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Research on Flight Data Mining and Analysis Algorithms Based on Intelligent Cockpit

Wang Xin, Wang Lei
China Automotive Technology & Research Center Co., LTd. Tianjin 300300, China
wangxin2019@catarc.ac.cn

***Abstract*—This article explores the integration application of intelligent cockpit technology with flight DM (Data Mining) and analysis algorithms. The main purpose of the research is to develop algorithms that can improve flight safety, optimize performance, and provide decision support to meet the needs of the aviation industry. In terms of methodology, we adopted data science and machine learning methods to preprocess, feature engineering, and model development large-scale flight data. The experimental results show that the research results indicate that the altitude obtained from cluster analysis is maintained between 20000 and 30000 feet in cruise altitude testing, while the altitude tested by the algorithm in this paper is maintained between 30000 and 40000 feet. This altitude range has multiple advantages, including less air resistance, higher fuel efficiency, and better cruising performance. Our algorithm has also optimized flight performance, including improved fuel efficiency and range optimization. In summary, this study provides strong methods and experimental support for the integration application of intelligent cockpit technology and flight DM, and provides important references and inspirations for future research and development.**

Keywords—Intelligent cockpit, Flight data mining, Analysis algorithm

I. Introduction

As a key technology in aviation field, flight DM and analysis algorithm has become an important tool for flight safety, performance optimization and decision support. With the continuous development of aviation industry, modern aircraft produce a large number of data, including flight parameters, sensor data, navigation information, etc. The accumulation and utilization of these data has become a challenge for airlines, operators and pilots[1]. The research problem of this paper is how to develop and apply flight DM and analysis algorithm based on intelligent cockpit to solve important problems in aviation field. The main purpose of this paper is to explore and develop flight DM and analysis algorithm to meet the needs of aviation field. In this paper, an efficient flight DM algorithm is designed and implemented, which is used to detect abnormal situations and trends in flight, develop feature engineering methods, extract valuable features from original flight data, and build prediction models[2-3]. Based on machine learning and data analysis technology, optimize flight performance, including fuel consumption, range and maintenance plan. Create an intelligent cockpit system to provide decision support and warning through real-time flight data analysis to enhance flight safety and efficiency. By optimizing flight parameters, fuel consumption and flight path, they can reduce operating costs and reduce the impact on the environment. In addition, the application of intelligent cockpit can also improve the work efficiency and comfort of pilots, reduce their workload and provide a better working environment. Intelligent cockpit application and decision support is a key technology in modern aviation field, which provides a more powerful flight decision support tool through data integration and display, data analysis and decision support, automation and collaboration. Classification models can be used to identify abnormal situations during flight, such as faults or abnormal operations. Supervised learning algorithms include decision trees, support vector machines, neural networks, etc. They use known label data to train models and are used for predicting and classifying unknown data. Intelligent cockpit application and decision support are widely used in aviation field. First, they play a key role in flight safety. By providing real-time flight state monitoring, fault detection and warning, they help pilots to deal with potential risks and problems in time. Secondly, they also have a significant impact on flight efficiency. By optimizing flight parameters, fuel consumption and flight path, they can reduce operating costs and reduce the impact on the environment. The development and application of flight DM and analysis algorithm is helpful to improve flight safety, and reduce the risk of flight accidents by finding and responding to potential risks in time. Secondly, optimizing flight performance can reduce the operating costs of airlines, improve fuel efficiency and reduce carbon emissions, which has a positive impact on the environment[4]. In addition, improving passengers' comfort and satisfaction is also one of the goals of this study. The most important thing is that through the intelligent cockpit system, pilots and operators can better understand flight data, get real-time decision support, and improve operational efficiency and flight safety[5].

II. Flight DM algorithm

In the aviation field, flight DM algorithm is a key technology aimed at improving flight safety, efficiency, and performance by analyzing flight data. These algorithms utilize a large amount of flight data, including sensor data, communication data, position data, etc. of the aircraft, to extract useful information, support pilot decision-making, and improve maintenance and prediction of the aircraft's status[6]. The process of flight DM algorithm can include the following steps. The following is a simplified flight DM algorithm flowchart as shown in Figure 1.

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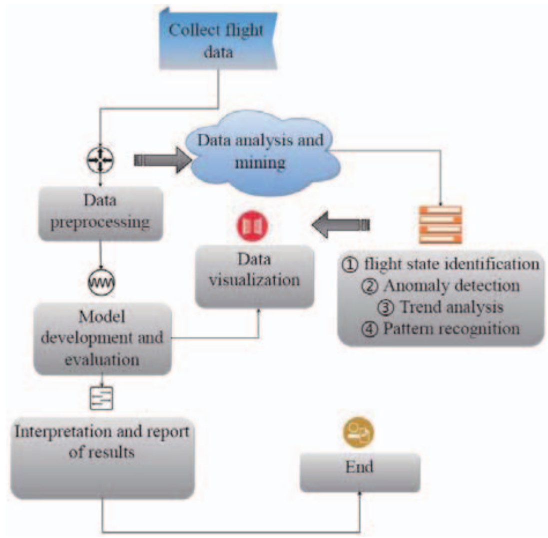

Figure 1 Flight DM algorithm flowchart

This flowchart describes the general process of the flight DM algorithm, from data collection and preprocessing to analysis, modeling, visualization, and result interpretation and reporting. Actual flight DM projects may vary depending on specific research objectives and data characteristics, and the algorithms and tools used may also vary[7]. Each step in the flowchart can be further refined and customized to meet specific analysis needs and mining objectives. This article will explore in detail the key concepts, technologies, and applications of the flight DM algorithm, including data preprocessing, feature engineering, supervised learning, and unsupervised learning methods[8].

A. Data preprocessing

In flight DM, data preprocessing is a crucial step. It includes data cleaning, missing value handling, anomaly detection, and feature selection. Firstly, data cleaning involves detecting and repairing errors in data, such as sensor failures or outliers. Secondly, missing value processing is necessary because there are often missing data points in flight data that need to be processed using interpolation or deletion methods. Anomaly detection is to identify and exclude abnormal data to ensure the accuracy of the mining process[9]. Finally, feature selection is aimed at selecting the most relevant features from a large amount of data features to reduce computational complexity and improve algorithm performance.

B. Feature engineering

Feature engineering is a key step in flight DM, which involves extracting meaningful features from original data. These characteristics can include physical parameters such as speed, altitude, heading and acceleration of the aircraft, as well as various flight state indicators. In this paper, the schematic diagram of characteristic engineering is designed, as shown in Figure 2.

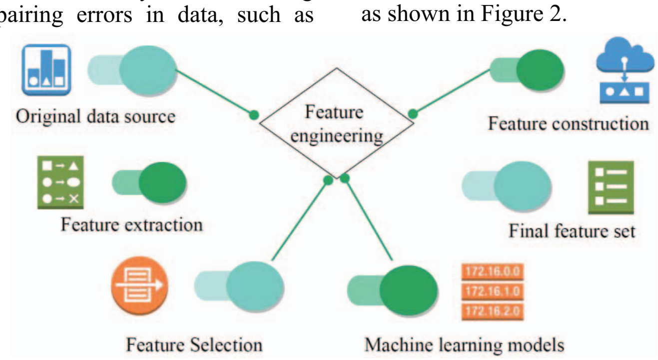

Figure 2 Schematic diagram of feature engineering

The goal of feature engineering is to transform raw data into a form that can be understood by machine learning algorithms for subsequent modeling and analysis. Meanwhile, feature engineering also needs to consider the temporal properties of the data, such as sliding windows and time series analysis, to capture dynamic information in flight data. Feature engineering is a crucial step in machine learning and DM, which involves extracting, constructing, and selecting appropriate features from raw data for training and optimizing machine learning models[10]. Feature extraction is the process of transforming raw data into new features, typically using linear algebra or statistical methods. Common feature extraction methods include PCA (Principal Component Analysis) and LDA (Linear Discriminant Analysis). The PCA formula is as follows:

$$PCA: X_{new} = X \cdot V \quad (1)$$

Among them, X_{new} is the new feature matrix, X is

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the original data matrix, and V is the principal component matrix.

Feature selection is the process of selecting the most important features from the original features to reduce dimensionality and improve model performance. Feature selection can use various evaluation metrics, such as information gain, chi square test, mutual information, etc. The formula for chi square test is as follows:

$$x^2 = \sum \frac{(O-E)^2}{E} \quad (2)$$

Among them, x^2 is the chi square statistic, O is the observed frequency, and E is the expected frequency.

Feature construction involves creating new features that can be derived from the original data to better capture the characteristics of the data. The formula for feature construction usually depends on the specific problem and domain, and can be any mathematical or statistical formula to create new features. For example, for time series data, statistical features such as mean, standard deviation, maximum and minimum values can be constructed:

$$\text{Mean value} = \frac{1}{\mathrm{N}} \sum_{i=1}^{N} x_i \quad (3)$$

Among them, N is the number of samples, and x_i is the value of each sample.

C. Supervised learning methods

Supervised learning methods are widely used in flight DM to establish predictive and classification models. Prediction models can be used to predict the performance parameters of aircraft, such as fuel consumption, flight time, etc. Classification models can be used to identify abnormal situations during flight, such as faults or abnormal operations. Supervised learning algorithms include decision trees, support vector machines, neural networks, etc. They use known label data to train models and are used for predicting and classifying unknown data. The key challenge of supervised learning lies in obtaining data labels and training models, which typically require a large amount of label data and complex model selection and optimization processes.

D. Unsupervised learning methods

Unsupervised learning methods also have unique applications in flight DM, mainly for clustering and anomaly detection. Clustering algorithms can divide flight data into different groups to identify similar flight patterns or behaviors. This is very useful for behavioral analysis of flight data and flight pattern recognition. In addition, anomaly detection algorithms can help identify rare events and abnormal situations in flight data, which is crucial for flight safety and fault detection. Common unsupervised learning algorithms include K-means clustering, Gaussian mixture models, isolated forests, etc. Actual flight DM projects may vary depending on specific research objectives and data characteristics, and the algorithms and tools used may also vary. Each step in the flowchart can be further refined and customized to meet specific analysis needs and mining objectives. The flight DM algorithm has a wide range of applications in the aviation field. Firstly, they can be used to improve flight safety by monitoring flight data and predicting potential faults or abnormal situations, which can help pilots make timely decisions and ensure flight safety. In addition, flight DM can also be used to optimize flight plans and routes to reduce fuel consumption and flight time, and improve efficiency. In addition, they can also be used for post-processing of flight data and report generation to help pilots and maintenance personnel better understand flight data and performance. The flight DM algorithm plays a crucial role in the aviation field by analyzing a large amount of flight data to support flight decision-making, improve flight safety and efficiency, and enhance aircraft performance. In this process, key technologies such as data preprocessing, feature engineering, supervised learning, and unsupervised learning methods play an important role. In the future, with the continuous development of data collection and processing technology, flight DM algorithms will continue to play an important role in the aviation field, contributing to the continuous improvement of flight safety and efficiency.

III. INTELLIGENT COCKPIT APPLICATION AND DECISION SUPPORT

Intelligent cockpit application and decision support are key technologies in modern aviation field, which aim to improve the decision-making ability of pilots in flight and enhance flight safety, efficiency and comfort. Based on advanced information technology and data analysis methods, these applications provide more powerful decision support tools to cope with the increasingly complex aviation environment and tasks. This paper will discuss the key concepts and technologies of intelligent cockpit application and decision support in detail.

A. Data integration and display

The core of intelligent cockpit application is data integration and display. Modern aircraft are equipped with many sensors and systems, which can provide a lot of data, including flight status, meteorological information, navigation data and so on. These data need to be integrated into a unified interface so that pilots can easily access and understand them. Technologies such as high-resolution display screen, helmet-mounted display and touch screen interface are widely used to present these data, helping pilots to gain a comprehensive understanding of flight conditions.

B. Data analysis and decision support

Another key aspect of intelligent cockpit application is data analysis and decision support. Modern aircraft can collect a large number of real-time data, which can be used for flight state monitoring, performance optimization and decision-making. Data analysis algorithm can process and analyze these data in real time, and provide warnings, trend analysis and suggestions to help pilots make wise decisions. For example, based on meteorological data and flight performance models, intelligent cockpit applications can suggest the best flight altitude and route to reduce fuel consumption and flight time.

C. Automation and collaboration

Intelligent cockpit applications also include automation

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and collaboration functions. Automated systems can help pilots perform various tasks, such as automatic driving, automatic landing and automatic navigation. These systems can reduce the workload of pilots and improve the accuracy and consistency of mission execution. In addition, the cooperative function can help different pilots to share information and work together to deal with emergencies and solve problems together. Intelligent cockpit application and decision support are widely used in aviation field. First, they play a key role in flight safety. By providing real-time flight state monitoring, fault detection and warning, they help pilots to deal with potential risks and problems in time. Secondly, they also have a significant impact on flight efficiency. By optimizing flight parameters, fuel consumption and flight path, they can reduce operating costs and reduce the impact on the environment. Meanwhile, feature engineering also needs to consider the temporal properties of the data, such as sliding windows and time series analysis, to capture dynamic information in flight data. Feature engineering is a crucial step in machine learning and DM, which involves extracting, constructing, and selecting appropriate features from raw data for training and optimizing machine learning models In addition, the application of intelligent cockpit can also improve the work efficiency and comfort of pilots, reduce their workload and provide a better working environment. Intelligent cockpit application and decision support is a key technology in modern aviation field, which provides a more powerful flight decision support tool through data integration and display, data analysis and decision support, automation and collaboration. They play an important role in improving flight safety, efficiency and comfort, and provide pilots with a better working environment and a higher level of mission execution ability. With the continuous development of information technology, the application and decision support of intelligent cockpit will continue to evolve and improve, making greater contributions to the future development of aviation.

IV. Experiment and Result Analysis

In order to verify the effectiveness of the algorithm proposed in this chapter in flight DM and analysis, simulation experiments will be conducted for further analysis. By using flight DM and analysis algorithms to detect abnormal situations during flight, flight safety can be improved. Using isolated forests or clustering analysis and our algorithm to detect abnormal flight situations, the effectiveness of anomaly detection is evaluated by comparing the recall rates of each algorithm. The experimental results are shown in Figure 3.

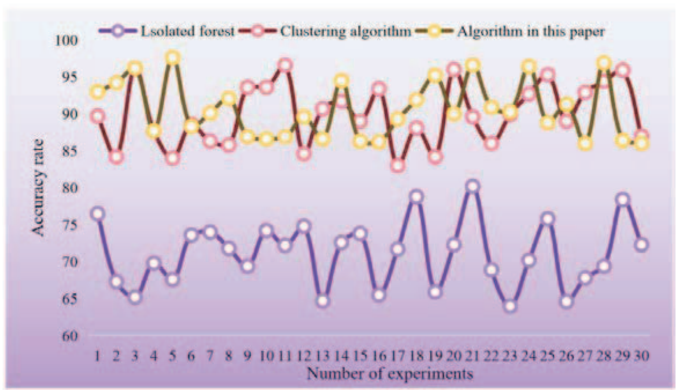

Figure 3 Recall rate

As shown in Figure 3, in the recall testing, the recall performance of isolated forests is the worst, while clustering analysis and the recall performance of our algorithm are better. Utilize flight DM and analysis algorithms to analyze trends in flight data and optimize flight performance. Using time series analysis, regression analysis, and our algorithm, we identified flight performance parameters and tested flight speed for evaluation. The experimental results are shown in Figure 4.

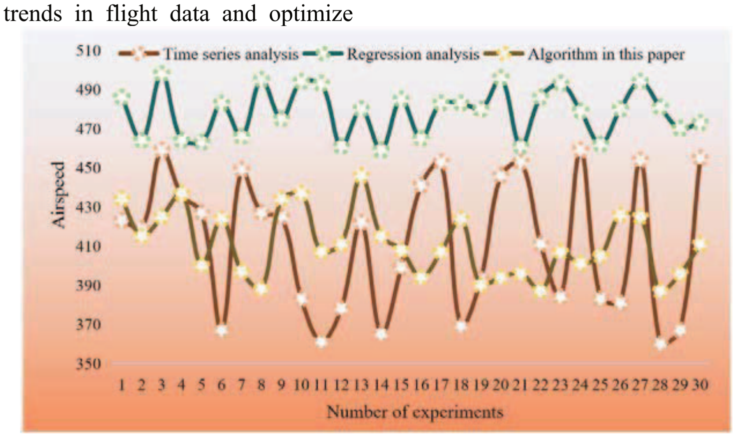

Figure 4 Flight Speed

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As shown in Figure 4, the flight speed measured by the pressure measurement device on the aircraft is usually measured in nodes. It is the speed at which an aircraft moves in the air, which is the most commonly used speed by pilots during flight. The results of this experiment show that the flight speed tested by the algorithm in this article is maintained between 400 and 500 knots, which is the optimal speed for flight speed. The speed of the other two algorithms is either too slow or too fast, indicating that the results obtained by the algorithm in this paper are the most stable.

The flight speed utilizes the intelligent cockpit's flight DM and analysis algorithms to identify different flight modes or operational strategies, and provides decision support for pilots. Use clustering analysis and our algorithm to identify different flight patterns. Based on real-time flight data, this article tested the cruising altitude for evaluation, and the experimental results are shown in Figure 5.

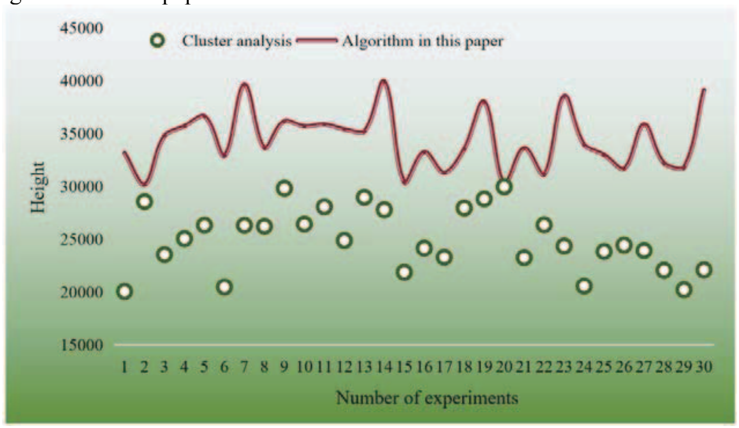

Figure 5 Cruise Altitude

As shown in Figure 5, the cruising altitude can vary in the aviation field according to different flight missions, aircraft types, and airspace regulations. Usually, cruising altitude is a specific altitude maintained by an aircraft during the cruising phase, aimed at achieving optimal fuel efficiency and range. In the test of cruising altitude, the altitude obtained from clustering analysis remained between 20000 and 30000 feet, while the altitude tested by the algorithm in this article remained between 30000 and 40000 feet. This altitude range has multiple advantages, including less air resistance, higher fuel efficiency, and better cruising performance.

The above three experimental results can help verify the potential application of intelligent cockpits in the field of flight DM and analysis, thereby improving flight safety, performance optimization, and decision support capabilities.

V. Conclusions

In the research of flight DM and analysis algorithm, through the in-depth exploration of flight data collection, preprocessing, analysis and model development, flight DM and analysis algorithm has obvious potential in improving flight safety. The flight DM algorithm plays a crucial role in the aviation field by analyzing a large amount of flight data to support flight decision-making, improve flight safety and efficiency, and enhance aircraft performance. By analyzing the trends and patterns in flight data, the best flight strategy can be determined to reduce fuel consumption and improve flight efficiency and range. This will help airlines reduce operating costs and reduce the adverse impact on the environment. Finally, flight DM and analysis algorithms have a wide application prospect in flight data management and decision support. It can help airlines and operators better understand the data in flight, improve the visualization and understanding of data, and provide more information and support for operational decision-making. The research results show that the altitude obtained by cluster analysis is maintained between 20,000 and 30,000 feet in the cruising altitude test, but the altitude measured by this algorithm is maintained between 30,000 and 40,000 feet. This altitude range has many advantages, including less air resistance, higher fuel efficiency and better cruise performance. To sum up, flight DM and analysis algorithms have broad potential and application prospects in improving flight safety, optimizing flight performance and providing decision support.

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