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The EMI Impact of Personal Electric Devices on Dynamic System Robustness and Control (Airplane System Model)

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***ABSTRACT**: Electromagnetic interference is usually of portable electric devices on the aircraft and this overlap is it responsible for the anomalous events during the trip because when you play (PED) that results in emissions of electromagnetic undisciplined interfere with aircraft systems are flight test systems to the strict standards of the waves of electromagnetic so as to establish and provide control on the electromagnetic properties to conform to the aircraft systems and with that this (PED) these operations are not subject to rehabilitation, as well as certificates and although there cases of EMI have been reported over the years that it has caused problems in the aircraft systems and is suspicion that (PED) is considered as a reason to repeat these events, however operators and crews are officials on the trip in the decision whether to allow or not using them* **.**
***Keywords:** electromagnetic interference, EMI, Electric devices, Airplane.*

I. INTRODUCTION

Refers electromagnetic interference (EMI) to any disturbance electromagnetic can to interrupt or hinder or limit the effective performance of electric appliances or electronic or transmission channels or any other platforms can be part of the spectrum of frequencies 0 Hz spoke to 20 GHz or higher, but with that most prevalent in the region is the radio frequency (RF) is one part of the environment, which consists of electromagnetic compatibility and electromagnetic and weak rainfall and the risks of radiation and lightning electromagnetic pulse [1].

Effects on EMI in many electronic devices may act as a source or a victim or both of electromagnetic radiation and some examples of EMI are

1. TV screen showing points Animated Screens
2. High sound from the radio receiver device works near the automated equipment
3. Lightning also shows noise in radios

Electromagnetic interference (EMI) can become a problem when emitted electromagnetic fields interfere with the operation of other electronic equipment. Electromagnetic fields are radiated from sources such as equipment for television, cellular telephone, radio communication, computer, radar, and other devices [2]. EMI could also take place due to distant sources such as radio transmitters, antennas, and lightning, which makes electromagnetic fields are similar plane waves [3].

Common examples for EMI in disorders represent greeted television signal devices and mobile communications devices and aircraft that can destroy electrical circuits and explosions occur rapidly or accidents in aircraft, God forbid.

Will speak here in this search for incidents that occur in aircraft systems is attributable to the use of electronic devices on board the aircraft (PEDs) The purpose here is to conduct additional research to solve these kinds of contribution to the safety of the aircraft and will be the data collection will be a comprehensive survey to characterize the effects on systems aircraft from electromagnetic disturbances (EM) that can arise from sources such as (PEDs).

This research is based on the Aviation Safety Reporting System's (ASRS) database.' The charts and tables represent the fields recorded in those reports and the year the incident was reported. Including the years in the charts and tables permits a degree of flexibility for the reader to align this report with aviation industry related events not contained in the ASRS Database. It is beyond the scope of this report to define specific procedures for resolving the PED issue.

The history of EMI to World War II when it was known as frequency radio interference (RF) and when I started the majority of electronic systems, high-tech work, but intermittently and began conferences on EMI in 1950, where it was Old confidential information as well as the development of digital devices later in the year 1970 and then evolved EMI and then became in personal computers, communications equipment and transportation systems, and avionics etc. . [4]. Therefore, in the mid- to late 1970s, the Federal Communications Commission (FCC) of the United States of America began to promulgate an emission standard for some EMI emitting equipment. Today, many other national, regional and international regulatory bodies have developed emission standards in the relevant areas of jurisdiction.

The EMI triangle

Electromagnetic interference consists of three entities, namely: Source, Victim, and Coupling Path. These are depicted in the EMI triangle of Figure 1

Source: This is the actual emitting electromagnetic energy either deliberately, such as power transformers or intentionally, such as radio transmitters include other sources such as the operation of the car electronics and power transmission lines as well as the atmospheric layer

Victim: This is a device that is susceptible to EMI energy emitted from the source is determined by the energy level of EMI in the machine by refusing to energy and the victim is either a computer or radio or electronics or GPS system or TV etc.

Coupling path: is a means or a tool that is the transfer of EMI from the source to the victim as it is known to the victim, such as coupling the physical distance between the source path and there is a common associations

1. Conduction through electric current
2. Radiation through EM field
3. Capacitive coupling through electric field
4. Inductive coupling through magnetic field.

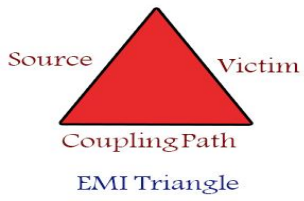

Fig 1: The EMI triangle

Factors that affect the EMI can be classified:

1. Emitting device:

Frequency electromagnetic radiation, which plays an important role in various electrical components related to the device and that are prone to infection and these serve as antennas to receive overlapping signals are considered long waves with low frequencies navigate minimum small electronic components and the waves are very short with a high frequency movement of the upper limit of the energy.

Frequencies are between 10 kHz and 1 GHz is the most problematic play amplitude an important role in influencing the EMI in the device was injured and is transferred radios in the transfer of power output constant of cellular phones, which operate on the high levels of energy production, but cellular phones more modern because they differ in levels of production through the use of the higher frequencies occurs bring out the minimum power during standby with power variable is the cell phone is in use process is maximum power phone cell phone when the beats and have the power output is low when up to 60 MW and is shielding may force mobile devices to run on higher power has new cellular technologies affect the EMI

2. Affected device

Electromagnetic Compatibility refers to the electronic devices the ability to work in an electromagnetic environment without losing the main function of the electromagnetic compatibility of the device affected by affecting the degree of fault that may occur and therefore has been the latest devices designed according to the standards of rigor with attention to electromagnetic immunity and shielding and be EMI less prone to risk and devices and equipment made before 1993 it is the most susceptible to EMI compared with modern equipment

3. Distance and environment.

Electromagnetic fields impact on low power and distances level between the source and EMI are not uncommon in greater than 1 meter distances and affect building exoskeleton and numerous environmental

factors on the degree of EMI is radiation electromagnetic from multiple sources to be clearer than before and also there are multiple to the factors that affect the EMI it is difficult to predict and generally there is a decline in field strength with distance.

According to Faraday's law (Figure 2) that the induced voltage proportional to the field of induction and be there two variables influence the EMI source, namely the distance from the device and the duration of exposure and reduced electric field or magnetic intensity with the square of the distance , he or she is exposed to only one fourth of the original field.

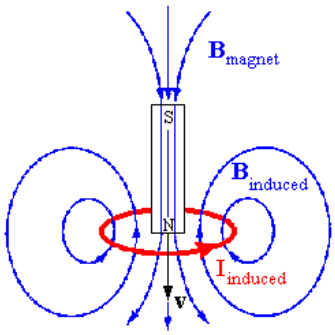

Fig. 2. Faraday's Law

In the past there were too many restrictions on the use of PEDs on board the aircraft, but in 2013 had made EASA he allowed airlines to allow their users to use PEDs along the duration of the trip almost as long as these devices do not hinder the flight mode has EASA worked in order to enable the airlines using this devices with the freedom of other transport means as in trains From the 26 September 2014 EASA has made it possible for airlines to allow passengers to use their PEDs throughout the flight, regardless of whether the device is transmitting or not, i.e. in airplane mode' or not. Of course, it is up to each airline to allow the use of PEDs or not. In order to do this, airlines will have to go through an assessment process, ensuring aircraft are not affected in any way by the transmission of signals from the PEDs.

EMI and Air Transportation

In air travel has been banned the use of some electronic and electrical equipment on board the aircraft, especially on takeoff or landing because it is known that broadcasting such as mobile phones and games remote broadcasts transient currents in electric wires, which are magnified unchecked from the plane devices [6, 7]. The aluminum frame acts as a phased array antenna or a resonant cavity, thus compounding the effect of both internal and external EMI. This may result in change in the logic level of the bit stream, leading to rejection by error-correcting routines and eventual interruptions.

Rising radioactive emissions from radar and radio, television broadcasting and systems broadcasting can lead to disturbances in the navigable aircraft and communications systems and the possible loss of the aircraft and the loss of human life density was electromagnetic pulse EMP is designed so as to disable electronic devices permanently within the signal reception area emitted from the source . EMP is a directed energy source that can induce electric and magnetic fields with electronic systems to produce damaging current and voltage surges, and can produce catastrophic results with the power delivery systems, transportation systems (navigation and air traffic control), emergency services, and financial and banking services [8].

Used passenger aircraft (passenger) electronics PEDs that cause particular problems for electronic systems for aircraft due to the relative strength of emission RF from mobile phones, compared to electronics and other PEDs such as an MP3 player or laptop and be most electronic equipment that is increasingly integrated with the avionics system are under the main cabin which may not provide the necessary protection to maintain signal integrity of electronic systems and interacting electromagnetic environment with airframe, which acts as a protective shield, which can significantly affect the sensors for electronic pilot and be special seats in the cabin key from the plane very close to the avionics systems or channels Contact .

Mobile phones affect PEDs considerable influence when they are used because they cause confusion by people (passengers) and the influence of radiation, which is transmitted from the devices to the volatile electronics system through antennas or be directly through the wire.

There are also some anomalies that affect the avionics systems in electric fields that level which energy is generated by the transferred phones that operate on maximum power within 30 cm of the equipment as it works to freeze compass or are actual excesses of the magnetic effect of the lack of the stability of analog and digital indicators.

Most of the planes, which will fly in these days use of cell phones on airplanes or PEDs and other expected Therefore EMI allow for the use of electronic devices throughout the flight for aviation assistance and Electronics plane to create strong designs on new projects was also raised EMI analysis on PEDs new aircraft we have developed complete digital methodology using a full media and wide applications do not restrict any geometry as it consists plane of the large amount of algorithms that are very difficult and impossible to implement model has been used style domain decomposition DDM is a charming style that domain is divided into sub-areas, which in turn replaced computers connected through high-speed network .

On February 14, 2012, US House Resolution (HR) 658 - FAA Modernization and Reform Act of 2012, was adopted as Public Law 112-95 (PL 112-95). Section 410 of PL 112-95 directed the Administrator of the Federal Aviation Administration to Conduct a study on the effect of cell phone use in voice communications in the plane during the flight in the air transport of passengers headed this message to include the revision of laws and government policies carriers Air overseas on the use of mobile phones during the trip was a review of the impact of passengers who use the phones transferred during flight was the work summary the effects of cell phone use during the journey to the safety and quality of aviation and flight attendants .

Despite the lack of documented cases of civilian aircraft crashes caused by cell phone or interference of others or electronic devices that may cause problems for Control Systems aircraft [9]. According to technical experts complexity of the regulations of the Federal Aviation airlines responsible for developing policies on the use of portable electronic devices because of the difficulty in operating the security under the operating conditions airlines have decided to ban the use of any electronic devices during landing and takeoff because mobile phones can be transient currents occur in the wiring, which lead to inflate the plane aluminum structure because any metal unchecked can act as an antenna currently are tests of cellular phones in aircraft to ratify the safe use on the ground in addition to it is not allowed to use cell phones on commercial aircraft in flight because the use of mobile phones at altitudes leads to restrict the number of cellular ground stations at one time, because many stations could consider simultaneously through the use of cell phone Airborne

EMI Countermeasures:

There are a number of possible countermeasures to counter the effects of interference with electronic and communication systems. The corrective action may be very complex if the interference is a combination of multiple sources.

The following are some of the techniques used to counter the effects of EMI

1. Source Elimination:

Is considered technique is very effective to eliminate interference by identifying and eliminating the source of the theory, and here we can say he is more effective than any other measures but from a scientific point can not to take it while it will require periodically or permanently disable any process.

2. Grounding:

These represent a common reference for your points, or several multiple devices so as to ensure the safety of the equipment or operator and provide effects some immunity from noise and interference from electronic equipment that require certain bases to ensure the proper operation and must Mosul have used to short the ground in order to avoid a loop ground condition here can lead to transfer energy through delivery to connected devices

3. Filters:

The use of filters that allow frequencies to pass through to the device connected to that while rejection or commutation of frequencies from outside the specifications of the candidate Examples include low-pass filters, high pass.

Filters are used to allow selected frequency signals to pass through to the connected device while rejecting others. Figure 3 shows a block diagram of a typical line filtering system in which a common mode filter is placed in the AC line in-between an impedance matching circuitry and a noisy power converter.

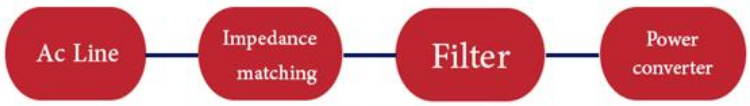

Fig (2) : Generalised line filtering

Fig (2) generalized line filtering

4. Shielding:

This method is used to reduce and in some cases used to eliminate cases EMI is to protect the effective interaction components with electromagnetic energy and is considered the technique is too expensive and causes changes in the engineering designs and especially to protect fully the device which requires the material completely conductive, such as equipment or circuits any are separated in materials and reduce the shielding effectiveness of the technique.

EMI reduction:

Planning for electromagnetic compatibility must begin in the machine design stage because if you are not treated, the disease will lead to many problems in the overlap. The three factors necessary to produce an EMI problem are: source(s) of interference (sometimes called noise)

1. Enclose the interference source(s) in a screened metal enclosure and then ensure that the enclosure is adequately grounded
2. Use transient suppression on relays, switches and contactors
3. Twist and/or shield bus wires and data bus connections
4. Use screened cables for audio and radio-frequency signals
5. Keep pulse rise times as slow and long as possible
6. Check that enclosures, racks and other supporting structures are grounded effectively.

A means of coupling (by conduction or radiation)

1. Separate power leads from interconnecting signal wires
2. Twist and/or shield noisy wires and data bus connections
3. Use screened cables for audio and radio-frequency signals
4. Keep ground leads as short as possible
5. Pay close attention to potential ground loops
6. Filter noisy output leads
7. Physically relocate receivers and sensitive equipment away from interference sources.

Susceptible components or circuits.

1. Limit the bandwidth of circuits wherever possible
2. Limit the gain and sensitivity of circuits wherever possible
3. Ensure that enclosures are grounded and that internal screens are fitted
4. Fit components that are inherently less susceptible to the effect of stray radiated fields.

Recommended Procedures for the Operation of Ped's Aboard Aircraft

1. There are many ways to inform passengers how many times the permissible conditions and restrictions to be followed when using PEDs can be achieved through a press conference and cards Passenger Information This is the appropriate means by the operator and must mention that the use of electronic devices on board the aircraft are prohibited during any stage of the process because when used to interfere with communications systems or navigation equipment on board the aircraft or the ability of the crew to give the necessary instructions in the event of an emergency
2. Procedures to terminate the operation of PED's suspected of causing interference with aircraft systems.
3. Procedures for reporting instances of suspected and confirmed interferences by a PED to the local FAA Flight Standards District Office.
4. Cockpit to cabin coordination and cockpit flight crew monitoring procedures.
5. Procedures for determining acceptability of those portable electronic components to be operated aboard its aircraft. The operator of the aircraft must make the determination of the effects of a particular PED on the navigation and communication systems of the aircraft on which it is to be operated. The operation of a PED is prohibited, unless the device is specifically listed in section 91.21(b) (1) through (4). But, even if the device is specifically accepted from the general prohibition on the use of PED's, an operator may prohibit use of that PED. The use of all other PED's is prohibited by regulation, unless pursuant to section 91.21(b)(5). The operator determines that the operation of that device will not interfere with the communication or navigation system of the aircraft on which it is to be operated.
6. Is the risk of these devices at takeoff and landing phases of flight must be acknowledged that the possibilities of personal injury to passengers is the first consideration, as well as attention to safety during the trip and that in addition to reducing the potential interference that may arise during the process of leadership at an altitude of less than 10,000 feet
7. Prohibiting the operation of any PED's aboard aircraft, unless otherwise authorized, which are

Classified as intentional radiators or transmitters. These devices include, but are not limited to:

- Citizens band radios.
- Cellular telephones.
- Remote control devices.

II. RESULTS

I've been a detailed explanation of the electromagnetic electrical devices that can overlap to draw avionics systems, communication and navigation has been shown finite element grouping method and technology domain decomposition, which enables design engineers to design proactively to minimize the issues of EMI on the aircraft systems and thus will increase the safety of the flight and is dynamic-link between simulation and electromagnetic circuits that allow a full analysis of the actual signals that are used by the avionics, which lead to very accurate results Systems .

Has been investigated in a cell phone electromagnetic coupling in flight mode found that the distance between the cell phone and the wall of the plane affects the antennas plane, which achieve maximum value at 850 MHZ has been analyzing this signal, which operates as a conduit through the use of statistical tools, it is possible to verify that cell phone radiation reduces the signal integrity possible lead to any interactions within the system and reduce costs and also increase flight safety .

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