



# Supervised Machine Learning Model to Help Controllers Solving Aircraft Conflicts

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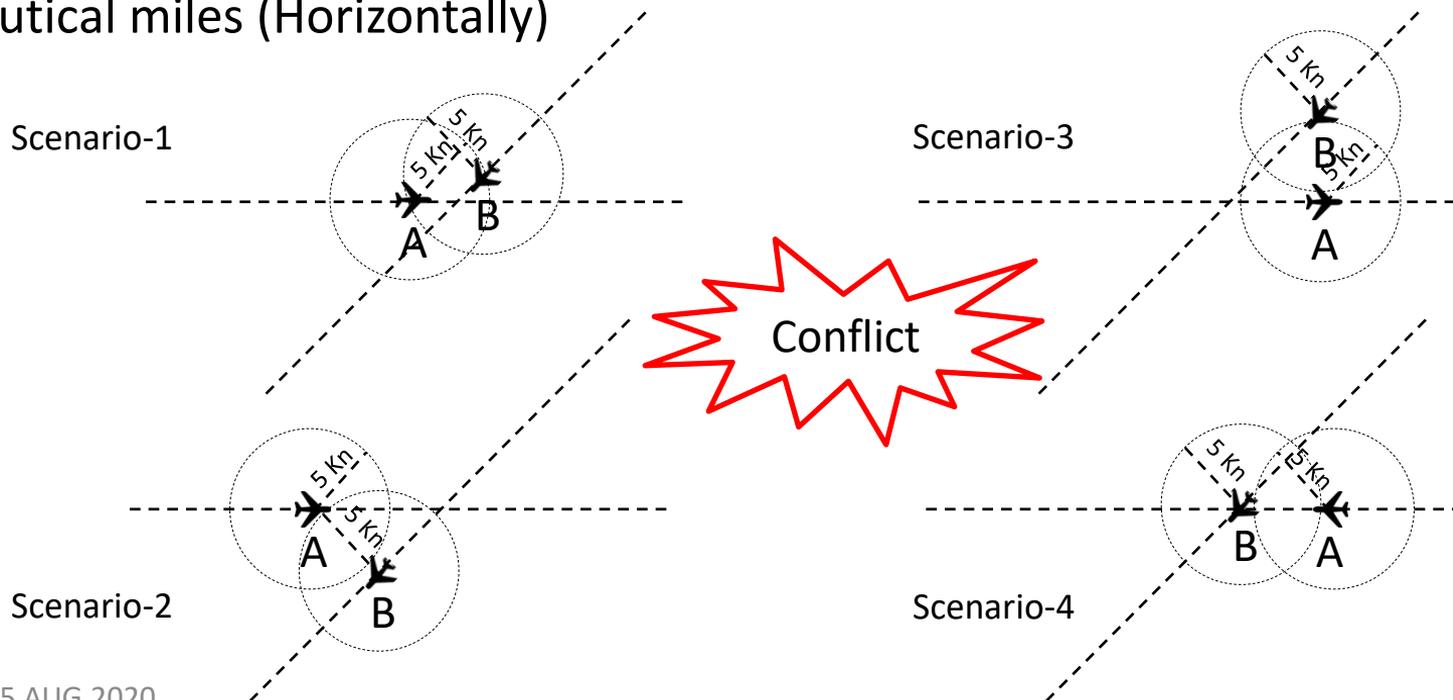
DEVI, Ecole Nationale de l'Aviation Civile, Univ. de Toulouse, France



# Introduction

## Aircraft conflict

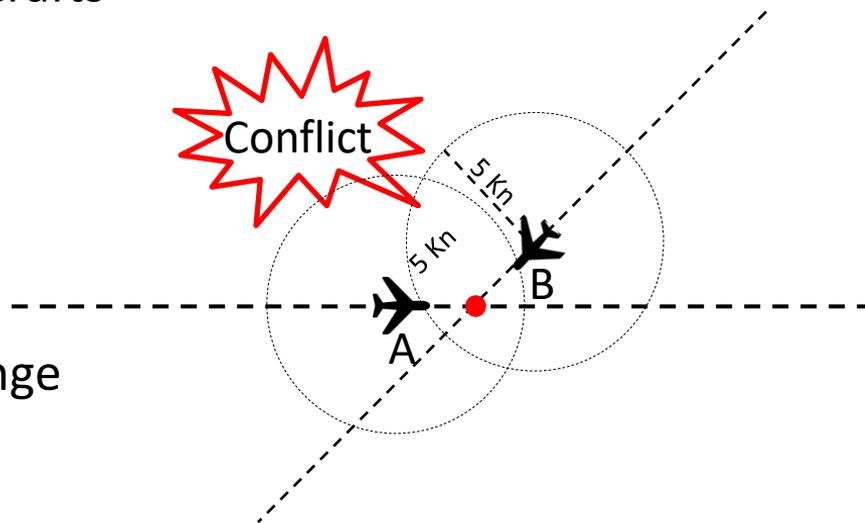
- Fail to maintain minimum distance
- 5 nautical miles (Horizontally)



# Introduction

Basic parameters an air traffic controller considers to resolve a conflict.

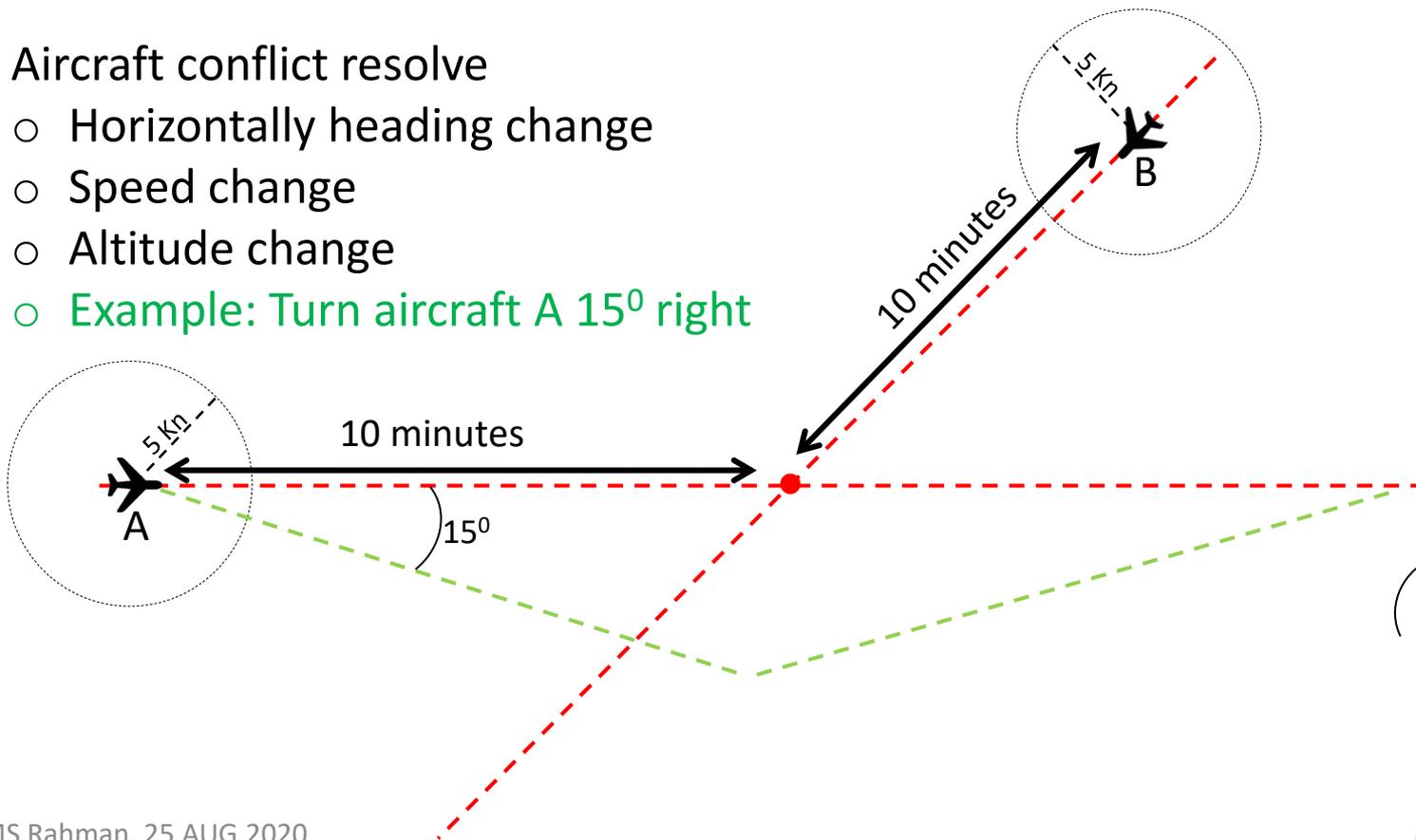
- Basic parameters
  - Position (Latitude, longitude, altitude)
  - Speed of the involved aircrafts
  - Weather
  - Flight plan
  - Destination
  - Many others
- Aircraft conflict resolve
  - Horizontally heading change
  - Speed change
  - Altitude change



# Introduction

Aircraft conflict resolve

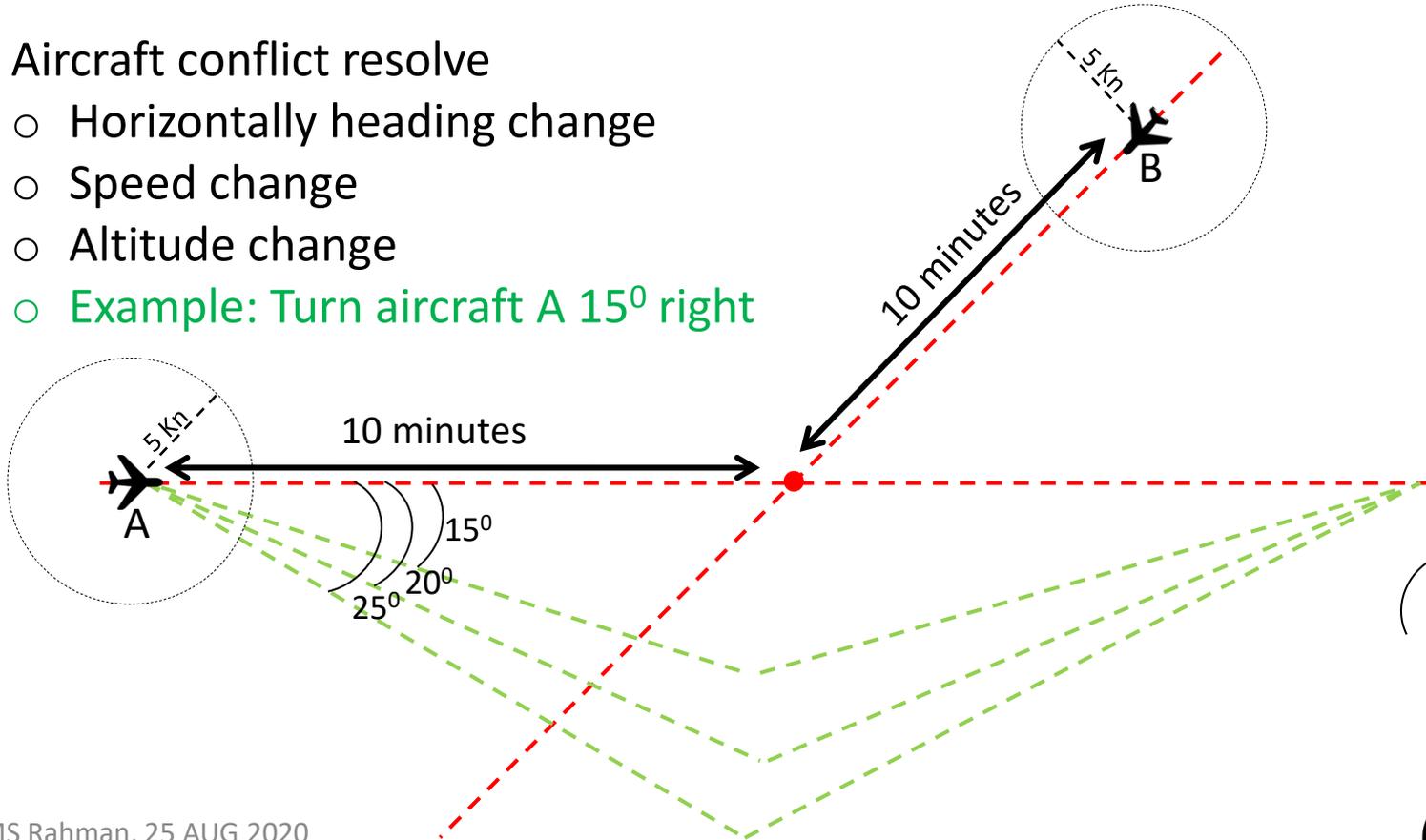
- Horizontally heading change
- Speed change
- Altitude change
- Example: Turn aircraft A  $15^\circ$  right



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Aircraft conflict resolve

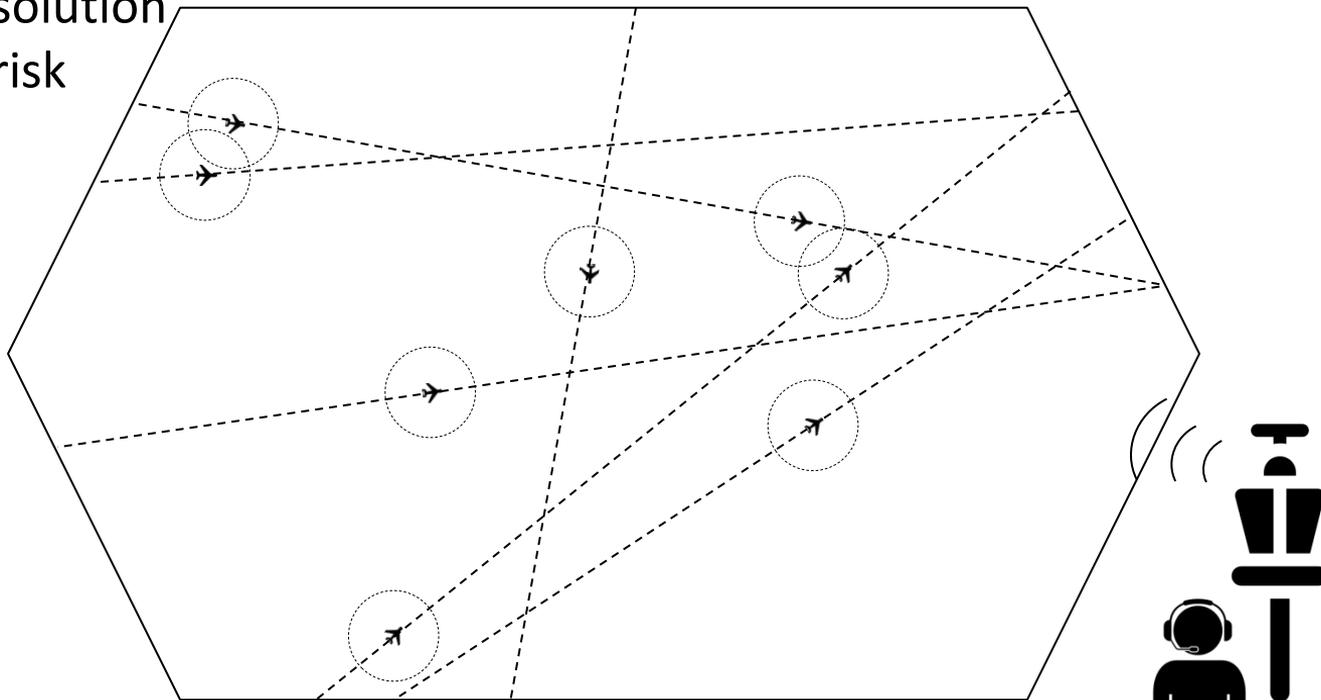
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# Introduction

Sector with many aircrafts

- Panic situations for the controllers
- Need quick solution
- Sometimes risk





## Related works

Related work on aircraft conflict resolution:

- Distributed algorithm for the free flight separation [Eby and Kelly, 1999]
- Mathematical model for conflict detection [Prandini *et al.*, 2000]
- Machine learning model is becoming more popular
  - Supervised classification methods [Kim *et al.*, 2016]
  - Semi-supervised machine learning model [Srinivasamurthy *et al.*, 2018]
  - Reinforcement learning [Brittain *et al.*, 2018 , Pham *et al.*, 2019]



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# Dataset

Commonly used dataset that the air traffic controllers consider to resolve conflicts

- Trajectory data (latitude, longitude, altitude, speed, etc)
- Immediate order (to change the direction) from air traffic controller
- Flight plan
- Weather report



# Dataset

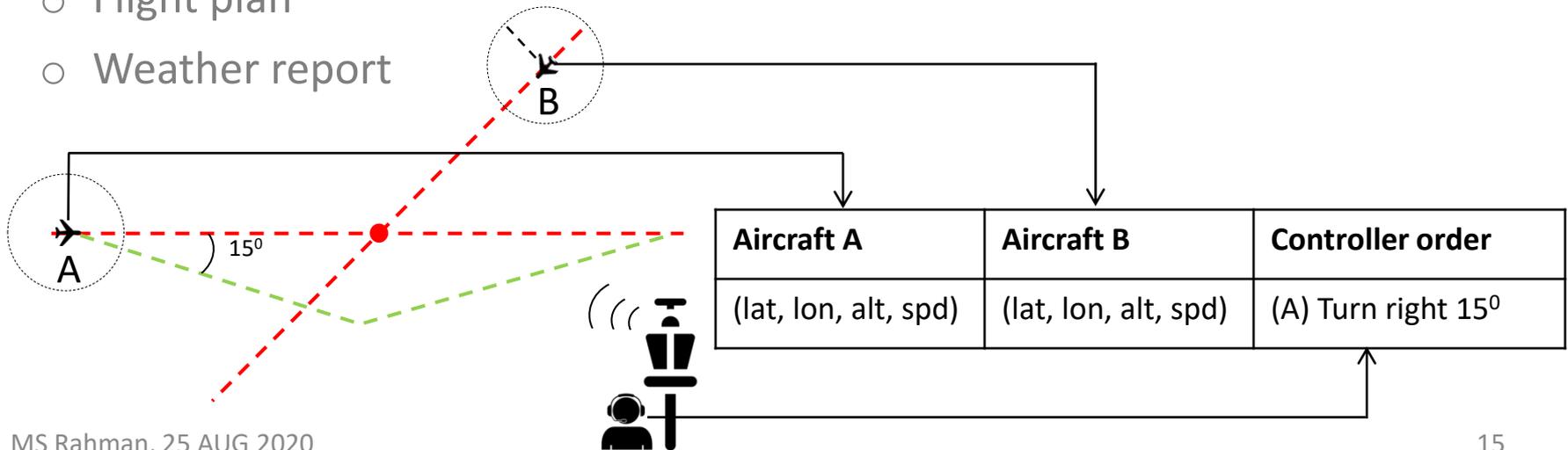
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# Proposed model

Aircraft conflict solving

- 7 input features: 2 \* 3 (lat, lon, alt) + 1 (time)
- For 1 min = 7\*60 = 420

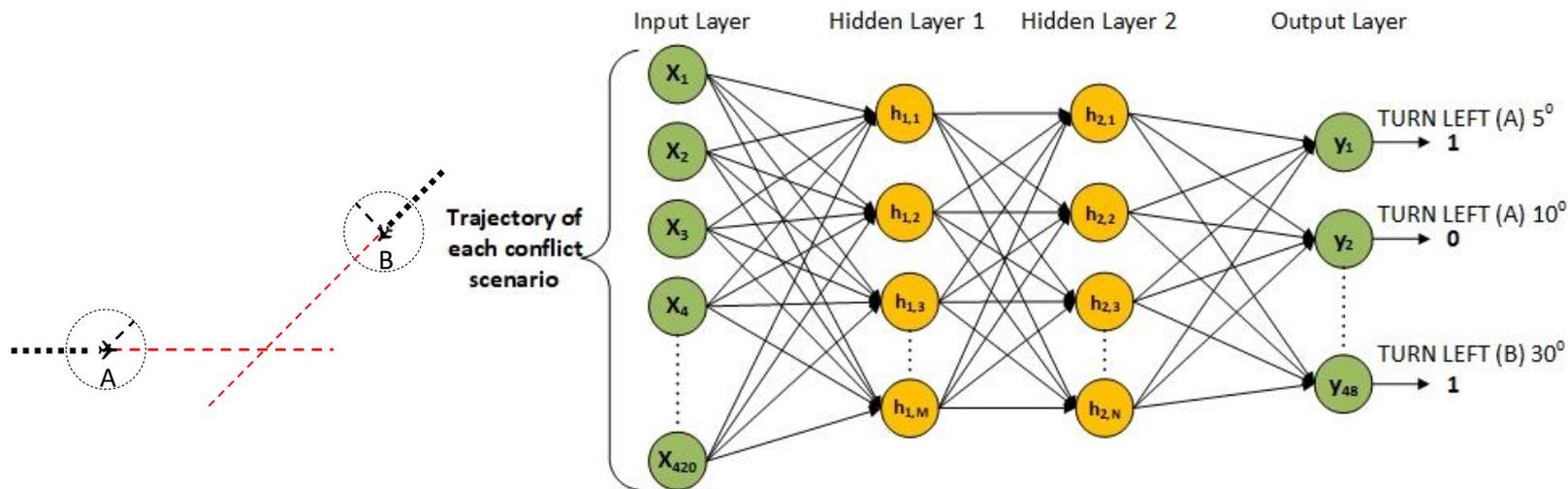


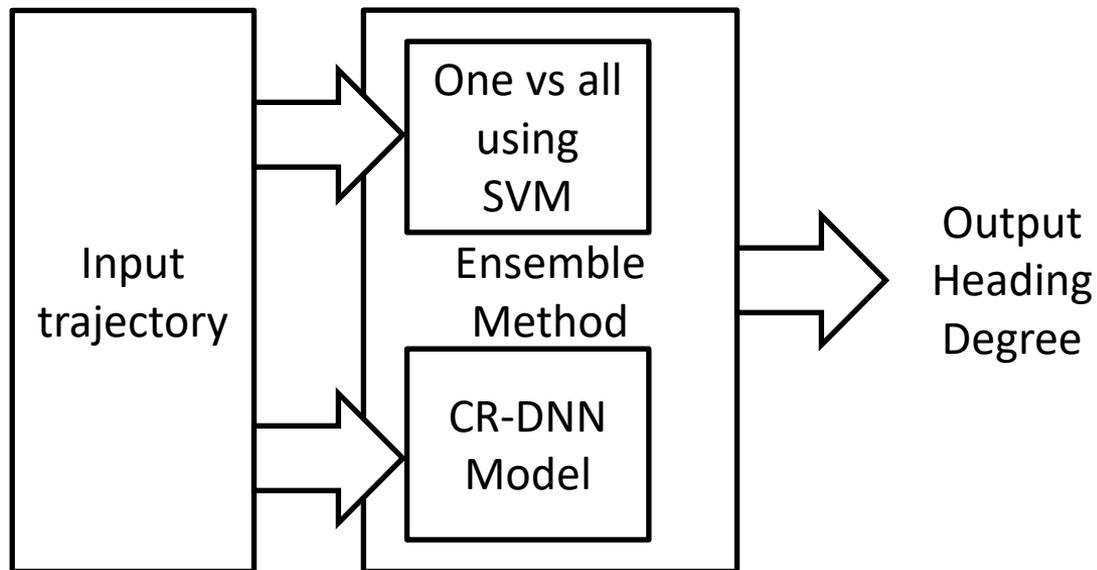
Fig. 1. Conflict Resolution Deep Neural Network (CR-DNN): The model predicts conflict resolution actions with binary decision from the 2 airplanes trajectories.



# Proposed model

## Future work

- We will use an Ensemble method that will combine the above presented architecture and a model based on other classification methods, such as SVM.





# Acknowledgments

Supervisors: Prof. Josiane Mothe & Eng. Laurent Lapasset

