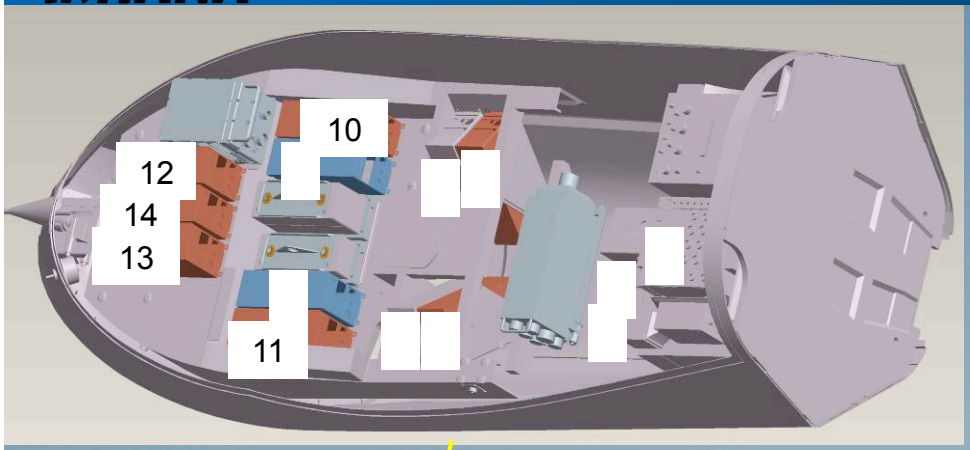
NASA Flight Operations of Ikhana and Global Hawk

Herman Posada
NASA Dryden Flight Research Center
January 2010

Western States Fire Mission Modifications

IKHANA



Back-up battery power increased to 3 hours

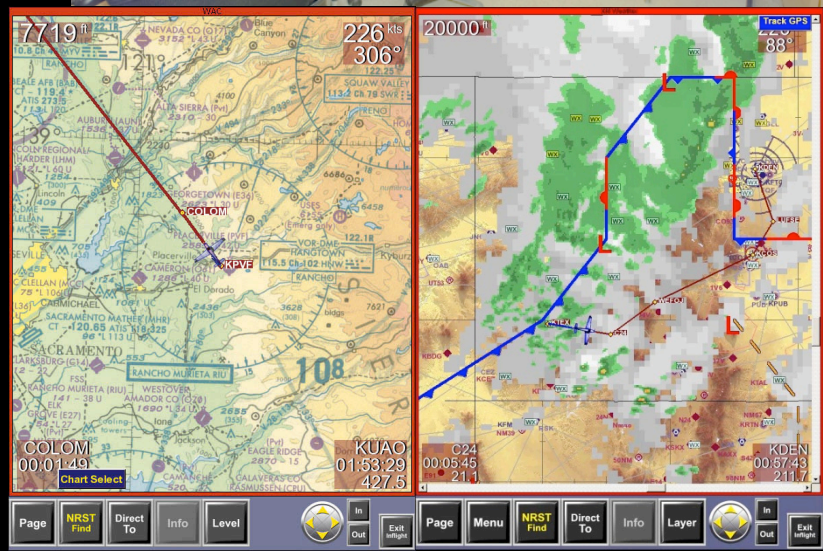
Wiring connections from pod to power distribution, GPS antenna, and SatCom system

Infrared Wildfire Scanner

Ground Systems

IKHANA

- Mobile Ground Control Station
  - Dual pilot control station
  - Electronic navigation charts
  - Weather
  - 6 Engineering/Science workstations
  - Range safety workstation
  - Intercom system throughout
  - Overhead mission displays
  - Telephones
  - Remote video from aircraft start-up/shut-down site
  - Downlink video and data recording
- Mobile 2.4m Ku SatCom Antenna
  - Dual redundant receiver/transmitters



2007 Western States Fire Mission Objectives

IKHANA

Mission

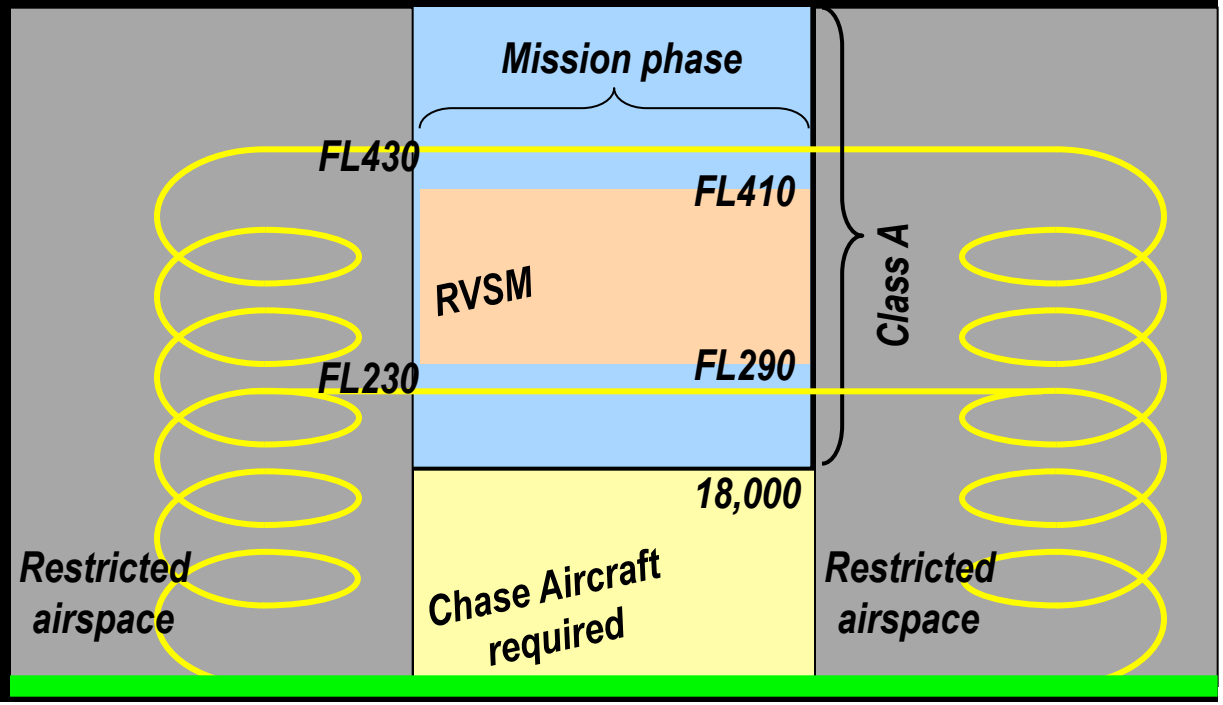
- Demonstrate capabilities of UAS to overfly and collect sensor data on widespread fires throughout Western US.
- Demonstrate long-endurance mission capabilities (20-hours+).
- Image multiple fires (greater than 4 fires per mission), to showcase extendable mission configuration and ability to either linger over key fires or station over disparate regional fires.
- Demonstrate new UAV-compatible, autonomous sensor for improved thermal characterization of fires.
- Provide automated, on-board, terrain and geo-rectified sensor imagery over OTH satcom links to national fire personnel and Incident commanders.
- Deliver real-time imagery to (within 10-minutes of acquisition).
- Demonstrate capabilities of OTS technologies (GoogleEarth) to ‘serve’ and display mission-critical sensor data, coincident with other pertinent data elements to facilitate information processing (WX data, ground asset data, other satellite data, R/T video, flight track info, etc).

Operations Concept

IKHANA

How to fly the mission

- Chase aircraft required below 18k in the U.S. National Airspace (NAS)
- Air traffic control (ATC) used for collision avoidance above 18,000 ft
- NASA Dryden uses restricted airspace to climb to cruise altitude before exiting into the NAS
- Since Ikhana not qualified for Reduced Vertical Separation Minima (RVSM), operations are limited to 18,000 ft to FL 290 or above FL 410
- Transponder and radio communication required



Certificate of Authorization (COA) Boundary Request

IKHANA

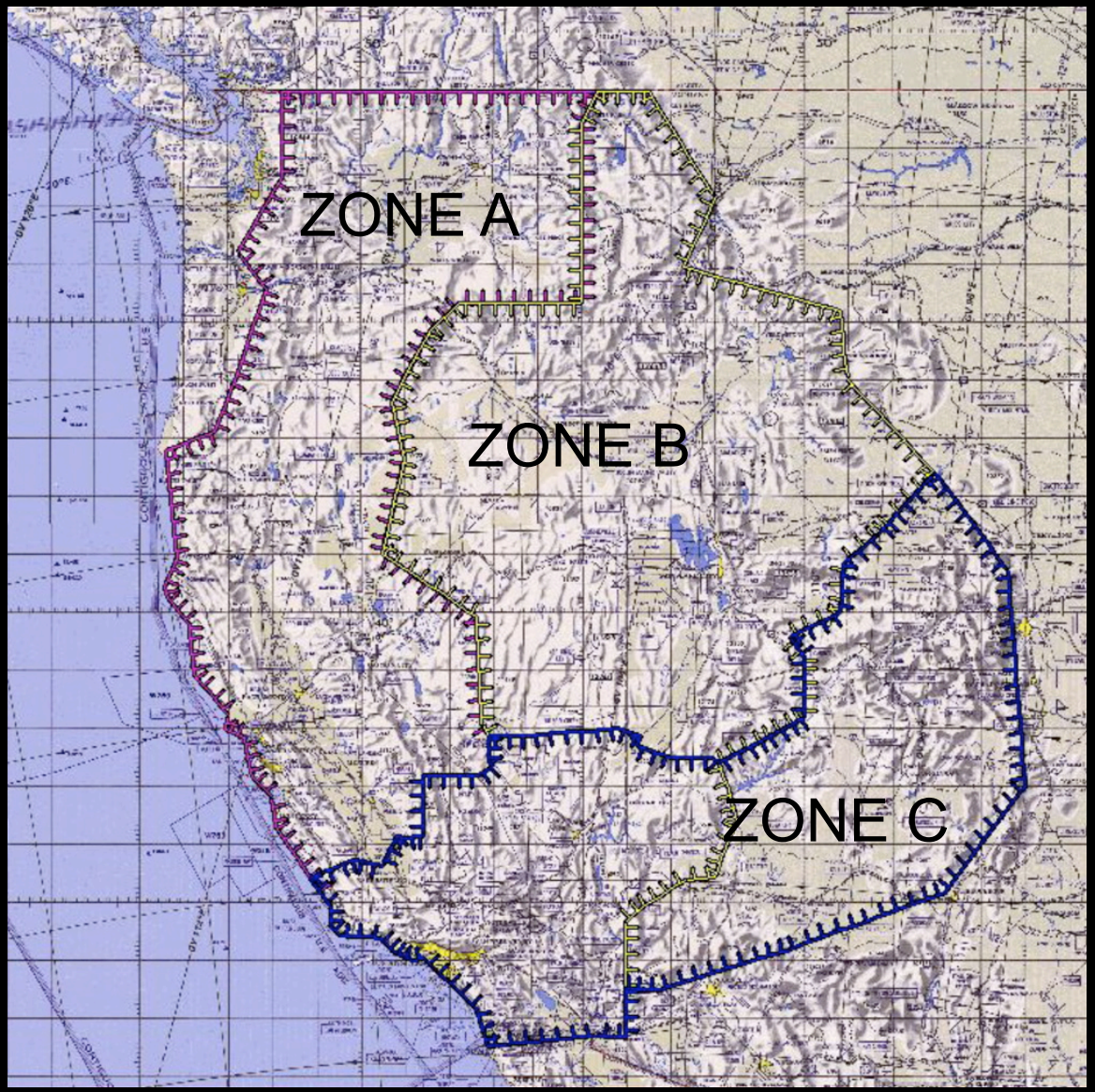
3 Operational Zones

Each zone includes no more than 3 ARTCC areas

639000 sq. miles

From Mexican border to the Canadian border

States covered
California, Nevada, Oregon, Washington, Utah, Montana, Wyoming, Idaho



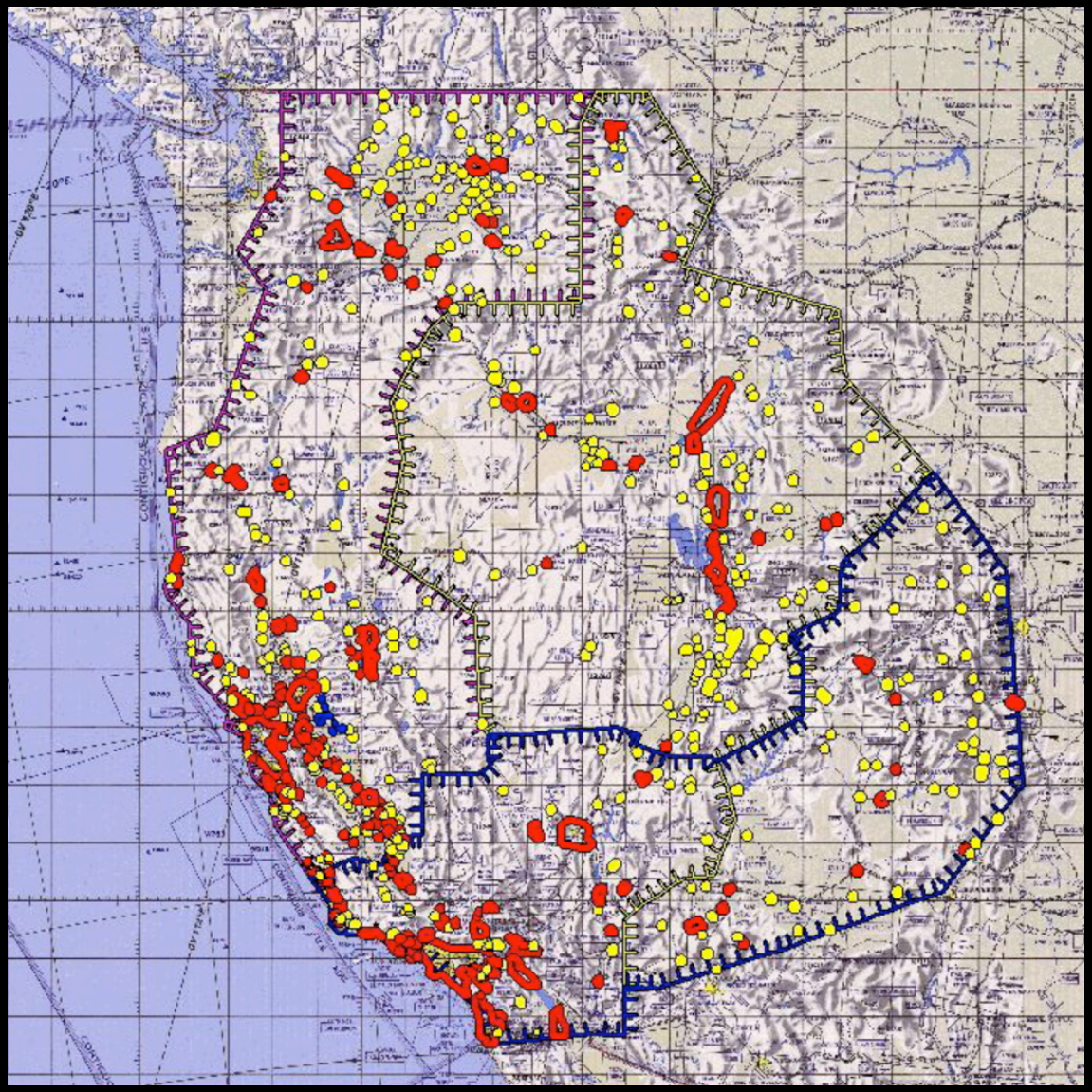
Range Safety Protection Zones

IKHANA

KEEP-OUT ZONES

Defined and “Owned” by DFRC Range Safety

Can be changed or updated before or during flight with concurrence of a DFRC Range Safety Officer (RSO)



NOMINAL AIRCRAFT

UNHEALTHY AIRCRAFT

Routes A, B, C

IKHANA

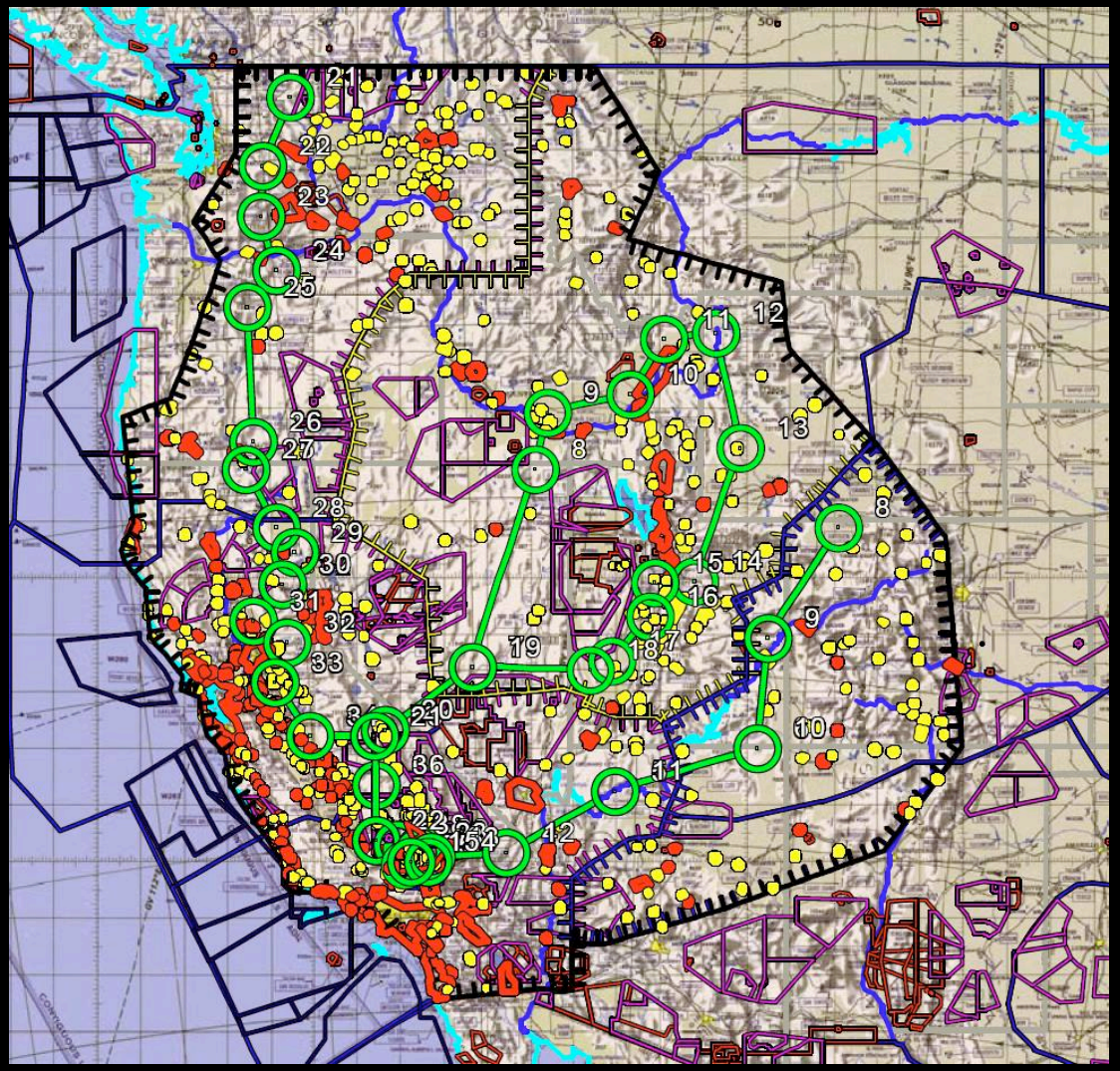
Defined Routes for each Zone

Over/near forested areas

Avoid population areas

Avoid directly above mountains when possible

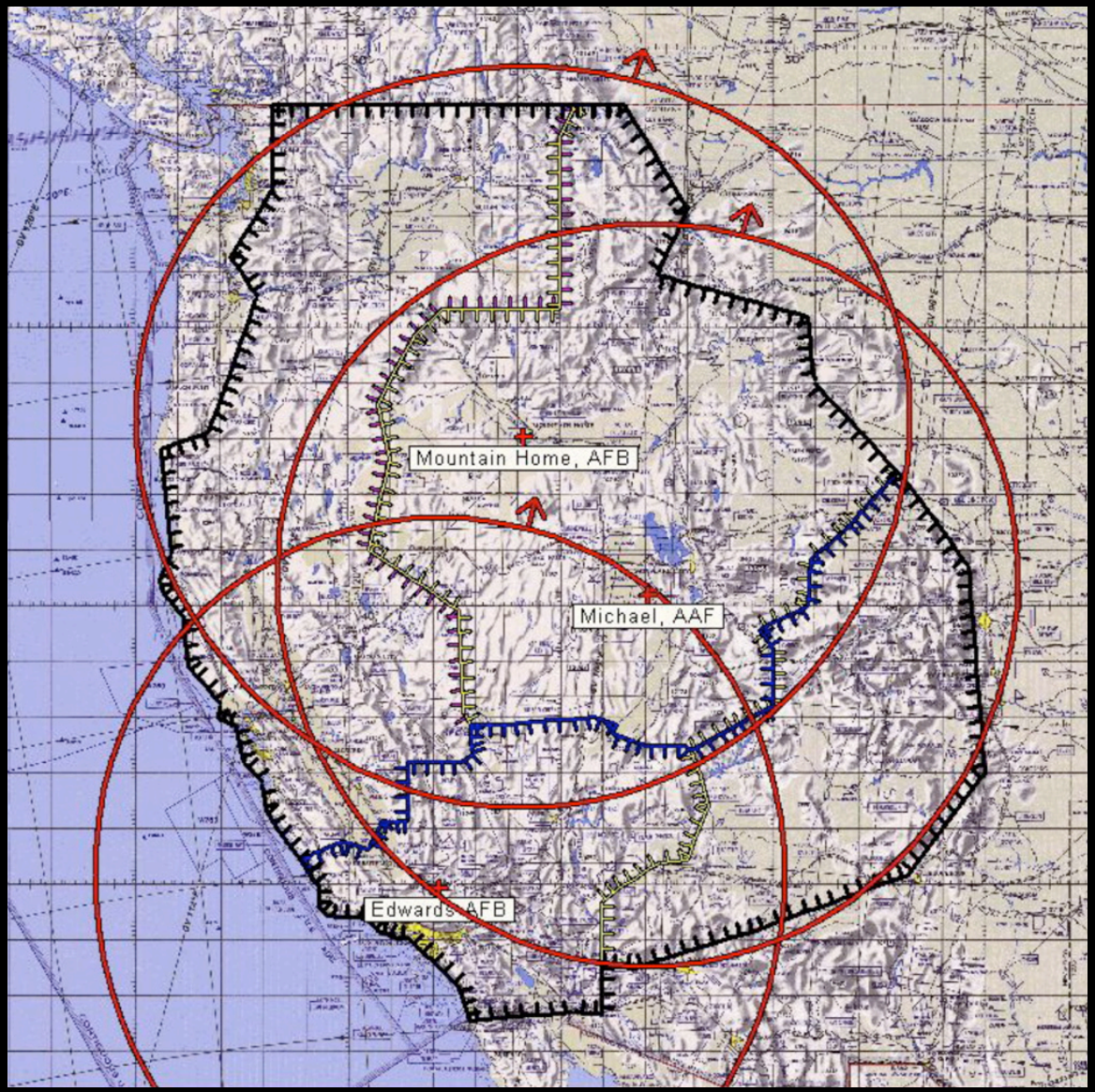
- Weather when lost link



Primary Emergency Landing Sites

IKHANA

- Radius =400 nmi
- Minimum Range on Battery Power
- Aircraft has single generator
- Landing agreements negotiated with each site



Secondary Emergency Landing Sites

IKHANA

Radius=50 nmi (minimum glide from 23,000 ft)

Over 280 sites identified

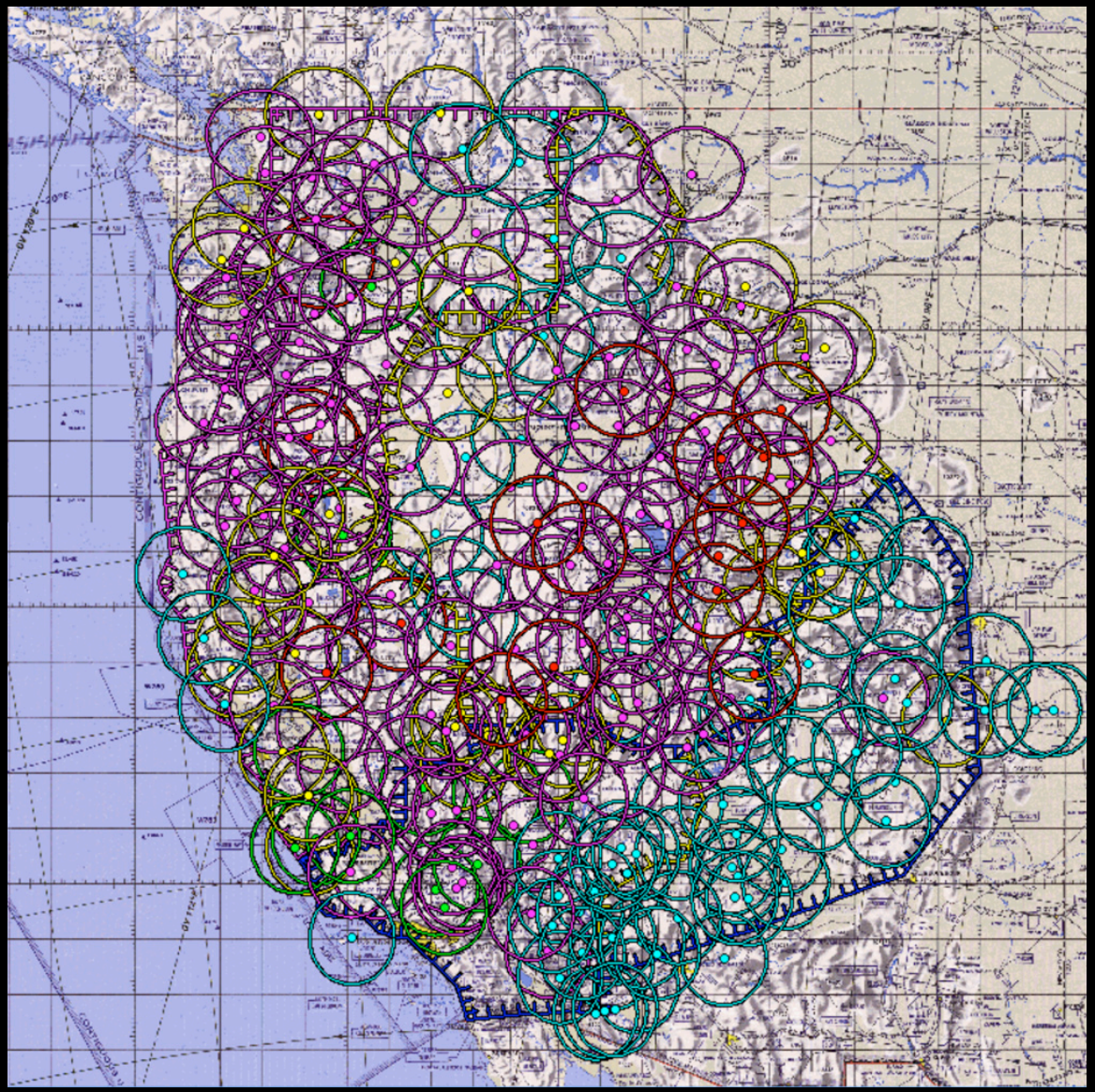
Categorized Green, Yellow, Purple, Red by pilots

Selected in unpopulated areas. Abandoned runways, dry lakebeds, flat ground, ditch areas

Primary purpose is to protect public

Actively managed during each mission

"Owned" by DFRC Range Safety and changeable



Mac Gillivray

Near **Adelaida, CA**

(Abandoned landing strip)

35° 38’ 39.52” N

120° 51’ 01.37” W

Elev. 1454 ft

Paved

Length: 3000 ft

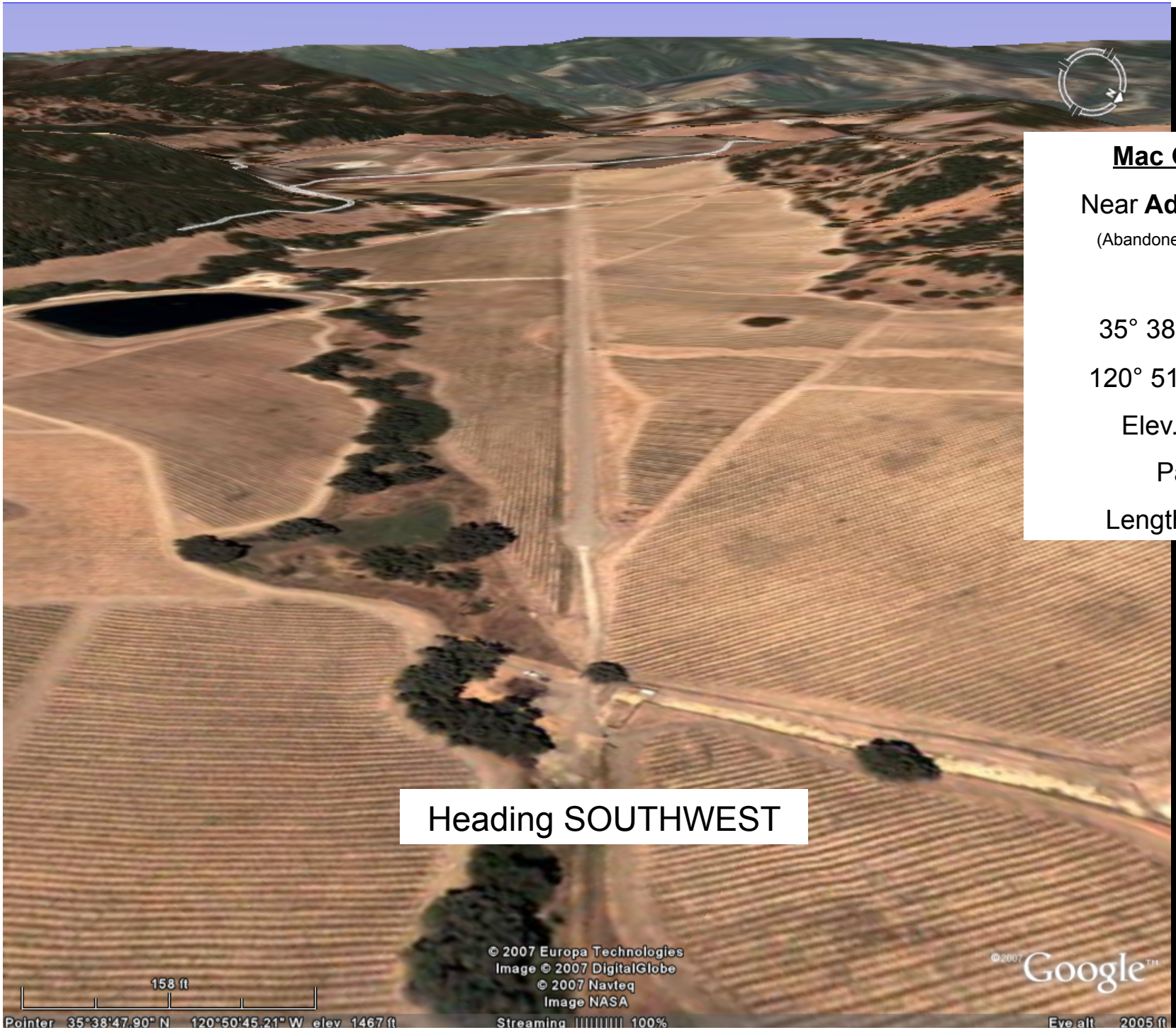


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Chart Case Professional

IKHANA

CHART CASE

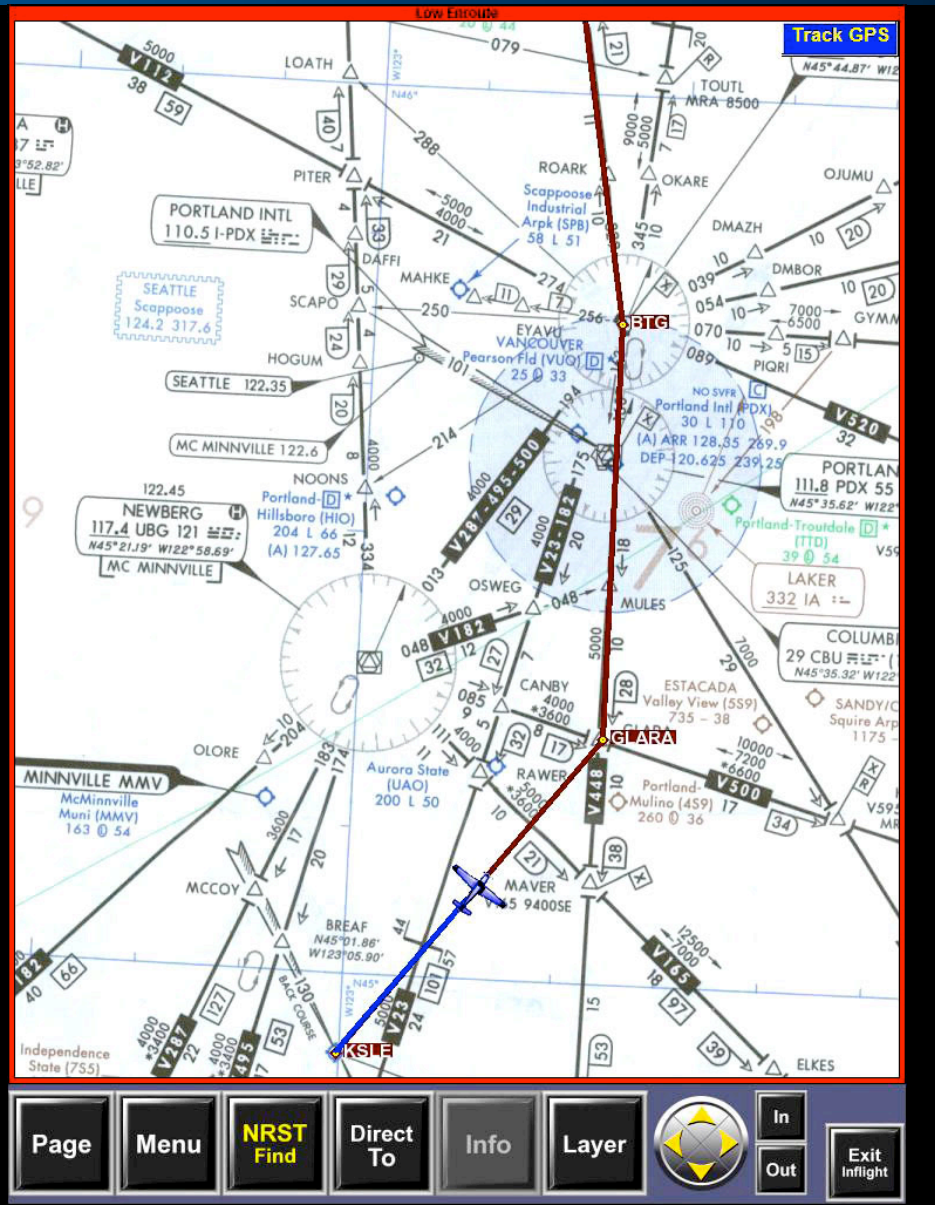
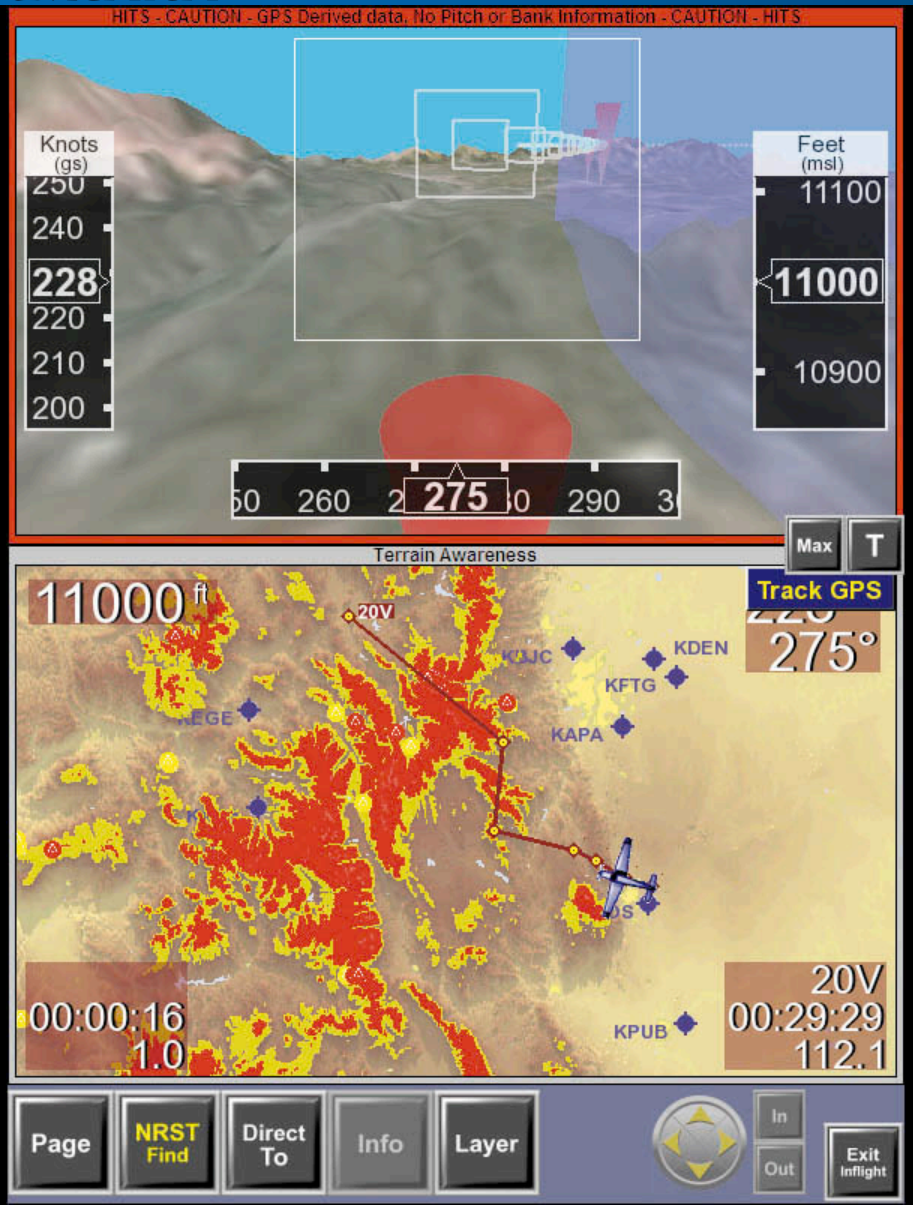
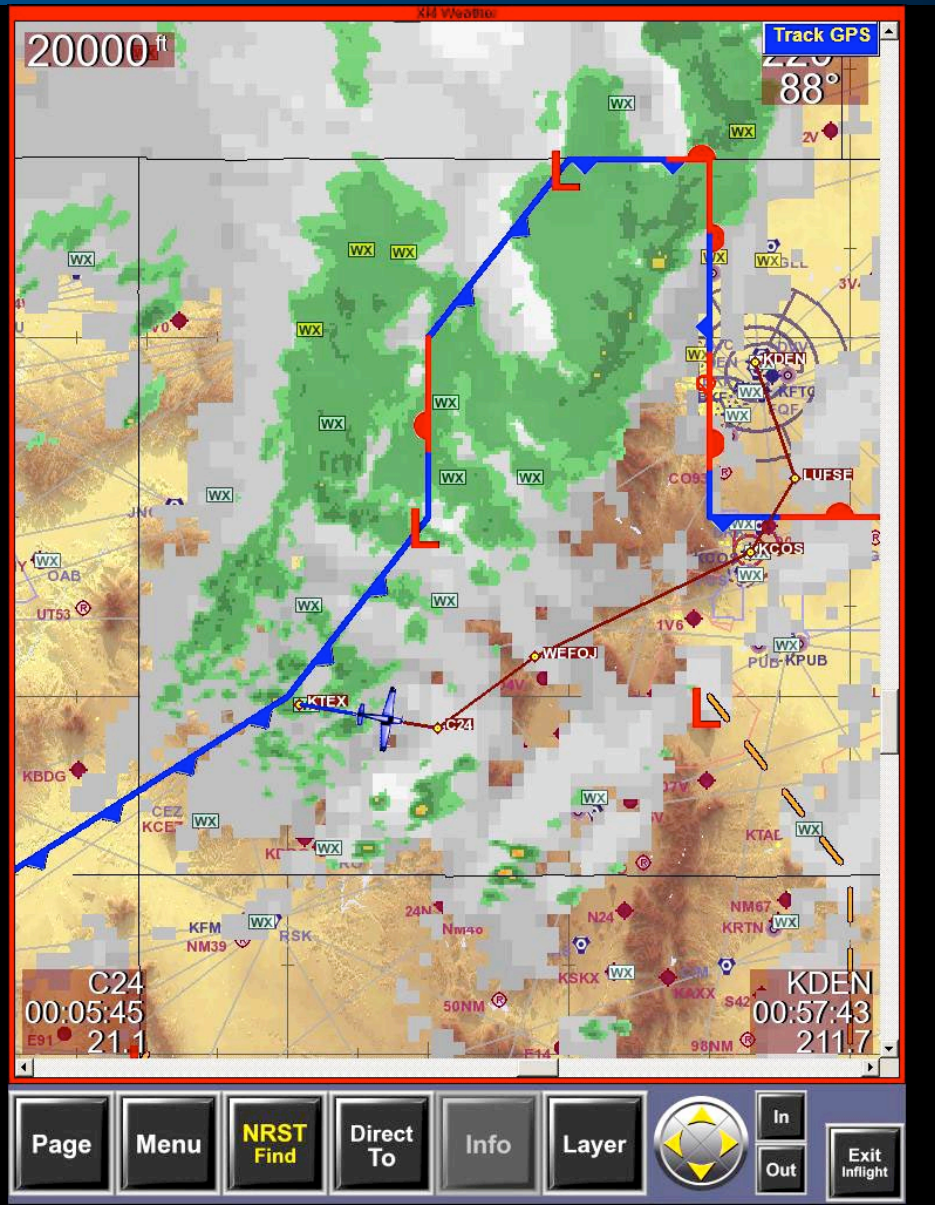


Chart Case Professional

IKHANA CHART CASE WITH XM WEATHER





COA Application Provisions

IKHANA

- Only for “4-5” flights, 1 per week
  - But… wildfire emergencies could occur that would require quick turnaround and possibly more flights
- Stay 5 nm away from Zone boundaries
- Stay 10 nm away from International borders (Canada, Mexico)
- Public Use aircraft
- NASA self-certifies for airworthiness

COA: Special Provisions

IKHANA

- Remain within 75 nm of ‘backbone’ route
- 3 business day mission notification to FAA
  - With “specific routes” identified
- IFR Flight Plan submitted 24 hours in advance
- Flight Plan
  - Point to point is acceptable
    - Application was submitted as a “hub and spoke”
  - in FRD format (fix-radial-distance)
  - No more than 48 elements (fixes + loiter times)
- Mission Planning telecon with affected ATC Centers 24 hours prior to mission

COA: Special Provisions (con't)

IKHANA

- No flight into forecasted "moderate or severe" turbulence
- No flight in area where convective SIGMET has been issued
- No flight in area of known or forecast icing
- No flight in area of affected by GPS testing, solar storms or RAIM outages
- Contact list maintained for all ATC Centers and Ikhana GCS

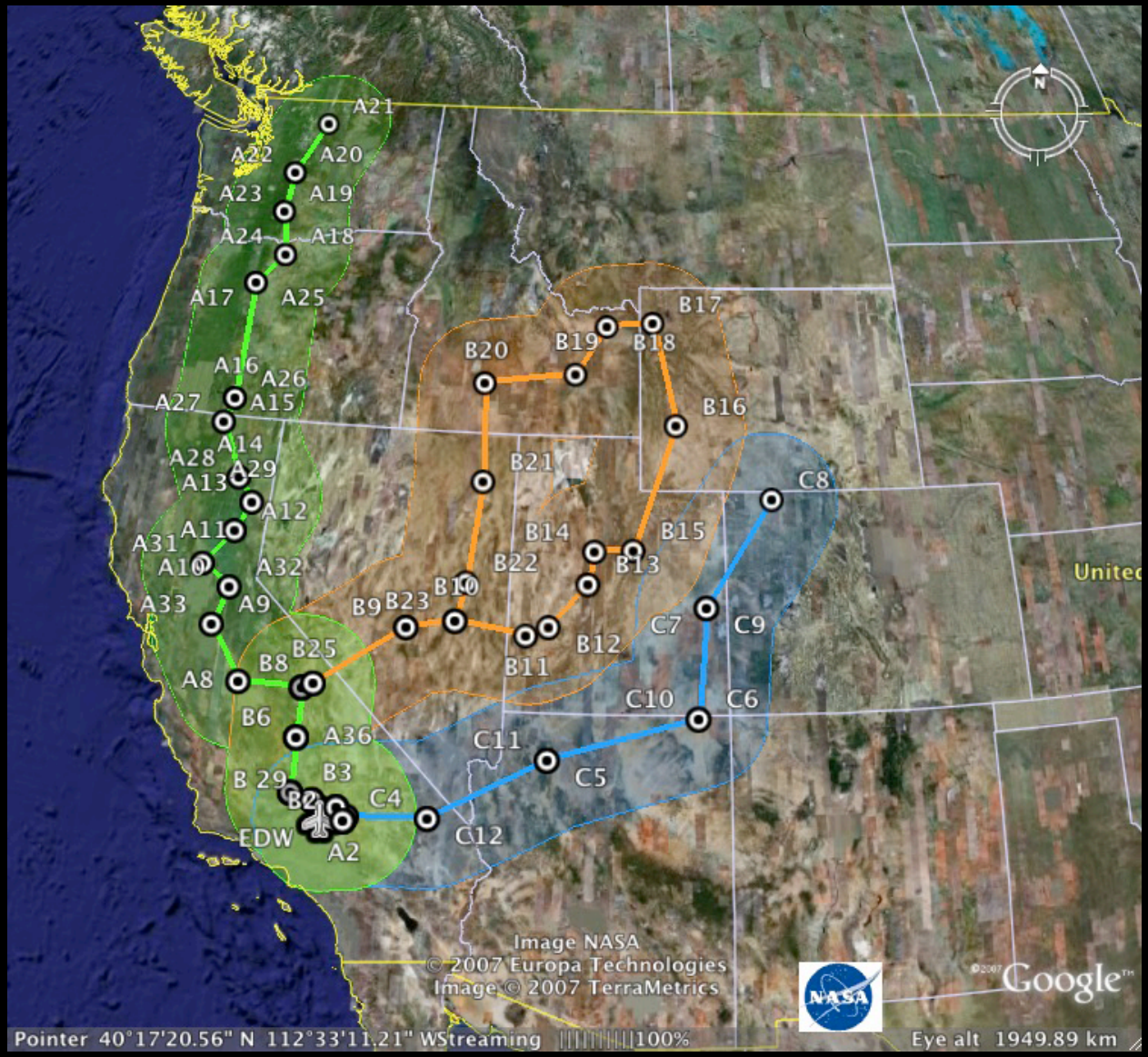
COA: Special Provisions *(con't)*

IKHANA

- Lost link procedure
  - Maintain altitude
  - Continue on filed flight plan (the route) for 15 min
    - Does not mean "keep going straight ahead for 15 minutes"
    - If in a loiter area, stay in there for at least 15 minutes
  - Squawk 7600
  - Aircraft will turn right, if it has to retrace the flight plan
  - Aircraft will return to R-2508/R-2515 the way it came out

Approved COA Area

IKHANA



Ikhana Western States Fire Missions 2007

1st Fire Mission 8/16/07
9.5 hours
1400 nmi

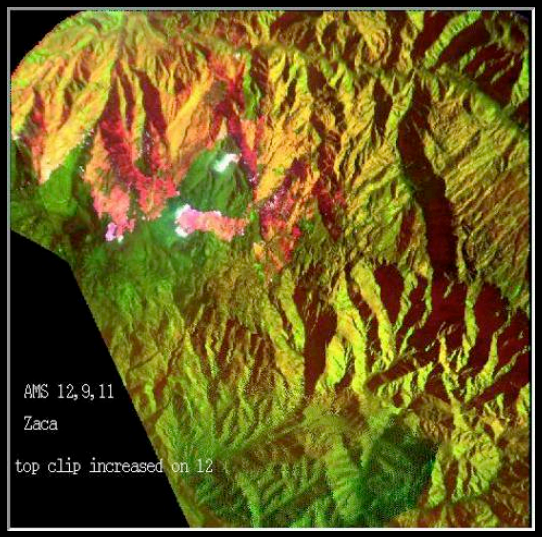
2nd Fire Mission 8/29/07
16.1 hours
2500 nmi

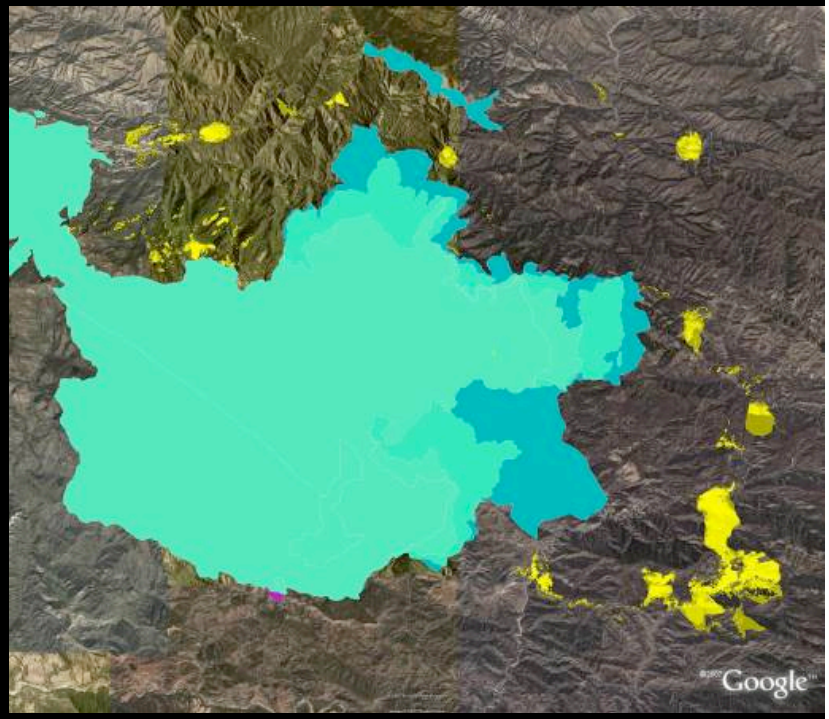
3rd Fire Mission 9/7/07
20 hours
3200 nmi

4th Fire Mission 9/27/07
10 hours
1800 nmi

WSFM #1 - Zaca Fire

IKHANA



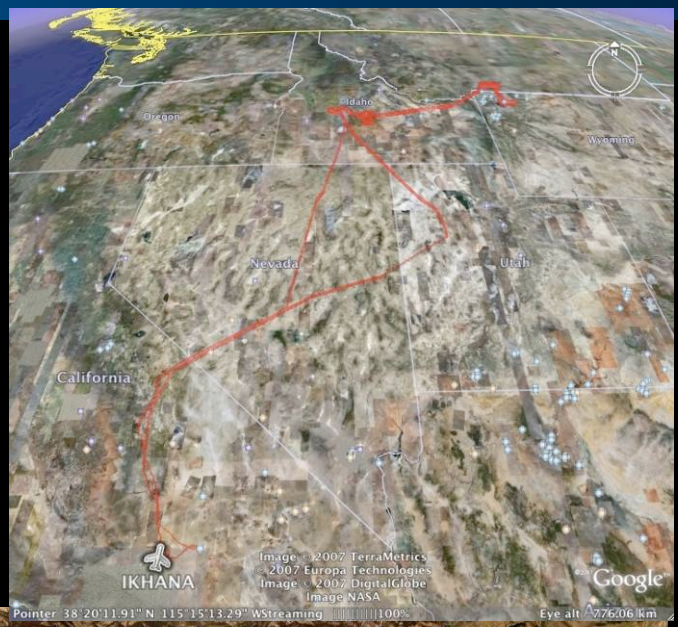


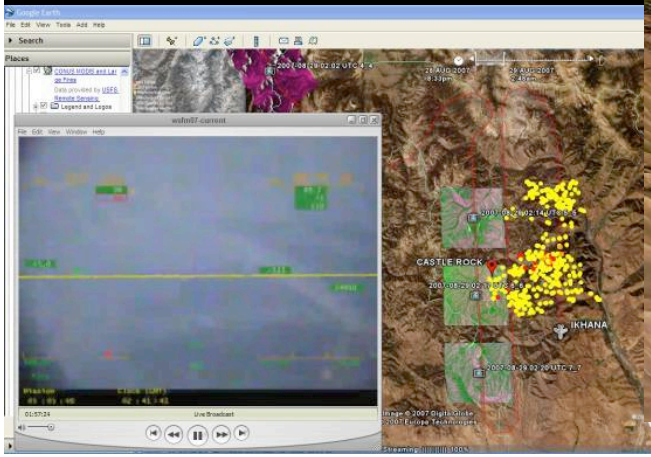
- Delivered real-time data to Incident Command on Zaca; well received, clamored for more data
- Director, Fire and Aviation Management, USFS, R5: "I was standing in Area Command for the Zaca incident on the morning of the first flight. Our conversation surrounded the "fog of war" existing due to an inversion on the southeast corner of the fire... the incident management teams did not know where the fire was, and that information was critical to modify their strategy and initiate action. The intel provided by the UAV, real time and geospatially oriented, answered that critical question and saved precious hours. Yes, indeed, it was a success. I look forward to the eventual inclusion of this technology and platform as a standard component of our arsenal. The reduction in cost, exposure to air crews currently flying infrared sorties, and the real time and extended nature of the intel provided are all advantageous to our mission. Thank you and all those with the foresight before who saw the potential and reached out in cooperation to make it a reality."

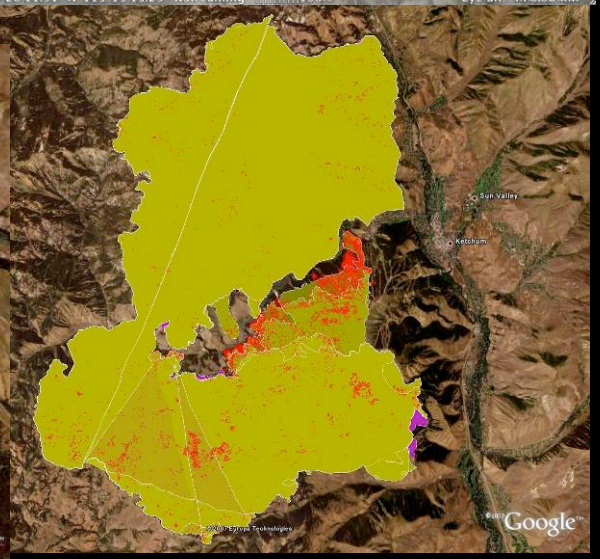
WSFM #2 - Aug 29-30, 2007

IKHANA

- Real-time ATC routing around poor weather saved the mission
- Collected and transmitted real-time fire data on eight fires spread through CA (Jackrabbit), ID (Trapper Ridge, Castle Rock, Granite Creek, and Hardscrabble), MT (WH Fire), and WY (Columbine Fire).
- Made repeat passes over each, spending most time over Castle Rock, as this was a high priority fire for US, threatening Ketchum and Sun Valley, ID.
- Delivered real-time data to Incident Command on Castle Rock; used for operations and redeployment of resources on the fire based on our data.
- Collected coincident UAV data with a MODIS satellite data overpass on castle Rock...major science accomplishment
- Tremendous amount of national publicity for NASA, USFS, and FAA.



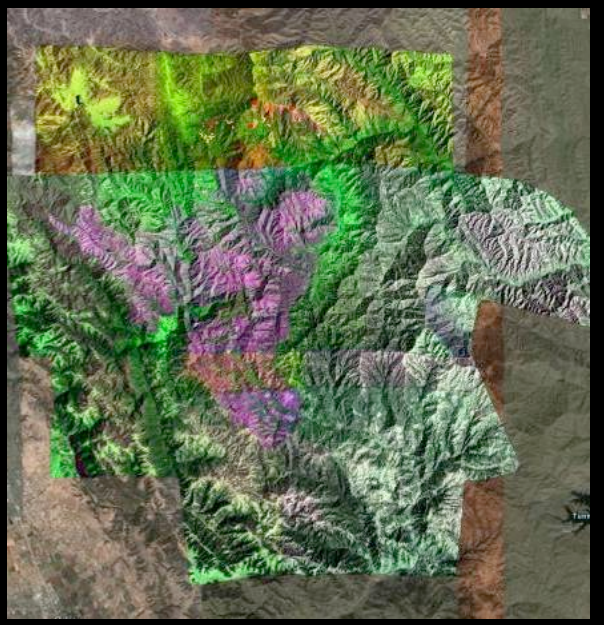


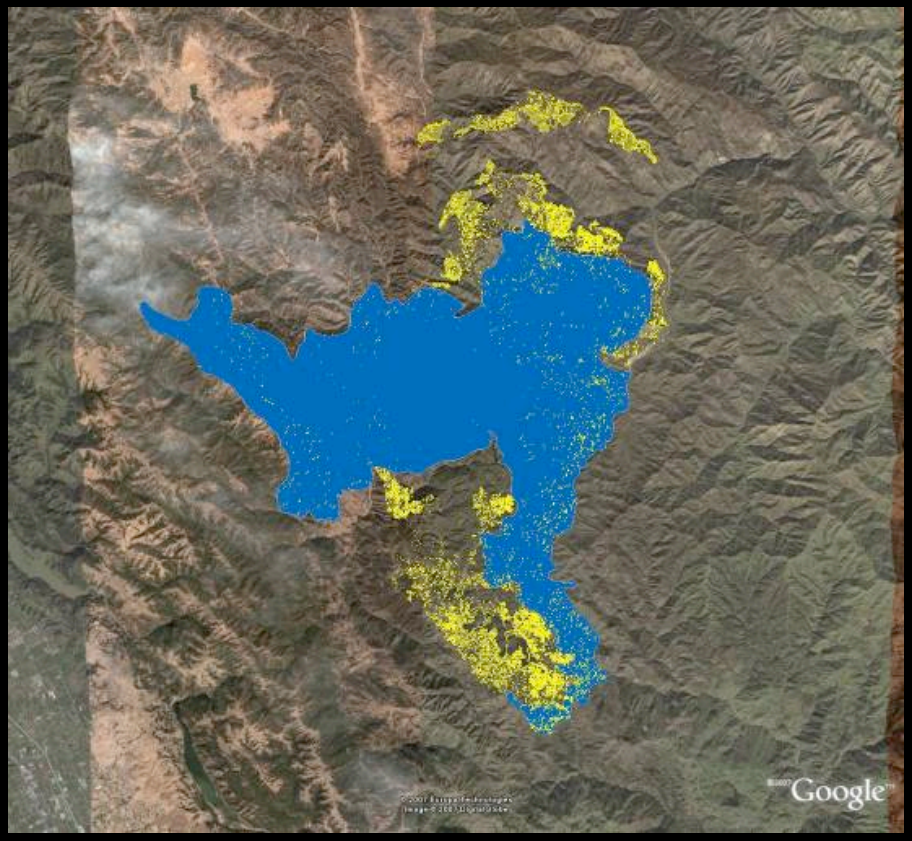


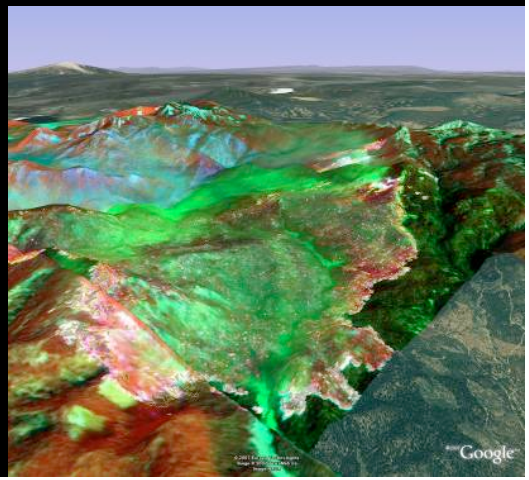
WSFM #3 - September 7-8, 2007

IKHANA

- Collected and transmitted real-time fire data on eleven fires spread through CA (Butler, North, Fairmont, Grouse, Lick, Bald, Moonlight, Zaca), OR (GW & Big Basin Fires), and WA (Domke Lake and South Omak Fires),
- Made repeat passes over most, (total of 18 fire visits) spending significant time over high priority fires (Lick, Moonlight, and GW)





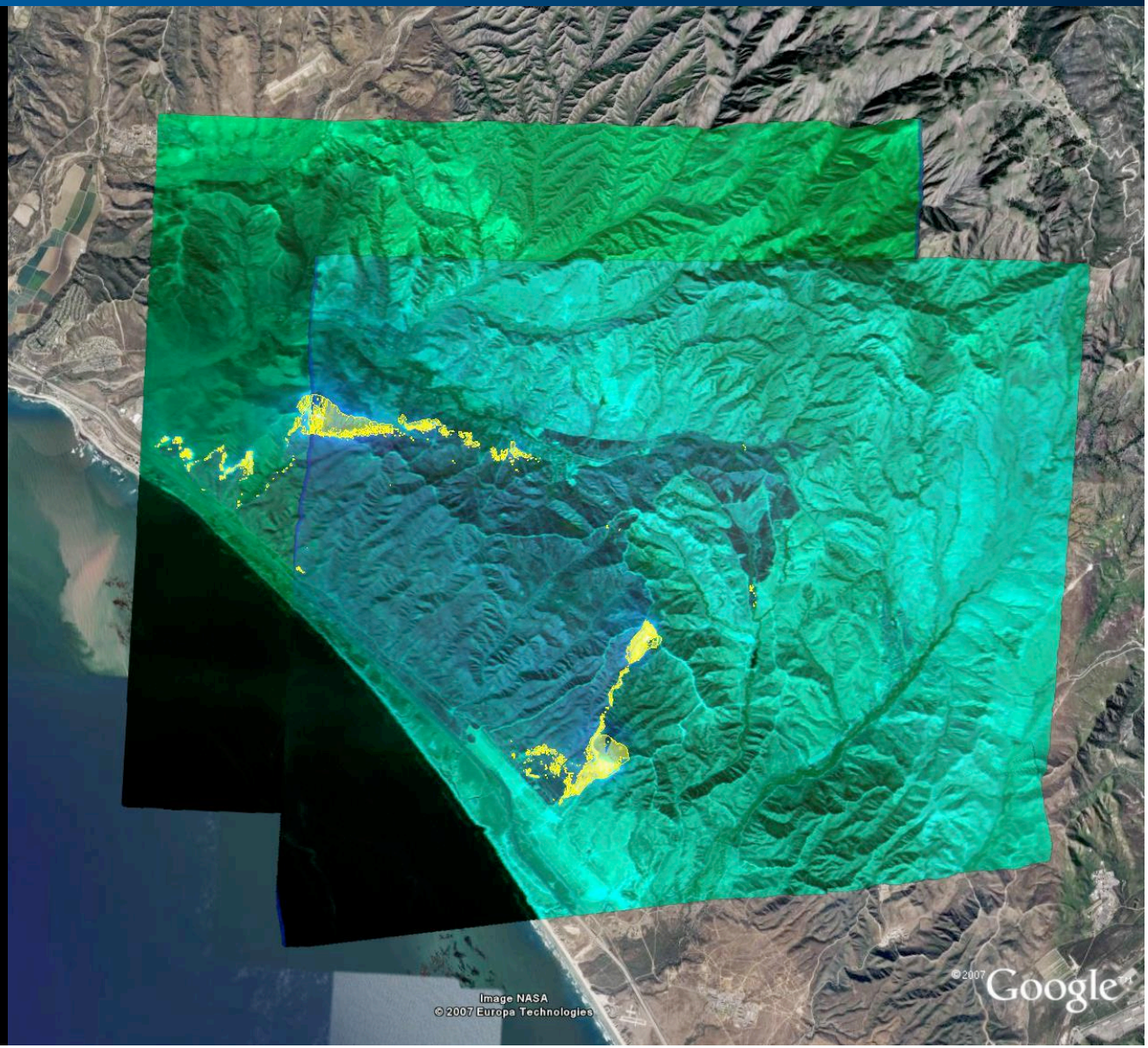



Edwards AFB
IKHANA
~1350 nmi route
~9 hours
Ranch, Buckweed
Grass Valley, Slide
Los Angeles
Anacapa Island
Riverside
Anaheim
Santa Ana
Long Beach
Santiago
Santa Catalina Island
Nicolas Island
Rice
Ammo
Poomacha
Witch
San Clemente Island
Harris
Image NASA San Diego
© 2007 Europa Technologies
Image © 2007 DigitalGlobe
Google
Pointer 33°51'09.31" N 117°19'07.50" Welev 664 m
Streaming 100%
Eye alt 374.54 km

WSFM #5 - Ammo Fire, Oct 24th

IKHANA

Hot spots in yellow

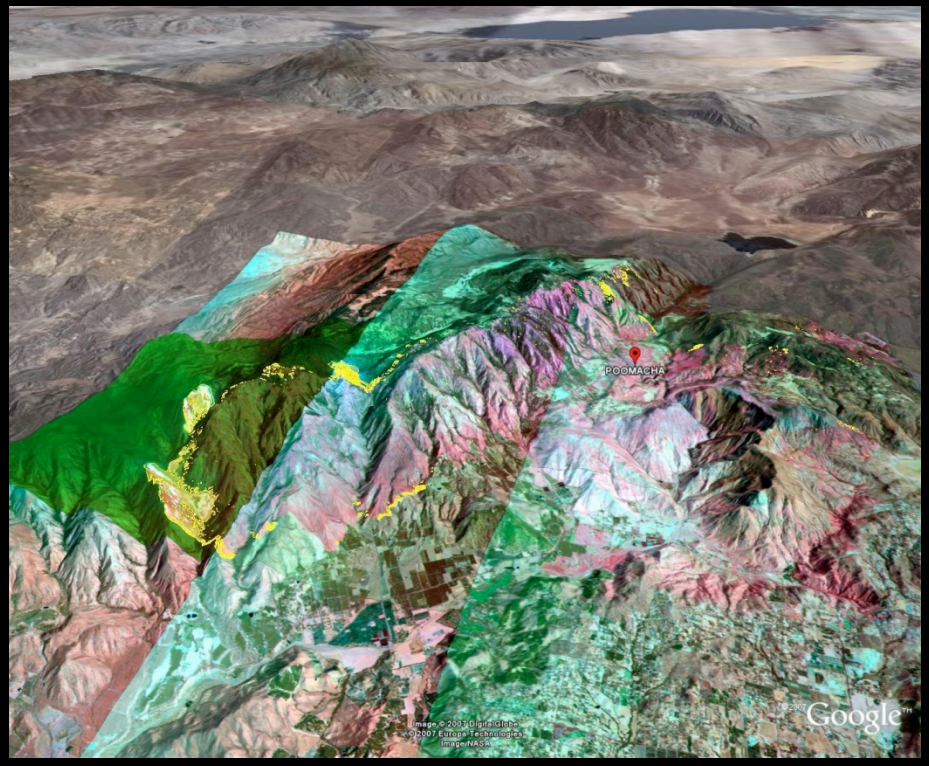


WSFM #6 - Oct. 25th

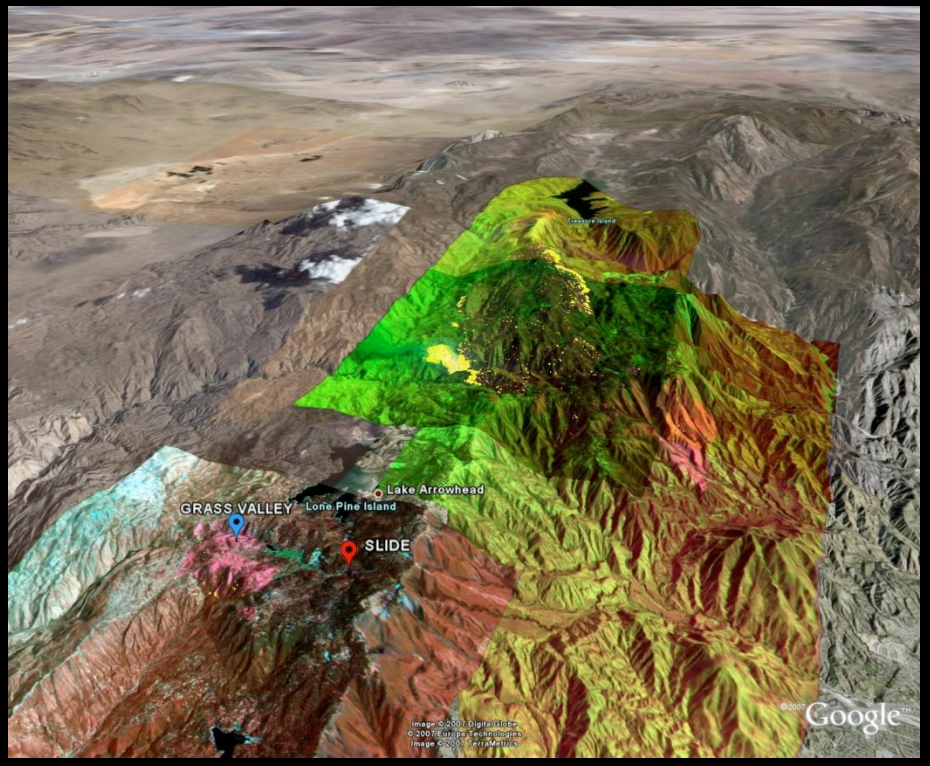
IKHANA

Hot spots in yellow

Poomacha / Rice Fires – 3D with Hot Detects



Grass Valley / Slide Fires - 3D with Hot Detects



WSFM #7 - Oct. 26th

IKHANA

SANTIAGO FIRE

Hot spots in yellow

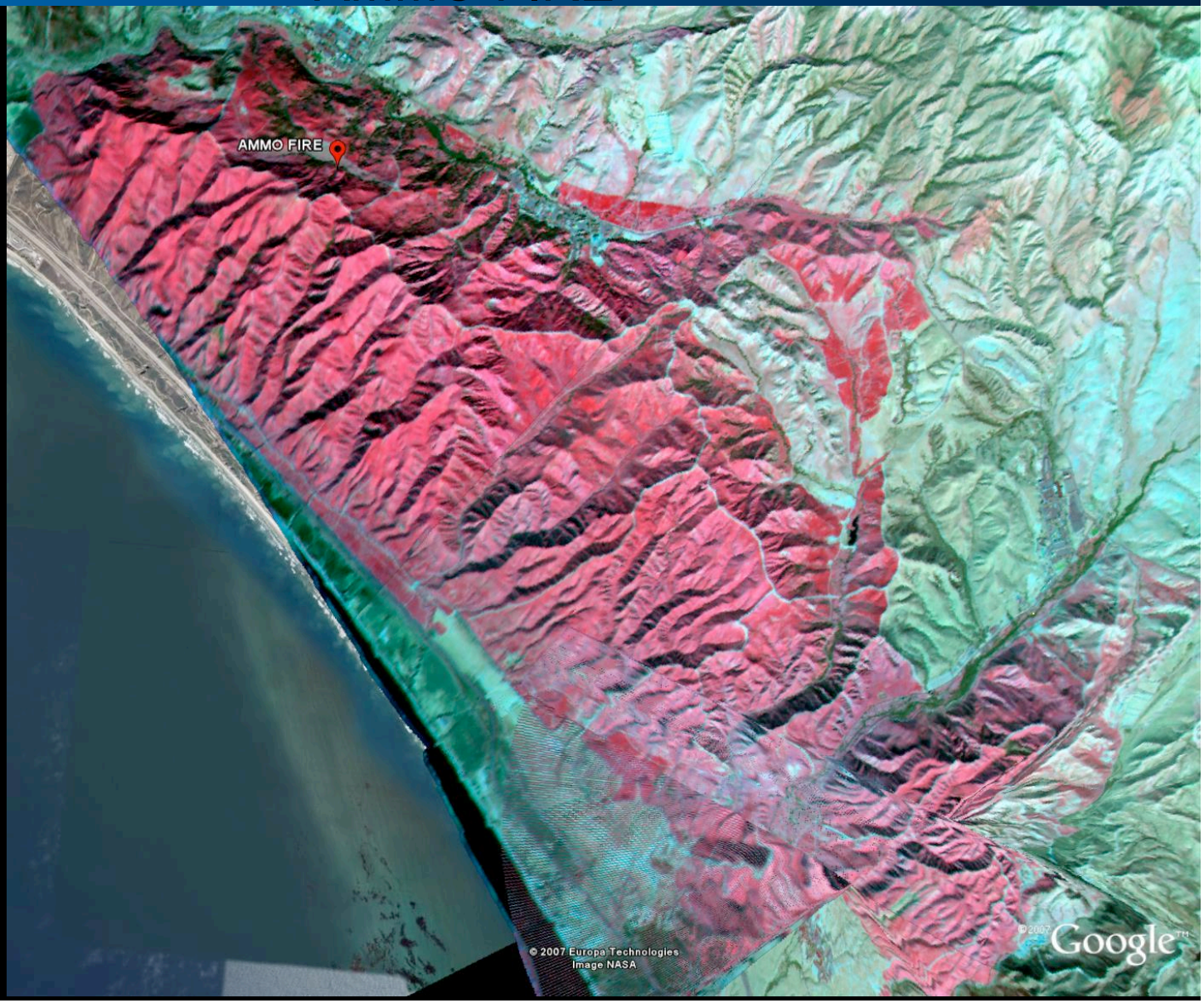
Santiago Fire –
3D with Hot Detects

WSFM #8 - Ammo Burn Area, Oct. 28th

IKHANA

AMMO FIRE

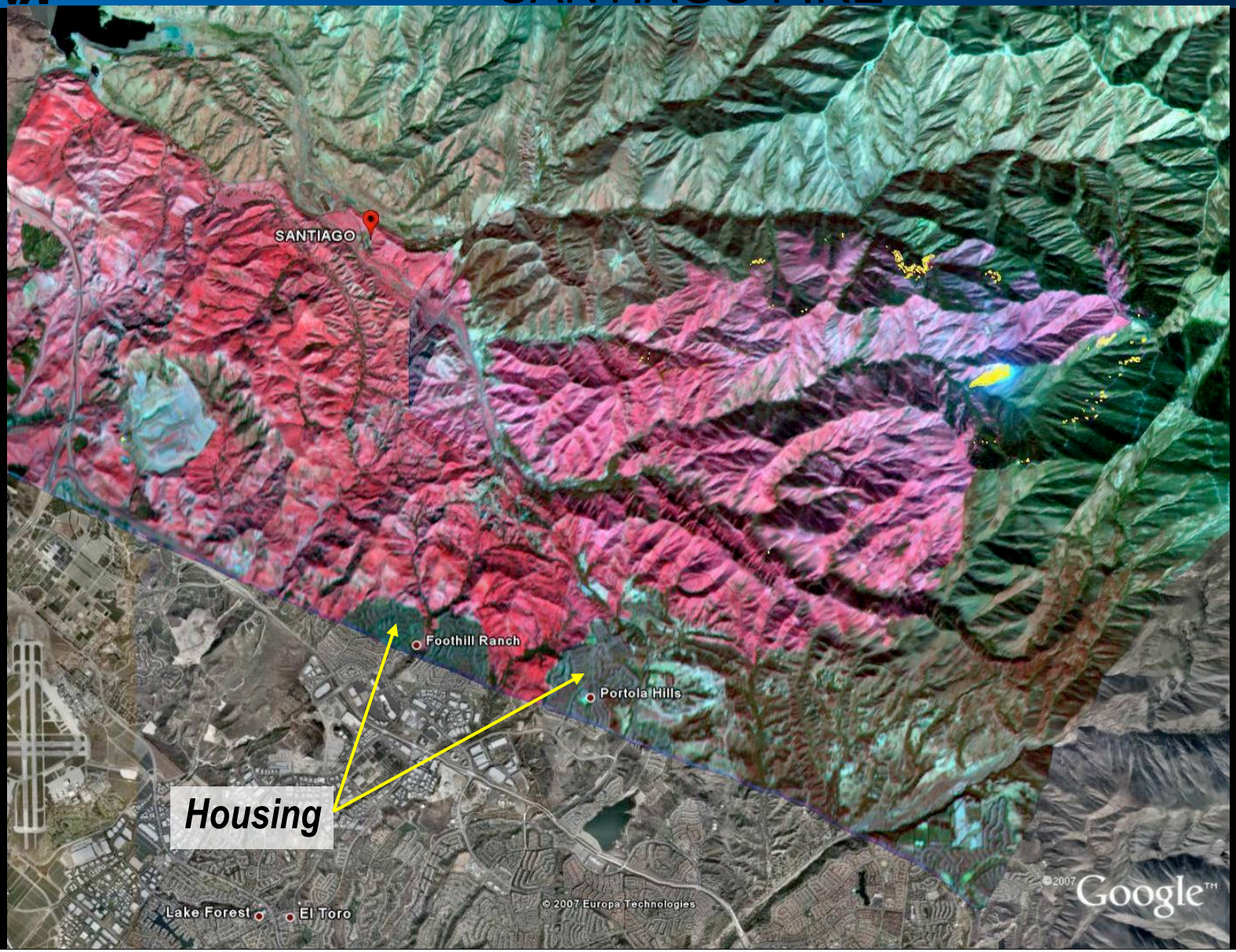
Sensor optimized for Burn Area Emergency Response (BAER) imagery



WSFM #8 - Santiago Fire, Oct. 28th

IKHANA

SANTIAGO FIRE



WSFM #4-#8 Southern California Results

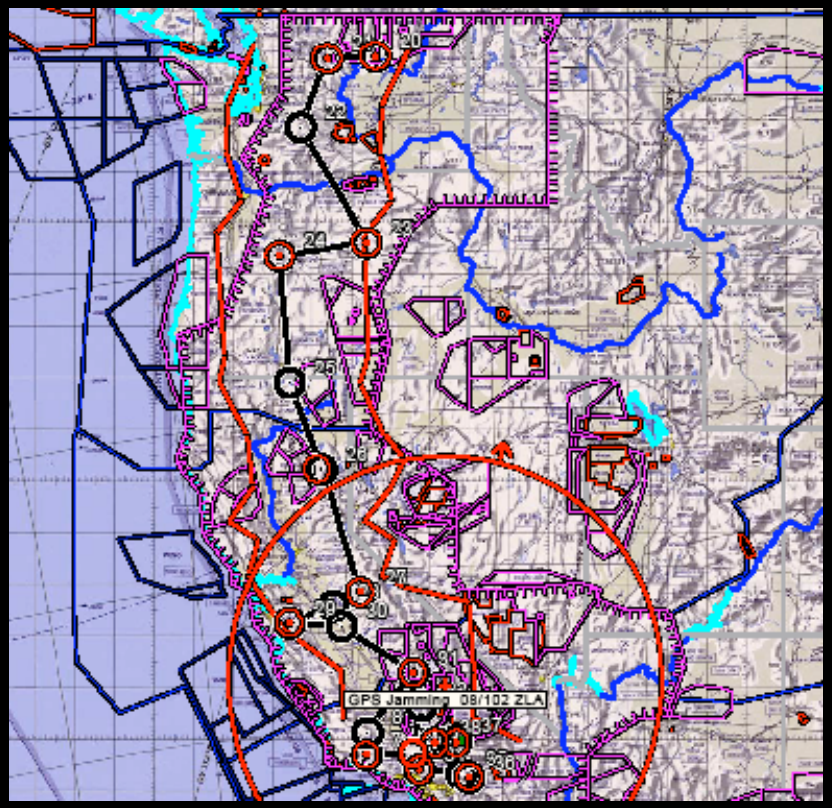
IKHANA

- Four 9-hr missions flown
  - 5 day period covering Wednesday, Thursday, Friday, Sunday
  - Post flight debrief with DFRC team
  - Post flight/preflight brief with FAA HQ and LA Center
- Air Traffic Control gave excellent support
  - Mission plans flown in reverse
  - Real time requests for revisits of active fires
  - Added new fire during mission
  - Moved fire loiter points as fires moved
- Thermal infrared imagery delivered in near real-time (5 to 15 minutes) to:
  - Emergency ops: FEMA, NIFC, NorthCom, California EOC
  - Individual Fire Incident Commands
- Ventura County Fire Chief reported:
  - “Intel” was used tactically to fight the fires
  - “Intel” was used strategically to prioritize fires and allocate resources between fires
  - “Intel” was used to allow some fires to burn into each other

2007 WSFM Challenges

IKHANA

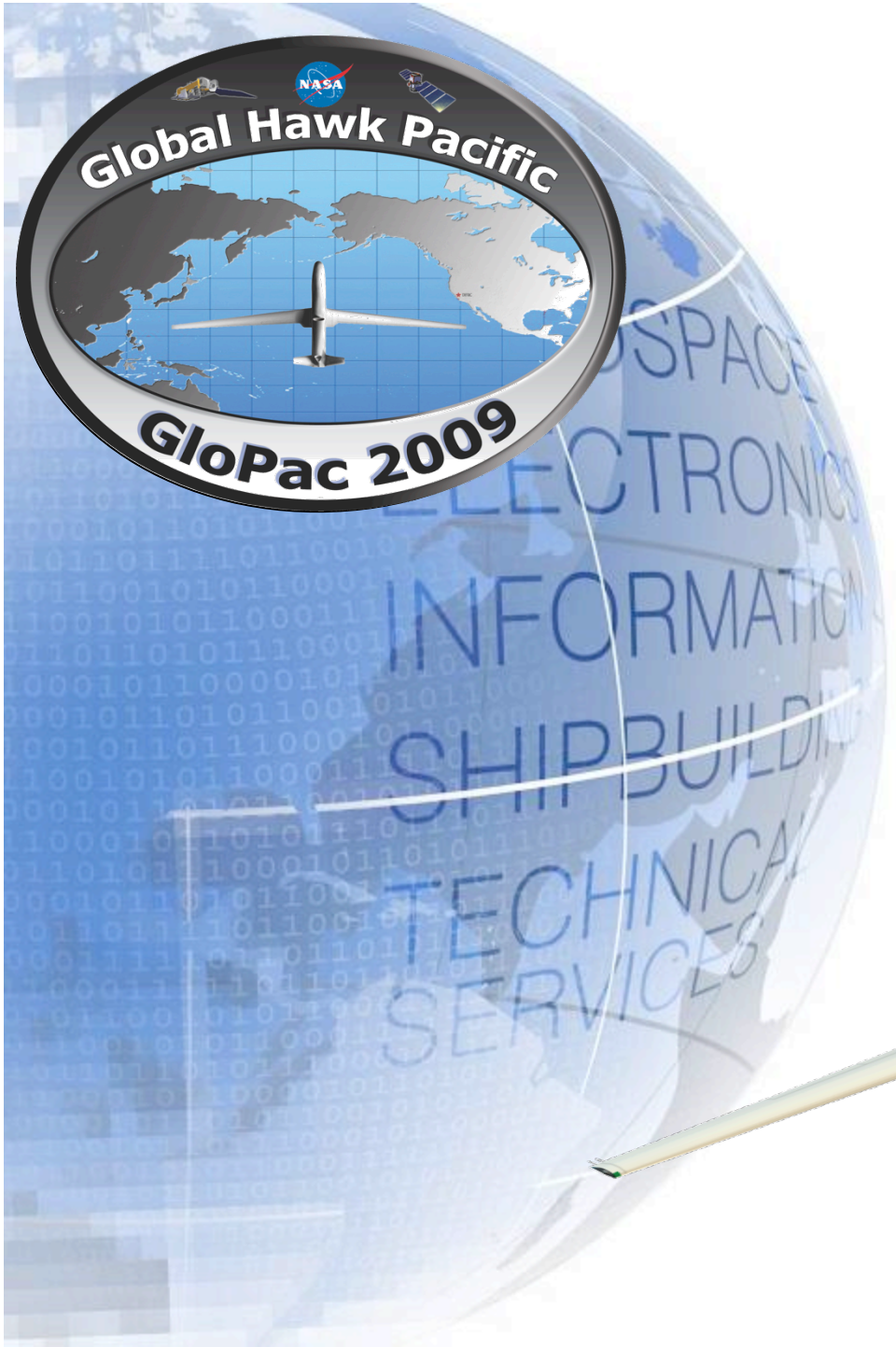
- GPS Testing – 250+ nm RADIUS
  - Nellis Range
  - China Lake
- C-band frequency access
  - Competing with Gray Butte Operations
- Emergency landing site permission
- Weather
  - Wind
  - Clouds
  - Icing
  - Thunderstorms
- Airfield use outside of normal operating hours
- Long missions



Credit where Credit is Due

IKHANA

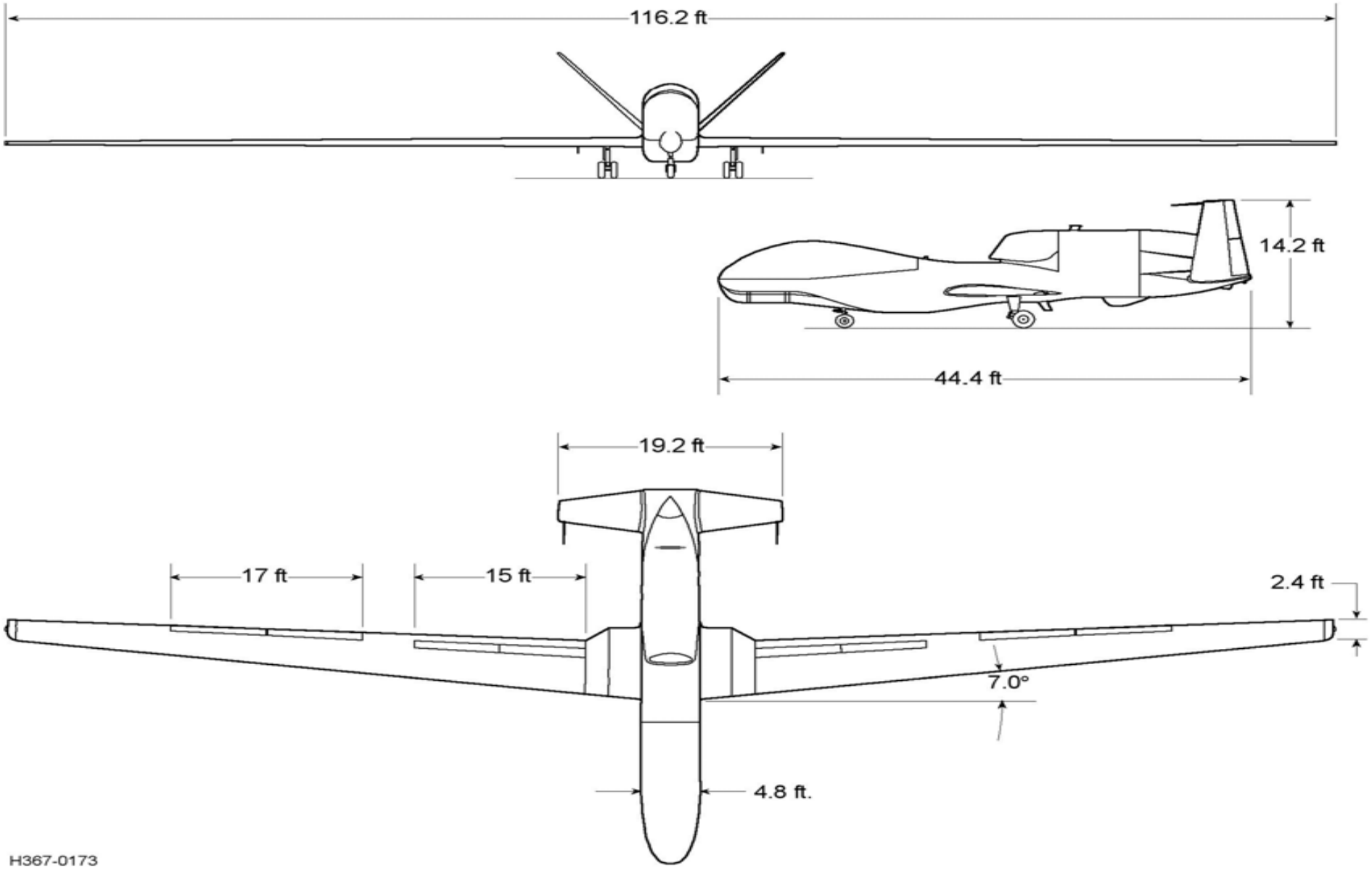
- THE FAA HQ UAPO (UAS) Office
  - Not possible without GREAT cooperation and communication
- FAA ATC Centers and Controllers
  - Los Angeles, Oakland, Seattle, Salt Lake, Albuquerque, Denver
- USAF
  - Gray Butte for Command/Control frequency flexibility
  - Nellis Range for GPS Testing flexibility
- DFRC Range Safety Office (RSO) - Population Keep-out Zones
- Secondary Emergency Landing Site Selection Team
  - Project mgmt, RSO, Pilots, Operations
  - Identified, analyzed, categorized, prioritized, and cataloged over 280 sites
- General Atomics



NASA Global Hawks Overview


GLOBAL HAWK • EXPLORING ENVIRONMENTAL FRONTIERS
NASA
NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
NORTHROP GRUMMAN
AIRBORNE SCIENCE RESEARCH

Global Hawk Specs



Global Hawk Specs

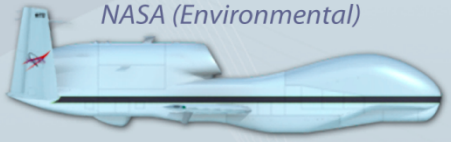
- Range >10,000 nmi
- Endurance >31.5 hours
- Maximum Altitude 65,000 feet
- Gross Weight 26,750 lbs
- Fuel Capacity 15,300 lbs
- True Airspeed 335 knots
- Payload Weight 2000 lbs
- Payload Power 10 kVA
- Payload Volume >100 ft3
- Airfield requirement 8,000 x 150 feet
- Engine AE-3007H
- Fuel JP-8
- AV-1 <600 flight hours
- AV-6 <200 flight hours
- Autonomous all phases of flight

Global Hawk Block Approach

BLOCK 0 (ACTD)

- 7 Aircraft with ISS (EO/IR/SAR)
- First flight FY98, GWOT in FY02
- 2 Transferred to NASA for Environmental Research in FY07
- 1 USAF Test Bird at Edwards AFB

NASA (Environmental)



BLOCK 10

- 7 AF; 2 Navy aircraft
- Raytheon ISS (EO/IR/SAR Sensor)
- Operational in CENTCOM Jan 06
- Training & MCE at Beale AFB

BLOCK 20

- 6 USAF aircraft
- Raytheon Enhanced ISS (longer range)
- NG-ES LR-100 ELINT
- IOT&E and Fielding in 2009

BLOCK 30 (MULTI-SIGINT)

- 26 Vehicles – SIGINT Fielding in FY11
- Raytheon Enhanced ISS (longer range)
- NG-MS Adv Signals Intel Payload (ASIP)
- Operational 25+ Years; 40,000 Flight Hours

BLOCK 40

- 15 Planned, Air National Guard
- MP-RTIP AESA Radar (NG-IS with Raytheon and NG-ES as Subs)
- Ground/Maritime Radar Surveillance
- IOT&E and Fielding in FY10

NOTIONAL BLOCK X

- BAMS (Broad Area Maritime Surveillance) USN Program
- Ballistic Missile Tracking, Abn IR System
- SPIRITT, LIDAR & FOPEN for USAF
- International – New Payloads
- NOAA – Environmental Surveillance

NASA Global Hawks

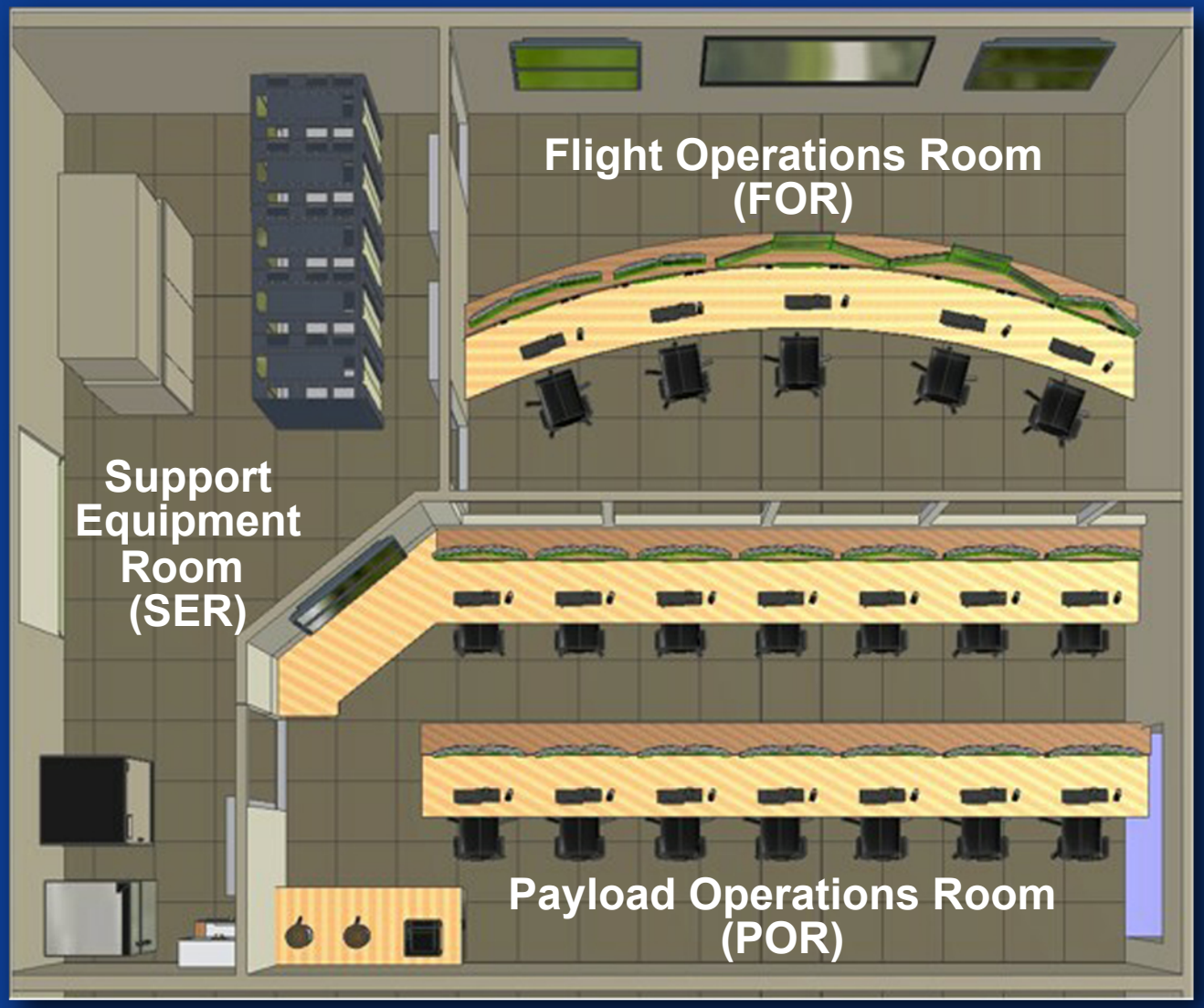
Global Hawk ship 006 NASA 872

GHOC (Global Hawk Ops Center)

Photos Courtesy NASA Dryden

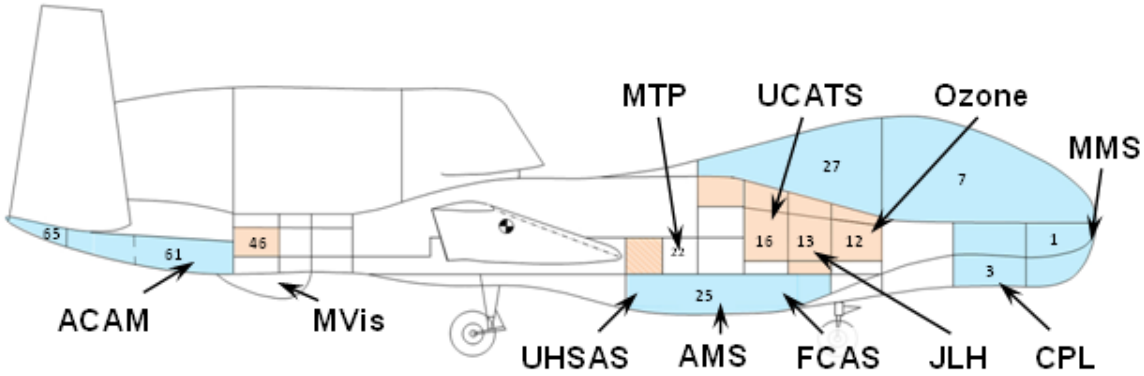
DFRC Global Hawk Operations Center (GHOC)

Global Hawk Operations Center (GHOC)




Global Hawk Pacific
NASA
DFRC
GloPac 2009

GloPac '09 Payloads



ACAM - Cross-track scanning spectrographs of NO_2, O_3, & aerosols.

AMS - Multi-spectral scanner for upper tropospheric water vapor meas.

CPL - Backscatter LIDAR for hi-res profiling of clouds & aerosols.

FCAS - Aerosol size and concentration measurements.

MMS - Science quality aircraft state variable measurements.

MPT - Passive microwave radiometer meas. of O_2 thermal emissions.

MVis - Time-lapse nadir color digital imagery w/ georeferencing.

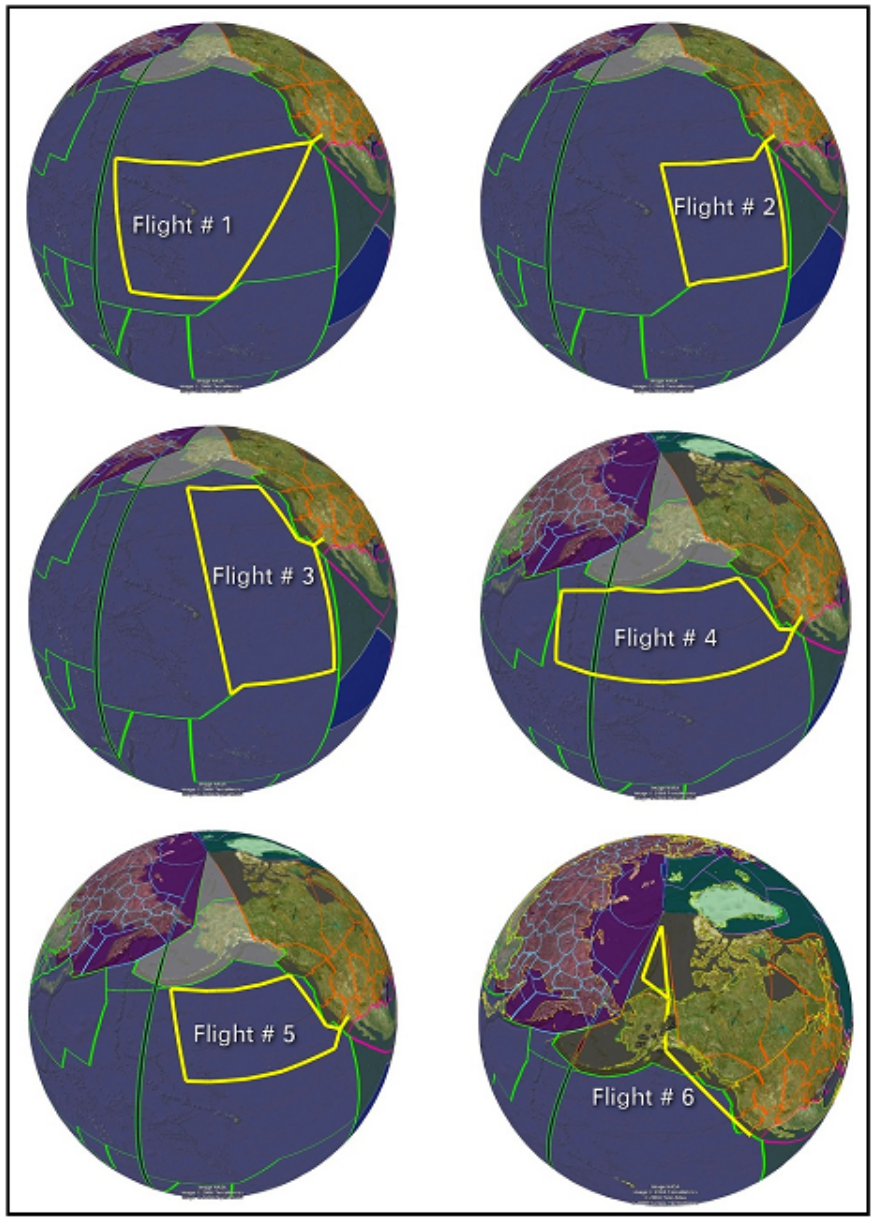
Ozone - Dual-beam UV photometer for accurate O_3 measurements.

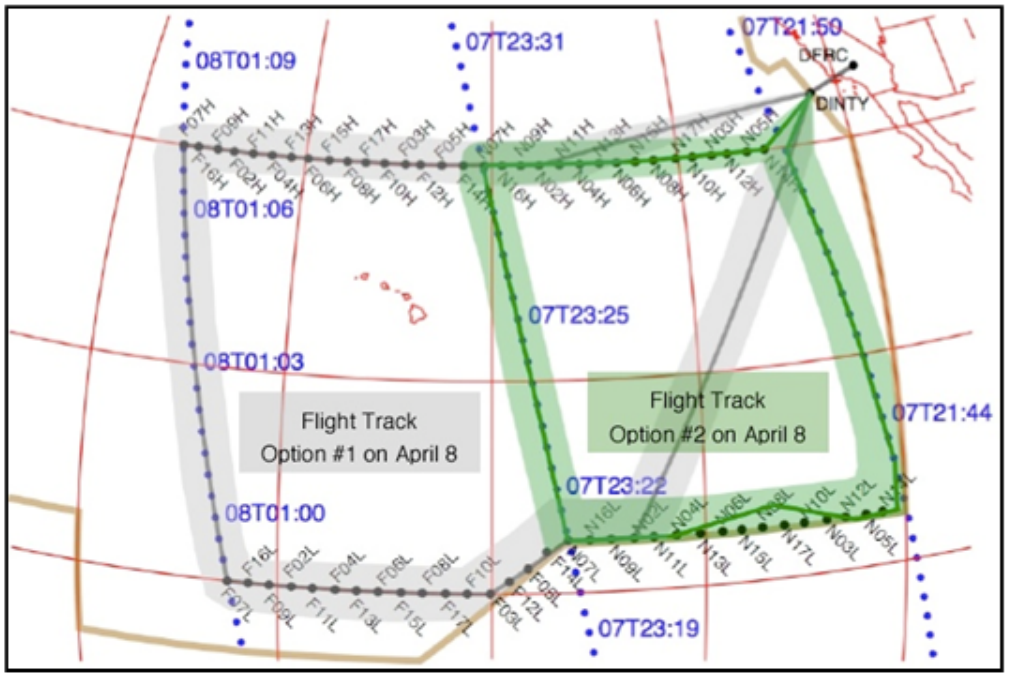
UCATS - Dual gas chromatographs for N_2O, SF_6, H_2, CO, & CH_4 meas.

UHSAS - Ultra-high sensitivity aerosol spectrometer.

ULH - In-situ hi-accuracy atmospheric water vapor measurements.

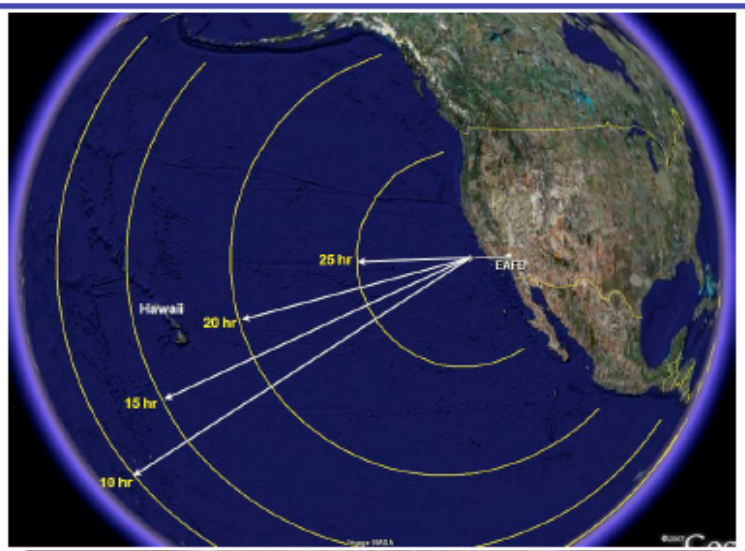
GloPac '09 Mission Planning

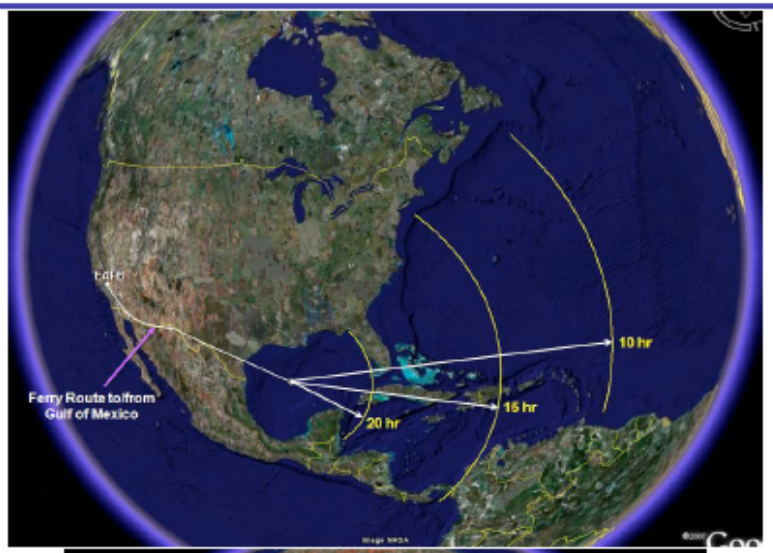


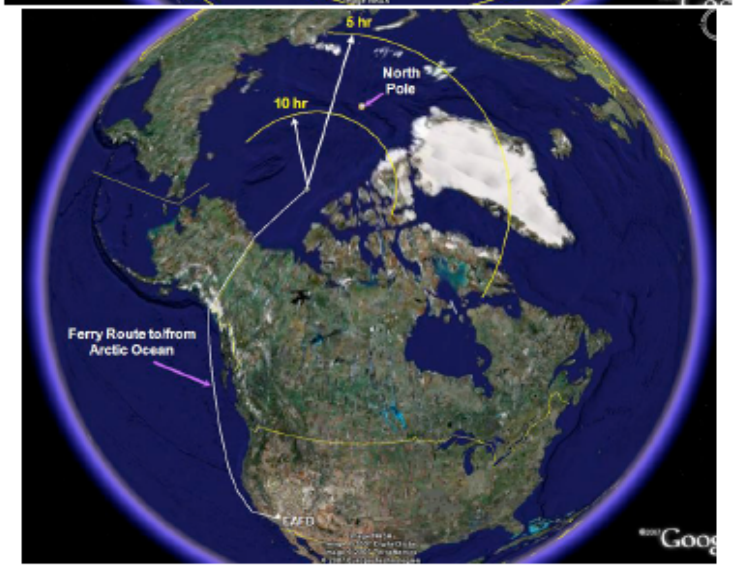


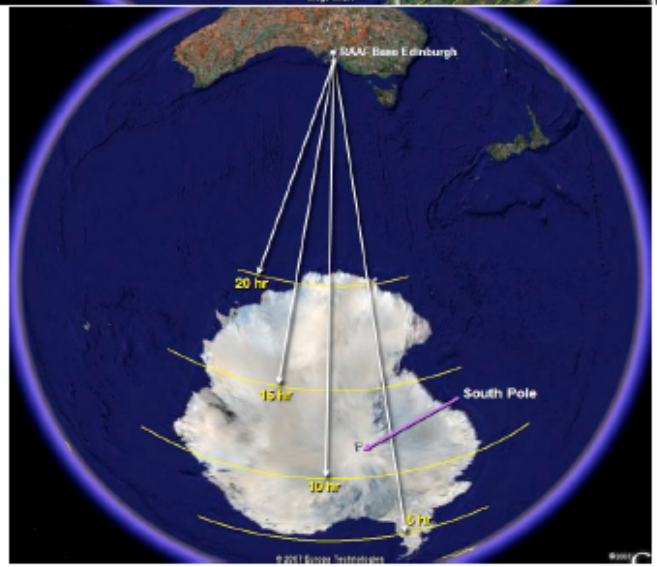
Global Hawk Operational Capability

Four Mission Regions, with Arcs of Constant On-Station Times

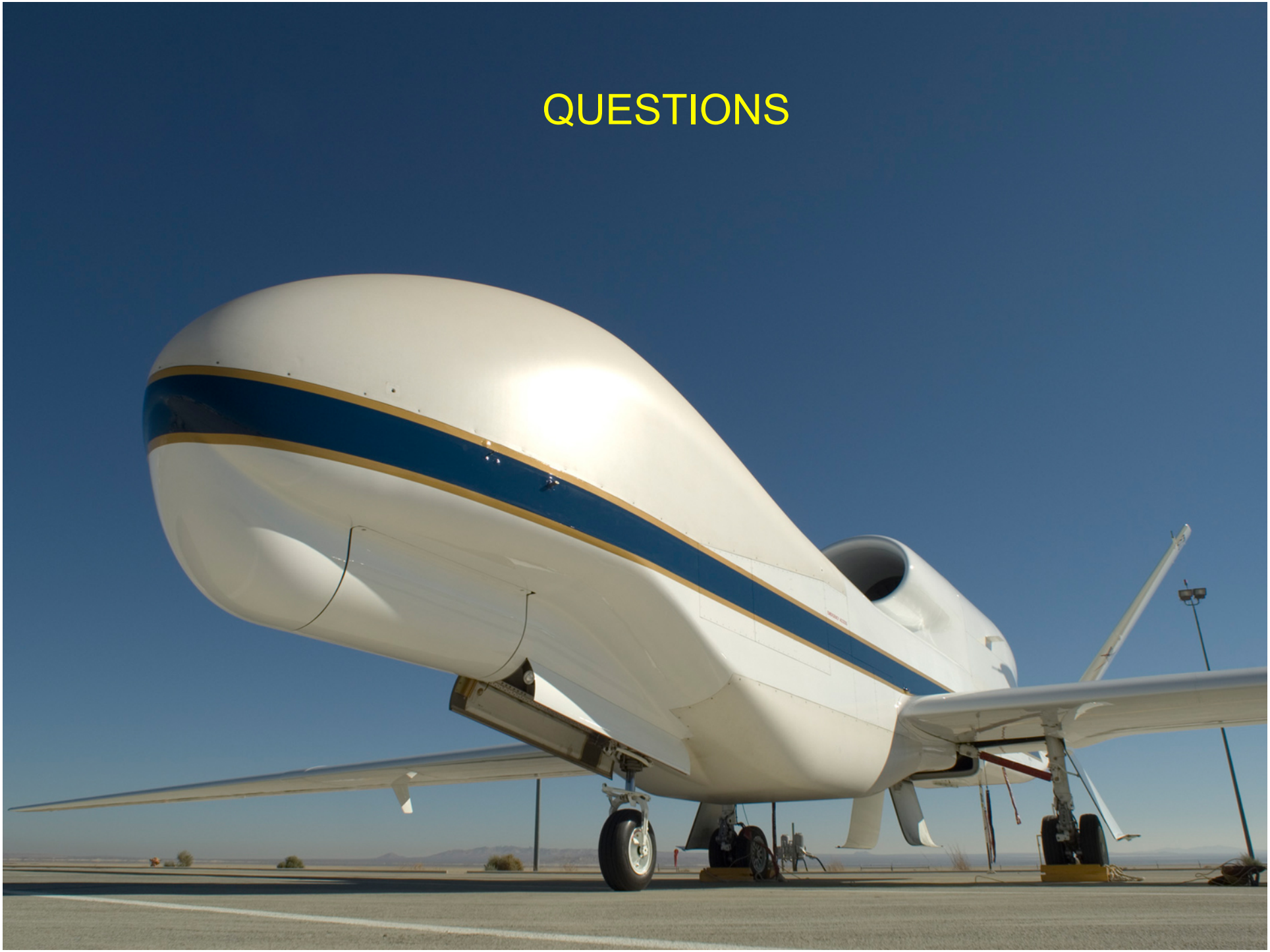








Dryden Global Hawk


QUESTIONS