



# **Unmanned Aircraft Systems Traffic Management (UTM)**

## **SAFELY ENABLING UAS OPERATIONS IN LOW-ALTITUDE AIRSPACE**

# **NASA**

<http://www.utm.arc.nasa.gov>

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# Stages of Traffic Management: Requirements are Different



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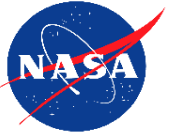


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# Unmanned Aircraft Systems Applications



# Low-Altitude Unmanned Aircraft System



**Goal:** Ensure safe and efficient operations



# Balancing Multiple Needs



## NATIONAL AND REGIONAL SECURITY

Protecting key assets

## SAFE AIRSPACE INTEGRATION

**Mantra 1:** Flexibility where possible and structure where needed

**Mantra 2:** Risk based-geographical needs, application, and performance-based airspace operations

## SCALABLE OPERATIONS FOR ECONOMIC GROWTH

Ever-increasing applications of UAS: commercial, agricultural, and personal

# Low Altitude UAS Operations

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- Small UAS forecast – 7M total, 2.6M commercial by 2020
- Need a way to manage beyond visual line of sight UAS
- Vehicles are autonomous and airspace integration is necessary
- Operators want flexibility for operations
- Regulators need a way to put structures as needed

# What is UAS Traffic Management (UTM)?

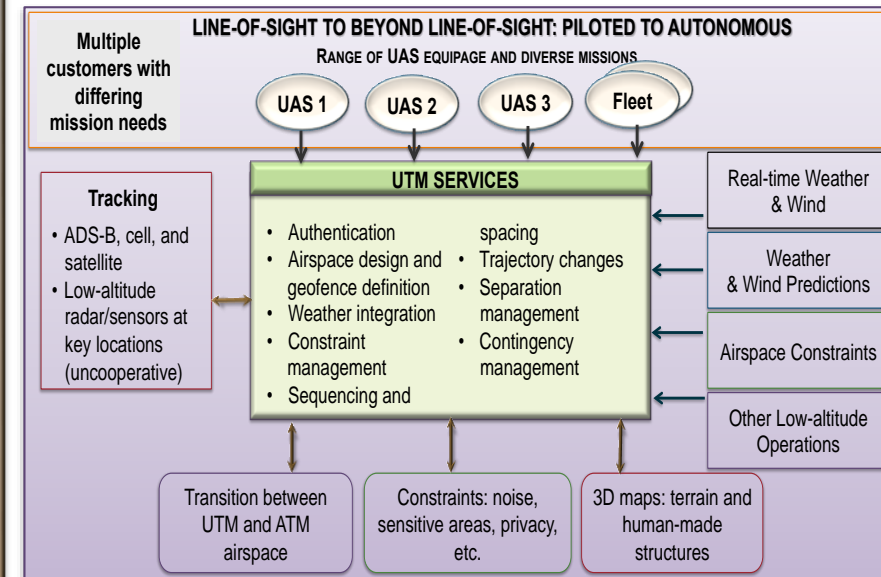


## Research Platform that

- (1) Gives situational awareness of all airspace constraints and info about other operations to UAS operators, support service suppliers, and regulators
- (2) Allows to exchange data among UAS operators as well as regulator
- (3) Allows UAS operators to submit flight plans to execute a specific mission in low-altitude airspace, and
- (4) Determines how to safely enable such single or multiple UAS operations either within visual line of sight or beyond visual line of sight
- (5) Integrates airspace and vehicle operations

**Product:** Validated airspace ops. requirements: roles/responsibilities; federated, networked, and interoperable data exchange; information architecture; and air/ground integrated concept of operation

- Airspace configuration (static and dynamic geo-fencing)
- Weather and wind (actual and predicted)
- Demand/capacity imbalance management
- 3D maps
- Track and locate (cell, ADS-B, satellite, psuedo-lites)
- Conflict (V2V, sense and avoid) and hazard avoidance
- Last and first 50 feet operation
- Contingency management



# Value Proposition of UTM

(Agreed upon by Stakeholders and FAA as discussed at OSTP panel)



- Unmanned vehicle operations coordination through agreed upon data/information exchanges about each others operations and with FAA systems
- Exceptions handling – entry into controlled airspace
- Beyond Part 107 operations– 450 feet
- Beyond visual light of sight
- Manned and unmanned vehicle operations coordination
- Higher density operations
- Longer-term: Changing the paradigm of airspace operations

# UTM Research Goals and Characteristics

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- Conduct research, development and testing to identify airspace operations requirements to enable large-scale visual and beyond visual line of sight UAS operations in the low-altitude airspace
- Use build-a-little-test-a-little strategy – remote areas to urban areas
  - Low density: No traffic management required but understanding of airspace constraints
  - Cooperative traffic management: Understanding of airspace constraints and other operations
  - Manned and unmanned traffic management: Scalable and heterogeneous operations
- UTM construct consistent with FAA's risk-based strategy
- UTM research platform is used for simulations and tests
- UTM offers path towards scalability

# Principles & Services for Safe Integration

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- Principles
  - Authenticated users and UAS are allowed to operate in the airspace
  - UAS stay clear of each other
  - UAS and manned aircraft stay clear of each other
  - UAS operator has complete awareness of airspace and other constraints and stay clear of them
  - Public safety UAS have priority over other UAS
- Key UAS related services
  - Authentication
  - Airspace configuration and static and dynamic geo-fence definitions
  - Weather and wind prediction and sensing
  - Conflict avoidance (e.g., airspace notification, V2V)
  - Demand/capacity management
  - Large-scale contingency management – GPS outage, cell outage, etc.
- Research platform is cloud-based
- UTM research identifies roles and responsibilities of operator, air navigation service provider, and UAS support service providers

# Defining UAS Operator & ANSP/UTM Roles



## UAS Operator

- Work with Original equipment manufacturer
- Communication, Navigation, and Surveillance (CNS)
- Register
- Train/qualify to operate
- Avoid other aircraft, terrain and obstacles
- Respect airspace constraints
- Avoid incompatible weather

## THROUGH

- Performance-based regulation where practical
- Limited categories of operator types, matched to regulations

**Third-party entities may provide support services but are not separately categorized or regulated.**

## Air Navigation Service Provider (ANSP)

### ➡ *UAS Traffic Management*

- Define airspace constraints
- Foster collaboration among UAS operators to de-conflict their operations
- Where demand warrants, provide air traffic control

## THROUGH

- Near real-time airspace control
- Where it is needed, air traffic control integrated with manned aircraft traffic control

# UAS Operator/UTM Functions

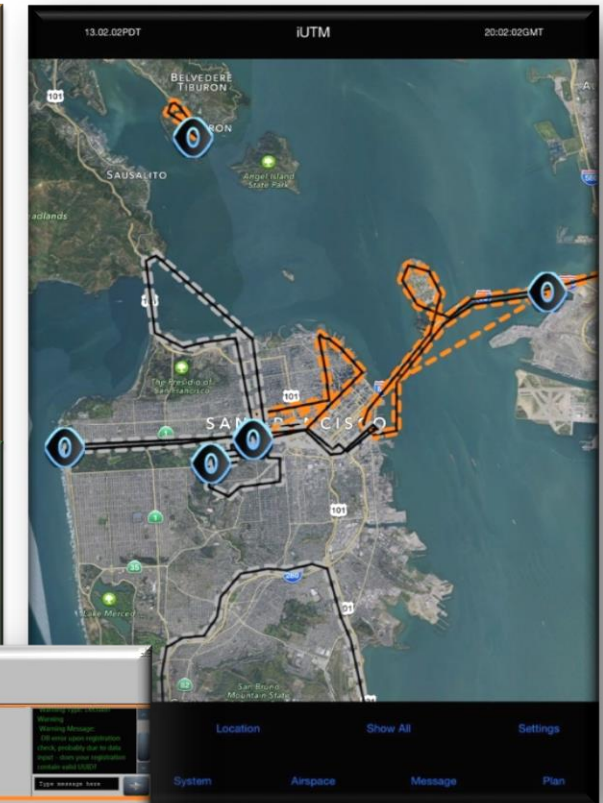


## UTM: AIRSPACE MANAGEMENT

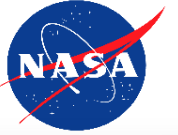
- Notifications accessible to UAS operators and public
- Static (like TFR) and dynamic (like security or public health scenario)

## UAS OPERATOR:

- Broadcast identity (and possibly intent)
- Operations accessible by all
- No anonymous flying

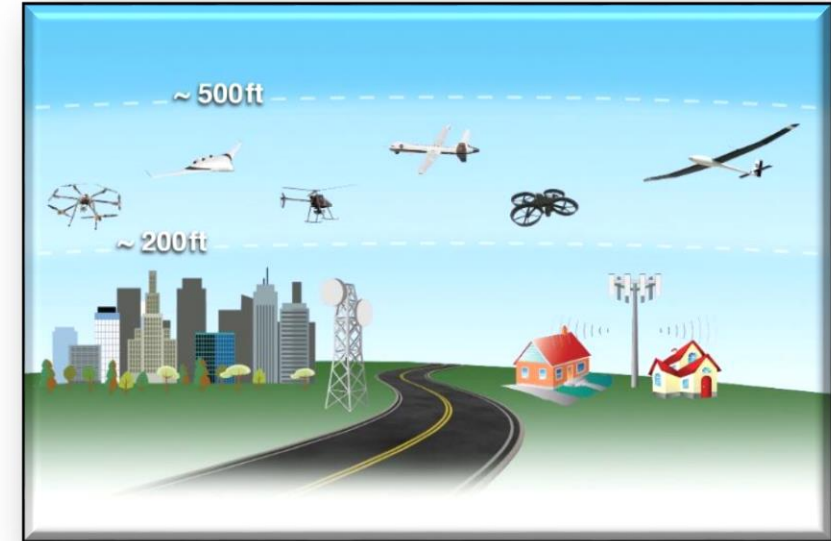


# UAS Operator/UTM Functions



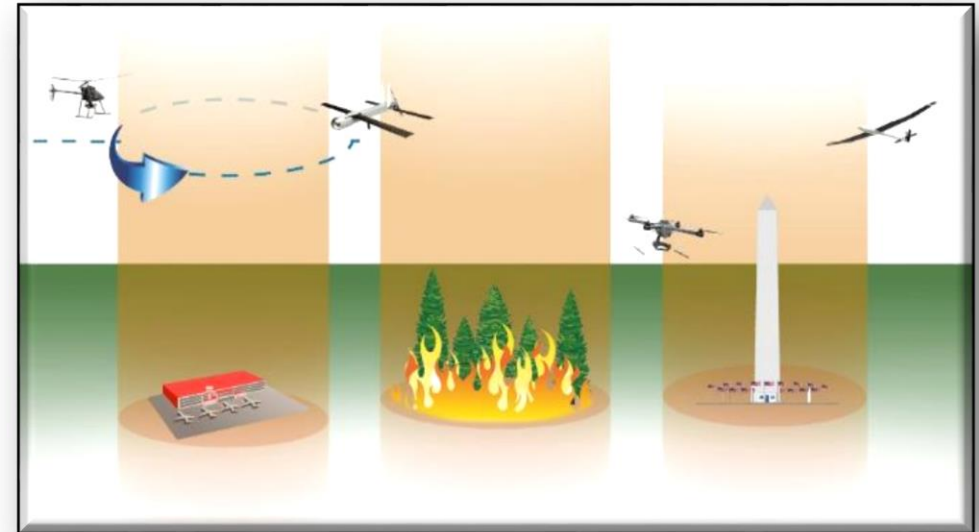
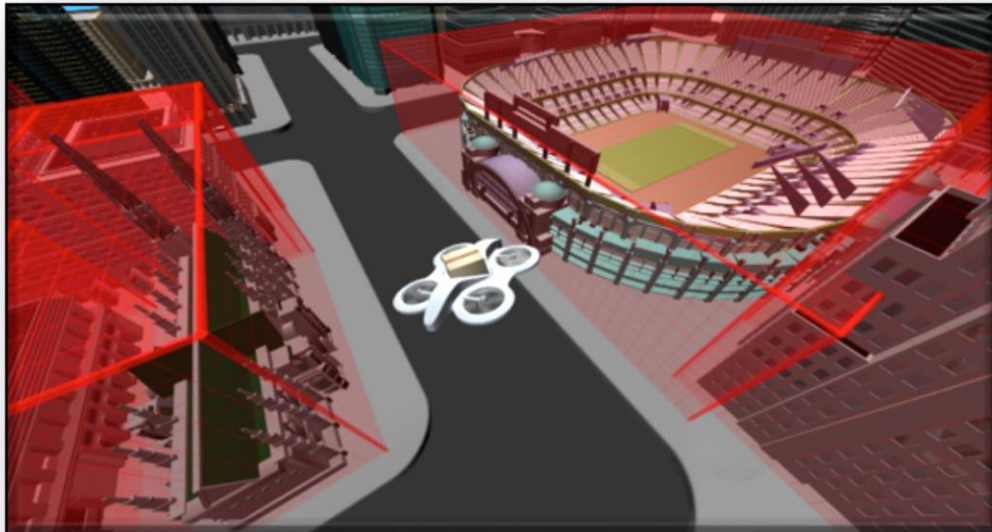
## UTM EXAMPLE AIRSPACE MANAGEMENT

- Consider other traffic and underlying environment
- Can be keep-out or keep-in requirement
- May be static or dynamic (near real-time)

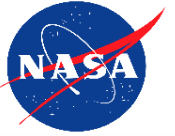


## UAS OPERATOR:

- Operator can comply through geo-fences or operational control



# UAS Operator/UTM Functions

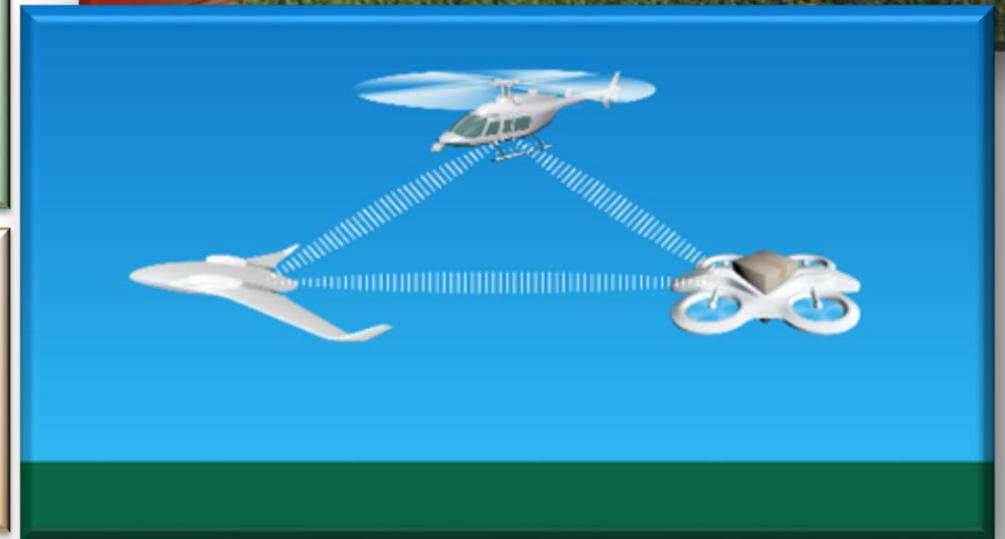
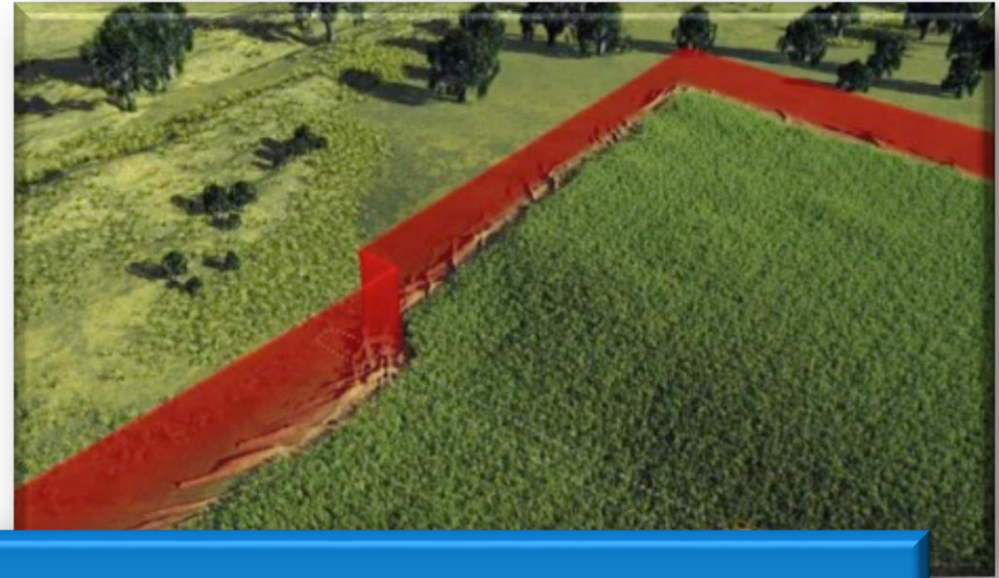


## UAS OPERATOR: TRAFFIC AVOIDANCE

- Detect Sense And Avoid (DSAA) to manned aircraft predicated on right of way
- Status and intent exchange in accordance with standards
- Collaborative decision making
- Contingency planning and response (system outages, unreported weather, etc.)

## UTM: ENABLE COLLABORATIVE EXCHANGE

- Standards for publish and access
- If needed, provision of data repository



# UTM Functions



## ROUTE STRUCTURE

- Only where needed for safety or efficiency of flight
- Procedural rules-of-road (corridors, altitudes, etc.)

## FLOW CONTROL

- Only where needed for safety or efficiency of flight
- Manage access into areas of operation, not particular operation

## AIR TRAFFIC CONTROL

- Integrated with manned air traffic control, where positive UAS control is required for safety or efficiency of flight
- Static or dynamic application (e.g., ability to respond in crisis situation where sustained mixed operations are required)

### ***Mantra 1***

*Flexibility where possible and structure where needed*

### ***Mantra 2***

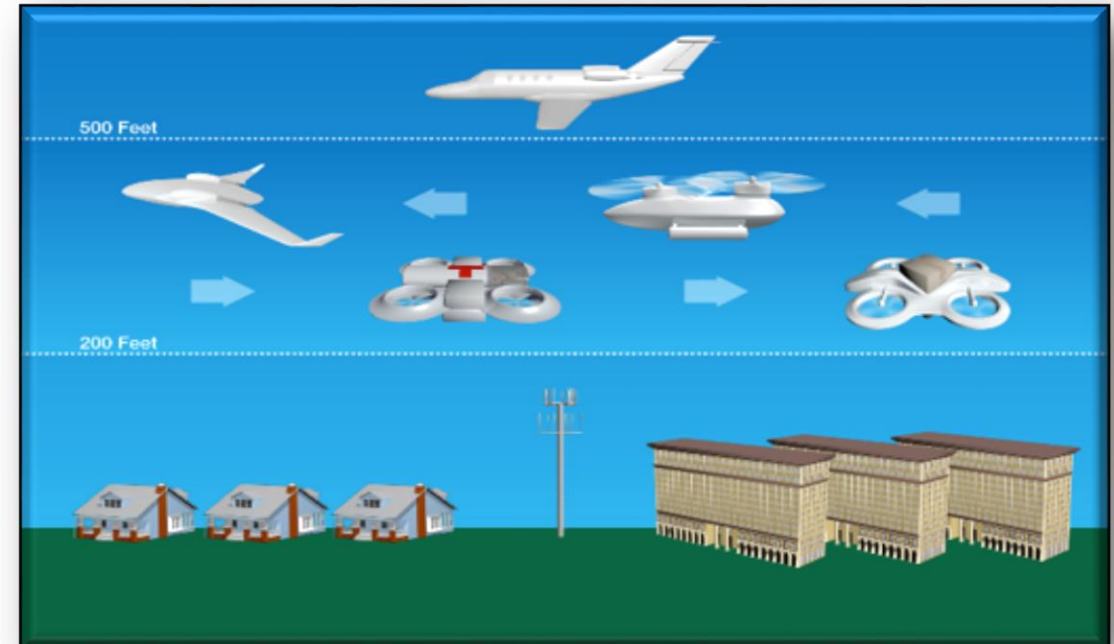
*Risk based-geographical needs, application, and performance-based airspace operations*

# Supporting Functions



## WIND & WEATHER INTEGRATION

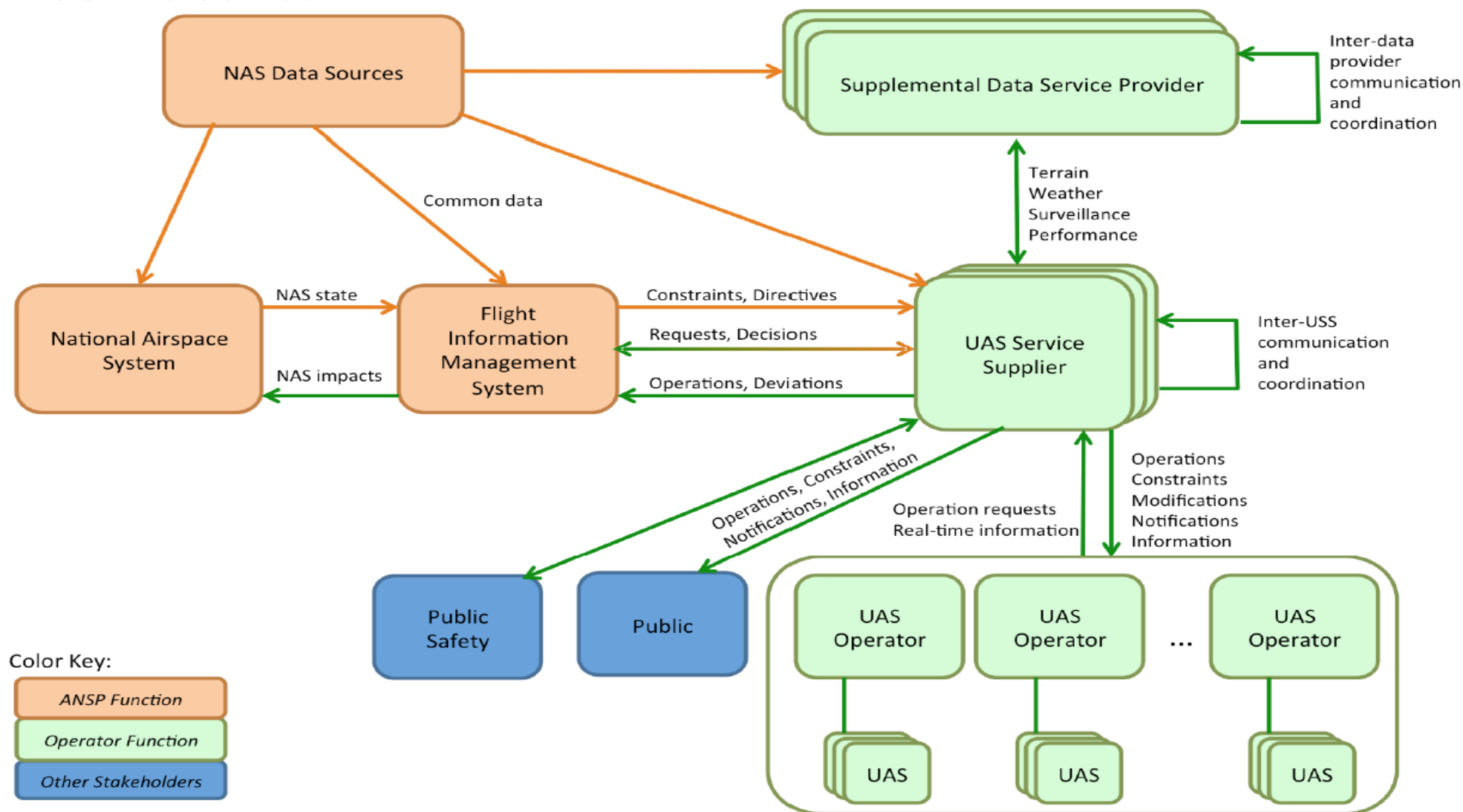
- Operator responsibility, may be provided by third party
- Actual and predicted winds/weather
- No unique approval required

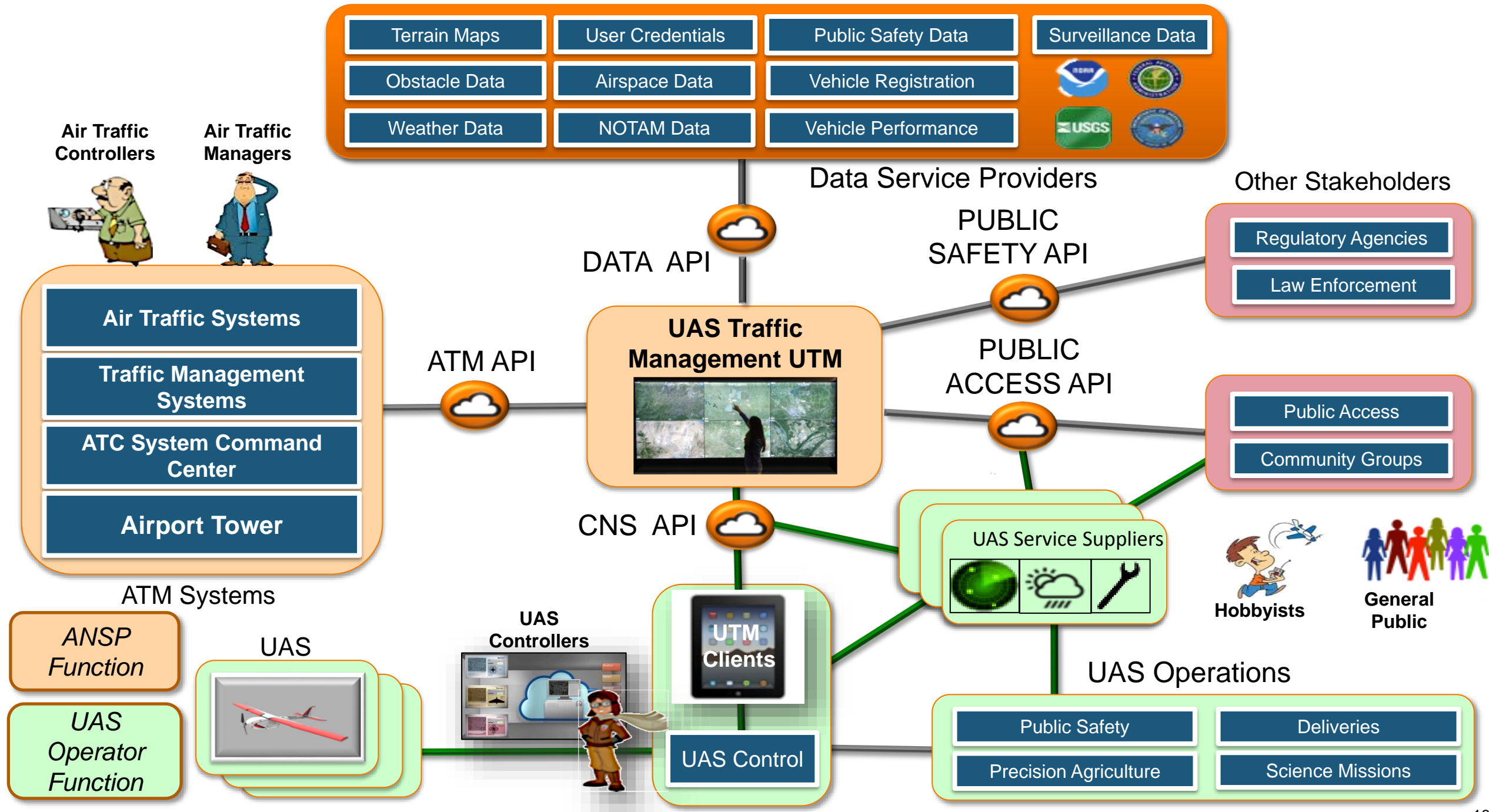


# Architecture

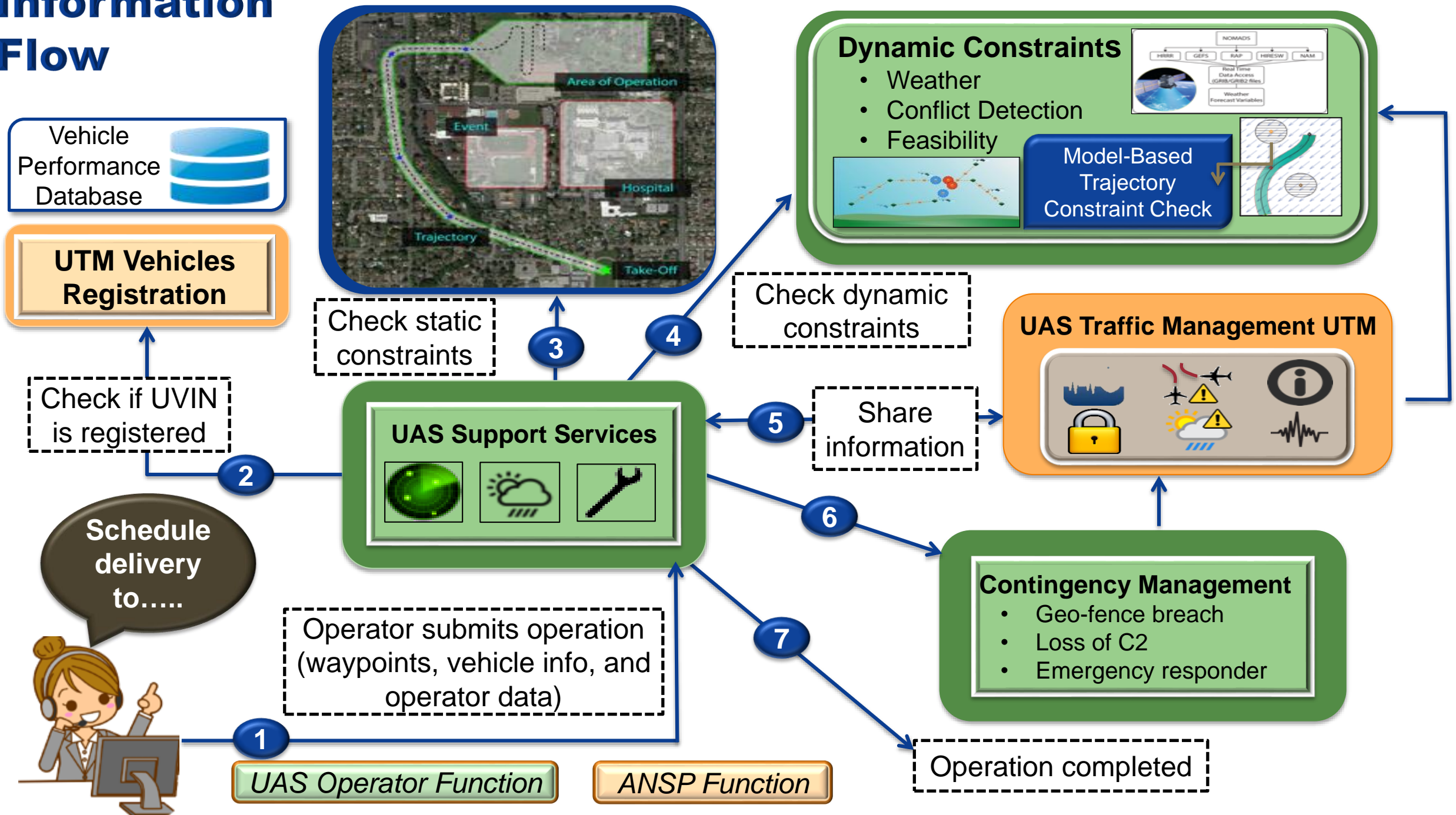


## UTM Data Architecture version 2016.07.28b





# Information Flow



# UTM Research Technical Capability Level



Each capability is targeted to type of application, geographical area and uses risk-based approach

## CAPABILITY 1

- Reservation of airspace volume
- Over unpopulated land or water
- Minimal general aviation traffic in area
- Contingencies handled by UAS pilot
- Enable agriculture, firefighting, infrastructure monitoring

## CAPABILITY 3

- Beyond visual line of sight
- Over moderately populated land
- Some interaction with manned aircraft
- Tracking, V2V, V2UTM and internet connected
- Public safety, limited package delivery

## CAPABILITY 2

- Beyond visual line-of-sight
- Tracking and low density operations
- Sparsely populated areas
- Procedures and “rules-of-the road”
- Longer range applications

## CAPABILITY 4

- Beyond visual line of sight
- Urban environments, higher density
- Autonomous V2V, internet connected
- Large-scale contingencies mitigation
- News gathering, deliveries, personal use

# Notional UTM Airspace



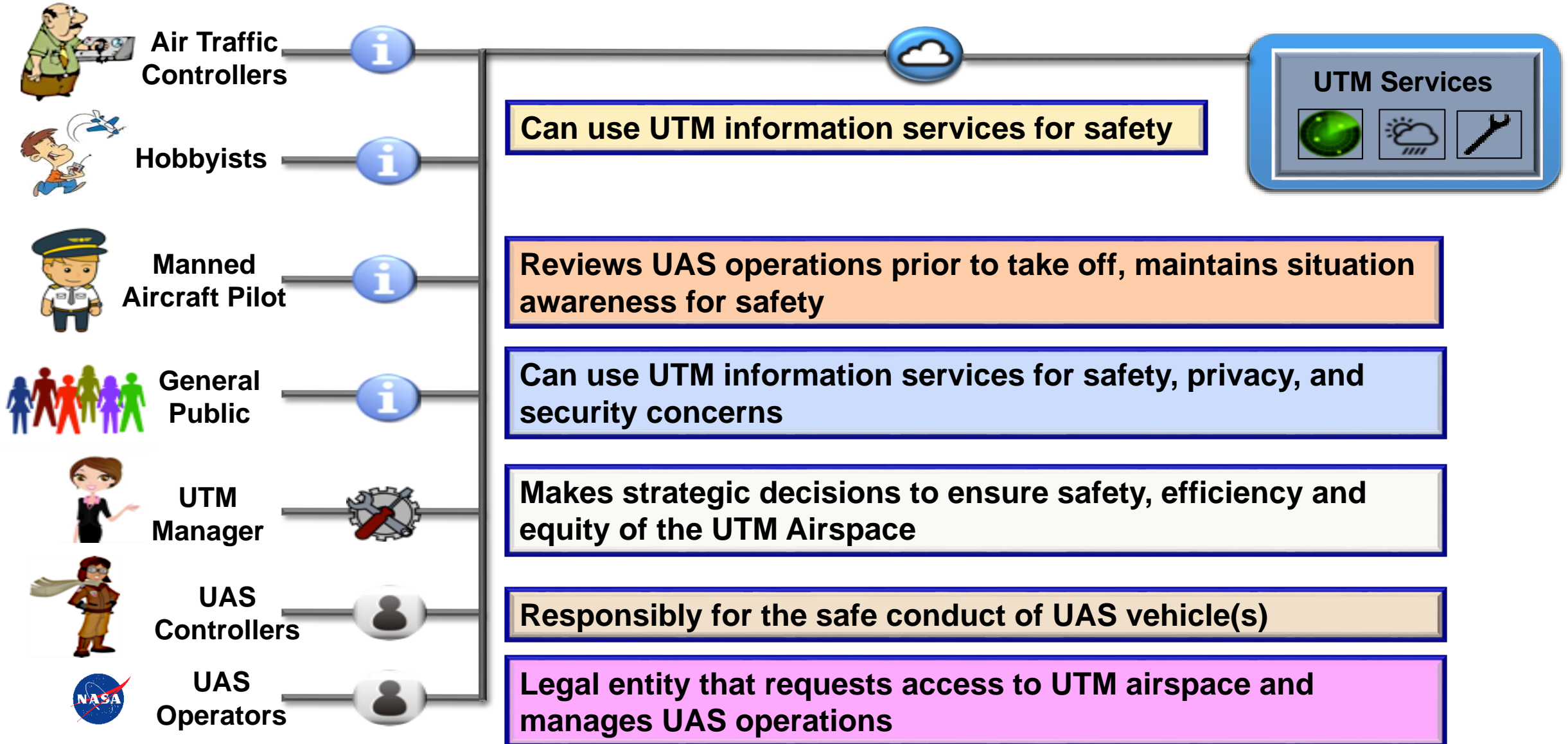
Multiple providers  
could offer some UTM  
services

Tailoring operational  
services based on  
geographical area  
needs

Vehicle performance  
could be different



# Potential Users of UTM



# TCL 1 Demonstration



**WHAT:** Demonstrated concept for management of airspace in lower risk environments and multiple UAS operations

**WHERE:** Crows Landing, CA

**WHO:** NASA and several flying, weather, surveillance partners

**WHEN:** August 2015



Collected state data for ops., weather conditions, communications with UTM System, sound readings

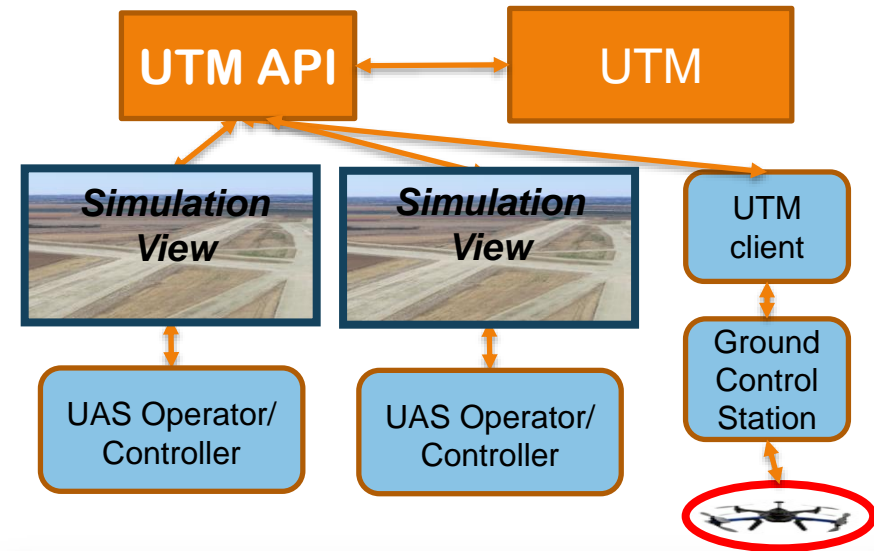
Built foundation for future demonstrations with proposed increased capabilities

Showed that operations that could represent many business cases are nabled with the initial concept

# NASA UTM Simulation Capabilities



- Validation and Verification of UTM research prototype functions
- Develop, demonstrate, and evaluate advanced UTM services and operations
- Develop tools and procedures to manage UTM ops
- Accelerate and increase value of field tests and provide live virtual constructive (LVC) environments
- Simulate complex operations that cannot be done in the field (e.g. urban ops., 911 type scenarios)



# National Safe UAS Integration Campaign



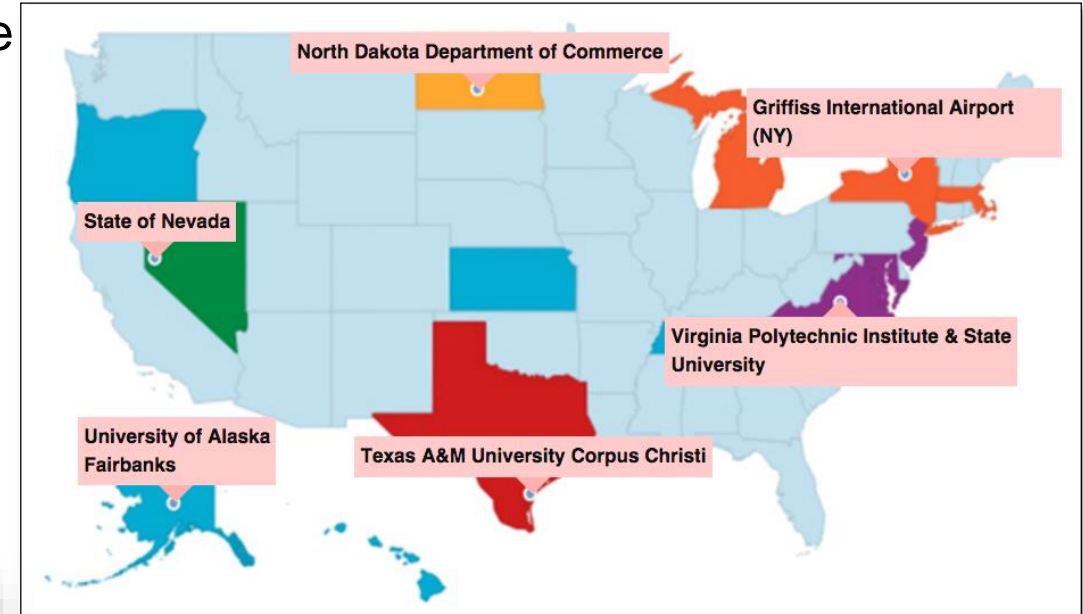
**WHAT:** Demonstrated management of geographically diverse operations, four vehicles from each site flown simultaneously under UTM

**WHERE:** All six FAA UAS Test Sites

**WHO:** NASA, test sites, support contractors

**WHEN:** April 19, 2016

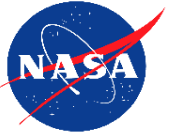
*24 live vehicles, over 100 live plus simulated flights under UTM in one hour – Highly successful*



Received positive feedback from the FAA test sites on the UTM concepts, technologies and operations

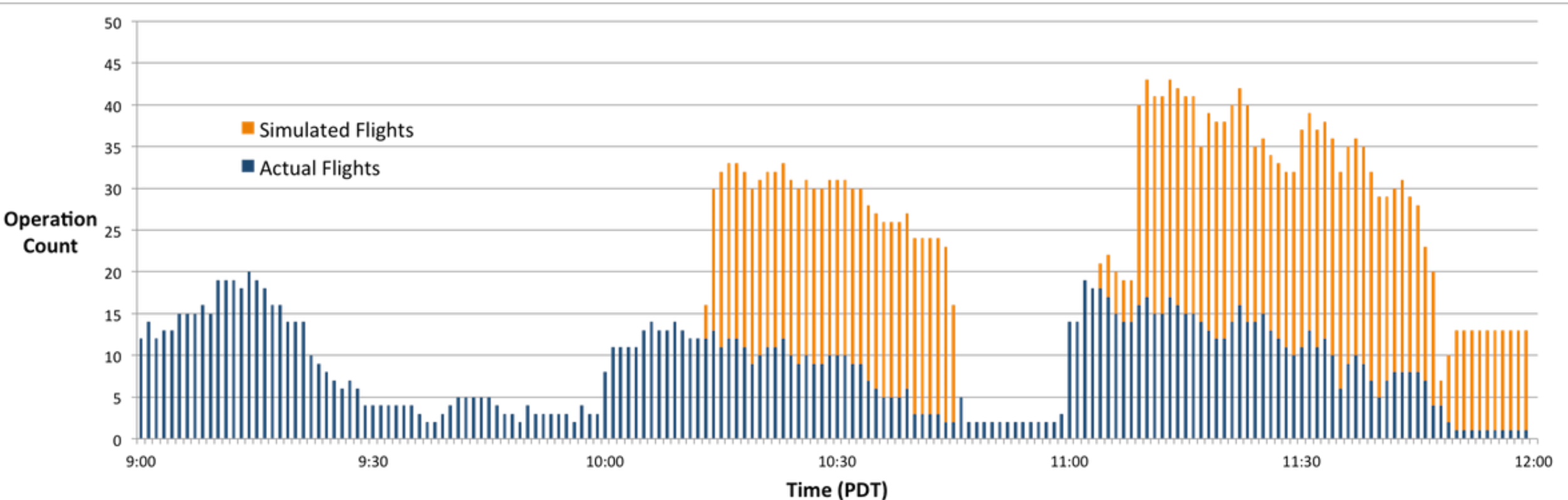
API based model worked well – enabled operator flexibility, exchanged information, and maintained safe operations

# Safe UAS Integration National Campaign



## National Campaign Statistics

- 4 types of vehicles at each site
- 3 hours
- 102 real, distinct flights
- 67 simulated operations injected
- About 31 hours of flight time
- 281.8 nmi flown



# TCL 2 Demonstration



**WHAT:** Extension of TCL 1 to Beyond Visual Line of Sight (BVLOS). Will exercise handling of off-nominal scenarios, altitude stratification, initial Wx integration, surveillance data, and other services

**WHERE:** Likely Reno-Stead Airport, Reno, NV

**WHO:** NASA and several flying, weather, surveillance partners

**WHEN:** October 2016

Demonstrate efficient airspace use through multi-segmented plans, altitude stratification, and other procedures

Incorporate input from surveillance systems to share awareness with all stakeholders within UTM

Fly BVLOS with multiple vehicles procedurally separated supported by data from the UTM System



# NASA-FAA RTT and Working Groups

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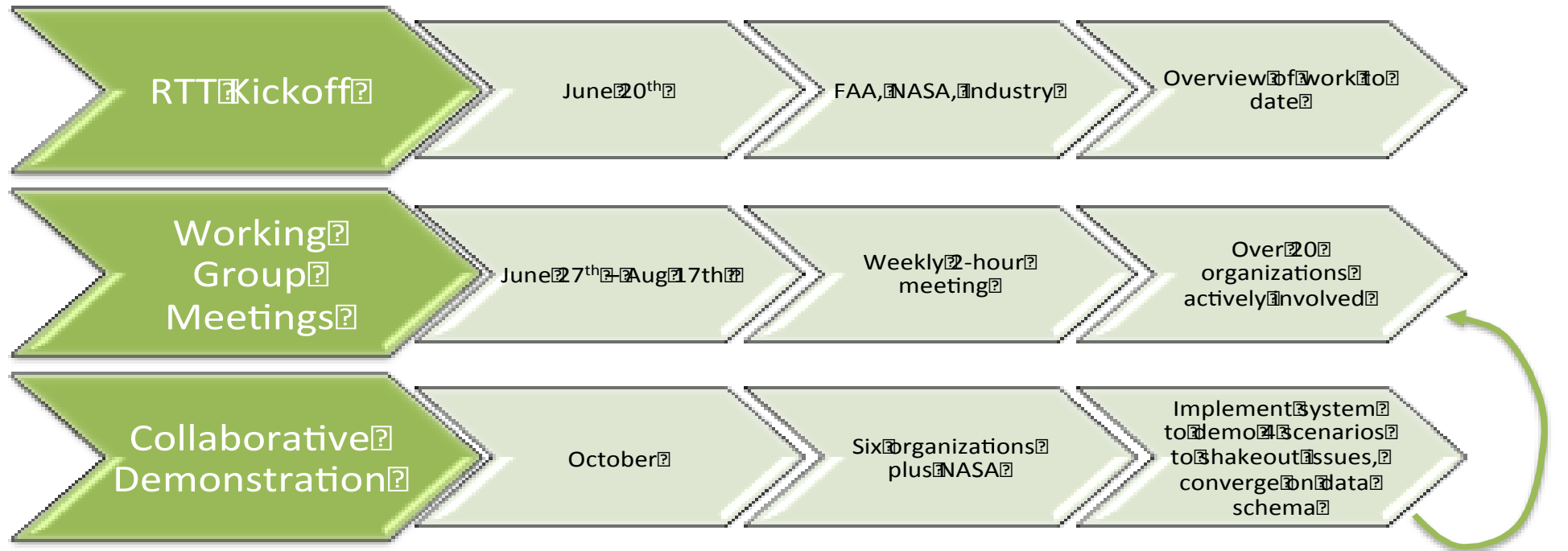


- NASA and FAA have established a Research Transition Team (RTT)
- FAA extension language – NASA and FAA to work together on a plan and UTM pilot project
- Working groups
  - Data definition
  - Information architecture
  - Concept of operations and use cases
  - Communications and spectrum (with FCC and FAA)
  - Weather (with NCAR, NOAA, and FAA)
  - Separation (sense and avoid and V2V)
  - Performance requirements

# UTM Data Exchange Working Group



*First NASA-FAA-Industry working group under the UTM Research Transition Team*



Upon success, plan next set of scenarios and prepare for another collaborative demonstration

Initial scenarios under development:

- Airspace configuration change
- Entry of sUAS into unauthorized airspace
- “All Land” scenario
- High density operations

- Supports
  - Multiple UAS operations and FAA ATM interoperability
  - Exploring pathfinder use including security – verifying authorized/authenticated users
  - Dept. of Defense (DoD) use cases
    - MTR and SUA information exchange with UAS operator and vice-a-versa
    - Protecting key sites – UTM to verify authorized users in the airspace
  - Dept. of Homeland Security (DHS) use cases
    - Border patrol operations planning, scheduling, and monitoring (Air Marine Operations Center)
    - Protection of VIP personnel
  - FAA Reauthorization Requirements (Section 2208- UTM and 2209 – dynamically restricting operations)
- International interest: JAXA, South Korea, France, United Kingdom, New Zealand, Australia, Sweden, Italy, Canada, and others
- Global UTM Association is formed

# NuSTAR: Performance Benchmarking for sUAS



- Performance benchmarking: responsible, credible, collaborative (move towards self-certification)
- National UAS Standardized Testing and Rating (NuSTAR)
- Parallel: Underwriter's Laboratory, Consumer Reports, JD Powers, Which?
- Credible test bed and scenarios
  - Drop tests
  - Urban, rural, atmospheric conditions (e.g., fog, smog, rain)
  - Simulated pets
  - Failure modes
  - Sub-system level performance: engine/propulsion, networking, battery, sensor systems, software systems
  - Cyber-security, GPS denied conditions, etc.
- Support UAS manufacturers, consumers, insurance companies, and public at large through objective assessments for self-certification to meet FAA requirements
- Forensics analysis: Re-creation of incidents and accidents

- UTM is a small step towards safely enabling UAS operations
- Construct of operator, service supplier, and regulator is defining the infrastructure – allows to accelerate innovation and scalability
- **RESEARCH:** Will the UTM kind of construct migrate to entire airspace operations?

# Summary

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- Research Transition Team with FAA, DHS, NOAA, DOI, and DoD
- 200+ industry and academia collaborators and increasing
- Initial UTM Concept of Operations: Industry, academia, and government
- Technical Capability Level 1 with 12 partners completed
- Technical Capability Level 2 in October 2016
- National Campaign with FAA test sites successful completed on April 19, 2016
- UTM Weather Workshop occurred July 19-21, 2016
- Established several working groups to help develop the concept
- International interest

# Back Up

# NASA Deliverables

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- Airspace Operations Performance
  - Concept of operations
  - Information architecture
    - Data and information needs (e.g., constraints)
    - Data exchanges among operators
    - Data exchanges with ATM
    - Interfaces
  - Roles and responsibilities among UAS operator, UAS Service Suppliers (USS), and regulator
  - Performance requirements

# UAS Traffic Management



*In close collaboration with the FAA, industry, and academia*

- 2.6M commercial small UAS are expected by 2020: Need a way to manage beyond visual line of sight UAS operations in the low-altitude airspace
- UTM is an instantiation of air/ground integrated increasingly autonomous system – in lower and/or uncontrolled airspace
- Cloud-based, connected, federated system
  - Flexibility where possible, structure where necessary
  - Risk and performance based
- Defined roles/responsibilities: UAS operator, UAS support service supplier, and regulator (implications on who pays)

