



US009939819B2

(12) **United States Patent**
Lim

(10) **Patent No.:** **US 9,939,819 B2**
(45) **Date of Patent:** **Apr. 10, 2018**

(54) **SYSTEM AND METHODS FOR
AUTOMATICALLY LANDING AIRCRAFT**

(56) **References Cited**

U.S. PATENT DOCUMENTS

(71) Applicant: **Aurora Flight Sciences Corporation**,
Manassas, VA (US)

3,487,553 A * 1/1970 Stingl B64F 1/20
114/261

(72) Inventor: **Edward Lim**, Belmont, MA (US)

6,064,924 A 5/2000 Fleischmann
2007/0021878 A1* 1/2007 Builta B64C 13/20
701/7

(73) Assignee: **Aurora Flight Sciences Corporation**,
Manassas, VA (US)

2008/0027591 A1 1/2008 Lenser et al.
2008/0269966 A1 10/2008 Markiton et al.
2009/0306840 A1 12/2009 Blenkhorn et al.
2010/0057278 A1 3/2010 Lee
2010/0228408 A1 9/2010 Ford et al.

(*) Notice: Subject to any disclaimer, the term of this
patent is extended or adjusted under 35
U.S.C. 154(b) by 0 days.

(Continued)

(21) Appl. No.: **15/388,793**

FOREIGN PATENT DOCUMENTS

(22) Filed: **Dec. 22, 2016**

WO WO2007086055 8/2007
WO WO2010071505 6/2010

(65) **Prior Publication Data**

US 2017/0102713 A1 Apr. 13, 2017

Related U.S. Application Data

(63) Continuation of application No. 13/659,463, filed on
Oct. 24, 2012, now Pat. No. 9,568,919.

OTHER PUBLICATIONS

UCARS-V2 UAV Common Automatic Recovery System—Version
2 for Shipboard Operations, Sierra Nevada Corporation.

Primary Examiner — Marthe Y Marc-Coleman

(74) *Attorney, Agent, or Firm* — Michael Stanley Tomsa;
McAndrews, Held & Malloy, Ltd.; Eugene H. Nahm

(51) **Int. Cl.**

G05D 1/06 (2006.01)
B63B 35/50 (2006.01)
B64D 45/04 (2006.01)
G01S 17/88 (2006.01)
G01S 13/91 (2006.01)

(57) **ABSTRACT**

Disclosed is an autonomous landing system for landing a
vertical take-off and landing (VTOL) aircraft. The autono-
mous landing system may include a flight control system
having radar sensors, altimeters, and/or velocity sensors.
The flight control system can include a processor to provide
pitch, roll, and yaw commands to the VTOL aircraft based
at least in part on data from the radar sensors, the altimeters,
and/or the velocity sensors. The flight control system can be
used to navigate and land the VTOL aircraft on a movable
object, such as a ship.

(52) **U.S. Cl.**

CPC **G05D 1/0684** (2013.01); **B63B 35/50**
(2013.01); **B64D 45/04** (2013.01); **G01S**
13/913 (2013.01); **G01S 17/88** (2013.01)

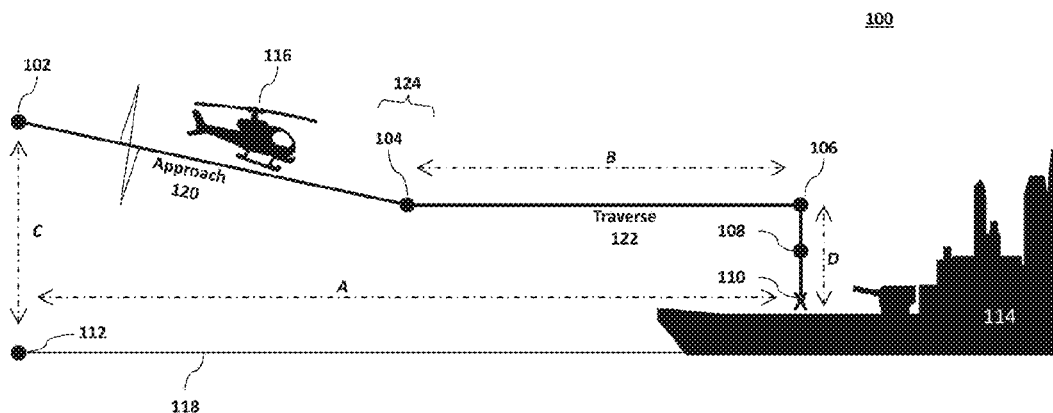
(58) **Field of Classification Search**

CPC G05D 1/0684; B63B 35/50; B64D 45/04;
G01S 17/88

USPC 701/492, 16, 3; 244/183; 342/33, 357.2,
342/357.53, 357.34; 73/178 H

See application file for complete search history.

20 Claims, 19 Drawing Sheets



(56)

References Cited

U.S. PATENT DOCUMENTS

2011/0066307	A1	3/2011	Hiebl
2011/0307126	A1	12/2011	Hogstrom
2012/0130566	A1	5/2012	Anderson
2012/0158222	A1	6/2012	Ehlin et al.
2012/0293987	A1	11/2012	Espedal et al.
2013/0001366	A1	1/2013	Wolff et al.

* cited by examiner

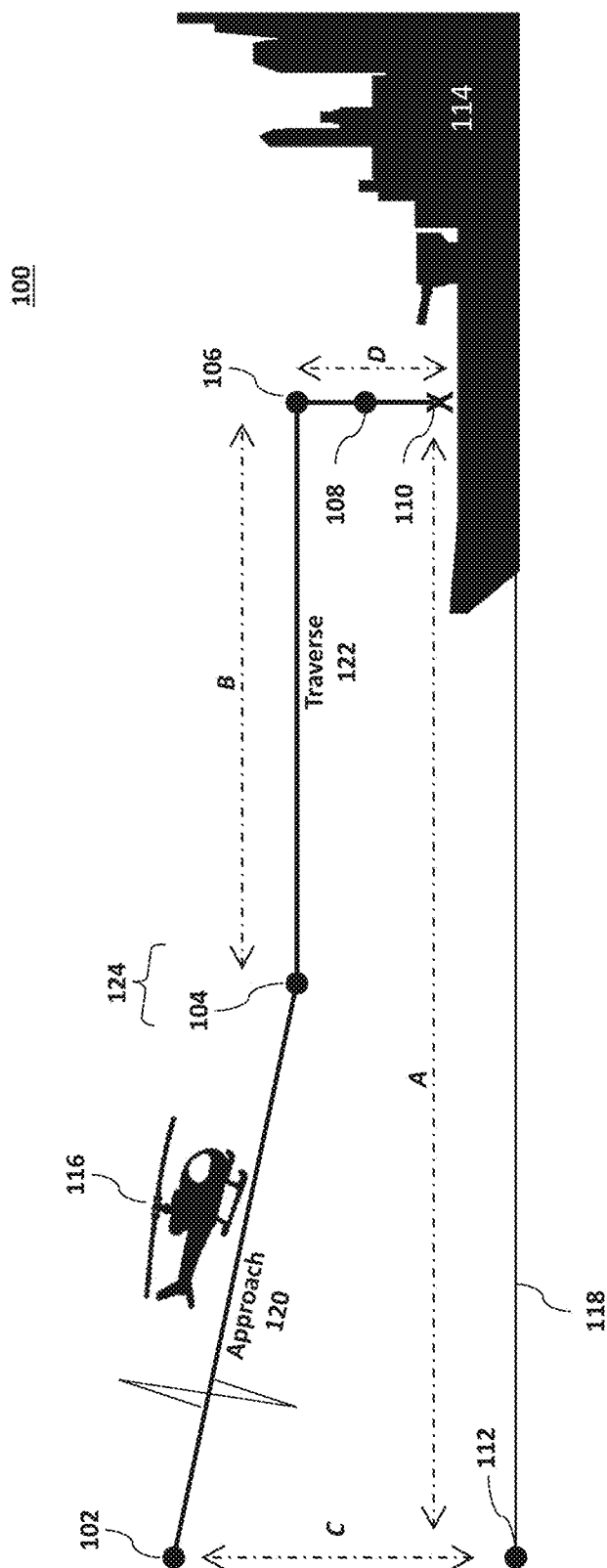


Figure 1

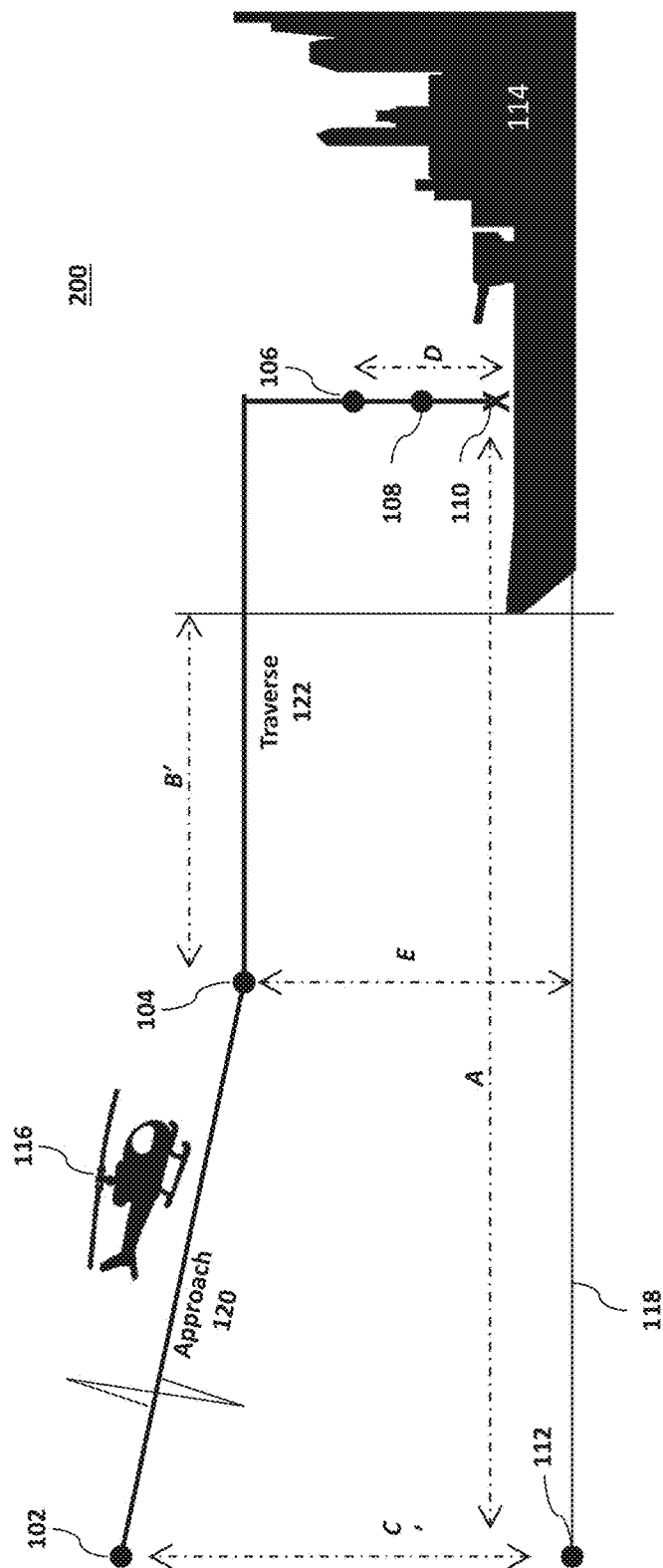


Figure 2

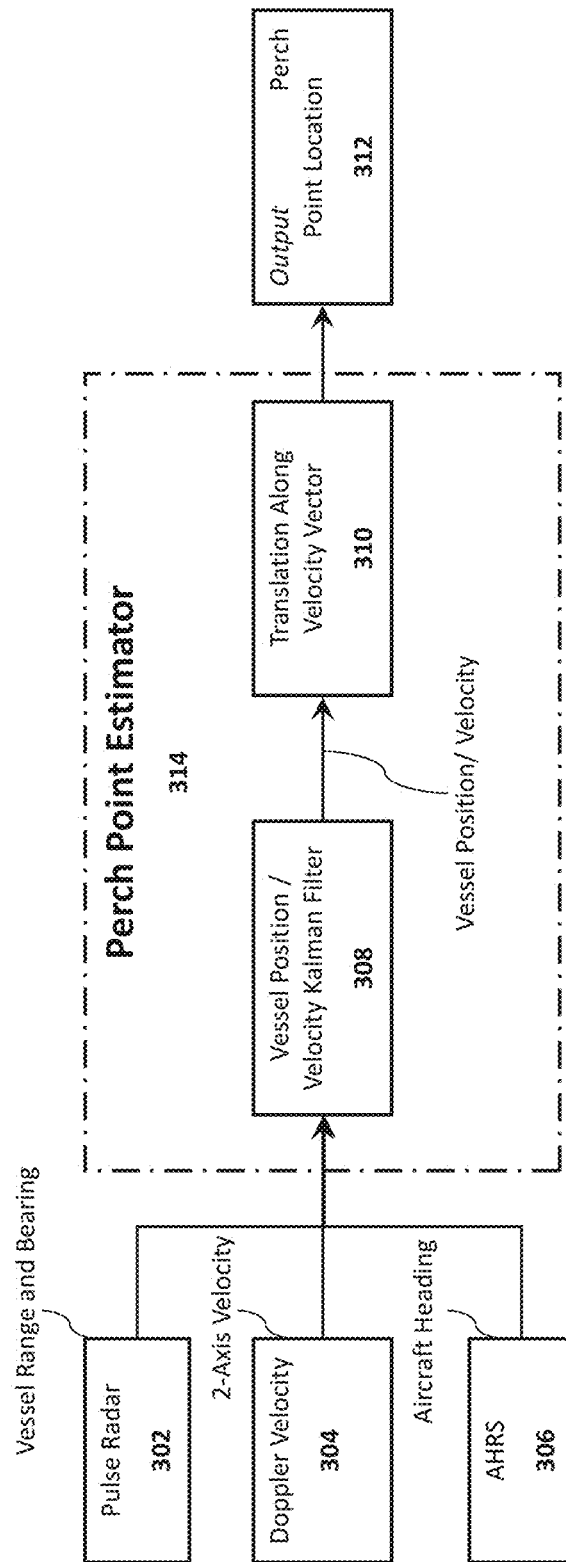


Figure 3

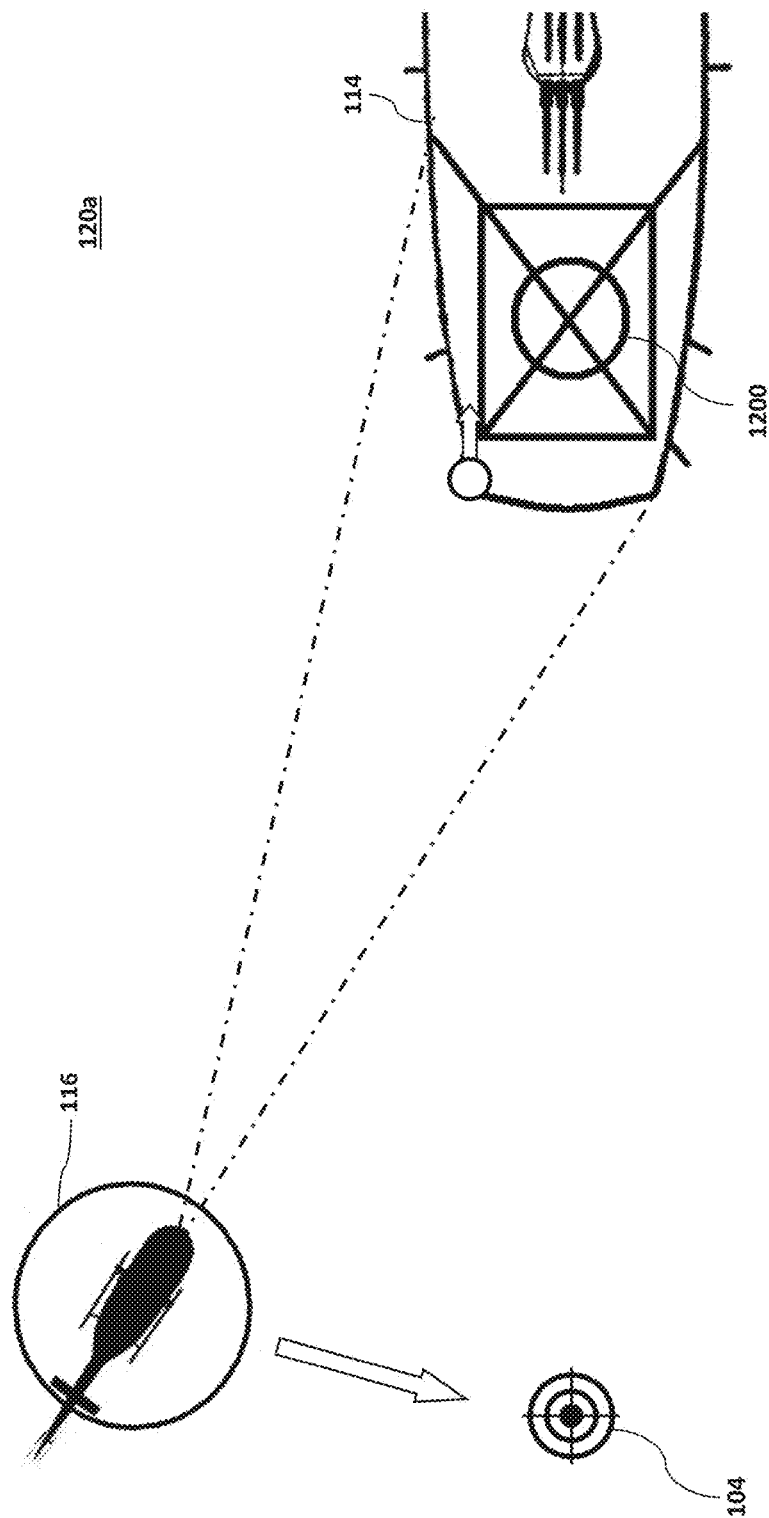


Figure 4a

120b

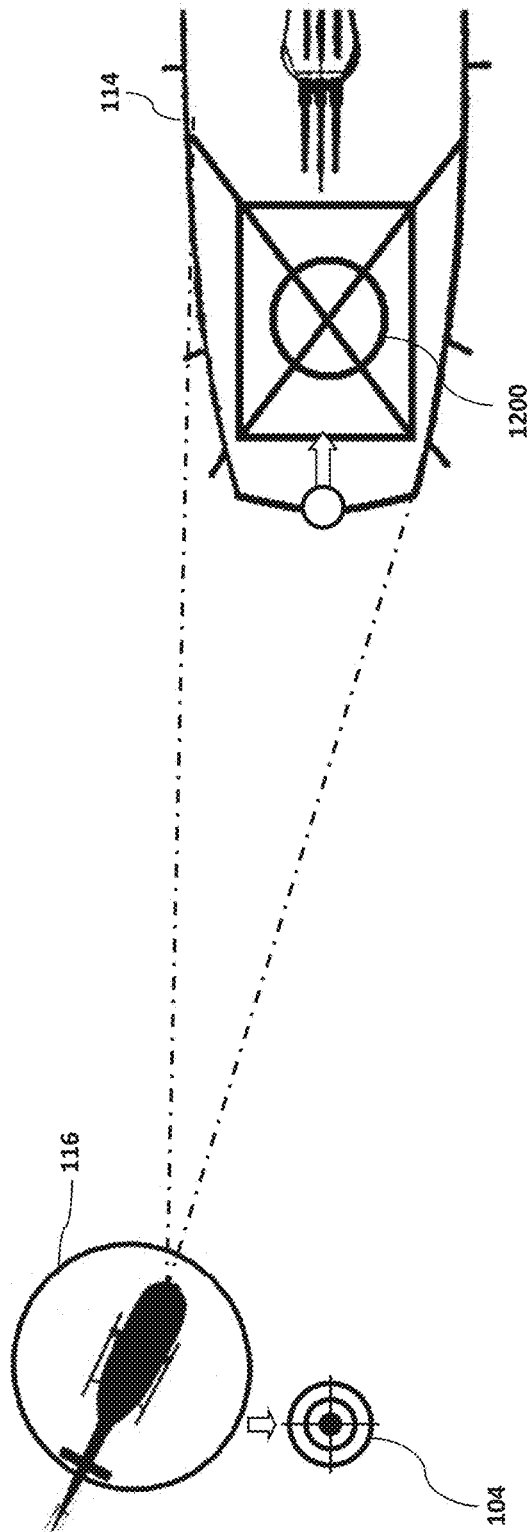


Figure 4b

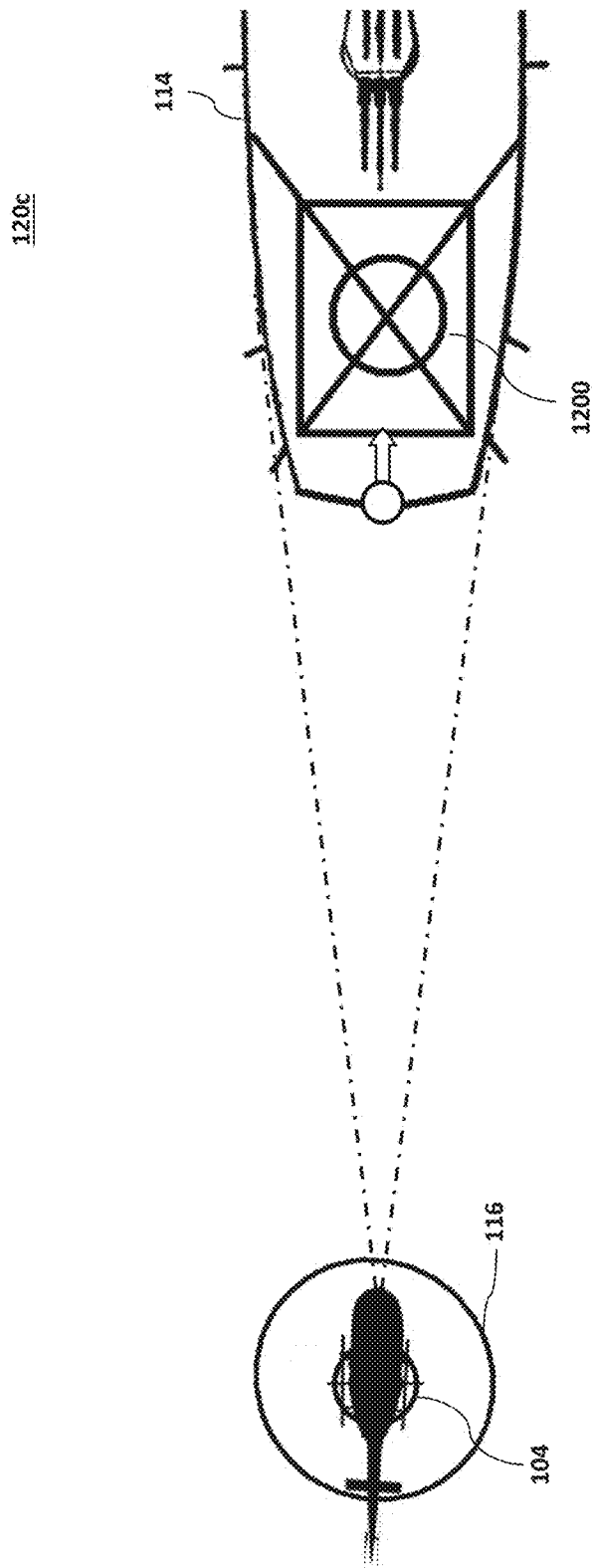


Figure 4c

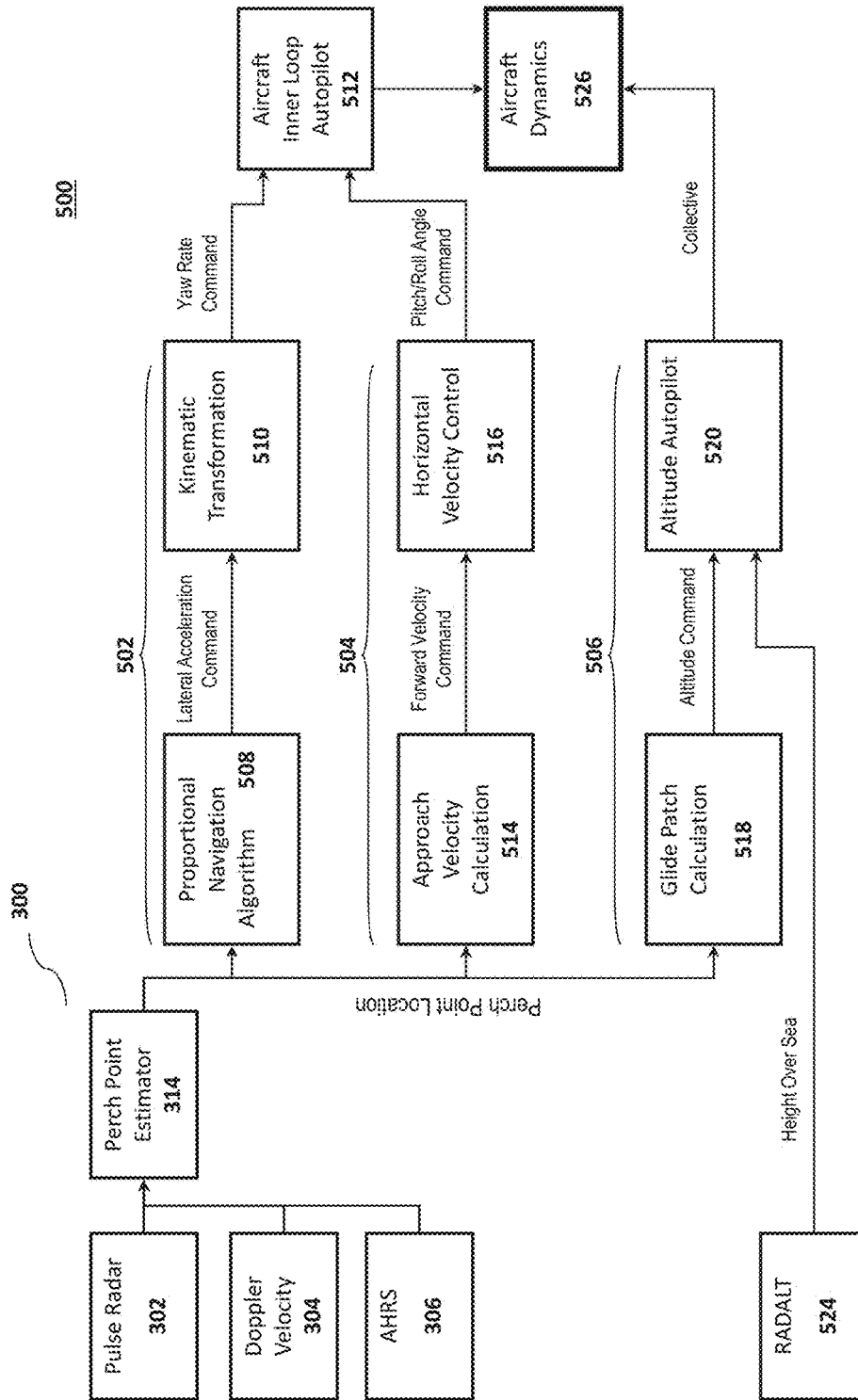


Figure 5

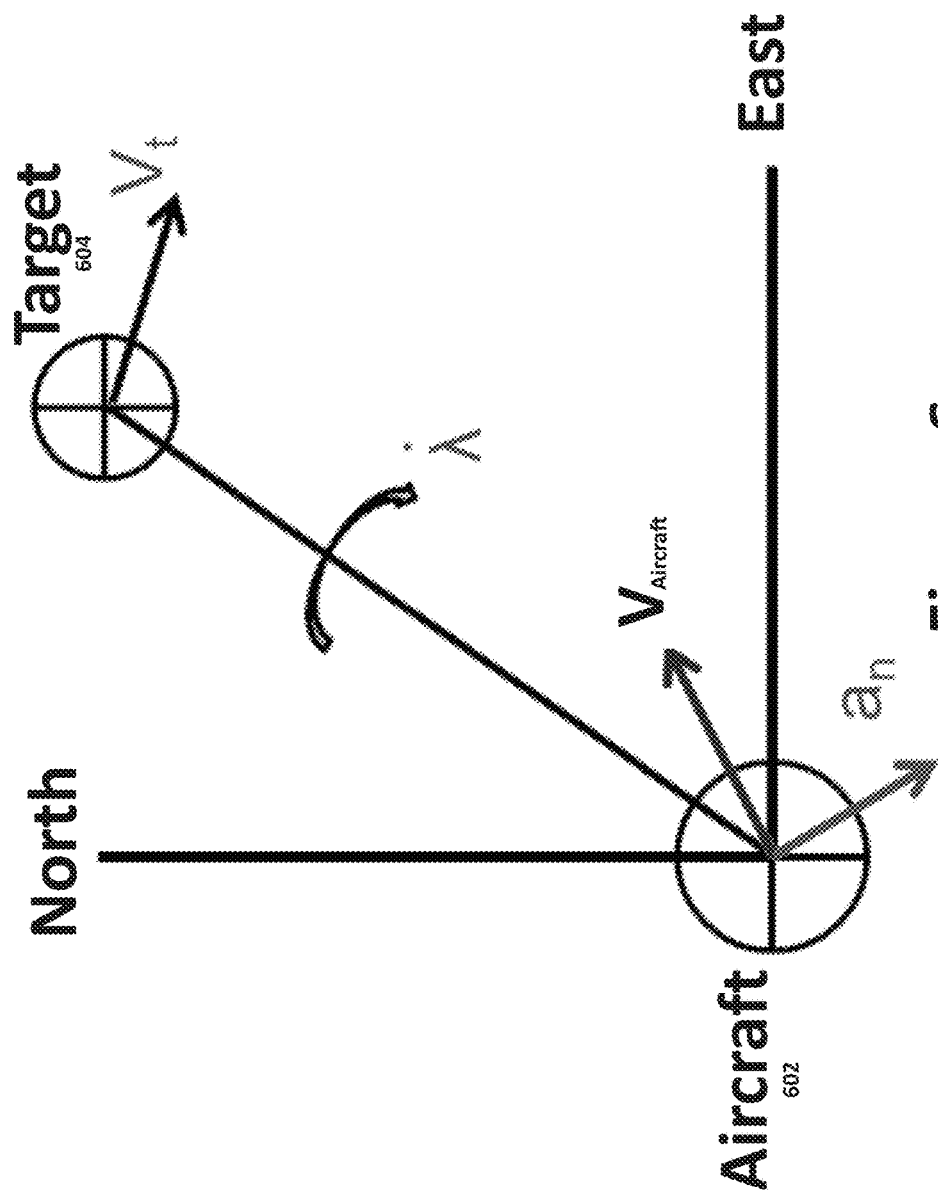


Figure 6

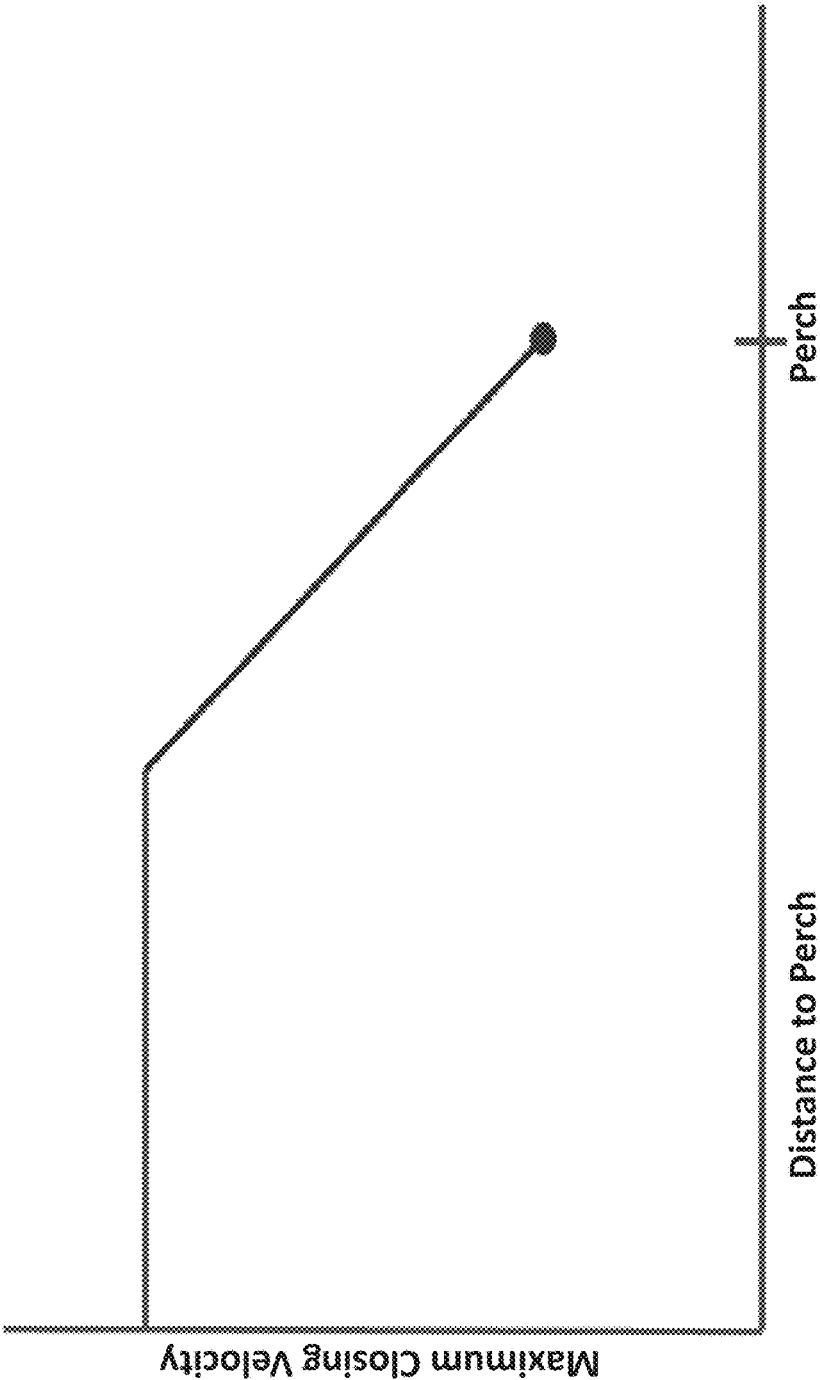


Figure 7

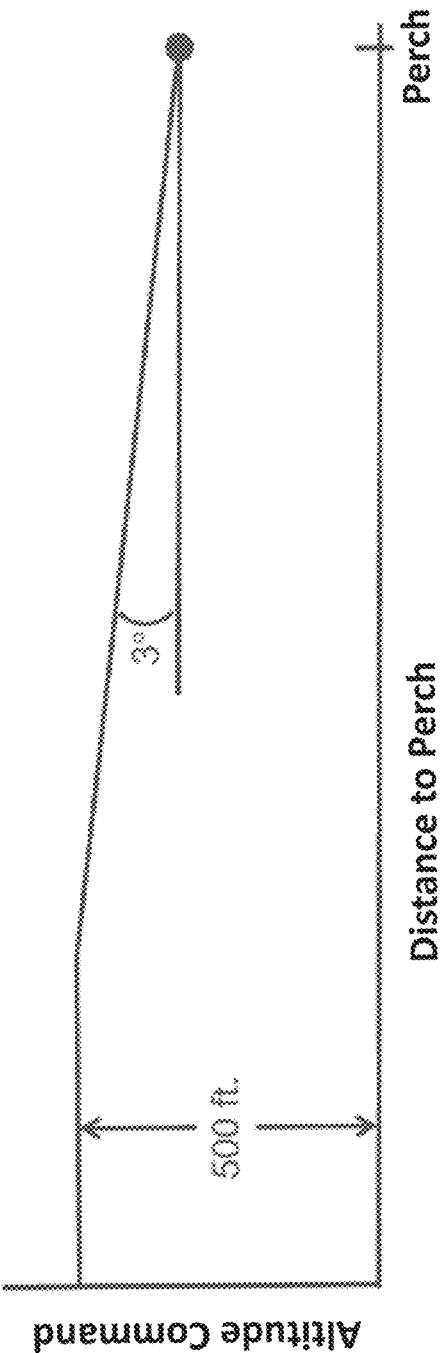


Figure 8

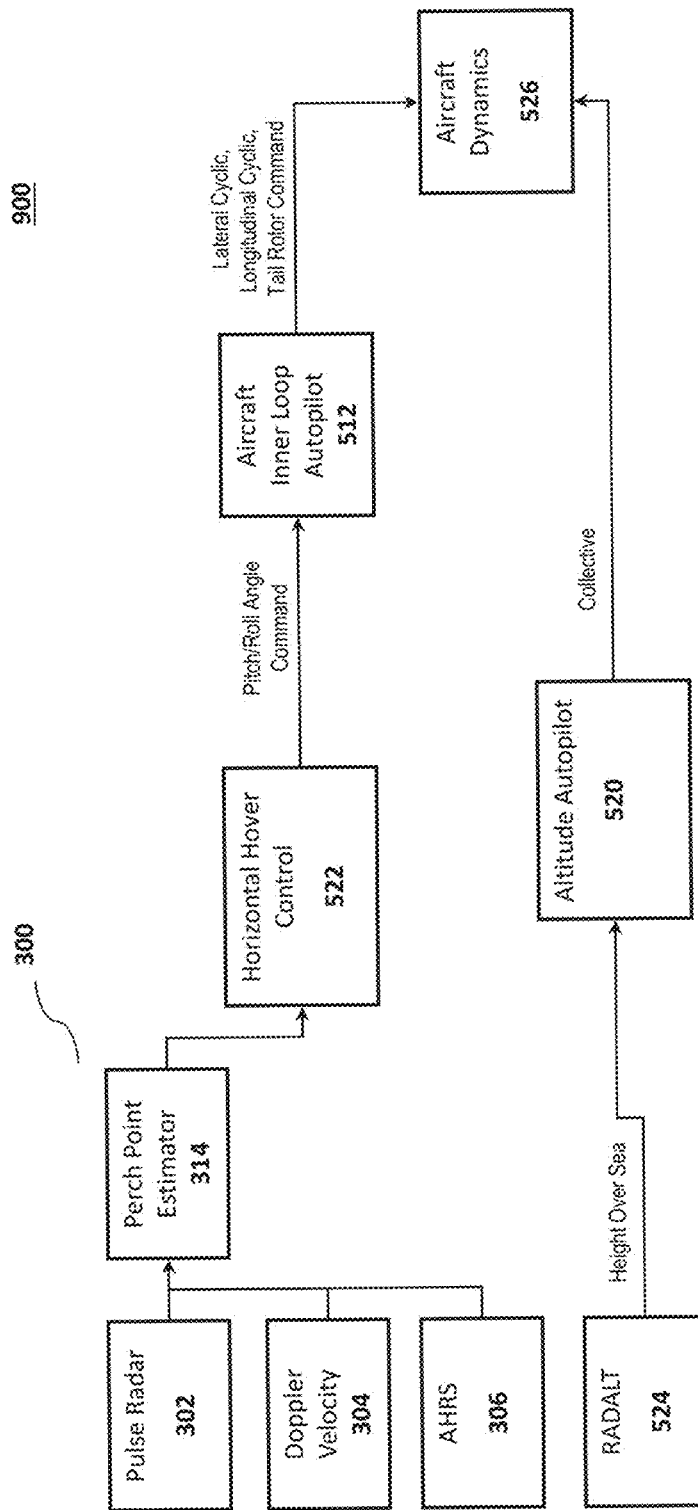


Figure 9

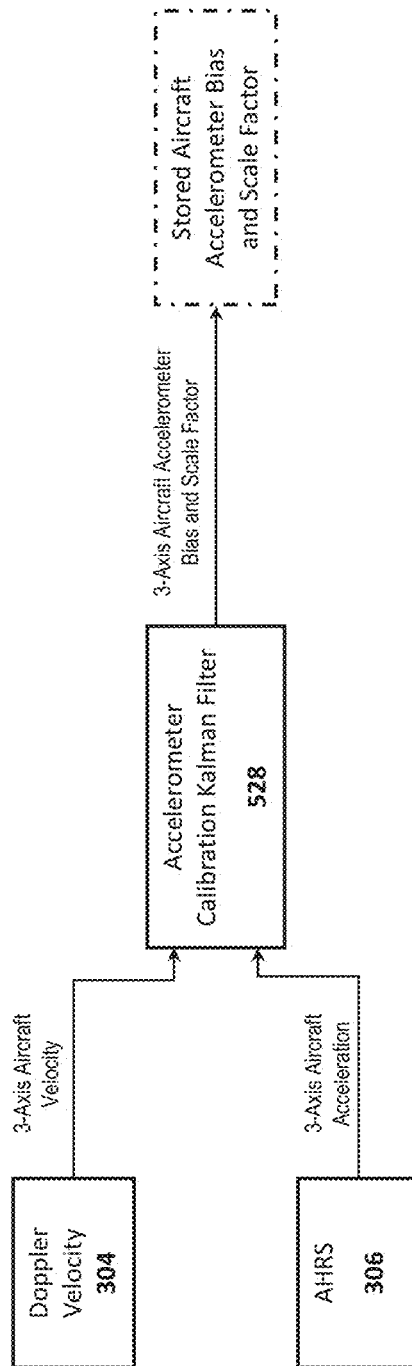


Figure 10

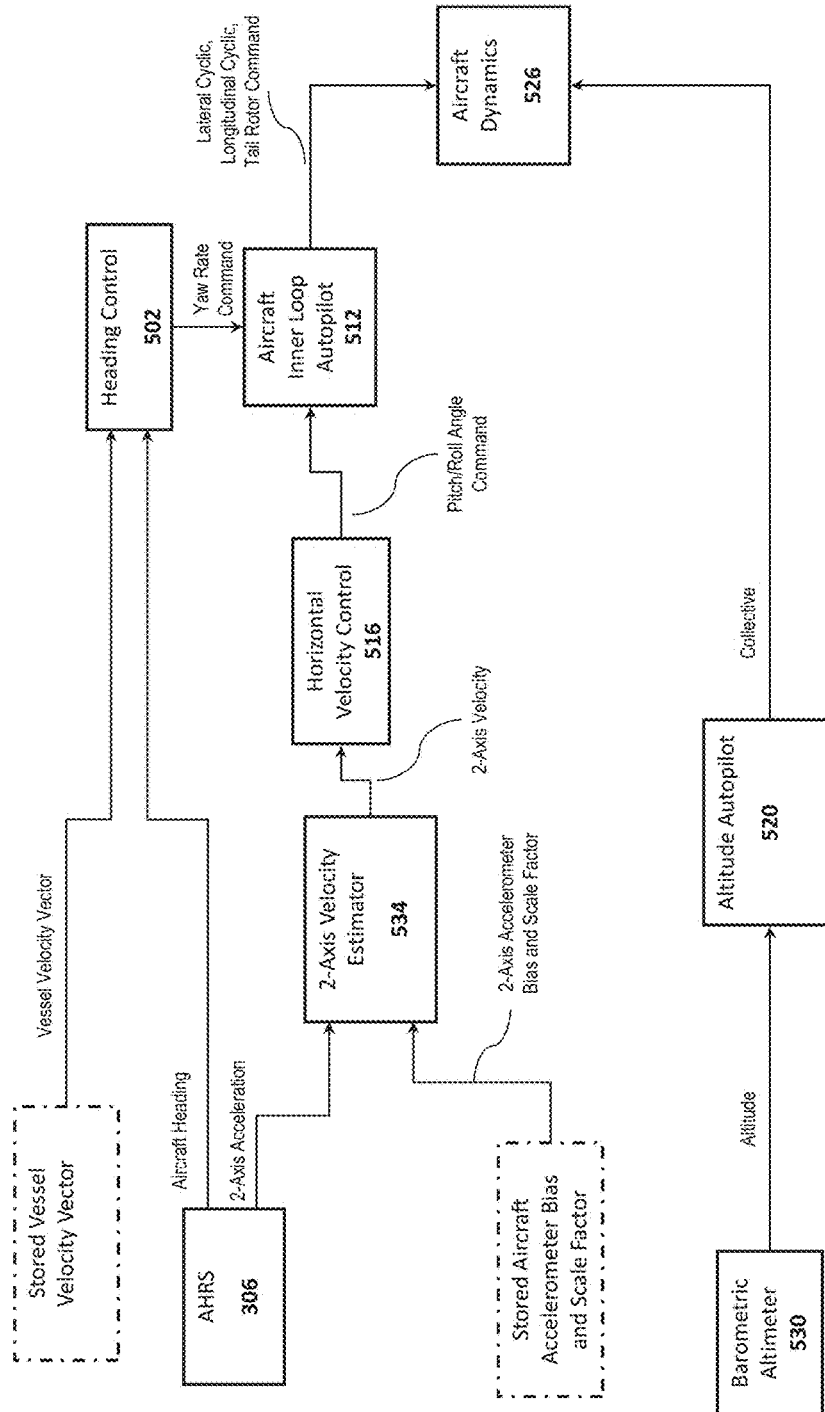
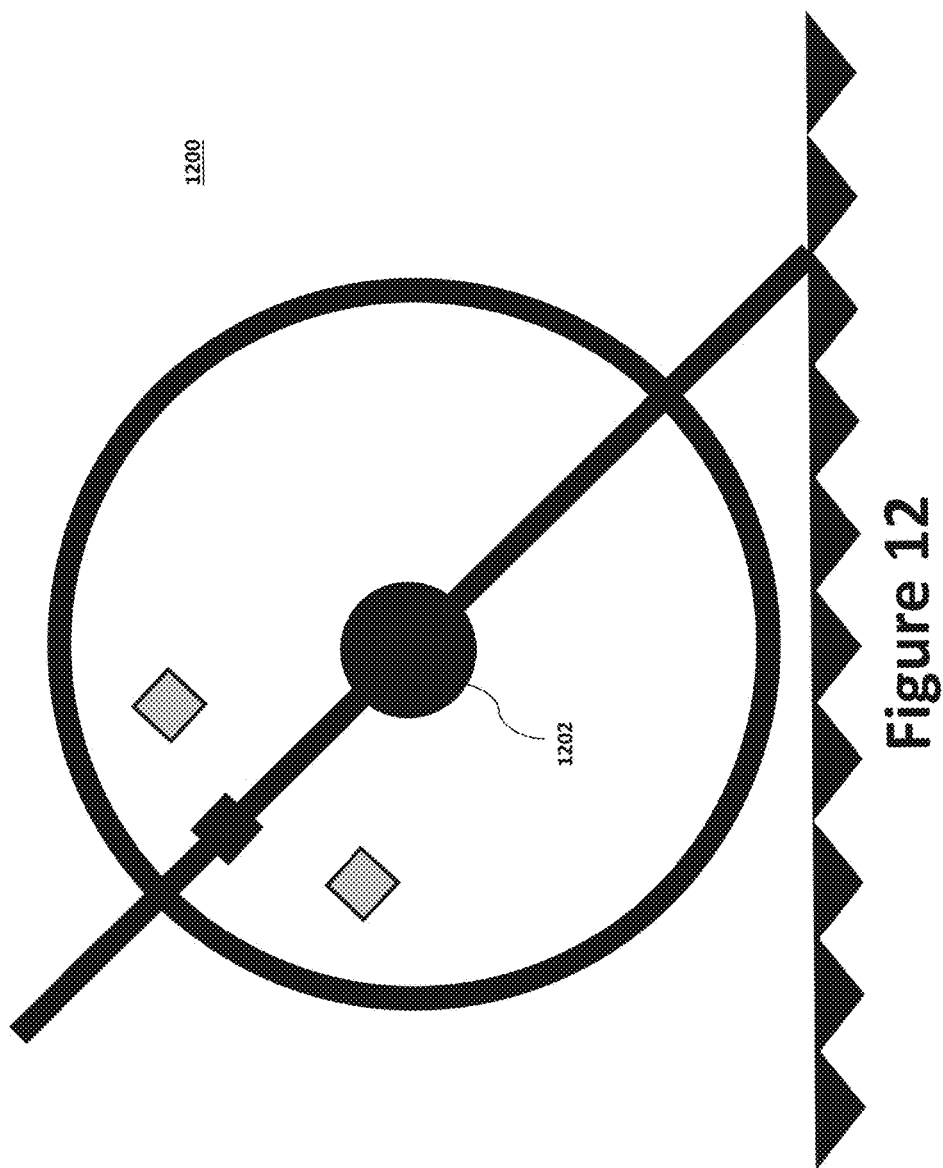


Figure 11



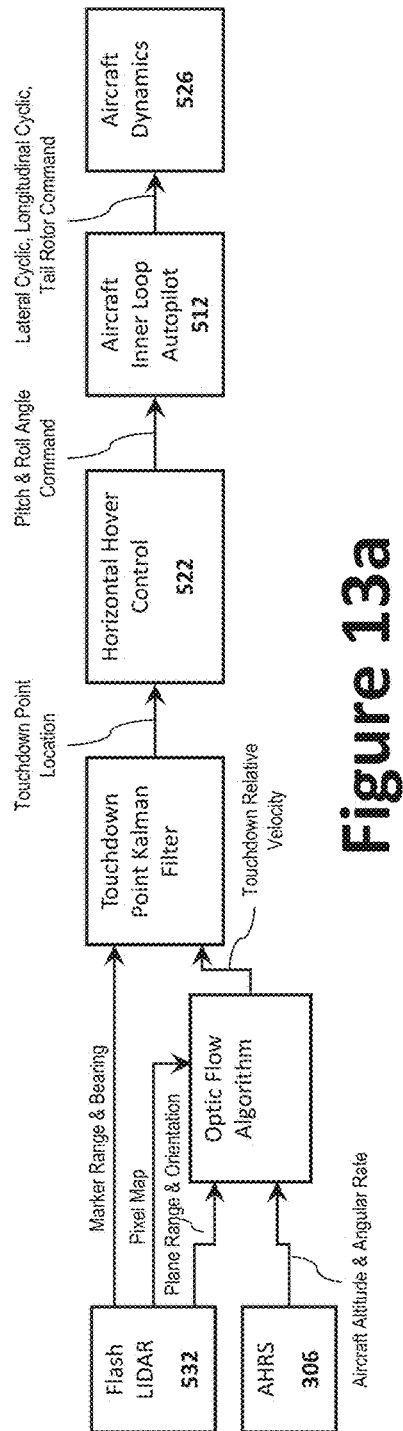


Figure 13a

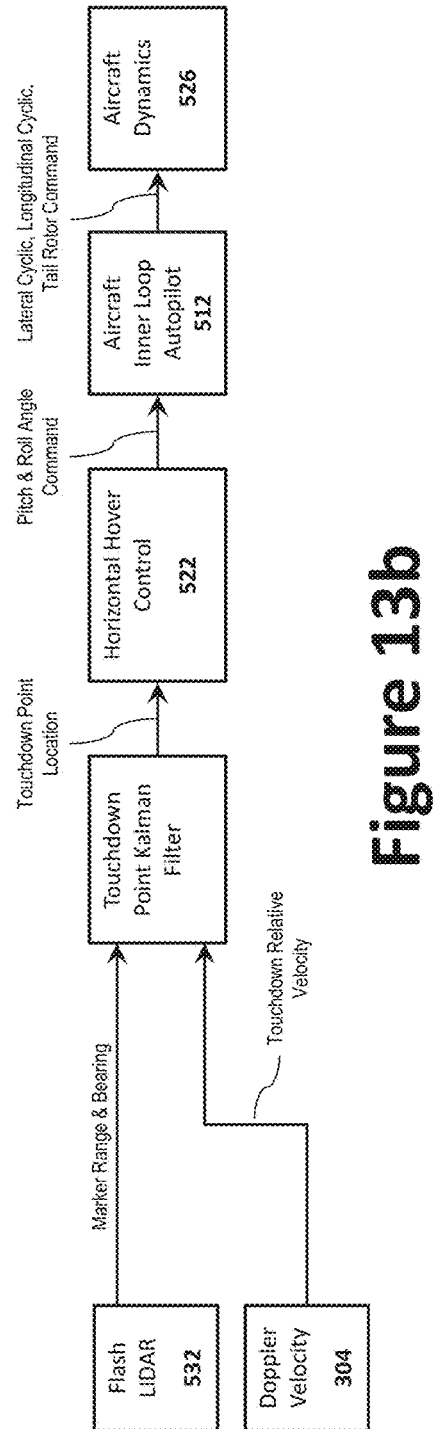


Figure 13b

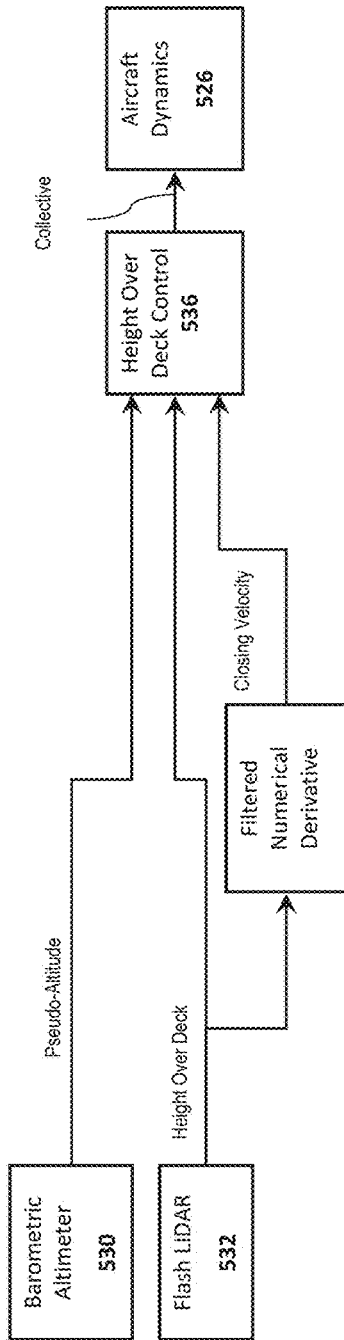


Figure 14a

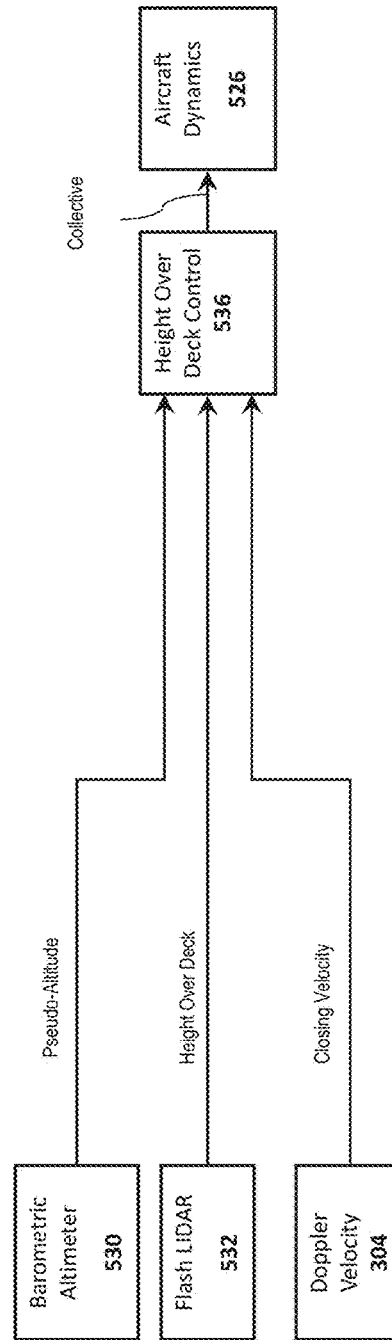


Figure 14b

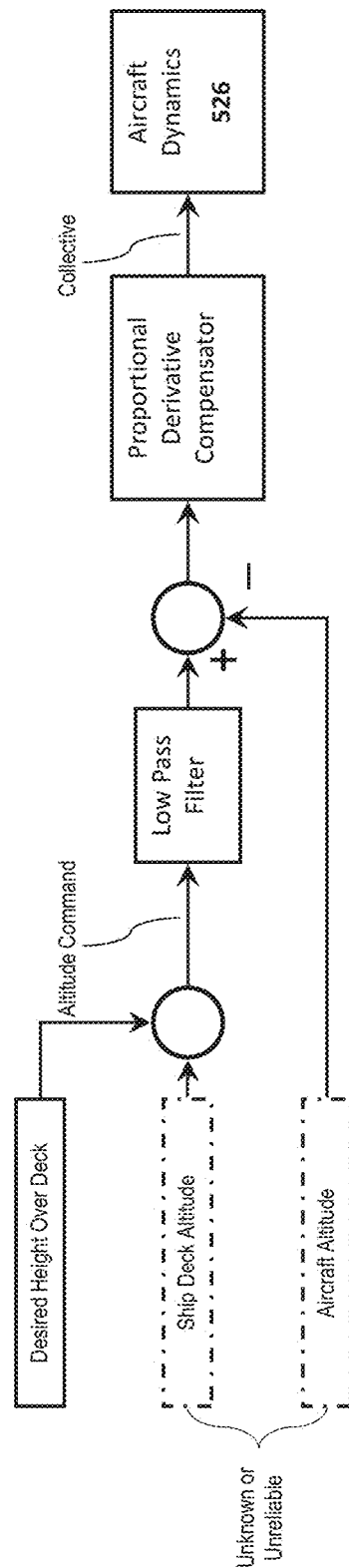


Figure 15

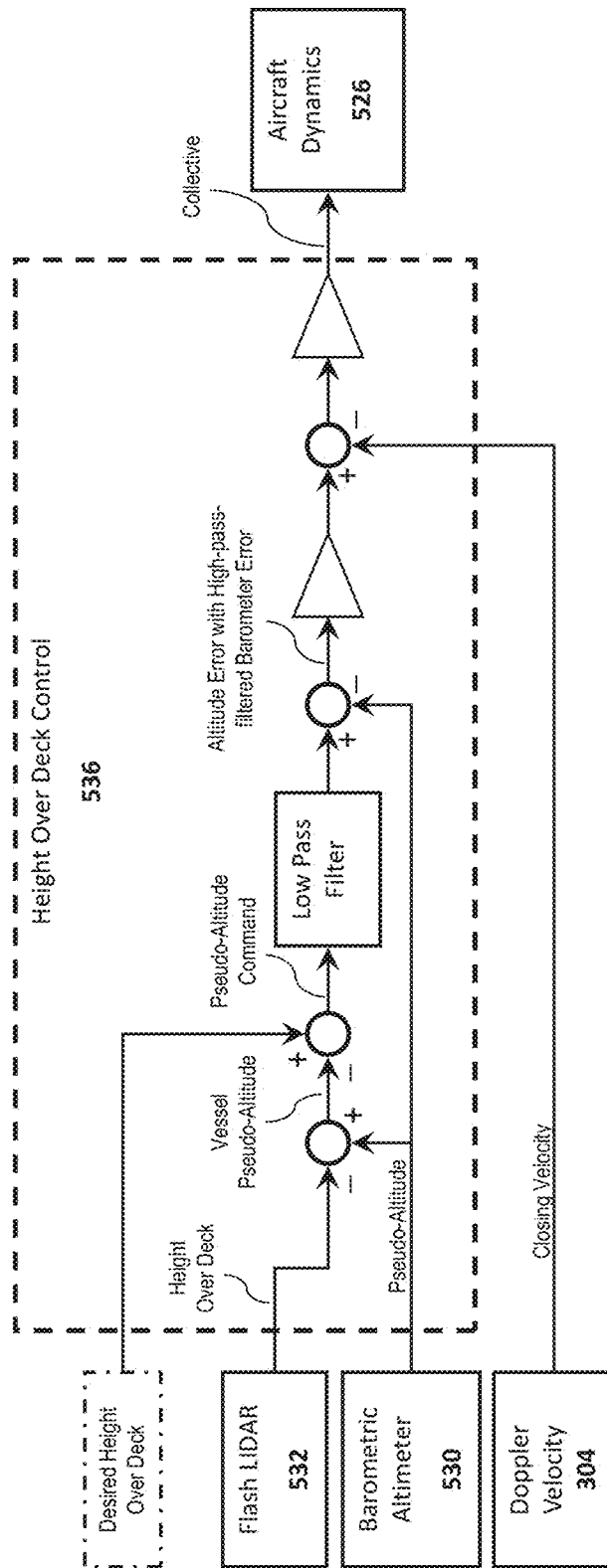


Figure 16

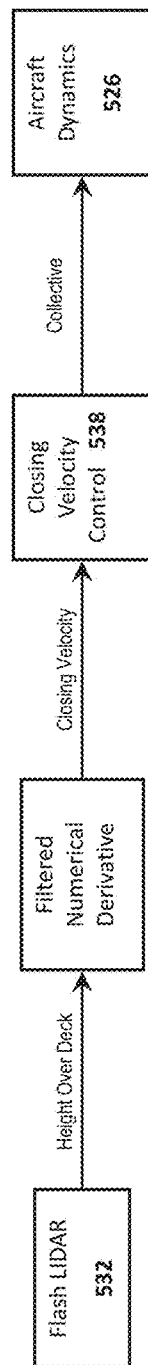


Figure 17a

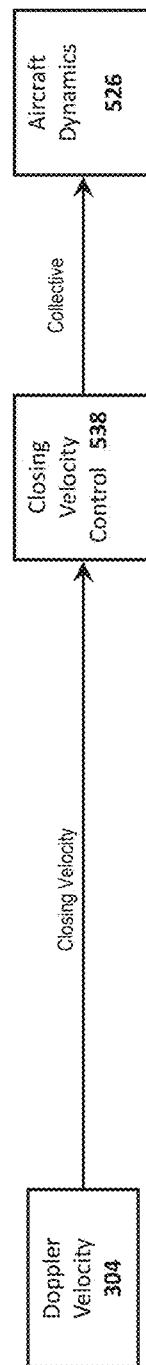


Figure 17b

1

SYSTEM AND METHODS FOR AUTOMATICALLY LANDING AIRCRAFT

CROSS-REFERENCE TO RELATED APPLICATIONS

This application is a continuation of and claims priority to U.S. application Ser. No. 13/659,463, filed on Oct. 24, 2012, entitled "System and Methods for Automatically Landing Aircraft," by Edward Lim, which is hereby incorporated by reference in its entirety.

FIELD OF THE INVENTION

The present invention is directed to methods of determining a vessel-relative off-deck waypoint (VRODW) location comprising the steps of providing an aircraft in flight; determining vessel range and vessel bearing relative to the aircraft; and determining the VRODW location using the range and bearing measurements of the vessel. The present invention is further directed to methods of landing an aircraft on a vessel.

BACKGROUND OF THE INVENTION

Present day aircraft performing autonomous landings on naval vessels rely on a ship-mounted, radar-based landing system that is susceptible to component failures. Such a failure would require the aircraft to divert from the intended host platform to another radar-landing-system-equipped vessel or land-based facility. If an acceptably equipped alternate vessel or land facility is out of range or unavailable, a multi-million dollar asset would have to be ditched at sea.

Methods exist for measuring the relative altitude and attitude of an aircraft with respect to a surface. For example, U.S. Patent Application Publication Number 2012/0130566 to Anderson ("Anderson") discusses a system for facilitating autonomous landing of aerial vehicles on a surface, comprising beam emitting means directed downwards and control means to govern the vehicle, wherein the system is characterized in that it comprises image capturing means and processing means to process image data, wherein the beam emitting means are arranged to emit simultaneously at least four beams directed towards the surface in order to project a pattern thereon, wherein one beam emitting means of the at least four beam emitting means is placed in the centre; and that the image capturing means captures subsequent images of the pattern.

Similarly, U.S. Patent Application Publication Number 2011/0307126 to Hogstrom ("Hogstrom") discusses a system for predicting the movement of a surface for autonomous landing of unmanned aerial vehicles (UAVs), which comprises beam emitting means, control means, detector means to detect reflected beams, processing means to process measurements, and storing means to store the processed measurements, and which is characterized in that it comprises at least two beam emitting means, and in that each of the at least two beam emitting means is movable to measure along at least one line on the surface.

Other onboard landing systems rely on computer vision to interpret ship geometry from which the relative alignment of the aircraft can be deduced. For example, U.S. Patent Publication Number 2011/0307126 to Markiton, et al, which teaches a method and a device for assisting with flying an aircraft, which are intended to assist with flying the aircraft at least during an autonomous landing approach to a runway with a view to landing, particularly in the field of military

2

aircraft. Similarly U.S. Patent Publication Number 2009/0306840 to Blenkhorn, et al teaches systems, methods, devices, and computer readable media for landing unmanned aerial vehicles using sensor input and image processing techniques. Finally U.S. Patent Publication Number 2010/0057278 to Lee teaches a system for automatically landing an aircraft using image signals, and, more particularly, to a system for automatically landing an aircraft using image signals and a method of controlling the system, which are capable of automatically landing an aircraft at a landing location using a landing mark provided at the landing location and imaging equipment configured to detect the landing mark.

Moreover, existing methods fail to address the complete problems of locating and approaching the ship from a distance, detecting the touchdown point and safely positioning the aircraft over the touchdown point, and tracking the touchdown point to touchdown. Finally, existing methods rely on ship-mounted, radar-based landing equipment which may provide unnecessary risks and limitations.

BRIEF SUMMARY OF THE INVENTION

The present invention provides systems and methods of determining a vessel-relative off-deck waypoint (VRODW) location. The present disclosure is further directed to systems and methods of landing an aircraft on a vessel.

In some embodiments, the present invention is directed to a method of determining a VRODW location comprising the steps of providing an aircraft in flight; determining vessel range and vessel bearing relative to the aircraft; and determining the VRODW location using the range and bearing measurements of the vessel. In some embodiments, the VRODW is located aft of the vessel. In some embodiments, the aircraft is a vertical take-off and landing aircraft (VTOL). In some embodiments, the aircraft determines the vessel range and vessel bearing. In some embodiments, the vessel range and vessel bearing is determined using a radar sensor. In some embodiments, the radar sensor is mounted onboard the aircraft.

In some embodiments, the method further comprises determining aircraft groundspeed and aircraft position in a local coordinate frame and determining vessel position and vessel velocity in the local coordinate frame from the range, vessel bearing, aircraft groundspeed, and aircraft position determinations. In some embodiments, aircraft groundspeed is determined using onboard Doppler radar, inertial navigation, satellite navigation, GPS, radio navigation, radio direction finding, or any combination thereof. In some embodiments, the aircraft position is determined by propagating aircraft groundspeed, inertial navigation, satellite navigation, GPS, radio navigation, radio direction finding, or any combination thereof.

In some embodiments, the vessel position and vessel velocity are determined using an algorithm. In some embodiments, the algorithm comprises a Kalman filter, extended Kalman filter, unscented Kalman filter, particle filter, least-squares estimator, recursive estimation algorithm, or any combination thereof. In some embodiments, a method of the present invention further comprises determining a vessel velocity vector, wherein the VRODW location is a fixed distance from the vessel along a negative vessel velocity vector.

In some embodiments, the radar sensor comprises a pulse radar, pulse Doppler radar, high-range resolution radar, pulse-compression radar, synthetic aperture radar, inverse synthetic aperture radar, imaging radar, tracking radar, track-

3

while-scan radar, 3-D radar, phased-array radar, continuous-wave radar, frequency-modulated continuous-wave radar, or any combination thereof.

In other embodiments, the present invention is directed to a method of landing an aircraft on a vessel, comprising the steps of: providing an aircraft in flight at a VRODW location aft of the vessel; determining a vessel velocity vector; approaching the vessel from the VRODW along the vessel velocity vector; identifying a landing area of the vessel; hovering the aircraft above the landing area; descending to the landing area; and landing the aircraft on the vessel.

In some embodiments, determining the vessel velocity vector comprises: determining vessel range and vessel bearing; determining aircraft groundspeed and aircraft position in a local coordinate frame; and determining vessel position and vessel velocity in the local coordinate frame using the vessel range, vessel bearing, aircraft groundspeed and aircraft position.

In other embodiments, the present invention is directed to a method of landing an aircraft on a vessel, comprising the steps of: providing an aircraft in flight at a VRODW location aft of the vessel; approaching the vessel from the VRODW; identifying a landing area of the vessel using LIDAR; hovering the aircraft above the landing area; descending to the landing area; and landing the aircraft on the vessel. In some embodiments, the LIDAR is scanning or flash LIDAR. In some embodiments, the landing area is designated on the vessel by a symbol. In some embodiments, the symbol is a circle, a cross, an H-shape, or other conventional symbols used on vessels to designate a landing area. In some embodiments, the method further comprises identifying a touchdown marker within the landing area.

In other embodiments, the present invention is directed to a method of landing an aircraft on a vessel, comprising the steps of providing an aircraft in flight; determining vessel range and vessel bearing; identifying a VRODW location using the vessel range and vessel bearing; moving the aircraft to the VRODW location; determining a vessel velocity vector; approaching the vessel from the VRODW along the vessel velocity vector; identifying a landing area on the vessel using LIDAR; hovering the aircraft above the landing area; descending the aircraft to the landing area; and landing the aircraft on the vessel.

In some embodiments, the aircraft is a vertical take-off and landing aircraft (VTOL). In some embodiments, the aircraft performs autonomous landing.

BRIEF DESCRIPTION OF THE FIGURES

These and other advantages of the present invention will be readily understood with reference to the following specifications and attached drawings, wherein:

FIG. 1 illustrates a first example landing sequence;

FIG. 2 illustrates a second example landing sequence;

FIG. 3 illustrates an example perch point estimator;

FIGS. 4a-4c illustrate an example diagram of perch point estimate convergence;

FIG. 5 illustrates an example block diagram of an approach guidance system;

FIG. 6 illustrates an example diagram of proportional navigation;

FIG. 7 illustrates an example graph of a closing rate command;

FIG. 8 illustrates an example graph of an altitude command;

FIG. 9 illustrates an example block diagram of a perch guidance system;

4

FIG. 10 illustrates an example block diagram of an accelerometer calibration system;

FIG. 11 illustrates an example block diagram of a traverse guidance system;

FIG. 12 illustrates an example overhead view over a deck;

FIG. 13a illustrates a block diagram for horizontal touchdown tracking guidance when operating high above the deck;

FIG. 13b illustrates a block diagram for horizontal touchdown tracking guidance when operating near the deck;

FIG. 14a illustrates a block diagram for height over deck guidance when operating high above the deck;

FIG. 14b illustrates a block diagram for height over deck guidance when operating near the deck;

FIG. 15 illustrates an example block diagram of a first height-over-deck control system;

FIG. 16 illustrates an example block diagram of a second height-over-deck control system;

FIG. 17a illustrates a block diagram for closing rate guidance when operating high above the deck; and

FIG. 17b illustrates a block diagram for closing rate guidance when operating near the deck.

DETAILED DESCRIPTION OF THE INVENTION

Embodiments of the present invention will be described hereinbelow with reference to the accompanying drawings. In the following description, well-known functions or constructions are not described in detail because they would obscure the invention in unnecessary detail. The present invention provides an integrated sensor suite with associated algorithms and interfaces for executing vessel-board landings. The landing system may be completely self-contained onboard the aircraft, thereby eliminating the need for (i) vessel-board sensors, (ii) no data communication with the vessel (other than the command to land), and (iii) GPS to perform the landing operation. For this application, the following terms and definitions shall apply:

As used herein, the terms “communicate” and “communicating,” refer to both transmitting, or otherwise conveying, data from a source to a destination and/or delivering data to a communications medium, system, channel, network, device, wire, cable, fiber, circuit, and/or link to be conveyed to a destination.

As used herein, the term “vessel” refers to a watercraft, ship, and/or boat, which may be capable of receiving and/or transporting an aerial vehicle. Vessels may include, for example, naval ships with VTOL decks, including: FFG Guided Missile Frigate, DDG Guided Missile Destroyer, LPD Amphibious Transport Dock Ship, LSD Dock Landing Ship, AE Ammunition Ship, and AO Oiler.

As used herein, the term “vessel-relative off-deck waypoint” or “VRODW” refers to an off-deck location relative to a vessel whereby an aircraft is able to reference as part of a landing sequence, including, for example, a perch point and/or initialization point.

As used herein, the term “vessel range” refers to a distance between an aircraft and target vessel.

As used herein, the term “vessel bearing” refers to the horizontal direction of the location of a vessel with respect to another horizontal direction, such as the horizontal orientation of an aircraft.

As used herein, the term “aircraft” refers to machines capable of flight, including, but not limited to VTOL aircraft. VTOL aircraft may include both fixed-wing aircraft (e.g., Harriers) and/or rotorcraft (e.g., helicopters).

5

As used herein, the phrase “radar” refers to an object-detection system which uses radio waves to determine the range, altitude, direction, and/or speed of objects.

As used herein, the phrase “radar sensor” refers to a sensor on equipment used in radar, a method for detecting the position and velocity of a distant object.

An objective of the present invention is to provide a VTOL Vessel-board Landing system that meets, or exceeds, the existing UAV Common Automatic Recovery System (UCARS), but without reliance on shipboard landing support equipment. The VTOL system may serve as either a primary or backup system. Thus, the VTOL system may be employed when an aircraft is required to land on a vessel that has no operational UCARS system. The VTOL system may be further configured to operate in a GPS-denied environment, thus requiring no communication with the vessel except for the C2 command to land, and operate across Naval vessels. Accordingly, no additional equipment is required on deck. In fact, deck lighting may even be shut off for operation in total darkness.

As will be discussed, a VTOL system may be designed to seamlessly operate across vessel platforms without required knowledge of vessel type. This approach has two advantages: (1) it eliminates vessel-specific information that would need to be calibrated and loaded onto the system per vessel type and (2) it eliminates any processing of vessel geometry which can be error prone and sensitive to vessel variations. To eliminate the need for vessel-specific information, the VTOL system may rely on features common to all vessels. The VTOL landing system may use, for example, a landing circle, vessel position, and vessel velocity.

Various parameters during a landing sequence, discussed below, may be detected or measured using sensors onboard the aircraft. For example, the VTOL landing system operation may be facilitated using three primary onboard sensors, such as (1) a pulse radar with range and relative bearing measurement mode, (2) a downward-oriented eye-safe near-IR flash LIDAR, and (3) a multi-beam Doppler radar ground speed sensor. However, functional equivalents to the three onboard sensors may be readily integrated or substituted, for example, continuous wave radar in place of the first sensor, a visible light camera with downward facing pulse-Doppler radar for the second sensor, and inertial navigation for the third sensor. Accordingly, the VTOL landing system does not require the installation of special equipment on the vessel. The VTOL system may also utilize the existing UAV sensors: radar altimeter, attitude and heading reference system (AHRS), and barometric altimeter. The selected sensors are preferably robust in order to function in fog, rain, snow, and wet deck and can operate in total darkness. Examples of such sensors, which may be fixedly mounted on the aircraft, are discussed in greater detail below.

Pulse Radar.

A pulse radar sensor measures range and bearing to radar reflective objects such as the hull of a vessel. Although a pulse radar sensor unit typically has 360° visibility, only the forward quadrant may be required in the VTOL application. For this reason, only the forward quadrant needs to be unobstructed on the aircraft. This allows for greater installation flexibility. An example pulse radar sensor suitable for VTOL application may meet the following performance parameters: Range bias 10 ft 3 σ , noise 20 ft 3 σ ; Heading bias 1 deg 3, noise 3 deg 3 σ ; Heading bias 3 deg 3 σ , noise 9 deg 3 σ at 70 ft range.

Flash LIDAR.

A flash LIDAR sensor collects an actively illuminated near-IR image with precise range measurements at each

6

pixel, so that it may be capable of detecting both the paint markings on the deck and the shape and orientation of the deck. As an active sensor, it performs well in all lighting conditions including total darkness. The near-IR frequency easily penetrates wet deck, fog, rain, and snow at 80 ft distance. Flash LIDAR may record measurements for the entire field of view simultaneously. This enables use of the flash LIDAR in applications involving a moving target and a moving camera in the absence of GPS. In contrast, scanning LIDAR collects data sequentially across the field of view. Scanning LIDAR relies on precise knowledge of the location of the camera (such as through GPS or another source) in order to assemble the sequentially gathered measurements into an image. This can result in imaging errors if precise camera location information may be unavailable and if the target is in motion.

Doppler Velocity Sensor.

A Doppler velocity sensor measures ground-relative velocity in all three dimensions and is a radar-based sensor that may be used on VTOL aircraft requiring precise hover and navigation in GPS-denied environments. The Doppler velocity sensor consists of four continuous-wave Doppler radar beams may be used to compute ground-relative velocity in three dimensions based on the differential measurements across the four beams. In VTOL operation, the Doppler velocity sensor may be used to measure velocity during over-water flight as well as vertical and horizontal velocity relative to the deck during over-deck flight.

Attitude and Heading Reference System (AHRS).

An AHRS computes an “artificial horizon”, which corresponds to the local roll and pitch angle of the aircraft, and the heading, which corresponds to the yaw of the aircraft. The AHRS may comprise, for example, magnetometers, gyros, and accelerometers. AHRS can operate with or without GPS aide.

Radar Altimeter (RADALT).

A radar altimeter measures altitude above the terrain beneath an aircraft.

Barometric Altimeter.

A Barometric Altimeter measures air pressure and correlates it to a specific altitude. At high altitudes, air pressure decreases; at low altitudes, air pressure increases. A barometric altimeter measures the air pressure and translates that reading into a measurement of altitude.

To provide an overview, the present invention may be illustrated by the following Examples. These Examples are provided to aid in the understanding of the invention and are not to be construed as a limitation thereof.

Example 1

An example landing sequence **100** is illustrated in FIG. 1. The landing operation **100** starts at the initialization point **102** with the aircraft **116** in flight at an altitude C (e.g., 300 to 1000 feet, more preferably 400-700 ft, even more preferably 500 ft) and a distance A (e.g., 1 to 1.5 nautical miles) within 45° of the stern of the vessel **114**. Using one or more sensors, the aircraft **116** may determine, or receive, the vessel **114** range and vessel **114** bearing relative to the aircraft **116**. The aircraft **116** may approach the vessel **114** at a predetermined closing speed (e.g., 40 knots with a glide angle of about 3°). Using a computer-implemented algorithm coupled with one or more onboard sensors, the aircraft **116** can determine the aircraft groundspeed and aircraft position in a local coordinate frame. Similarly, the aircraft **116** may determine vessel position and vessel velocity in the local coordinate frame from the vessel range, vessel bearing,

aircraft groundspeed, and aircraft position determinations. Vessel range and bearing may be calculated using a radar sensor. Examples of such radar sensors include, for example, a pulse radar, pulse Doppler radar, high-range resolution radar, pulse-compression radar, synthetic aperture radar, inverse synthetic aperture radar, imaging radar, tracking radar, track-while-scan radar, 3-D radar, phased-array radar, continuous-wave radar, frequency-modulated continuous-wave radar, or any combination thereof. The aircraft may identify a VRODW location at a fixed distance from the vessel along, for instance, a negative vessel velocity vector.

The aircraft **116** may hold at a VRODW (e.g., perch point **104**) during Perch Phase **124**, which may be located distance B (e.g., 50 to 500 feet, more preferably 50-200 ft, even more preferably 100 ft) aft of the touchdown point **110** and distance D (e.g., 20-100 ft, or more preferably 30 ft) above the vessel **114**'s deck. In operation, the aircraft **116** may hold in the Perch Phase **124** for a predetermined period of time (e.g., 5 to 60 seconds, more preferably 5 to 30 seconds, even more preferably 10 seconds) until the aircraft **116** receives a "land" command from the vessel **114** through, for example, a C2 communication link. The aircraft **116** may advance from the perch point **104** to the high hover point **106**, which may be above the touchdown point **110**. At the high hover point **106**, the aircraft **116** may wait a predetermined period of time (e.g., 5 to 60 seconds, more preferably 5 to 30 seconds, even more preferably 10 seconds) prior to descending to the low hover point **108**, which may be about midway between the high hover point **106** and the touchdown point **110**. Once at the low hover point **108**, the aircraft **116** may again wait for a predetermined period of time (e.g., 5 to 60 seconds, more preferably 5 to 30 seconds, even more preferably 10 seconds) before descending to the touchdown point **110**. The descent speed between the high hover point **106** and the low hover point **108** ("Intermediate Descent"), and the low hover point **108** and the touchdown point **110** ("Final Descent") may be at a nominal closing rate (e.g., 2.5 ft/s). In essence, the landing operation **100** comprises two primary types of tasks: (1) locate the stations (**102**, **104**, **106**, **108**) relative to the vessel within the required accuracy and (2) guide the vehicle to the stations within the specified trajectory constraints (e.g., touchdown contact velocity).

Example 2

Another technique in providing a VTOL landing system that can operate on a variety of vessels without knowledge of vessel type includes the generalization of the initialization point **102** and Perch Point **104** in the landing sequence into locations that are independent of vessel geometry. FIG. **2** illustrates a modified landing sequence **200**, which is similar to that shown in FIG. **1**, but with a change in the specification of the initialization point **102** and Perch Point location **104**. While the baseline Perch Point **104** was previously specified to be distance D above the deck in landing sequence **100**, such an approach may be vessel-dependent since the deck height can vary from vessel to vessel. Therefore, a generalized Perch Point **104** of landing sequence **200** may be specified to be distance E (e.g., 70 ft) above sea level **118**. This eliminates dependency on deck height while ensuring that the Perch Point **104** will be sufficiently high above the deck of a given vessel **114**. For example, while accounting for the 6 ft uncertainty in the radar altimeter, the aircraft **116** will still be at least distance D above the deck of FFG-7, DDG-51, LPD-13, LSD-36, AE-27, or AO-178 vessels when distance E is set to 70 feet.

Likewise, whereas the baseline Perch Point **104** of landing sequence **100** was specified to be located distance B (e.g., 100 ft) aft of the touchdown point **110**, the generalized Perch Point **104** may be specified to be distance B' (e.g., 70 ft) aft of the stern of the vessel **114**. This eliminates dependency on the location of the touchdown point **110** relative to the stern of the vessel **114** while ensuring that the Perch Point **204** will be at least distance B' aft of the touchdown point **110** of an FFG-7, DDG-51, LPD-13, LSD-36, AE-27, or AO-178 vessel. Note that the high hover point **106** may remain unaltered at distance D above the deck. As with landing sequence **100**, at the end of traverse, the aircraft **116** descends to the high hover point **106**. The result is a single common landing sequence that can safely land the aircraft **116** on all the vessel **114** variants.

Regardless of the landing sequence **100**, **200**, as will be discussed in greater below, a pulse radar **302**, RADALT **524** and Doppler velocity sensor **304** may be employed during the Approach Phase **120** and perch **124** phases. In addition to the Approach Phase **120** and perch point **124** phases, the Doppler velocity sensor **304** may be used during the Intermediate Descent and the Final Descent. An AHRS **306** and/or Barometric Altimeter **530** may be used during Traverse **122**; high hover **106**; and Low Hover **108**. The AHRS **306** may also be employed during Intermediate Descent and/or Final Descent. Finally, the flash LIDAR **532** may be employed during High Hover **106**, Low Hover **108**, Intermediate Descent and/or Final Descent.

Approach Phase **120** and Perch Phase **124**.

As discussed in Examples 1 and 2, the first two phases of the VTOL landing operation generally comprise the approach to the perch point **104** (Approach Phase **120**) and the hold at perch point **104** (Perch Phase **124**). Both phases may use the system illustrated in FIG. **3**. While the intuitive approach to locating the perch point **104** relative to a vessel **114** may be to use computer vision to interpret the vessel geometry and orientation based on imaging sensors, this application can be overly complex and tends to be error prone and sensitive to variations in vessel geometry. Rather, a VTOL system may estimate the Perch Point Location **312** based on estimated parameters vessel location and vessel velocity. For example, a Kalman filter **308** may be used to estimate vessel location and velocity along a velocity vector **310** based on estimated parameters. The Kalman filter **308** may include, for example, a Kalman filter, extended Kalman filter, unscented Kalman filter, particle filter, least-squares estimator, recursive estimation algorithm, or any combination thereof.

Such estimated parameters may include the Pulse Radar range **302**, bearing measurements **306** and the Doppler Velocity measurements **304**. Using these inputs, a Perch Point Location **312** may be computed as a fixed distance aft of the vessel **116** along the vessel velocity vector. FIGS. **4a** through **4c** illustrate how the perch point estimator **314** may converge to the true perch point location **104** even with a low angular resolution sensor. In essence, a goal of the Approach Phase **120** is to steer the aircraft **116** from an initialization point **102** to the perch point **104**.

FIG. **5** illustrates a block diagram of the Approach Guidance system **500**. The Approach Guidance system **500** comprises three general components: Lateral Guidance **502**, Forward Velocity Guidance **504**, and Altitude Guidance **506**. The Lateral Guidance **502** may use a Proportional Navigation Algorithm **508** to compute the lateral acceleration required to steer the aircraft to intercept the perch point in motion. Yaw Rate Commands may be computed based on the Lateral Acceleration Command and the aircraft speed

calculated using Kinematic Transformation **510**. The Yaw Rate Commands may be input to the Aircraft Inner Loop Autopilot **512**, which may be coupled with the Aircraft Dynamics **526**. Aircraft Dynamics **526** may be, for instance, a flight control system configured to control the aircraft's pitch, roll, or yaw. For example, in a rotorcraft aircraft, the Aircraft Dynamics **526** may be configured to control the aircraft's pitch, roll, or yaw using received lateral cyclic, longitudinal cyclic, tail rotor commands.

Forward Velocity Guidance **504** may be determined using trajectory shaping Approach Velocity Calculations **514**, which may use the velocity profile shown in FIG. 7, and Horizontal Velocity Control **516**. The resulting pitch and roll command may be input to the Aircraft Inner Loop Autopilot **512**. Similarly, Altitude Guidance **506** may be facilitated using trajectory-shaping Glide Path calculations **518**, which may use the altitude profile shown in FIG. 8, and measurements from the RADALT **524**. The resulting altitude command and altitude feedback measurement may be communicated to the Altitude Autopilot **520**.

To verify accuracy, the Perch Point Estimator **314** with vessel position and velocity Kalman filter was implemented in a closed-loop nonlinear 6 Degree of Freedom ("6DOF") simulation. The perch point estimation error was predicted by covariance analysis based on the manufacturer-supplied sensor specifications and summarized in Table A. As illustrated, the calculated error values are suitable for the landing application.

TABLE A

Phase	Performance Metric	Value
Perch Point 104	Longitudinal Error	10.0 ft 3 σ
	Lateral Error	3.7 ft 3 σ

As illustrated in FIG. 6, the Proportional Navigation Algorithm **508** may be used to steer a vehicle **602** to a moving target **604** (e.g., a vessel) by zeroing out the line-of-sight rate to the target. The algorithm implicitly takes into account the estimated velocity of the vessel **604**. The Forward Velocity Guidance **504** may be used to command the maximum closing rate to the vessel **604**. The forward velocity command may be computed based on the desired closing rate and the estimated vessel velocity. For example, as illustrated in FIG. 7, the maximum closing rate may be ramped down as the aircraft nears the vessel for a smooth transition to Perch Phase **124**.

As illustrated in FIG. 8, Altitude Guidance **506** may be used to command the vehicle to follow the glide path that intercepts the perch point at the desired glide slope. The altitude command may be computed based on the distance to the estimated perch point **104**. For example, the trajectory may be constrained by a maximum altitude command at 500 ft and a maximum vertical velocity limit of 5 ft/s. The altitude may be measured using, for example, the RADALT **524** during the Approach Phase **120**. Using an Average Sea State 4 ship motion profile, a 6DOF simulation was executed total tracking performance. Table B summarizes the total tracking performance (estimation and control) at the various phases in the landing operation.

TABLE B

Phase	Performance Metric	Bias	Oscillation
Perch Point 104	Longitudinal Error	10.0 ft 3 σ	1.5 ft 3 σ ; 1.5 ft peak
	Lateral Error	3.7 ft 3 σ	1.1 ft 3 σ ; 1.1 ft peak
	Altitude Error	6.0 ft 3 σ	0.3 ft 3 σ ; 0.3 ft peak

The landing sequence may be switched to the Perch Phase **124** when the aircraft may be within a predetermined distance of the estimated perch point **104**. Perch Guidance can hold the aircraft at the perch location for a predetermined amount of time and until the aircraft receives the command to land through, for example, the C2 communication link. As illustrated in FIG. 9, a Perch Guidance system **900** may comprise, for example, Horizontal Hover Control **522** and an Altitude Autopilot **520**. Horizontal Hover Control **522** provides a feedback loop that drives the estimated aircraft position to the estimated perch position. The Perch Point Estimator **314**'s Kalman filter **308** estimates the vessel location, but also propagates the aircraft position based on Doppler velocity **304** measurements. Because the vessel location and aircraft location may be estimated using the same Doppler velocity **304** measurements, perch point error contribution from propagation drift is eliminated. The Altitude Autopilot **520** is a feedback loop that drives the measured altitude to the preset perch altitude. The altitude may be measured using the RADALT **524** in the Perch Phase **124**.

Traverse Phase **122**.

The aircraft may remain in the Perch Phase **124** until a command to land signal may be communicated (e.g., through a C2 communication link), at which point it switches to the Traverse Phase **122**. An objective of the Traverse Phase **122** is to steer the vehicle from the perch point **104** to the high hover point **106**.

The transition from over-sea to over-deck flight can cause the RADALT **524** and Doppler velocity **304** sensor to produce unreliable measurements. For this reason, the RADALT **524** and Doppler velocity **304** sensor need not be used in the Traverse Phase **122**. Rather, during the Traverse Phase **122**, horizontal guidance may be based on inertial navigation while vertical control may be based on barometric altimeter **530** measurements.

Since accelerometer bias can cause position error to grow rapidly in an inertial navigation system, as illustrated in FIG. 10, the accelerometer bias may be calibrated using a Kalman filter **528** during the Approach Phase **120** and the Perch Phase **124**. The accelerometer scale factor does not contribute significant error in Traverse Phase **122** because of the low acceleration. The residual accelerometer bias at the end of calibration may be computed by covariance analysis based on the closed-loop Approach and Perch trajectories from the 6DOF simulation. Simulation and covariance analysis shows that the accelerometer bias at the end of calibration may be reduced to 0.008 ft/s² 3 σ . Also in preparation for Traverse **122**, the barometric altimeter **530** may be calibrated based on filtered RADALT **524** output during the Perch Phase **124**. Since the RADALT **524** is not needed for the landing sequence, it may be shut down at the beginning of Traverse Phase **122**. However, the Doppler velocity **304** sensor can remain powered on for use in later phases, but it is not needed in the Traverse Phase **122**. The flash LIDAR **532** may be powered on at the beginning of Traverse Phase **122**, and image processing commences to detect the landing circle **1200** when it eventually enters the field of view. The error contributions based on Kalman filter covariance analysis and sensor specifications are combined

11

to compute the total navigation error at the end of the Traverse Phase **122**. The error contributions based on Kalman filter covariance analysis and sensor specifications are combined to compute the total navigation error at the end of the Traverse Phase (Table C). As illustrated, the calculated error values are suitable for the landing operation.

TABLE C

Direction	Error Source	Value
Lateral	Residual accelerometer bias	1.7 ft 3σ
	Vessel velocity vector estimate error	3.6 ft 3σ
	Perch point estimate error	3.7 ft 3σ
	Total lateral error	5.4 ft 3σ
Vertical	Barometer drift	0.5 ft 3σ
	Radar altimeter initialization error	6.0 ft 3σ
Total vertical error		6.0 ft 3σ

Based on propagated accelerometer information, an aircraft **116** may be guided to advance at a 10 ft/s closing rate along the estimated vessel velocity vector. Based on, for example, the Barometric Altimeter **530**, the aircraft may be commanded to maintain the perch altitude until the end of Traverse Phase **122**. Traverse Phase **122** ends when the downward-facing flash LIDAR **532** detects the landing circle **1200**. An example Traverse Guidance block diagram is provided in FIG. **11**. A lateral and longitudinal 2-Axis Velocity Estimator **534** may provide feedback to the Horizontal Velocity Control **516**, which may regulate forward and lateral velocity by computing pitch and roll commands that drive the Aircraft Inner Loop Autopilot **512**. The heading of the aircraft may be aligned with the estimated ship velocity vector by the Heading Control **502**, which computes yaw rate commands that drive the Aircraft Inner Loop Autopilot **512**. The Altitude Autopilot **520** may maintain the perch altitude using, for example, the Barometric Altimeter **530**. The calculated total estimation and control error provided in Table D at the end of Traverse Phase **122** combines the navigation error from Table C with closed-loop control error evaluated by 6DOF simulation.

TABLE D

Phase	Performance Metric	Bias	Oscillation
End of Traverse	Lateral Error	5.4 ft 3σ	0.3 ft 3σ ; 0.3 ft peak
	Altitude Error	6.0 ft 3σ	0.3 ft 3σ ; 0.3 ft peak

Landing Circle Detection and Touchdown Marker Identification.

During the Traverse Phase **122**, flash LIDAR **532** data may be processed to detect a landing circle **1200**. An example image with the appropriate 45° field-of-view at about 40 ft above the deck is shown in FIG. **12**. The algorithm to detect a landing circle **1200** in an image may be accomplished using a Hough transform, a feature extraction technique used in image analysis, computer vision, and digital image processing. The reliability of detection may be significantly increased by the fact that the expected size of the landing circle within the image is often known, since the flash LIDAR **532** also has range information to the deck. This additional information can enable the system to detect a landing circle **1200** even when it is only partially in view. Once a landing circle **1200** is detected, another Hough transform search may be performed to detect a smaller circle **1202** (which are often approximately 4 ft diameter) at the center of the landing circle **1200**. The smaller circle **1202**

12

may be used to identify the touchdown point **110**. The smaller circle **1202** fits within the field-of-view down to about 5 ft above the deck. If a smaller circle **1202** at the center of the landing circle **1200** is not standard on all vessels, the algorithm may be extended to automatically detect a cross or a square if that is the marking in place of a circle in the middle of the landing circle.

The guidance algorithms for the final four phases are summarized in Table E. The subsequent sections describe the algorithms in detail.

TABLE E

Mode	Horizontal	Vertical
High Hover 106	Track TD point 110	Coarse hold height over deck
Intermediate Descent	Track TD point 110	Coarse hold closing rate
Low Hover 108	Track TD point 110	Fine hold height over deck
Final Descent	Track TD point 110	Fine hold closing rate

The final four phases share the same, or similar, horizontal guidance algorithm, which may be designed to horizontally align the aircraft with the estimated touchdown point **110**. The touchdown point **110** may be estimated using a Kalman filter that fuses relative location information based on detected deck markings and relative horizontal velocity information. The combined use of relative position and relative velocity information enables the estimator to provide continuous estimates of touchdown point location even when the deck marking moves out of the field of view, which will inevitably occur below 5 ft above the deck and may occur intermittently throughout the terminal phases.

Relative velocity information may be based on Doppler velocity sensor **304** measurements when operating near the deck (e.g., 15 ft above the deck). However, when operating high above the deck (e.g., more than 15 ft), the Doppler velocity sensor **304** beam pattern can extend beyond the boundaries of the deck resulting in erroneous Doppler velocity sensor **304** readings. For this reason, relative velocity may be measured using optic flow processing of the flash LIDAR **532** data when operating high above the deck. Optic flow refers to the distribution of movement of landmarks across the focal plane. A landmark may be any feature on the image that can be correlated from one frame to the next. The relative velocity of the touchdown point can be computed from the optic flow data extracted from the flash LIDAR **532** images combined with the information on the range and relative orientation of the deck also provided by the flash LIDAR **532** sensor.

The touchdown point estimation accuracy is summarized in Table F. The larger error at higher altitudes may be driven by increased sensitivity to angle error and the lower accuracy of optic flow velocity measurements in contrast to Doppler velocity sensor **304** measurements. The optic flow velocity measurements are assigned a conservative noise value of 3 ft/s 3σ , in the absence of experimental data at this time.

TABLE F

Phase	Performance Metric	Bias	Oscillation
30 ft	Longitudinal Error	0.6 ft 3σ	0.6 ft 3σ ; 0.8 ft peak
	Lateral Error	0.6 ft 3σ	0.7 ft 3σ ; 0.8 ft peak
15 ft	Longitudinal Error	0.3 ft 3σ	0.2 ft 3σ ; 0.3 ft peak
	Lateral Error	0.3 ft 3σ	0.3 ft 3σ ; 0.3 ft peak

13

The horizontal guidance may be the same from High Hover **106** to touchdown point **110**. A feedback loop around the touchdown relative position estimate may be used to drive the relative position to zero. Block diagrams for horizontal estimation and guidance are shown in FIGS. **13a** and **13b**. Specifically, FIG. **13a** illustrates a block diagram for horizontal touchdown tracking guidance when operating high above the deck, while FIG. **13b** illustrates a block diagram for horizontal touchdown tracking guidance when operating near the deck

In the last four landing phases, there are two hover phases and two descent phases. The two hover phases use height over deck guidance, which is a feedback loop around range to the deck measured by flash LIDAR **532**. The block diagrams for providing Height Over Deck Control **536** guidance are illustrated in FIGS. **14a** and **14b**. Specifically, FIG. **14a** illustrates a block diagram for providing Height Over Deck guidance **536** when operating high above the deck, while FIG. **14b** illustrates a block diagram for providing Height Over Deck guidance **536** when operating near the deck. The closed-loop dynamics may be damped by a range rate measurement. In low hover **108**, the range rate measurement comes from the Doppler velocity sensor. In high hover **106**, the Doppler velocity sensor **304** may be unreliable because its beams may extend beyond the edge of the deck. For this reason, the filtered numerical derivative of flash LIDAR **532** range can be used as the range rate measurement in high hover.

Indirect Vessel Motion Conditioning.

To minimize large error values resulting from saturation of the collective input, the vertical vessel motion that the aircraft is attempting to track may be conditioned. By filtering out the higher frequency content of the vessel motion, the aircraft may be able to track without saturating the collective input. As illustrated in FIG. **15**, this solution is not easily implemented using prior techniques because the absolute deck altitude and the absolute aircraft altitude are usually both unknown. Relative vessel position may be directly measurable but it is necessary to separate the vessel motion from aircraft motion in order to put into effect the vessel motion filter. However, as illustrated in FIG. **16**, a method of indirect vessel motion filtering may be employed to provide Height Over Deck Control **536**. For example, a Barometric Altimeter **530** may be used to provide a pseudo-altitude reference that may be added and subtracted from both sides of the vessel motion filter. The Barometric Altimeter **530** output may be referred to as a pseudo-altitude reference because it is not a reliable source of absolute altitude. Because of this, the indirect vessel motion filtering approach may be designed to be robust to Barometric Altimeter **530** bias and drift. The addition and subtraction of the barometric altitude reading from both sides of the low-pass filter, in effect high-pass filters the barometer altitude measurement. Consequently, the effects of Barometric Altimeter **530** bias and drift are filtered out of the control system, leaving the differentiator that may isolate vessel motion from aircraft motion so that the high-frequency content of the vessel motion can be filtered out of the aircraft relative altitude guidance system.

The proposed height-over-deck guidance algorithms were implemented in 6DOF simulation. The performance is summarized in Table G. The difference in tracking performance between High Hover **106** and Low Hover **108** shows the performance degradation due to using the filtered numerical derivative of flash LIDAR **532** instead of Doppler velocity as the closing rate feedback.

14

TABLE G

Phase	Performance Metric	Bias	Oscillation
High Hover	Altitude Error	0.3 ft 3σ	3.6 ft 3σ ; 4.1 ft peak
Low Hover	Altitude Error	0.3 ft 3σ	1.4 ft 3σ ; 2.6 ft peak

The two descent phases use closing rate guidance. A feedback loop may be closed around the measured closing rate. A constant closing rate may be commanded until the end of each descent phase. The closing rate may be measured using the Doppler velocity sensor **304** in the Final Descent Phase. Filtered, numerically differentiated flash LIDAR **532** range may be used as the closing rate measurement in the Initial Descent Phase. The Initial Descent Phase ends when the High Hover altitude may be reached. The Final Descent Phase ends at Touchdown. The block diagrams for providing Closing Rate Guidance **538** command are illustrated in FIGS. **17a** and **17b**. Specifically, FIG. **17a** illustrates a block diagram for providing Closing Rate Guidance **538** command when operating high above the deck, while FIG. **17b** illustrates a block diagram for providing Closing Rate Guidance **538** command when operating near the deck.

The closing rate guidance was implemented in 6DOF simulation. The tracking performance including the effect of sensor error is summarized in Table H. The difference between Intermediate Descent and Final Descent is the use of filtered numerical derivative instead of Doppler velocity.

TABLE H

Phase	Performance Metric	Oscillation
Intermediate Descent	Vertical velocity error	2.4 ft/s 3σ ; 2.8 ft/s peak
Final Descent	Vertical velocity error	1.3 ft/s 3σ ; 2.0 ft/s peak

Touchdown Conditions.

The touchdown position error is primarily driven by the touchdown point estimation error that begins to increase at about 5 to 8 ft above the deck, when the deck is too close for the touchdown marker to be identifiable within the flash LIDAR **532** field of view. From that point onwards, the touchdown point estimate is propagated based on Doppler velocity measurements. Combining the effects of estimation error and control error, the touch-down position error is summarized in Table I.

TABLE I

Phase	Performance Metric	Value
Final Descent	Vertical contact velocity	2.4 ft/s 3σ ; 3.1 ft/s peak
	Horizontal contact velocity	1.2 ft/s 3σ ; 1.2 ft/s peak
	Touchdown accuracy	3.0 ft 3σ

Table J summarizes the total tracking performance (estimation and control) at the various phases in the landing operation. These values are based on the Average Sea State 4 vessel motion profile.

TABLE J

Phase	Performance Metric	Bias	Oscillation
Perch Point	Longitudinal Error	10.0 ft 3σ	1.5 ft 3σ ; 1.5 ft peak
	Lateral Error	3.7 ft 3σ	1.1 ft 3σ ; 1.1 ft peak

TABLE J-continued

Phase	Performance Metric	Bias	Oscillation
104	Altitude Error	6.0 ft 3 σ	0.3 ft 3 σ ; 0.3 ft peak
End of	Lateral Error	5.4 ft 3 σ	0.3 ft 3 σ ; 0.3 ft peak
Traverse	Altitude Error	6.0 ft 3 σ	0.3 ft 3 σ ; 0.3 ft peak
High	Longitudinal Error	0.6 ft 3 σ	0.8 ft 3 σ ; 1.1 ft peak
Hover	Lateral Error	0.6 ft 3 σ	0.9 ft 3 σ ; 1.0 ft peak
106	Altitude Error	0.3 ft 3 σ	3.6 ft 3 σ ; 4.1 ft peak
Low	Longitudinal Error	0.3 ft 3 σ	0.5 ft 3 σ ; 0.8 ft peak
Hover	Lateral Error	0.3 ft 3 σ	0.7 ft 3 σ ; 0.8 ft peak
108	Altitude Error	0.3 ft 3 σ	1.4 ft 3 σ ; 2.6 ft peak
Final	Vertical contact	0	2.4 ft/s 3 σ ; 3.1 ft/s
Descent	velocity		peak 1.2 ft/s 3 σ ; 1.2 ft/s
	Horizontal contact	0	peak 3.0 ft 3 σ
	velocity		
	Touchdown	0	
	accuracy		

Table K shows the performance degradation in more aggressive vessel motion. The Elevated Sea State 4 uses an 8 ft wave height as opposed to 6 ft wave height in the Average Sea State 4 case. The 3 σ value for vertical contact velocity does not increase much at 2.9 ft/s, however the increase in peak value is significant at 5.1 ft/s. This can be attributed to the fact that the peak errors are caused by rare instances of actuator saturation, when the controller is physically unable to match the vessel movement. As indicated by the significant difference between the 3 σ value and the peak value, the instances of peak value are very rare. In addition, the peak values for Elevated Sea State 4 are also less than the 6 ft/s design limit on the landing gear.

The "Bad Captain" case has the vessel moving at 15 knots, 45 deg across the waves. This is a very unlikely case because the Navy specifies guidelines for vessel speed and heading that enforce limits on vessel heading and speed during recovery operations. As a worst-case evaluation, the performance is also shown in Table K. Even in this extreme case, the 3 σ values for contact velocity and touchdown accuracy are tolerable. Statistics indicate that for the Elevated Sea State 4 Bad Captain case, contact velocities in excess of 6 ft/s occur in only 1 out of every 500 landings.

TABLE K

Performance Metric	Average Sea State 4	Elevated Sea State 4	Elevated Sea State 4 Bad Captain
Vertical contact velocity	2.3 ft/s 3 σ 3.0 ft/s peak	2.9 ft/s 3 σ 5.1 ft/s peak	4.8 ft/s 3 σ 9.6 ft/s peak
Horizontal contact velocity	1.0 ft/s 3 σ 1.0 ft/s peak	1.0 ft/s 3 σ 1.0 ft/s peak	1.0 ft/s 3 σ 1.0 ft/s peak
Touchdown accuracy	3.0 ft 3 σ	3.9 ft 3 σ	4.2 ft 3 σ

The results suggest that the vessel may need to slow down to 5 knots in order to conduct an emergency landing operation in certain Sea State 4 conditions; this operation is approximately 5 minutes in duration. However, a possible method of avoiding these occasional peak values may be to time the initiation of Final Descent based on an estimate of the phase and period of the primary heave mode.

Vertical contact velocity may be driven by limitations in the VTOL dynamics. The peak errors occur when the vessel deck moves such that the aircraft cannot track even with the collective input saturated. The fact that the peak may be significantly greater than the 3 σ value indicates that this occurrence is relatively rare and even then the peak contact

velocity is well below the 6 ft/s value for which the landing gear may be rated. Horizontal contact velocity may be driven by the inherent lag in the lateral closed-loop control and is very manageable at 1.2 ft/s 3 σ . The performance of the guidance and estimation algorithms was evaluated based on actual manufacturers' sensor specifications and a Fire Scout flight dynamics model. The simulation analysis used a Fire Scout dynamics model generated by Aviation and Missile Research Development and Engineering Center (AMRDEC) based on system identification performed on the actual Fire Scout aircraft. The Large Amplitude Motion Program (LAMP), a high-fidelity vessel motion simulator from Science Applications International Corporation (SAIC), was used to generate average and Elevated Sea State 4 vessel motion conditions. Results showed satisfactory tracking and landing performance in average and Elevated Sea State 4 conditions.

While the present invention has been described with respect to what is presently considered to be the preferred embodiments, it is to be understood that the invention is not limited to the disclosed embodiments. To the contrary, the invention is intended to cover various modifications and equivalent arrangements included within the spirit and scope of the appended claims. The scope of the following claims is to be accorded the broadest interpretation so as to encompass all such modifications and equivalent structures and functions.

All documents cited herein, including journal articles or abstracts, published or corresponding U.S. or foreign patent applications, issued or foreign patents, or any other documents, are each entirely incorporated by reference herein, including all data, tables, figures, and text presented in the cited documents.

What is claimed is:

1. An autonomous landing system for landing a vertical take-off and landing (VTOL) aircraft on a movable object, the autonomous landing system comprising:

one or more radar sensors to provide range and bearing data indicative of a range and bearing of the movable object relative to the VTOL aircraft;

one or more altimeters to provide altitude data indicative of an altitude of the VTOL aircraft;

one or more velocity sensors to provide groundspeed data indicative of a groundspeed of the VTOL aircraft; and a flight control system having a processor to provide pitch, roll, and yaw commands to the VTOL aircraft, wherein the processor is operatively coupled with each of the one or more radar sensors, the one or more altimeters, and the one or more velocity sensors,

wherein the processor is configured to determine a first location at a predetermined distance from the movable object and a second location at a predetermined altitude above the movable object,

wherein the flight control system is configured (1) to navigate the VTOL aircraft to the first location based at least in part on (a) the range and bearing data and (b) the altitude data, and (2) to maintain the VTOL aircraft at the first location until the flight control system receives a command from a remote object to initiate a landing operation,

wherein the flight control system is configured to navigate the VTOL aircraft from the first location to the second location upon receipt of the command.

2. The autonomous landing system of claim 1, wherein the movable object is a vessel.

17

3. The autonomous landing system of claim 2, wherein the first location is a vessel-relative off-deck waypoint (VRODW) location that is aft of the vessel.

4. The autonomous landing system of claim 1, wherein the movable object includes a touchdown point.

5. The autonomous landing system of claim 4, wherein the second location is a high hover point above the touchdown point.

6. The autonomous landing system of claim 5, further comprising an optical sensor to track the touchdown point at the movable object from the high hover point.

7. The autonomous landing system of claim 6, wherein the processor is configured to determine a low hover point between the high hover point and the touchdown point.

8. The autonomous landing system of claim 7, wherein the flight control system is configured to, based at least in part on an output from the one or more altimeters, navigate the VTOL aircraft from the high hover point to the low hover point at a first descent speed.

9. The autonomous landing system of claim 8, wherein the flight control system is configured to, based at least in part on an output from the one or more altimeters, navigate the VTOL aircraft from the low hover point to the touchdown point at a second descent speed, wherein the second descent speed is less than the first descent speed.

10. The autonomous landing system of claim 6, wherein the optical sensor includes a flash LIDAR that is oriented downward, toward the ground or the touchdown point.

11. The autonomous landing system of claim 1, wherein the flight control system receives the command from the remote object via a C2 communication link.

18

12. The autonomous landing system of claim 1, wherein the remote object is the moveable object.

13. The autonomous landing system of claim 1, wherein the one or more velocity sensors includes a Doppler velocity sensor.

14. The autonomous landing system of claim 1, wherein the one or more altimeters includes a radio altimeter and a barometric altimeter.

15. The autonomous landing system of claim 14, wherein the flight control system is configured to provide vertical control of the VTOL aircraft from the first location to the second location based at least in part on measurements from the barometric altimeter.

16. The autonomous landing system of claim 1, wherein the one or more radar sensors includes a pulse radar sensor.

17. The autonomous landing system of claim 1, wherein the one or more altimeters are configured to track an altitude of the VTOL aircraft relative to the moveable object by isolating vertical motion of the moveable object from vertical motion of the VTOL aircraft.

18. The autonomous landing system of claim 1, wherein the processor is configured to provide the pitch, roll, and yaw commands to the VTOL aircraft in a GPS-denied environment.

19. A VTOL aircraft comprising the autonomous landing system of claim 1, wherein the VTOL aircraft is a fixed-wing aircraft.

20. A VTOL aircraft comprising the autonomous landing system of claim 1, wherein the VTOL aircraft is a rotorcraft.

* * * * *