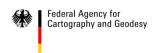


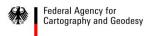
# WLRS: In-Sky-Laser-Safety

J. Eckl, M. Ettl et al.

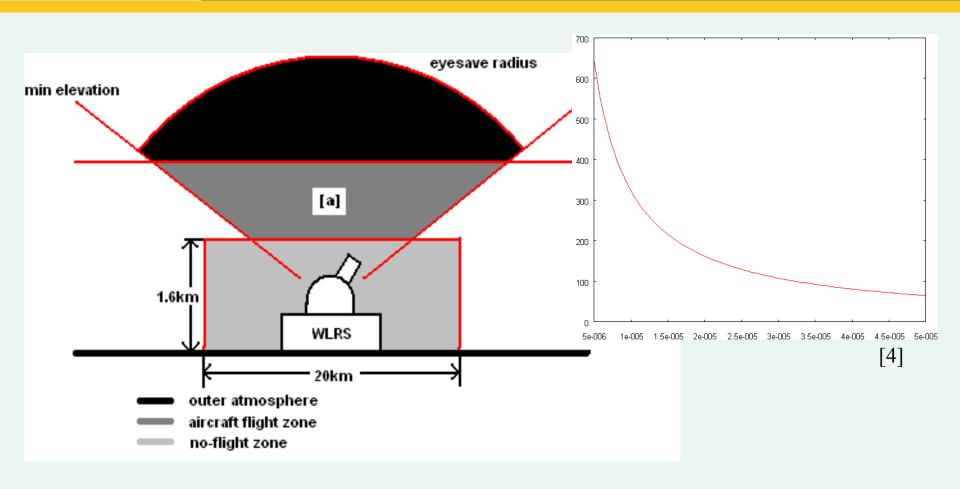
Geodetic Observatory Wettzell



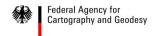
- 1. Neccessity and strategies
- 2. Current WLRS In-Sky-Savety equipment
- 3. Transponder
- 4. Conclusion



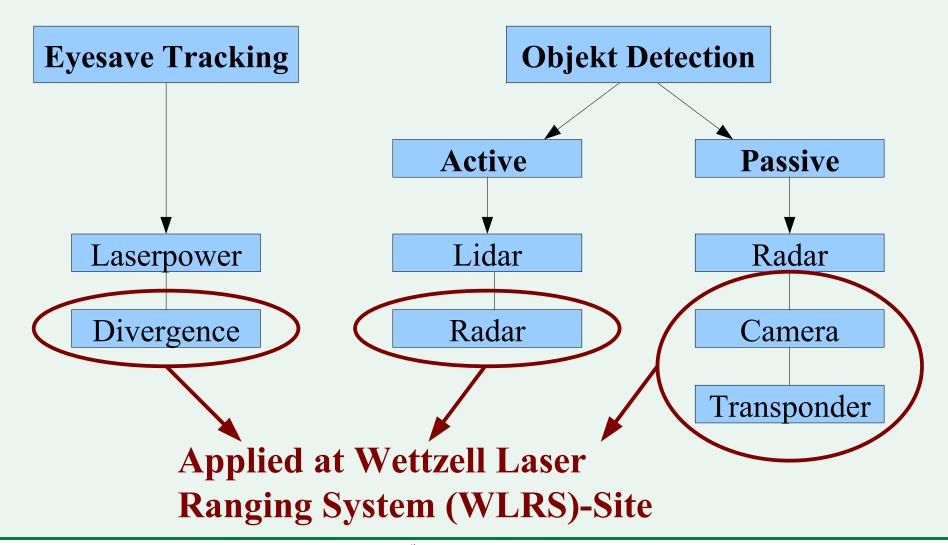
## **Sky properties**



=> area [a] (1.6 $\rightarrow$ 40km) most critical



## **SLR In-Sky-Laser-Savety Strategies**





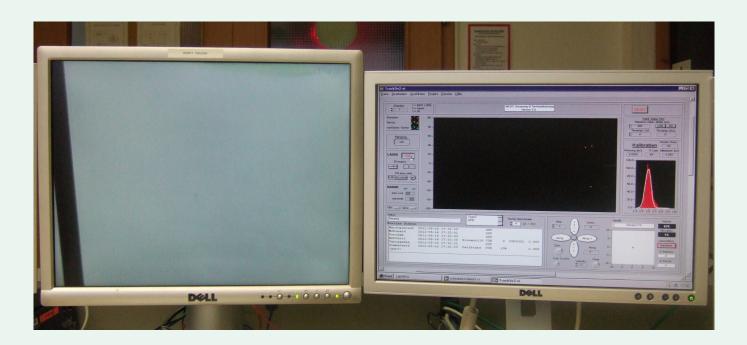
- Sky-camera mounted on telescope tubus
- Permanent monitoring through observer



 Dependent on observers interpretation and constitution (night-shift, ...)



- Sky-camera mounted on telescope tubus
- Permanent monitoring through observer



 Dependent on observers interpretation and constitution (night-shift, ...) → Not "really" eyesave





- Honeywell Laser Hazard Reduction System (LHRS) as primary WLRS in-sky-savety device
- Officially approved system
- Covers hole range [a] (0.4-40 kilometers)

- Clutter problems
- High acquisition costs







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- Officially approved system
- Covers hole range [a]
  (0.4-40 kilometers)

- Clutter problems
- High acquisition costs
- Not VLBI 2010 conform !!!





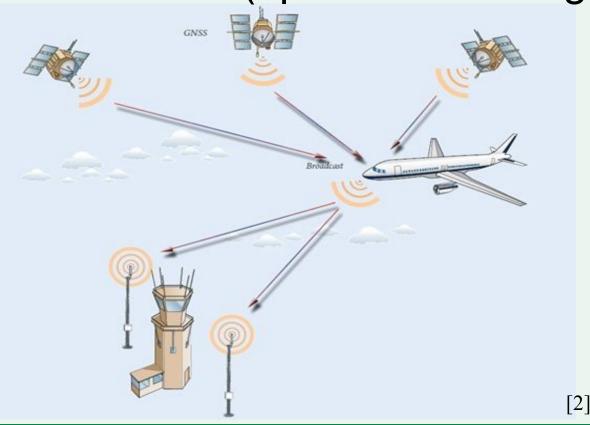
- **A** utomatic
- **D** ependent
- S urveillance -
- **B** roadcast

is a European Aviation Savety Agency (EASA) approved sole working aviation surveillance system.

Global implementation for Europe in 2015 [1]



# ADS-B: Continuously broadcast GNSS derived position through aircraft undirected (up to 370km range)





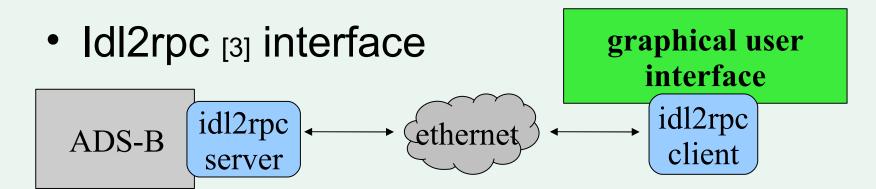
#### Installation of:

- AirNav® RadarBox PRO (500,- €)
- Antenna and amplifier (200,- €)
- Computer MS Windows based
- USB interface



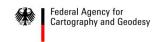


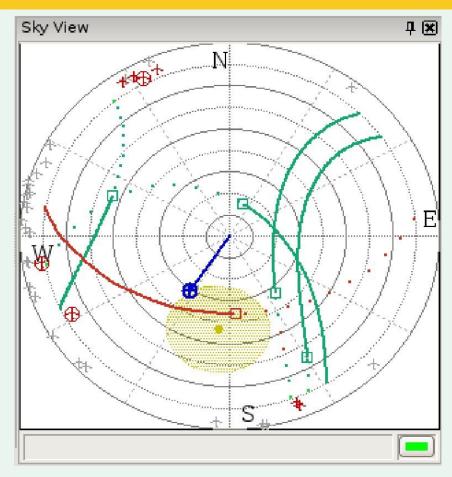




Provided datastream

```
az: 168.647604016445 el: 4.32813160650332 time: 55692.5650231481 name: MEA202 az: 299.992452458358 el: 1.77236662100212 time: 55692.5650231481 name: TUI982 az: 256.674942951089 el: 3.26243350450579 time: 55692.5650231481 name: BER697 az: 283.815825950492 el: 3.20655158015216 time: 55692.5650231481 name: DLH79H az: 263.661816360776 el: 1.57259284785065 time: 55692.5650231481 name: DLH61A az: 168.647604016445 el: 4.32813160650332 time: 55692.5650231481 name: MEA202 az: 299.992452458358 el: 1.77236662100212 time: 55692.5650231481 name: TUI982 az: 256.674942951089 el: 3.26243350450579 time: 55692.5650231481 name: BER697 az: 283.815825950492 el: 3.20655158015216 time: 55692.5650231481 name: DLH79H az: 263.661816360776 el: 1.57259284785065 time: 55692.5650231481 name: DLH61A ....
```





- Verification of aircraft coordinates
- Include avoidance zones for each aircraft

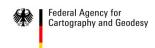


## ADS-B can not yet replace active radar

- → still no legally bindung for usage in aircraft
- - heavy sky traffic appears
  - no active radar is present

# Transponder as redundant system

- → low cost
- → simple installation
- → network extension planned

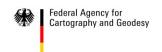


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- → low cost
- → simple installation
- → network extension planned
- → all in all: still no satisfying solution meeting fundamental station requirements



- [1] Roland Weibel, Marisa Jenkins, R. John Hansman: Automatic Dependent Surveillance-Broadcast (ADS-B) Costs, Benefits, Applications, and Implementation Challenges, Airline Advisory Board Meeting, November 6,2008
- [2] Air Navigation and Weather Service (ANWS), Taipei.
- [3] Neidhardt, A.: Manual for the remote procedure call generator "idl2rpc.pl", Geodetic Observatory Wettzell, 2009.
- [4] Schreiber, Ulrich: ELT Laser Savety Assessment