

Bare Demo of IEEEtran.cls for IEEE Conferences

Michael Shell
School of Electrical and
Computer Engineering
Georgia Institute of Technology
Atlanta, Georgia 30332-0250

Email: <http://www.michaelshell.org/contact.html>

Homer Simpson
Twentieth Century Fox
Springfield, USA
Email: homer@thesimpsons.com

James Kirk
and Montgomery Scott
Starfleet Academy
San Francisco, California 96678-2391
Telephone: (800) 555-1212
Fax: (888) 555-1212

Abstract—The abstract goes here.

I. INTRODUCTION

The increase of the aircraft operational costs associated with the fuel consumption makes this subject one of the main concern in the development of the new aircraft projects. In this scenario, the aviation market has been changed the design perception with respect of use of the electrical system. The electrical system dependency to power an increasing number of embedded systems and, in some cases, replacing the power source where it used to be powered by hydraulic and pneumatic system has increased in the past few years, creating the concept of the More Electrical Aircraft (MEA).

This context raised the relevance of the electrical system in the hole of aircraft operational safety. In this way, the electrical system needs to have a greater reliability and to operate in a way to avoid failures of the equipment connected to it. However, the rise of electrical equipment connected in the electrical system, specially the non-linear loads, has increased the harmonic distortion content being introduced in the electrical grid, diminishing the power quality and becoming a subject of study in aircraft operational safety. To allow the systems equipment and electrical systems proper integration, some documents were released to standardize the electrical parameters, such as the DO-160 and the MIL-STD 704. These documents bring the electrical parameter acceptance, and one of these constraints are regarding of the power quality and Total Harmonic Distortion (THD).

talvez seja retirado

To improve the power quality with the decreasing of the THD, some power conditioners are applied in the equipment power input and in the electrical power distribution systems, such as filters and high power factor converters. However, the implementation of these conditioners has a drawback, which is the increase of the weight, volume and complexity, whereas the reliability decreases.

colocar as devidas referências

terminar esse capítulo de acordo com o conteúdo que ser apresentado no restante do artigo

A introdução deve conter três pontos importantes. Motivação do trabalho; interesse, aplicações possíveis e problema sendo resolvido. Realizações anteriores: mencione artigos que descrevam trabalhos semelhantes (mesmo problema ou outras soluções). Não descreva com detalhes as realizações anteriores, destaque pontos importantes que deixem claro a contribuição do seu trabalho. Contribuição do trabalho: qual a novidade que está sendo proposta (uma nova solução, uma nova arquitetura, um desempenho melhor etc.).

II. POWER QUALITY IN AIRCRAFT

falar das normas aeronáuticas que estabelecem limites para o conteúdo harmônico na rede elétrica

colocar os principais métodos de correção de fator de potência empregado e justificar o emprego do filtro ativo

Descreva com mais detalhes as realizações anteriores. Necessário pesquisar outras fontes e colocá-las no item Referências. Compare: resultados atingidos, limites, desempenho, pontos de destaque, problemas etc. Explique com as suas próprias palavras os trabalhos anteriores. NUNCA copie um texto integralmente de um outro artigo.

A. Active Filters

The active filter operates creating waveforms to interact with the voltages and currents presented in the electrical grid to establish a power factor equal to one. This is accomplished by measuring the voltage waveforms from the power source and the current waveforms from the load, and then using these parameters on the instantaneous power theory to determine the current reference as an input to be set in a compensator. The compensator injects current waveforms in the circuit with symmetrical values of the components which degrades the power factor. The typical system compounded by a non-linear load with an active filter is presented in Fig. 1.

B. Instantaneous Power Theory

The instantaneous power theory was presented by Akagi [?], which proposed some new concepts for the instantaneous active and reactive power. This theory can be used in three phase, three or four wire system and in steady or transient state [?], [?]. In this theory, the manipulation of the active and reactive

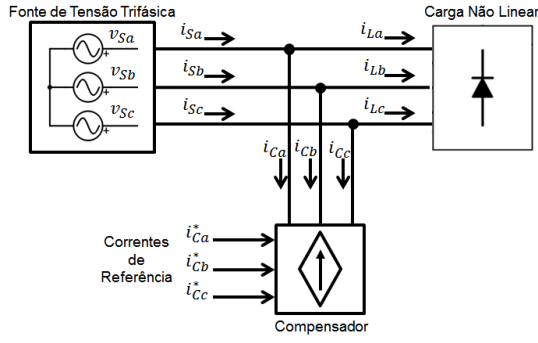


Fig. 1. Simulation Results

power calculations brings a tool to determine the currents that carry some content which degrade the power factor, such as harmonic distortion and phase shift. Considering a three-phase system, composed by the phases a , b and c , the instantaneous power theory is based in the coordinates transformation from the abc to $\alpha\beta 0$. This is known as the Clarke Transformation and is shown in eq. (2) 1.

$$\begin{bmatrix} v_0 \\ v_\alpha \\ v_\beta \end{bmatrix} = \sqrt{\frac{2}{3}} \begin{bmatrix} \frac{1}{\sqrt{2}} & \frac{1}{\sqrt{2}} & \frac{1}{\sqrt{2}} \\ 1 & -\frac{1}{2} & -\frac{1}{2} \\ 0 & \frac{\sqrt{3}}{2} & -\frac{\sqrt{3}}{2} \end{bmatrix} \begin{bmatrix} v_a \\ v_b \\ v_c \end{bmatrix}; \quad (1)$$

$$\begin{bmatrix} i_0 \\ i_\alpha \\ i_\beta \end{bmatrix} = \sqrt{\frac{2}{3}} \begin{bmatrix} \frac{1}{\sqrt{2}} & \frac{1}{\sqrt{2}} & \frac{1}{\sqrt{2}} \\ 1 & -\frac{1}{2} & -\frac{1}{2} \\ 0 & \frac{\sqrt{3}}{2} & -\frac{\sqrt{3}}{2} \end{bmatrix} \begin{bmatrix} i_a \\ i_b \\ i_c \end{bmatrix}$$

According to [?], the instantaneous power is defined as shown in eq (3) 2, where the p_0 , p and q are the instantaneous zero-sequence power, the active instantaneous power and the reactive instantaneous power, respectively [?], [?].

$$\begin{bmatrix} p_0 \\ p \\ q \end{bmatrix} = \begin{bmatrix} v_0 & 0 & 0 \\ 0 & v_\alpha & v_\beta \\ 0 & v_\beta & -v_\alpha \end{bmatrix} \begin{bmatrix} i_0 \\ i_\alpha \\ i_\beta \end{bmatrix} \quad (2)$$

Considering a system without zero-sequence voltage and/or current, such as the aircraft electrical system, the eq (3) can be simplified as the eq (4), where the instantaneous zero-sequence power is absent.

$$\begin{bmatrix} p \\ q \end{bmatrix} = \begin{bmatrix} v_\alpha & v_\beta \\ v_\beta & -v_\alpha \end{bmatrix} \begin{bmatrix} i_\alpha \\ i_\beta \end{bmatrix} \quad (3)$$

The reverse calculation, i.e., the determination of the currents i_α and i_β when the voltages $v_{\alpha\beta}$ and the instantaneous power p and q are known is presented in eq. (5) 4.

$$\begin{bmatrix} i_\alpha \\ i_\beta \end{bmatrix} = \frac{1}{v_\alpha^2 + v_\beta^2} \begin{bmatrix} v_\alpha & v_\beta \\ v_\beta & -v_\alpha \end{bmatrix} \begin{bmatrix} p \\ q \end{bmatrix} \quad (4)$$

By definition, the active instantaneous power is composed by the energy that is swapped between two subsystems, whereas the reactive power is composed by the energy being swapped between the 3 phases of the system [?]. Furthermore, both p and q can be defined as a composition of an average (\bar{p} and \bar{q}) and an oscillating (\tilde{p} and \tilde{q}) values, as defined in eq. (6) 5.

$$\begin{aligned} p &= \bar{p} + \tilde{p} \\ q &= \bar{q} + \tilde{q} \end{aligned} \quad (5)$$

To create an active filter to coordinate a power factor equal to 1, the only permitted power flowing in the transmission lines is the average value of the instantaneous active power (\bar{p}). To ensure this condition, the filter must inject in the lines currents which contains the symmetrical values of the instantaneous reactive power (q) and the oscillating portion of the instantaneous active power (\tilde{p}) created by the non-linear load. By doing this, these powers are cancelled in the same way as the current harmonic content. Thereby, the selection of power to be compensate and processed by the filter must contains the values of the $-\tilde{p}$ and $-q$ only.

The filter full operation is defined by the instantaneous power p and q calculation, followed by the selection of the power to be compensated, i.e., $-\tilde{p}$ and $-q$. Afterwards, the currents i_α and i_β are calculated using the eq (5) 4 with the values $-\tilde{p}$ and $-q$, followed by the inverse Clarke transformation to acquire the current in abc coordinates to be applied as a reference in the compensator. The whole active filter reference definition is shown in Fig. 2.

C. Control Strategy

The active filter specified by the calculations procedure as defined in Fig (7) 2 presents very effective to set the current reference to be applied in the compensator to mitigate the electrical system harmonic content. However, this calculation is valid to produce sinusoidal waveforms only when the voltages measured and used in the filter input is pure sinusoidal. This happen due to the filter operates allowing only the mean

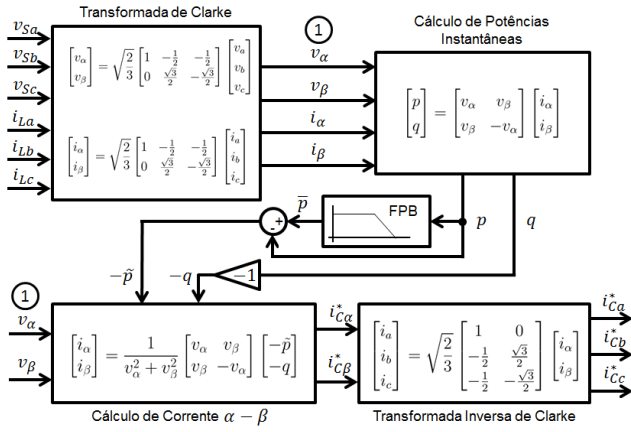


Fig. 2. Active filter reference definition

value of the active instantaneous power flowing in the circuit. Therefore, the use of a non-sinusoidal voltage waveform in the input of the filter cause the filter to creates a non-sinusoidal current waveform to order to establish the power flow without q and \tilde{p} .

In aircraft electrical power system the voltage waveforms stated in the point of common connection (PCC) are presented as non-sinusoidal, but still limited by the aeronautical standards. As the voltages are measured at this point, the operation of the filter is not optimal for power quality purposes, and in some cases, might decrease the power quality and operates unstably depending the levels of harmonic distortion presented in the voltages waveforms.

According to cite Akagi2007, the p-q theory proves insufficient to satisfy the non-linear loads filtering in systems with previously distorted voltages waveforms and, at the same time, to satisfy the conditions of injecting a sinusoidal current and setting a flow of a constant flow active instantaneous power.

Colocar os mtodos de controle, focando no mtodo de controle de corrente senoidal

Falar do controle de tenso do capacitor (se couber, ou falar bem sucintamente)

Descrio da sua proposta com detalhes. Mtodo empregado para resoluo do problema (equacionamento, pseudo cdigo, diagrama de blocos etc.). Caso utilize componentes especificos na implementao (circuito integrado, sensor etc.), no exagere na descrio dos mesmos (fotos, dados tcnicos, especificao etc.). O leitor pode obter estes dados na referfncia que voc indicou.

III. SIMULATION OF THE SHUNT ACTIVE FILTER OPERATING WITH AN ELECTROHYDRAULIC ACTUATOR

A simulation is proposed to evaluate the shunt active filter operating in an aircraft electrical system. The system is composed by the generation and distribution system and some loads constituted by electrohydraulic actuators with its respective shunt active filter connected to its inputs.

A. Active Filter Model

The shunt active filter model is composed by the current reference calculator and the compensator blocks. The reference calculator block is given by the procedure which uses the instantaneous power theory to define the proper reference to be applied in the compensator input. The compensator block consists of a voltage source converter (VSC), with its capacitor DC voltage regulated by a closed-loop controller. The compensator also has the hysteresis controller which creates the commands that are applied in the VSC switching devices. The active filter operation requires a passive capacitor filter applied in the transmission lines to eliminate the high frequency content injected in the system by the switching commutation []. As the switching commutation is set at high frequency, this passive filter might be lightweight, and does not impact significantly in the aircraft system. However, the presence of capacitors in the transmission lines may decrease the power factor due to current phase shift. To eliminate this problem some inductor may be applied in the lines to compensate the reactive power flow. The shunt active filter diagram is presented in Fig. (). This figure shows the blocks where each calculation step is accomplished, and the points where the active filter and the measurement voltage and current probes are connected.

B. Electrical System Model

The aircraft electrical system was modeled based on the operation of the generation and distribution system, with it respective non-idealities, which affect the power quality due to voltage drop in its terminals. The simulation presents a generator system, a power distribution system and three EHAs connected in parallel as a load. The generator system is compound of a synchronous machine and a generator control unit (GCU). The GCU works as a field excitation controller to set the proper voltage in the PCC. The synchronous machine also has resistive and inductive reactance connected in series with the voltage source to model the resistance and the inductance presented in the generator coils. The power distribution system

is composed by the transmission lines between the generator and the PCC and between the PCC and EHAs. In the PCC, it is located the probes which measure the system voltages levels and send as the reference input to the GCU. The lines power distribution lines transmission are modeled as resistive and inductive reactance in series for each 3 phase lines. The EHA is an equipment used in the aircraft aerodynamic surfaces for latero-directional and longitudinal control. This equipment is a non-linear load, since in its input has a 3-phase diode bridge. The EHAs modeled has a 3phase Graetz diode bridge with a current controlled source placed in its respective DC side. The controlled current source is defined to operate in such way to recreates the apparent power consumption of a real EHA. Thereby, this guarantees the distorted current waveforms generated by the EHA in real operation.

C. Results

The results obtained by simulation of the system are presented below. These results show the voltages and currents waveforms measured in the PCC, as well as the frequency spectrum with the amplitude limits defined by the MIL-STD 704F standard and the TDH and IHC of the voltage waveform.

The test is divide in two portions: The first with the EHA not requiring any load, and the second at the EHA starting operation, where it is observed the maximum load consumption. The results also show both cases where the active filter is connector and disconnected from the grid.

For the portion where the EHA is not operating, Fig. 3 and Fig. 4 show the waveforms when the system has no active filter operating. For the same portion, Fig. 5 and Fig. 6 show the waveforms when the active filters are connected in the EHAs power input. For this case, it can be seen that

the presence of the active filter degrade the power quality, since the THD increase and the frequency spectrum presents more harmonic content. This noise is inserted in the syste due to the switching commutation of the VSC. That, despite the presence of the capacitor filter in the lines, injected some high frequency content in the grid. However, despite of this adversity, the results are still inside the limits defined by aeronautical standards.

For the portion where the EHA is requiring maximum load, Fig. 7 and Fig. 8 show the waveform when the active filters are not connected in the grid. For the same portion, Fig. 9 and Fig. 10 show the waveforms when the active filters are connected in the EHAs power input. For this case, it is clear the enhancement that the active filter implies in the system. The active filters operate to mitigate the harmonic content to set it inside the limits of the MIL-STD 704F.

Fig. 4.

Fig. 5.

Fig. 6.

Fig. 7.

Fig. 8.

Fig. 9.

Fig. 10.

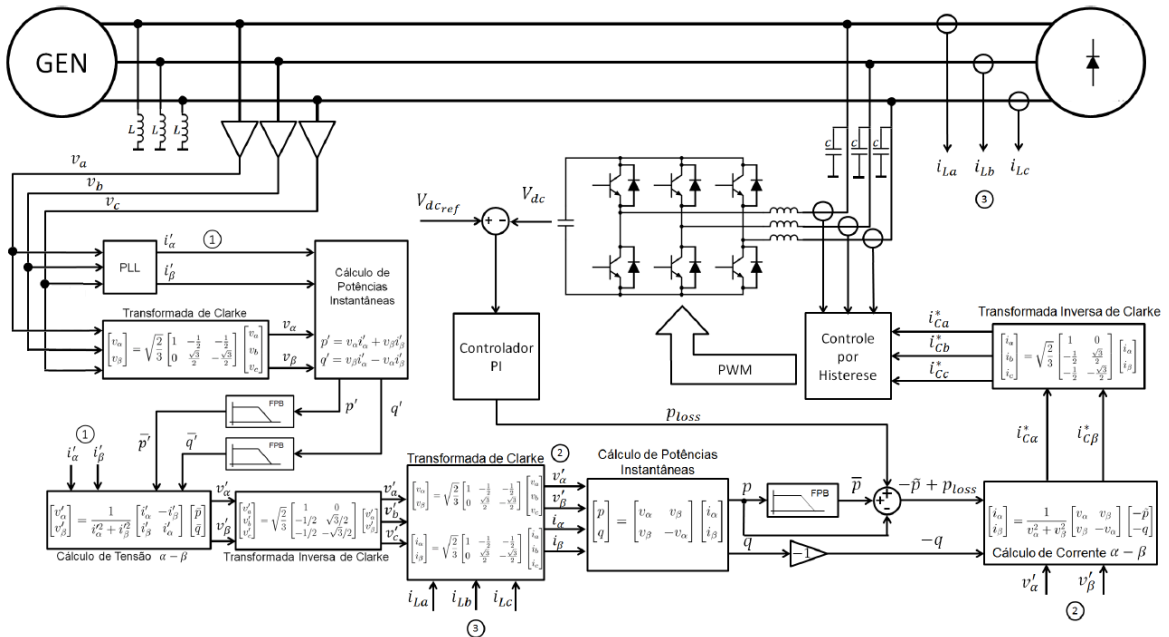


Fig. 3.

IV. CONCLUSIONS

sintetizar uma breve conclusão derivada da dissertação

Com base em tudo que foi escrito, enfatize a sua contribuição sem exageros. Trabalhos futuros, deixe-os para um outro artigo. Concentre-se no que foi realizado.

Traduzir as Figuras

V. INTRODUCTION

This demo file is intended to serve as a “starter file” for IEEE conference papers produced under L^AT_EX using IEEE-tran.cls version 1.8b and later. I wish you the best of success.

mds

August 26, 2015

A. Subsection Heading Here

Subsection text here.

1) Subsubsection Heading Here: Subsubsection text here.

VI. CONCLUSION

The conclusion goes here.

ACKNOWLEDGMENT

The authors would like to thank...

REFERENCES

- [1] H. Kopka and P. W. Daly, *A Guide to L^AT_EX*, 3rd ed. Harlow, England: Addison-Wesley, 1999.