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An Automatic Computer Aided Detection System for Emergency Aircraft Landing

Dipalee J. Surwase[1], Mr. Moresh Mukhedkar[2]

Student, Dr. D. Y. Patil College of Engineering, Ambi, Talegaon, Pune, India[1]

Faculty, Dr. D. Y. Patil College of Engineering, Ambi, Talegaon, Pune, India[2]

Abstract: An automatic computer-aided detection (CAD) system is proposed to assist aircraft pilots to find safe emergency landing sites where no runway is available. Customarily, pilots are prepared to distinguish safe landing destinations by looking to the ground with crude eyes. Be that as it may, human vision can be altogether influenced by climate conditions. Additionally the significant choice extraordinarily relies on upon the pilot's flight experience. Moreover, the pilot will be under the enormous weight in such to great degree critical circumstances. Time is another essential variable of the survival of travelers and the pilot himself. In this manner, a powerful, solid and productive calculation of selecting hopeful landing destinations is emphatically coveted. By applying picture preparing and investigation methods we proposed a programmed CAD framework and preparatory results demonstrate the attainability of the proposed calculation. The principle commitment of this framework is the configuration of a completely programmed CAD calculation for deciding safe crisis landing locales. Above all else, we explored the fitting criteria to evaluate landing destinations. Two geographic ideas, height and landform, are contemplated. The angle of rise by and large decides the unpleasantness of the landscape. Landform depicts territory covering, i.e., backwoods, grass, water, rock, structures, and so on. Smooth rise inclination without anyone else's input is not adequate to ensure a sheltered landing site, subsequent to the related landform could be unpleasant. Also, the arrival site needs to have adequate length and width which can shift with the sort of plane to empower safe crisis landing.

Keyword: Image Stitching, Horizon Detection, Roughness Assessment, Aero plane safe landing-area detection system.

I. INTRODUCTION

A programmed safe landing-site location framework is proposed for air ship crisis landing in view of noticeable data obtained via flying machine mounted cameras. Crisis landing is an impromptu occasion in light of crisis circumstances. The top - ve driving elements of spontaneous landing, which is additionally called crisis landing, are motor disappointment, coming up short on fuel, to a great degree awful climate, therapeutic crisis, and airplane capture. Under the two most developing circumstances, motor disappointment and coming up short on fuel, the air ship may rapidly lose flying force, and its mobility might be limited to skimming. Once these happen a constrained landing process must be instantly completed.

On the off chance that, as is typically the case, there is no air terminal, or even a runway that can be come to by the unpowered airplane, an accident arrival or dumping is unavoidable .So, finding a sheltered landing-site is basic to the survival of travelers and team. Expectedly, the pilot picks the arrival site outwardly by taking a gander at the territory through the cockpit. This is a required, central ability gained in the flight preparing program. Nonetheless, numerous outer ecological variables, i.e., mist, downpour, light, and so forth, can essentially influence human vision so that the choice of picking the ideal arrival site enormously relies on upon the pilots flight encounter the most huge inward element which can fluctuate a considerable measure among various pilots.

Likewise the visual point that the human eyes can all the while spread is constrained: when the pilot looks to one side, what is on the privilege is missed and the other way around. Since time is of incomparable significance in the situation we are thinking about, the powerlessness to at the same time filter on both sides of the cockpit is an unmistakable disservice. Imaging sensors can lighten this issue by making display pictures that incorporate the whole field-of-perspective (FOV) before the air ship. To make up for the normal deficiencies of human vision furthermore to mitigate the negative impacts of both outer and inside variables, a hearty, dependable, and productive procedure for safe landing-site recognition is significantly attractive.

In this way, we introduce a dream based, programmed safe landing-site location framework. Before presenting the configuration of the framework, we first explore fitting criteria to evaluate the safeness of the arrival destinations. Two geographic ideas, rise and landform, are mulled over. The angle of height for the most part decides the harshness of the territory. Landform depicts landscape covering, i.e., woods, grass, water, rock, structures, and so forth. Smooth height inclination without anyone else's input is not adequate to ensure a sheltered landing-site following the related landform could be perilous to the arrival technique. Also the arrival site must have adequate length and width which can differ with the kind of plane to empower a sheltered crisis landing. In synopsis we assess the safeness of a potential arrival site by considering its surface harshness and its measurements. An arrival site is viewed as sheltered just if its surface is smooth and if its length and width are sufficient. The proposed safe landing-site location framework is intended to naturally identify landing-locales that meet both of the necessities. We concentrate on the location instrument of the proposed framework and accept that picture upgrade for expanded preservability and picture sewing for a bigger field-of-perspective (FOV) have as of now been performed on the territory pictures obtained via airplane mounted cameras(Here we utilized goggle map pictures). In particular, we first propose a various leveled versatile skyline recognition calculation to distinguish the ground in the picture. At that point, the territory picture is separated into no covering squares, which are grouped by unpleasantness measure. The neighboring smooth pieces are converged to shape potential landing-destinations, whose measurements are measured with vital part examination and geometric changes. In the event that the measurements of a hopeful locale surpass the base prerequisite for safe finding, the potential arrival site is viewed as a protected competitor and is highlighted on the human machine interface. Toward the end the pilot settles on an official choice by affirming one of the hopefuls furthermore by considering different components, for example, wind speed and wind course, and so forth.

II. LITERATURE SURVEY

A considerable lot of the accomplishments of self-governing landing have been proficient by using vision-based ways to deal with aide unmanned ethereal vehicles (UAVs) or helicopters to known landing-locales. Landing marks, which frequently show up in high-differentiating the picture so that can be effortlessly distinguished, assume a vital part in these methodologies by giving relative position data to state estimation and control. In any case, for an arrival technique to be achievable in obscure situations, which are normally the case for crisis arrivals, the reliance on known landing imprints is restricting, and, in this manner, an adaptable method for landing safe landing-destinations is craved. To date there are moderately couple of productions on programmed air-create safe landing-site location. As expressed in, no mechanized constrained landing inquires about or computerized constrained landing framework was accessible at their season of composing.

In Garcia-Pardo, et al. planned a two-stage self-sufficient safe landing-site recognition procedure. To begin with, they connected a nearby complexity descriptor =, which is determined by normalizing the area of the to-be-tried pixel and afterward by ascertaining the mean and the standard deviation of its neighborhood, to survey the unpleasantness of the ground under the presumption that the limits of perils show up as high-differentiation edges in the picture, reflected by little estimations of =. A difference edge should be chosen to separate smooth regions and limits, and the ideal complexity edge is found to have a direct association with the proportion of mean and standard deviation of the entire picture. Second, round landing-destinations with an adequate size are found in the smooth territories. The framework was tried in a disconnected from the net design on 10 picture successions, which are caught by genuine flights over an incorporated situation, i.e., setting white boxes (hindrances) on lush ground. The location results are assessed by a disappointment rate characterized as the rate of pictures in which the framework neglects to locate any protected landing-site.

Related exploration of rocket landing has been led by numerous gatherings as of late Andrew Johnson*, Allan Klumpp, James Collier and Aron Wolf-The NASA Jet Propulsion Laboratory (JPL) proposed a LIDAR-based peril evasion approach for safe arriving on Mars . They made utilization of rise maps created by checking manufactured landscapes with a recreated LIDAR model. Safe landing can be accomplished by both of two configuration approaches. One is peril resistance, in which the shuttle is intended to withstand sway with whatever landscape is normal in the focused on landing zone; airbags (utilized by Mars Path discoverer) are an illustration. The second approach (and the center of this work) is peril shirking in which the shuttle utilizes locally available sensors to identify risks in the arrival zone, chooses an other landing site, and after that moves to the new site. Outline of a framework for peril evasion requires exchanges studies to examine sensor prerequisites and mission plan. Examination of these frameworks exchanges is extraordinarily encouraged by reenactment.

A coordinated recreation instrument has been created and is depicted here; their reenactment contains four modules Terrain Generator: Topographic landscape information is expected to show the risks (rocks, precipices, holes) prone to be experienced amid landing. A huge database of high determination Martian territory is not accessible, so a technique for artificially producing sensible landscape is required. Since the outcomes produced from the reproduction will be valuable just if the basic landscape is sensible, we utilize a technique for creating Martian territory that depends on geophysical procedures. The territory is created by populating an underlying surface, which originates from coarse orbiter geography information, with rocks and cavities in a way that models the maturing of the Martian surface. Once produced, the landscape is investigated by the lidar model to create estimations of surface geology. Lidar Model: A filtering lidar is presently the landscape detecting instrument base lined for the Mars 2007 Smart Lander mission, so it is the sensor we show in our recreation. An examining lidar detects the 3-D Lidar-Based Hazard Avoidance for Safe Landing on Mars A. E. Johnson et al. 3 geography inside its field of perspective by raster filtering a beat laser pillar over the focused on surface. By measuring the season of flight of the laser beats reflected from the surface the reach to the surface can be resolved for every output. At the point when consolidated with estimations of the rakish position of a mirror that coordinates the sweep, a 3-D point or test can be produced for every laser beat. The yield of the lidar is a billow of 3-D focuses that pass on the geology of the examined surface. Accepted parameters for an arrival lidar are a 10x10 field of perspective with 10000 examples filtered in one second and a greatest scope of 2km with an extent determination of 2cm. We have fabricated a model of a lidar into our recreation that consolidates directing blunders and range detecting mistakes due toward estimation clamor and also beat extending by the filtered landscape. The lidar model uses proficient beam following calculations from PC design to create 10000 specimens in under one second, so it can be utilized for ongoing recreation of landing. The examples produced by the lidar model are yield to the danger recognition and evasion calculations that register safe landing destinations.

III. SOFTWARE ARCHITECTURE

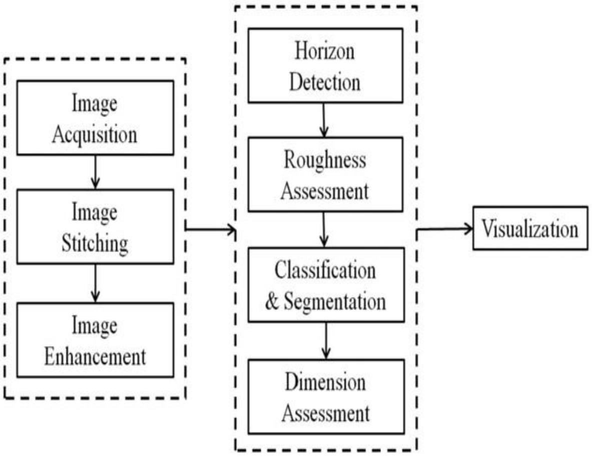

Fig 1: Software flow diagram

EXPLANATION-

Firstly, Terrain images acquired by aircraft-mounted cameras (Here we used goggle map images). Image stitching (joining) used for a creating larger field-of-view (FOV).Image enhancement used for increased visibility of image. Hierarchical elastic horizon detection algorithm to identify the ground in the image. Then, the terrain image is divided into non-overlapping blocks, which are clustered according to a roughness measure. The adjacent smooth blocks are merged to form potential landing-sites. Whose Dimensions are measured with principal component analysis and geometric transformations. If, the dimensions of a candidate region exceed (Beat) the minimum requirement for safe landing, the potential landing-site is considered a safe candidate Region and is highlighted on the human machine interface. At the end , the pilot makes the final decision by confirming one of the candidates and also by considering other factors such as wind speed and wind direction, etc

IV. METHODOLOGY USED

The safeness of an emergency landing-site is mainly determined by its surface roughness and dimensions. In general the roughness of the terrain can be measured by the gradient of elevation. If we have the elevation map of the terrain, the gradient information can be easily found, and the safeness can be accurately estimated. However, in this specific scenario, safe landing is not only determined by the elevation variation of the land but also threatened by hazards upon the ground, i.e., trees, rocks, vehicles, etc., which are usually not captured in elevation maps. Therefore, a vision-based information channel is necessary, which provides real-time imagery of the ground. Ideally, when the aircraft is flying in the upper air, it can be guided to an approximately smooth area according to the gradient in- formation extracted from the elevation map. Then, the proposed computer-aided-detection (CAD) system leads the aircraft to a safe landing-site. In practice most aircrafts do not have either a database of elevation maps or a LIDAR sensor system. The imagery captured by aircraft-mounted cameras is the only available information source, so the proposed CAD system plays a crucial role in this scenario. The proposed safe landing-site detection system consists of eight main modules as shown in Fig. 1 Eight main modules

1. Image Capture

In the first module images are acquired by aircraft-mounted cameras. Each camera looks in a specific direction that covers a portion of the region in front of the airplane. Multi-spectrum sensors are preferred to obtain complementary information.

2. Image Stitching- Scale Invariant Feature Transform (SIFT) algorithm

In the second module, the separate images that are acquired at the same time instant are registered and stitched together to form a larger panorama image that covers the full FOV in front of the airplane. In this process, Scale Invariant Feature Transform (SIFT) algorithm can be applied to perform the detection and matching control points step, due to its good properties. The process of create an automatic and effective whole stitching process leads to analyze different methods of the stitching stages. Several commercial and online software tools are available to perform the stitching process, offering diverse options in different situations.

3. Image-enhancement Method: Nonlinear Retinex image-enhancement method

In the third module, if the images are captured under poor illumination or weather conditions, we make use of the nonlinear retinex image-enhancement method to ameliorate the effect of environmental factors and to improve the contrast and sharpness of the images. The first three modules are necessary for getting high-quality images and directly affect the performance of the subsequent modules.

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4. Horizon Detection- Hierarchical elastic horizon detection algorithm

Before assessing the roughness of the ground, the first problem that we need to solve is to identify where the ground is when the sky and the ground both appear in the image. Many efforts have been conducted in horizon detection. Williams and Howard proposed a horizon detection algorithm for a specific ground-based rover application of segmenting the foreground plane from distant mountains and the sky in glacial environments. Due to the specialty of that application, the following two strong but reasonable assumptions were made in the algorithm.

5. Roughness Assessment (Canny edge detector Tool)

The roughness of the ground and the presence of hazards are often reflected as boundaries and as a high-variance of pixel intensity values in visible images. If high-resolution elevation maps are not available, it is valid to assume that identifying rough areas or hazardous objects on the ground is equivalent to the process of edge detection in

6. Classifications and Segmentation

The classification module utilizes the K-mean clustering method to classify the CHS of each block into a number of clusters. For example, if the number of clusters is specified as seven, the clusters can be interpreted as very rough, rough, moderate rough, median, moderate smooth, smooth, and very smooth. The number of clusters is, first, set to seven by default and then, automatically, reduced in the clustering procedure. That is, if any cluster loses all of its members, that cluster will be removed. In this case four clusters are obtained: dark blue renders the smoothest areas, red renders the roughest areas and green and light blue represent the areas in between. Based on the clustering result, the adjacent smoothest blocks are merged to form larger, smooth areas by using the region-growing method. For the concern of efficiency, isolated tiny spots and narrow branches of merged areas can be removed by applying the morphological operation of image erosion without assessing their dimensions since they are obviously undersized

7. Dimension Assessment

After the above steps potential landing-sites are obtained. In this module we measure their realistic dimensions and determine which are qualified to be candidate landing-sites. The realistic dimensionality of each potential landing-site is measured by converting its size from the image coordinate system to the realistic world coordinate system. In flight dynamics changing the orientation of the aircraft to any direction can be decomposed to three kinds of rotations: yawing, rolling, and pitching, which are, respectively, to rotate the aircraft along the vertical axis, the longitudinal axis, and the lateral axis. Given those three rotation angles, this procedure can be described by the intrinsic or extrinsic matrices composition with which one can map the world coordinate system to the aircraft coordinate system, and vice versa. In other words two arbitrary points in an aerial image can be mapped to the world coordinate system so that the realistic distance between the two points on the ground is measurable if the three rotation angles are known.

8. Visualization

The visualization module is designed to highlight, at most, the five largest safe landing-site candidates on the human-machine interface for the pilots final decision, though the system may detect more than five safe landing-sites. If the system provides the pilot with all the possible choices, he may get confused when seeing too many recommended areas on the screen, and the time cost of making a decision is very critical under the emergency situation.

V. EXPERIMENTAL RESULT

Figure Shows two images and their panoramal created image. Here I take two images and their paronomal image will be created using SIFT algorithm.

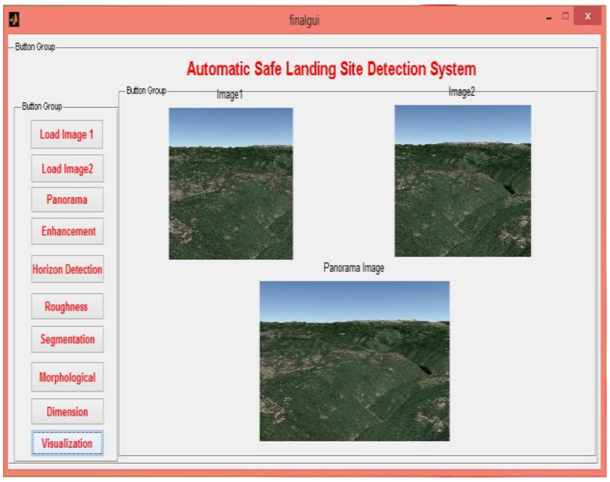

Fig. 3.1 Panoramal created image

2. Enhanced image of the paranormal image. Enhancement of image will be done using enhance operation.

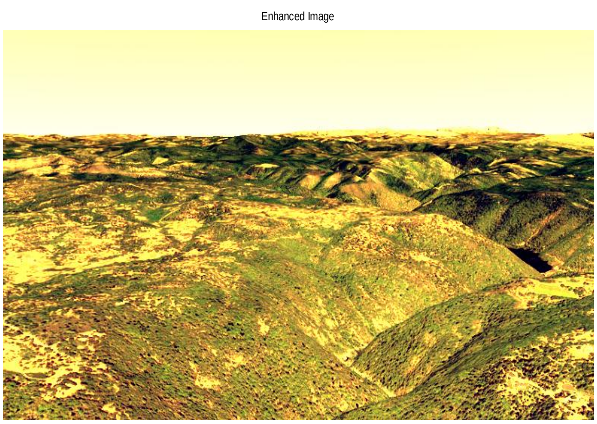

Fig. 3.2 Enhanced image

3. Horizontal detection of image. Here I use K means clustering algorithm for detecting sky and land.

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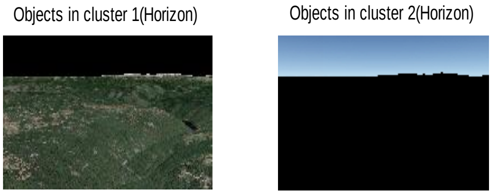

Fig. 3.3 Land and Sky detection of image

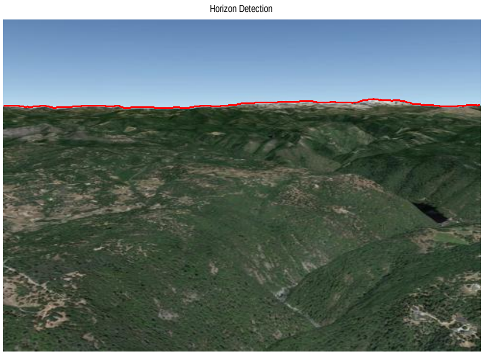

Fig. 3.4 Horizontal detection of image

4. Roughness detection of image. In this detection of land will be done by using edge detection.

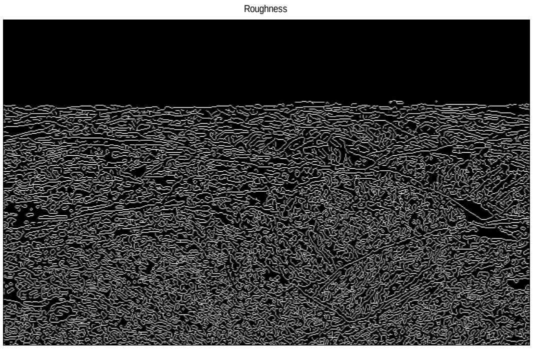

Fig. 3.5 Roughness detection of image

5. Segmentation of image. Here again I use K means clustering algorithm for segmenting total image.

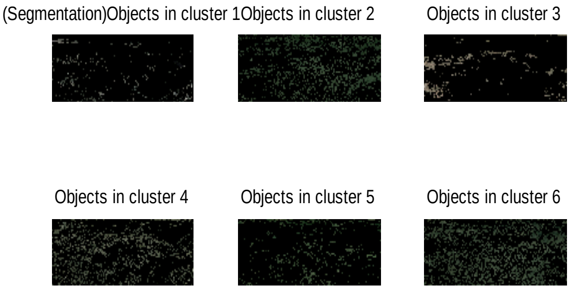

Fig. 3.6 Segmented image.

6. Morphological operations performed on selected segment image. Morphological operations used here such as distance, sqEcludian etc.

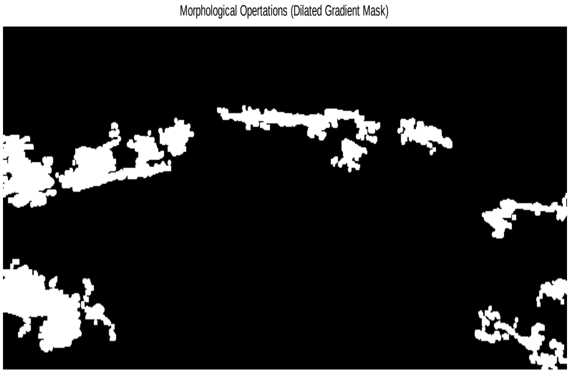

Fig. 3.7 Morphological operation on image

7. Dimension assessment of image. Here areas of landing site are calculated in total image.

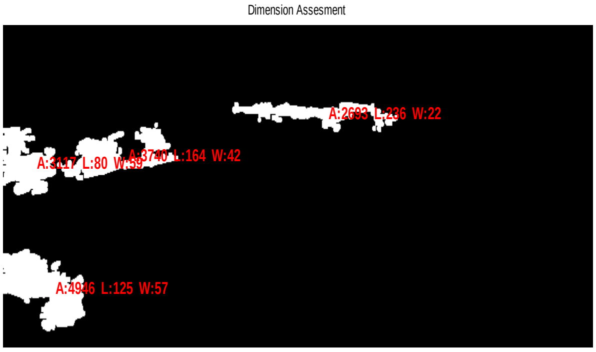

Fig. 3.8 Dimension assessment

8. Visualization of image. Finally I separate selected area in order with most safe area first and so on.

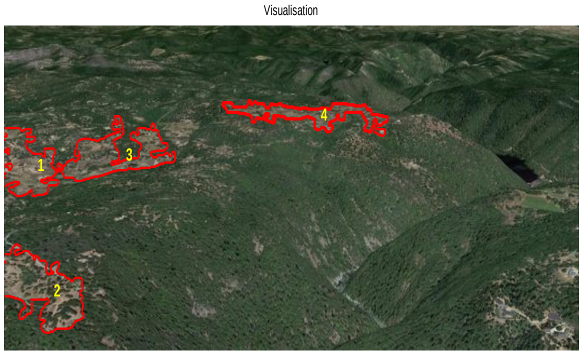

Fig. 3.9 Visualization

CONCLUSION

This framework displays a programmed safe landing-site discovery framework for vigorous, dependable, and proficient crisis landing. The proposed framework compensates for the confinements of human eyes, helps the pilot to discover safe landing-locales, and all the more significantly, spares time for the pilot to dedicate to other vital activities under crisis conditions. The promising results demonstrate the practicality of the vision-based

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framework. In the following stride the proposed framework will be further created to better meet functional requests and applications.

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