, the antenna weight vector generator generating an antenna element weight vector w based upon the aircraft position vector g ; and

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an adaptive antenna array comprising a plurality of antenna elements and connected to the antenna weight vector generator, the adaptive antenna array receiving the antenna element weight vector w and to adjusting respective weights of each of the plurality of antenna elements in accordance with the weight vector w such that a receiving lobe of the adaptive antenna array is directed toward the aircraft in flight.

11. A method for directing an adaptive antenna array, the method comprising the steps of:

obtaining aircraft position information for an aircraft in flight from an aircraft tracking service;

calculating a aircraft position vector g based upon the aircraft position information, the aircraft position vector g representing a direction of the aircraft in flight from the adaptive antenna array;

generating a weight vector w based upon the position vector g ;

providing the weight vector w to a plurality of antenna elements of the adaptive antenna array;

adjusting respective weights of each of the plurality of antenna elements according to the weight vector w ; and

directing a receiving lobe of the adaptive antenna array toward the aircraft in flight from the step of adjusting.

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