Subset of NASA Science-Related UAS Efforts

- **Science UAS Flight-Operations Focus:**
  - Conducting operations in collaboration with the FAA, NOAA, US Forestry, and other entities to provide data for advancing societal benefits

- **Demonstrated Societal Benefits**
  - NASA has collected and delivered infrared images of active fire hot spots in near real-time to fire fighters. This gives critical information directly to the front line to efficiently deploy fire-fighting assets.
  - NASA has collected imagery over time to measure the characteristics of sea ice. This provides data to assess the accuracy of satellite data, and refine models accordingly which enhances the ability to accurately determine climactic changes in the arctic.
  - NASA has collected imagery on hurricane storm formation, structure, and intensification. This provides data to assess the track and intensity of hurricanes as they approach populated areas.

- **NASA Science Approach:**
  - Define Science Mission Requirements
  - Select Vehicle/Platform that best meets the requirement
  - A UA is only used if it is the best fit
Ikhana Fire Missions

A collaborative effort between NASA and fire-fighting organizations including U.S., State, and local entities

Goal of Fire Missions:

- Image multiple fires while either lingering over key fire hot spots, or disparate regional fires areas
- Provide automated, on-board, terrain, and geo-rectified sensor imagery over horizon satellite communications (SATCOM) links to national fire personnel and incident commanders within 10 minutes of data acquisition
An interdisciplinary effort of oceanographers, cryospheric scientists, aeronautical engineers, UAS operators, and database/data systems experts

Goal of MIZOPEX:

- Determine how much is the warming of the marginal ice zone (MIZ) in the Arctic Ocean under or over estimated by satellite measurements

- Use updated models to better characterize sea ice survival rates in the transition zone between open ocean and permanent ice through improved data input to ice forecasting and climate models
Global Hawk Hurricane Missions

A collaborative effort between NASA, NOAA, NWS, and other meteorological entities

Goal of Hurricane Missions:
1. Conduct flights over hurricanes and severe storms, including the use of dropwindsonde weather instruments, to collect data on formation, structure, and intensity of hurricanes and other severe storms.
2. Disseminate high-definition pictures from the aircraft to meteorological entities and the general public in real time.
Aeronautics UAS Flight Research Focus:
› Developing research findings to enable performance-based access for all unmanned and autonomous systems

Expected Societal Benefits:
› Enabling emerging air markets for Large/HALE, Thin/Short Haul, Urban Air Mobility, and S/M UAS (Package delivery) will expand economic opportunities while significantly improving the quality of life for the general public.

NASA Aeronautics Approach:
› UAS Integration Pillars and Enablers
› UAS-NAS Project
› UTM Project
› Small RPAS and Autonomy Activities
Emerging Aviation Markets

Market: Large UAS & HALE

HALE UAS

Class A Airspace

Upper E Airspace

Supersonic Manned Aircraft

Subsonic Fixed wing

Large UAS

Market: Thin/Short Haul

Weather Tolerant Operations

Helicopter

Urban Vertiport

Market: Small / Medium UAS

Weather Tolerant Operations

Distribution Center

Vertiport at airport

Market: Urban Air Mobility

International Airport

Asia

U.S.A.
The UAS Airspace Integration Pillars enable achievement of the Vision
NASA UAS-NAS Project Goal

Provide research findings, utilizing simulation and flight tests, to support the development and validation of DAA and C2 technologies necessary for integrating Unmanned Aircraft Systems into the National Airspace System.

Technical Challenge-DAA: Detect and Avoid (DAA)

Technical Challenge-C2: Command and Control (C2)

SIO:
System Integration and Operationalization for UAS (SIO)
NASA UTM Project Technical Capability Levels (TCLs)

**Capability 1: Demonstrated How To Enable Multiple Operations Under Constraints**
- Notification of area of operation
- Over unpopulated land or water
- Minimal general aviation traffic in area
- Contingencies handled by UAS pilot

Product: Overall concept of operations, architecture, and roles

**Capability 2: Demonstrated How to Enable Expanded Multiple Operations**
- Beyond visual line-of-sight
- Tracking and low density operations
- Sparsely populated areas
- Procedures and “rules-of-the road”
- Longer range applications

Product: Requirements for multiple BVLOS operations including off-nominal dynamic changes

**Capability 3: Focuses on How to Enable Multiple Heterogeneous Operations**
- Beyond visual line of sight/expanded
- Over moderately populated land
- Some interaction with manned aircraft
- Tracking, V2V, V2UTM and internet connected

Product: Requirements for heterogeneous operations

**Capability 4: Focuses on Enabling Multiple Heterogeneous High Density Urban Operations**
- Beyond visual line of sight
- Urban environments, higher density
- Autonomous V2V, internet connected
- Large-scale contingencies mitigation
- Urban use cases

Product: Requirements to manage contingencies in high density, heterogeneous, and constrained operations

Risk-based approach: depends on application and geography
Small UAS Operations at NASA Langley Research Center

Date

Flights per month
Average Flights Per Month
Average Deployment Days Per Month
Autonomy Testbed at NASA Armstrong Flight Research Center

- VTOL/Tilt-Rotor/Flying-Wing
- 5’ Wingspan
- <10 Pounds
- COTS <$2,500
- 20 – 45 min. Endurance
- 15 min. Turnaround
- 3 data-hours per flight-day
- Ops cost of $600 per data-hour
Research Goal: Develop a methodology for certifying unmanned and autonomous systems using software architecture testbeds

1. MM-RTA research findings using Low Altitude Small UAS Test Range (LASUTR) and Expandable Variable Autonomy Architecture (EVAA) realistic environment capabilities

2. Develop a methodology for generating the artifacts necessary to develop an airworthiness case for unmanned and autonomous systems

3. Use research findings to inform standards and best practices which will accelerate the certification of autonomous systems
NASA AFRC is collaborating with the FAA and industry through ASTM International by sharing research findings, techniques, best practices and lessons learned throughout the development of MM-RTA.

Research findings are being vetted with ASTM International through Working Group 53403 (WK53403)

- WK53403 Goal: Develop a standard practice that safely bounds the flight behavior of autonomous UAS

https://www.astm.org/DATABASE.CART/WORKITEMS/WK53403.htm