TRACC_PB SOSS Integrated Traffic Simulation for CLT Ramp Operation

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Outline

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• Goals and work scope
• Approach
• TRACC adaptation & functionality for CLT ramp operation
• SOSS adaptation to TRACC trajectory
• TRACC_PB and SOSS integration for CLT
• Lessons learned & remaining tasks
Motivations

• Two different approaches have been developed by DLR and NASA Ames for surface ATM

• Collaboration **benefit for NASA** -- understand DLR’s approach to surface traffic management (benefits and tradeoffs)

• Collaboration **benefit for DLR**: how TRACC 4D trajectory concept performs in US airport operation environment (high traffic demand)
Goals and Scope

• Evaluation of the two approaches in a same simulation environment – eliminate taxi speed discrepancy
• Focus on TRACC surface trajectory optimization capability – eliminate taxi route discrepancy
• Experiment area – CLT ramp area
Approach

• Build a simulation environment by using selected TRACC functionality and NASA Ames SOSS fast time simulation platform

• Conduct simulations in an integrated TRACC_PB and SOSS environment

• Analyze simulation results to understand 4D trajectory operation concept, benefits and constraints, such as
  – TMAT compliance
  – Trajectory speed stability
  – Taxi conflicts analysis
  – Ramp traffic throughput
  – Gate hold
TRACC Adaptation for CLT Ramp Operation

- **TRACC**
  - Fast time simulation module and visualization of traffic
  - Conflict detection and resolution module
  - Flexible trajectory system (situation dependent trajectories based on route segments)
  - Applied to movements on ramp/apron
  - Holdings possible (speed=0)

- **TRACC_PB**
  - Simulation and visualization is carried out by SOSS
  - Conflict-free trajectories are created but not supervised
  - One predefined trajectory between each pair of position and spot, only speed profile is optimized
  - Applied to ramp only (between positions and spots).
  - Aircraft are held at the positions. No holdings on ramp area!
• Calculate conflict-free trajectories for flights in the ramp area
• Calculate Target Off-Block Time (TOBT) to meet TMAT at spot.
• If requested TMAT cannot be met with conflict-free trajectory, calculate and propose a TMAT update
SOSS manages aircraft traffic over an airport node-link graph, consisting of gate, spot, runway, etc.

In time-based operation, a scheduler issues taxi advisory, typically at gate, spot, and runway, to aircraft to manage the traffic.

SOSS handles taxi conflicts.

SOSS makes scheduling request with a fixed interval, e.g. 10 seconds.
SOSS Adaptation to TR ACC _PB Trajectory

- In trajectory-based operation, TR ACC _PB issues taxi trajectory including speed profile for each node inside the ramp.
- SOSS executes each flight speed profile inside the ramp.
- SOSS monitors taxi conflicts inside the ramp.
- Trajectory calculation request is triggered by events in SOSS, e.g., a TMAT is updated.
• Integration system setup
• Interface Control Document (ICD)
• Departure flight transition
• Arrival flight transition
TRACC_PB and SOSS Integration for CLT

- SOSS connects to TRACC_PB during simulation
- SOSS sends ramp traffic data (or events) to TRACC_PB
- TRACC_PB responds with calculated taxi trajectories in the ramp
- SOSS uses the trajectories to move flights in the ramp
- CLT airport model used by SOSS is converted to TRACC recognized tables
TRACC_PB and SOSS Integration for CLT

- ICD contains a data schema for messages between SOSS and TRACC_PB
- each flight is assigned a gate (or parking) and spot
- TMAT – target movement area time for departure, emulated by SOSS and sent to TRACC_PB
- TMET – target movement area exit time for arrival, emulated by SOSS and send to TRACC_PB
- EOBT -- earliest off-block time for departure
- TOBT – target off-block time calculated by TRACC_PB
- TSAT – equal to TOBT for pushbacks
- speed [0,*] – speed profile calculated by TRACC_PB along taxi trajectory
• Departure flight state transition by events
  – planned: initial EOBT issued
  – scheduled: initial TMAT issued
  – ready: call for push, TMAT frozen
  – off_block: push started
  – spot: spot reached
• Arrival flight state transition by events
  
  – planned: initial TMET issued
  
  – scheduled: TMET frozen
  
  – taxi_in: entering spot
  
  – in_block: at gate
• Test runs
  – Succeeded with 2 departures and 1 arrival; test show TRACC_PB’s trajectories executed by SOSS
  – Failed with large traffic scenario: ~60 departures and ~60 arrivals in a 90-min scenario
Lessons Learned

• Concept of operations & simulations must be fully elaborated, such as
  – Gate pushback processes
  – Real time (HITL or not) vs fast time

• Integration interface control document is a must and has to be very detailed

• Lots of patience
  – Remote debug and output validation
Remaining Tasks

• Debug and finish current integration test with varying traffic loads
• Run designed simulation scenario(s)
• Collect data and document findings with benefits & constraints analysis
Possible Extensions of TRACC_PB to increase the quality of simulation results:

- Introduction of several different basic trajectories between all position and spots (and vice versa)
- Introduction of holdings taking place on the ramp area