Automatic Dependent Surveillance Broadcast: μADS-B Detect-and-Avoid Flight Tests

Ricardo Arteaga
NASA Armstrong Flight Research Center
AIAA, Jan 08-12
Kissimmee FL
Introduction to ADS-B

**Automatic Dependent Surveillance Broadcast**

- Replacing radar for tracking aircraft worldwide
  - Prevent collisions
- Sharing position, altitude, velocity, etc. with air traffic control and other aircraft
  - ADS-B Out = Transmit
  - ADS-B In = Receive

- FAA-mandate
  by Jan. 1, 2020
Operational Use Cases

• Urgent need to safely integrate UAS into the National Air Space (NAS)
  – Search-and-rescue missions
  – First responders and firefighters
  – Monitoring and/or fighting forest fires
  – Package delivery (Amazon®, Domino’s®, FedEx®)
  – Surveying farmland, borders, pipelines

• Consumer/Commercial demand for UAS likely to explode in the next decade
  – 442,000 drones operating by 2021 (FAA)¹

• Drone safety incidents are averaging 250 a month, up by more than 50% than last year ²

---

¹ https://www.faa.gov/data_research/aviation/aerospace_forecasts/media/Unmanned_Aircraft_Systems.pdf accessed on October 20, 2017
Flight Test Goals

- Demonstrate a µADS-B Detect and Avoid system on DJI Phantom 4 platform(s) for BVLOS operations
- Demonstrate DAA Display System for Pilot-in-the-Loop Collision Avoidance

µADS-B Transceiver

Object detection and collision avoidance
Fig. 2. ADS-B system architecture (US Patent Serial No. 9,405,005).
Airborne DAA Hardware

- Components Dual ADS-B transceiver (978 and 1090 MHz)
- Meets MOPS DO-282B
  - μADS-B transceiver
    - ADS-B Out
    - ADS-B In
  - GPS NAV Receiver
  - UAT 978 Omni Antenna

Technical Specifications

<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Input Power</td>
<td>6-29V 500mW Ave.</td>
</tr>
<tr>
<td></td>
<td>30W Peak (400us)</td>
</tr>
<tr>
<td>Size</td>
<td>25x39x12mm</td>
</tr>
<tr>
<td>Weight</td>
<td>20grams</td>
</tr>
<tr>
<td>SDA</td>
<td>3</td>
</tr>
</tbody>
</table>

Receiver

| MTL 1090MHz           | -88dBm                 |
| Dynamic Range         | -79 to 0dBm            |
| MTL 978MHz            | -93dBm                 |
| Dynamic Range         | -90 to -3dBm           |

Supported Interfaces

| Host Serial           | 57600bps               |
| Nav Serial            | 115200bps              |

Transmit

| 1090MHz               | S/W disabled.          |
| 978MHz                | 20W (43dBm)            |

Options

- Nav DO-229D GPS with Barometer
GCS DAA Display / ADS-B In Sensor

• ADS-B Detect and Avoid Display
  – FlightHorizon software provides the pilot with situational awareness and detect and avoid capabilities.

ADS-B IN
978/1090 MHz
Stratway+ Conflict Resolution Algorithm

μADS-B Sensor → Detect & Track → Resolution Algorithm → SUAS

DAA Display / Airborne

Stratway – strategies are iterated.
μADS-B Detect and Avoid system provides an integrated DAA solution for SUAS

- Detect
- Track
- Evaluate
- Prioritize
- Declare
- Determine
- Command
- Execute
NASA ADS-B DAA Display

**LEGEND**

- **T1 FL100**
  - Target aircraft transmitting ADS-B

- **Ownship’s resolution advisory**

- **Aircraft’s nominal trajectory**

- **Traffic alert advisory**

- **Traffic threat advisory**

---

NASA Patent (US Patent Serial No. 9,405,005)
<table>
<thead>
<tr>
<th>Vertical</th>
<th>Scenario Description</th>
<th>Priority</th>
<th>Speed (Knots)</th>
<th>Aimpoint Offset</th>
<th>Phantom 1</th>
<th>Phantom 2</th>
<th>Objective</th>
<th>Planned Vertical Separation</th>
<th>Advisory</th>
<th>Automatic Response to RA</th>
<th>Loss Link</th>
<th>Loss Link</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 Series</td>
<td>200 foot Level</td>
<td>Scenario X11</td>
<td>1</td>
<td>20</td>
<td>1 (200 ft Vert)</td>
<td>250</td>
<td>50</td>
<td>Ensure miss &amp; safety plot fam</td>
<td>200</td>
<td>No Advisory</td>
<td>No</td>
<td>LL1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Scenario X12</td>
<td>1</td>
<td>20</td>
<td>1 (200 ft Vert)</td>
<td>250</td>
<td>50</td>
<td>No activation &amp; safety plot fam: No RA</td>
<td>200</td>
<td>No Advisory</td>
<td>No</td>
<td>LL1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Scenario X13</td>
<td>1</td>
<td>30</td>
<td>1 (200 ft Vert)</td>
<td>250</td>
<td>50</td>
<td>No activation &amp; safety plot fam: No RA</td>
<td>200</td>
<td>No Advisory</td>
<td>No</td>
<td>LL1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Scenario X14</td>
<td>1</td>
<td>30</td>
<td>1 (200 ft Vert)</td>
<td>250</td>
<td>50</td>
<td>No activation &amp; safety plot fam: No RA</td>
<td>200</td>
<td>No Advisory</td>
<td>No</td>
<td>LL1</td>
</tr>
<tr>
<td>20 Series</td>
<td>100 foot Level</td>
<td>Scenario X21</td>
<td>1</td>
<td>20</td>
<td>2 (100 ft Vert)</td>
<td>150</td>
<td>50</td>
<td>Approach at head on, expect “Climb”</td>
<td>100</td>
<td>“Climb, Climb” 1000 fps</td>
<td>Yes</td>
<td>LL1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Scenario X22</td>
<td>2</td>
<td>20</td>
<td>2 (100 ft Vert)</td>
<td>150</td>
<td>50</td>
<td>Approach at head on, expect “Climb”</td>
<td>100</td>
<td>“Climb, Climb” 1000 fps</td>
<td>Yes</td>
<td>LL1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Scenario X23</td>
<td>2</td>
<td>30</td>
<td>2 (100 ft Vert)</td>
<td>150</td>
<td>50</td>
<td>Approach at head on, expect “Climb”</td>
<td>100</td>
<td>“Climb, Climb” 1000 fps</td>
<td>Yes</td>
<td>LL1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Scenario X24</td>
<td>2</td>
<td>30</td>
<td>2 (100 ft Vert)</td>
<td>150</td>
<td>50</td>
<td>Approach at head on, expect “Climb”</td>
<td>100</td>
<td>“Climb, Climb” 1000 fps</td>
<td>Yes</td>
<td>LL1</td>
</tr>
<tr>
<td>30 Series</td>
<td>50 foot Level</td>
<td>Scenario X31</td>
<td>1</td>
<td>20</td>
<td>3 (50 ft Vert)</td>
<td>125</td>
<td>75</td>
<td>Approach at head on, expect “Climb”</td>
<td>50</td>
<td>“Climb, Climb” 1000 fps</td>
<td>No</td>
<td>LL1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Scenario X32</td>
<td>1</td>
<td>20</td>
<td>3 (50 ft Vert)</td>
<td>125</td>
<td>75</td>
<td>Approach at head on, expect “Climb”</td>
<td>50</td>
<td>“Climb, Climb” 1000 fps</td>
<td>No</td>
<td>LL1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Scenario X33</td>
<td>1</td>
<td>30</td>
<td>3 (50 ft Vert)</td>
<td>125</td>
<td>75</td>
<td>Approach at head on, expect “Climb”</td>
<td>50</td>
<td>“Climb, Climb” 1000 fps</td>
<td>No</td>
<td>LL1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Scenario X34</td>
<td>1</td>
<td>30</td>
<td>3 (50 ft Vert)</td>
<td>125</td>
<td>75</td>
<td>Approach at head on, expect “Climb”</td>
<td>50</td>
<td>“Climb, Climb” 1000 fps</td>
<td>No</td>
<td>LL1</td>
</tr>
<tr>
<td>50 Series</td>
<td>50 foot Level</td>
<td>Scenario X51</td>
<td>3</td>
<td>20</td>
<td>4 (0 ft Horiz)</td>
<td>100</td>
<td>150</td>
<td>0 degree approach, expect “Turn Left”</td>
<td>50</td>
<td>“Turn Left, Turn Left”</td>
<td>Yes</td>
<td>LL1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Scenario X52</td>
<td>3</td>
<td>20</td>
<td>4 (0 ft Horiz)</td>
<td>100</td>
<td>150</td>
<td>45 degree approach, expect “Turn Left”</td>
<td>50</td>
<td>“Turn Left, Turn Left”</td>
<td>Yes</td>
<td>LL1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Scenario X53</td>
<td>3</td>
<td>30</td>
<td>4 (0 ft Horiz)</td>
<td>100</td>
<td>50</td>
<td>60 degree approach, expect “Turn Left”</td>
<td>50</td>
<td>“Turn Left, Turn Left”</td>
<td>No</td>
<td>LL1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Scenario X54</td>
<td>3</td>
<td>30</td>
<td>4 (0 ft Horiz)</td>
<td>100</td>
<td>50</td>
<td>90 degree approach, expect “Turn Right”</td>
<td>50</td>
<td>“Turn Right, Turn Right”</td>
<td>Yes</td>
<td>LL1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Scenario X55</td>
<td>3</td>
<td>30</td>
<td>4 (0 ft Horiz)</td>
<td>100</td>
<td>50</td>
<td>135 degree approach, expect “Turn Left”</td>
<td>50</td>
<td>“Turn Left, Turn Left”</td>
<td>No</td>
<td>LL1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Scenario X56</td>
<td>3</td>
<td>30</td>
<td>4 (0 ft Horiz)</td>
<td>100</td>
<td>50</td>
<td>180 degree approach, expect “Turn Right”</td>
<td>50</td>
<td>“Turn Left, Turn Left”</td>
<td>No</td>
<td>LL1</td>
</tr>
</tbody>
</table>
Types of DAA Encounter Scenarios (CA)

- Horizontal & Vertical Encounters
- 200, 100, 50, -50, -100, -200 feet offsets

Fig. 7. Vertical Profile for Series 10 Encounters

Fig. 8. Vertical Profile for Series 20 Encounters

Fig. 9. Vertical Profile for Series 30 Encounters
Types of DAA Encounter Scenarios (CA)

- Horizontal & Vertical Encounters
- Head On, Crossing, 45, 60, 90, 135, 180 degree.

Fig. 10. ADS-B DAA Scenario Geometrics
Unmanned Vehicles

Test Aircraft (Ownship)  SUAS: Phantom 4 Pro  Intruder

- Gross Weight: 4.02 lbs
- Length/Wingspan: 1.9 / 1.9 feet
- Service Ceiling: 500 AGL feet
- Cruise Speed: 22 – 39 knots
- µADS-B DAA System: 1000 fpm
- 18 Fully Charged LiPo Batteries
Flight Operations Area

Flight Volume
• Muroc Model Masters
• All flights below 500’ AGL
• Day VMC

Operating Volume
• BVLOS operations
• FPV flight operations
• Geofenced operations

Personnel Area
• Flight Test Crew
• Visual Observers

Fig. 11. Flight Operations Area
Vertical Profile for Series 20 Encounters

1. PH2 Hover at 150 feet AGL at Initial Point 2
2. PH2 Accelerate Towards CPA Point 2 (@1-3 sec till Test Groundspeed)
3. PH2 Stable at Test Groundspeed (@ 3-12 sec)
4. PH1 Expected Avoidance (turn left and slows to stop)
5. PH1 Stable at Test Groundspeed (@ 3-12 sec)
6. If No Avoidance

1. PH1 Hover at 50 feet AGL at Initial Point 1
2. PH1 Accelerate Towards CPA Point 1 (@1-3 sec till Test Groundspeed)
3. PH1 Stable at Test Groundspeed (@ 3-12 sec)

Fig. 12. Encounters Scenario Geometries
ADS-B Detect and Avoid Performance Simulation

Fig. 13. X33 Simulation with Resolution Advisory
• Computational efficiency and performance of DAA algorithm for Large UAS with a CA Threshold of 1 NM and 400 feet (above)

• Performance of DAA algorithm tailored for SUAS maintains “well clear” with a CA Threshold of 0.1 NM and 200 feet
ADS-B DAA Flight 1 - December 6, 2016: Detect and Track intruders using ADS-B
ADS-B DAA Flight 2 - December 7, 2016: Determine if intruder is a collision threat
ADS-B Detect and Avoid Flight #3

• Replacement of the 9 volt batteries every 1.5 hours and testing the voltage to verify greater than 6 volts.

• Replacement of the μADS-B transponder updating at only 4 seconds and a UAT antenna.

ADS-B DAA Flight 3 - December 8th 2016: Transmission Issues with hardware
ADS-B DAA Flight 4 - December 9th 2016: Commands maneuver to avoid the collision
ADS-B DAA Flight 5 - May 2017: Commands Avoidance maneuver to safely avoid the collision
ADS-B DAA flights July 2017: Commands Avoidance maneuver to safely avoid the collision
Flight Test Lessons Learned

- Fly, Fix, Fly; don’t try to get it totally right the first time, success comes only after overcoming many technical challenges.
- Incrementally integrate the ADS-B hardware and ADS-B DAA software capability.
- Use better ADS-B In receivers and antennas to increase range reception for BVLOS operations at low very altitudes.
- Reset the trajectories when the drone performs a hover (ground speed <3 knots). Halt and hover can be an avoidance maneuver.
Conclusion

• Demonstrated a µADS-B Detect and Avoid system on DJI Phantom 4 platform(s) for collision avoidance and BVLOS UAS operations.

• Vigilant Aerospace Systems, Inc has successfully licensed the NASA ADS-B DAA technology.

• NASA will conduct research on a miniaturized radar for detecting uncooperative targets and/or objects.

• To this end, this NASA patented UAS-DAA technology was deployed for FEMA damage and aid assessment missions to help our fellow American’s in need.
Hurricane Harvey Humanitarian Aid Video

https://www.nasa.gov/centers/armstrong/features/drones_assist_harvey_recovery_efforts.html

https://youtu.be/2CdkQJ01OSg
http://humanitariandrones.org/
Questions?

Commercial Applications both inside and outside NASA: Commercial supersonic vehicles with ADS-B Systems will likely emerge in the near future.

NASA is a world class leader in cutting edge astronauts technology.

Future Applications and Benefits

ADS-B on Supersonic Vehicles

- Complies with FAA certification for ADS-B Out
- ADS-B represents the backbone technology for NextGen.
- Provides tracking from ground station
- Manned supersonic detect and avoid
Future Applications and Benefits

ADS-B on Space Craft Vehicles

Commercial Applications both inside and outside NASA: Commercial space vehicles with ADS-B Systems will likely emerge in the next decade.

*Complies with FAA certification for ADS-B Out*

*ADS-B represents the backbone technology for NextGen.*

*Provides re-entry tracking from ground station/UAS for space vehicle recovery*

*NASA is a world class leader in cutting edge astronauts technology.*
New Technology
- ADS-B OUT
- ADS-B IN
- ADS-B Sense and Avoid

UNMANNED ADS-B AIRCRAFT SYSTEMS

- ADS-B system coupled to an unmanned aerial vehicle for increased situational awareness and self-separation assurance

C-BAND

LOS Datalink

GPS

C-TELEMETRY

GCS

NASA Patent (US Patent Serial No. 9,405,005)
NASA Results and Benefits

Results

ADS-B flight tests on Ikhana UAS

• **ADS-B Out: March 2012**
  - First time a UAS as large as the MQ-9 had flown equipped with ADS-B

• **ADS-B In: May 2012**
  - 2 Flight Tests at Dryden with successful traffic surveillance

Benefits

• **Complies with FAA certification for ADS-B Out**
  - (5.7 feet position accuracy, FAA independent analysis)

• **Provides backbone technology for NextGen**

• **Increases safety** by ensuring safe separation

• **Increases pilot awareness, situational and traffic**

• **Other technical benefits**
  - Provides 3D synthetic views
  - Loss link of UAS telemetry uses FAA Tech Center ADS-B data for redundancy

NASA Patent (US Patent Serial No. 9,405,005)²
NASA’s Successful Flight Tests

- **Various sizes:** Ikhana, DROID, Phantom 4 Pro
- **Performance:** 5.7 ft. accuracy (304 ft. mandate)
- **Traffic surveillance:** Up to 17 real-time tracks
- **Record-setting:** First time large UAS had flown with ADS-B

http://www.nasa.gov/centers/armstrong/Features/armstrong_engineers_honored.html, accessed on October 15, 2104
### μADS-B Detect and Avoid System

<table>
<thead>
<tr>
<th>Sub-Functions</th>
<th>μADS-B Detect and Avoid</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cooperative Surveillance</td>
<td>ADS-B active Air-to-Air Surveillance</td>
</tr>
</tbody>
</table>
| Threat Alert Logic | Full range of large and small UAS vertical and horizontal vehicle performance  
Collision Avoidance Threshold: Range based scalable |
| Advisories | Traffic Alerts: Traffic & Threats  
Vertical Resolution Advisories  
Horizontal Resolution  
Speed Resolution Advisories  
Automatic RA response |
<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Wireless/Wired</th>
<th>Type/Protocol</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>µADS-B IN EFB (uavionix)</td>
<td>PC running DAA Software</td>
<td>Wired</td>
<td>USB Serial / raw AVR</td>
<td>A raw ADS-B RX</td>
</tr>
<tr>
<td>PC running DAA Software</td>
<td>Tablet running DAA Autonomous App</td>
<td>Wireless</td>
<td>2.4ghz WIFI / TCP</td>
<td>Communicate conflict avoidance maneuvers to DJI Drone through controller</td>
</tr>
<tr>
<td>Tablet running DAA Autonomous App</td>
<td>DJI Controller</td>
<td>Wired</td>
<td>USB Serial / DJI Proprietary</td>
<td>Tablet is allowed to communicate to drone through DJI MOBILE SDK</td>
</tr>
<tr>
<td>DJI Controller</td>
<td>DJI Rx on DJI Phantom 4</td>
<td>Wireless</td>
<td>2.4ghz, 5.8ghz/ DJI Proprietary</td>
<td>DJI Controller communicates with drone and allows the pilot to fly the drone</td>
</tr>
<tr>
<td>ADS-B Traffic from other aircraft and ground station</td>
<td>µADS-B IN EFB (uavionix)</td>
<td>Wireless</td>
<td>978 Mhz, 1090 Mhz / ADS-B IN</td>
<td>ADS-B data of aircraft position, speed, and heading</td>
</tr>
<tr>
<td>µADS-B TX</td>
<td>Any ADS-B RX Air-to Air Surveillance</td>
<td>Wireless</td>
<td>978 Mhz / ADS-B OUT</td>
<td>ADS-B data of aircraft position, speed, and heading</td>
</tr>
</tbody>
</table>
Model Elements Used To Develop and Validate Requirements

- SAA Requirements

- Encounters
  - Correlated
  - Uncorrelated
  - Multi-Intruder-type distribution
  - Scripted stressing scenarios
  - Recorded flight test tracks
  - Run Simulation (NASA)

- Detect
  - Ownship Data
    - UAV
  - Active (Mode S / Mode C Transponders)
  - ADS-B

- Tracker
  - Correlation Kalman Filters

- Alerting
  - Must Not Alert
  - Must Alert
  - Horizontal RAs
  - Vertical RAs
  - Speed RAs

- Display
  - NASA ADS-B Display
  - Detect and Avoid

- Guidance
  - Stratway +
  - Metrics (CPA, Well Clear, Alerting Time)

- Aircraft Model/Aircraft
  - NASA (6 DOF)
  - Cessna 172 A/C

- Pilot
  - Pilot Usability
  - Pilot response time
  - Pilot Maneuvers

Fig. 14. DAA Verification and Validation Methodology
Detect and Avoid Scenario X33 Flight Test Cards

**Scenario X33**

**OWNSHIP**

1. TC announces COMEX time.
2. Setup Vehicle at IP1, Hover at Target Altitude
3. Accelerate Aircraft On condition at least 20 seconds prior to CPA1
4. Perform Resolution Advisory Maneuver or hover at CPA1
5. TC calls "terminate" when run complete.
6. TC announces next Card Number.

**ABORT PROCEDURE**

- ADS-B: OFF
- DISPLAY: DAA
- MANEUVER: OFF
- SENSOR SELECT: ADS-B
- COMEX TIME: 
- IP WIND: 

<table>
<thead>
<tr>
<th>WPT</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>ALT V/V</th>
<th>DIST MC</th>
<th>KGS</th>
<th>LEG TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td>IP1</td>
<td>N34° 52.70’</td>
<td>W118° 05.94’</td>
<td>125</td>
<td>0.3</td>
<td>30</td>
<td>0-36</td>
</tr>
<tr>
<td>L1</td>
<td>N34° 52.70’</td>
<td>W118° 04.67’</td>
<td>125</td>
<td>0.0</td>
<td>30</td>
<td></td>
</tr>
<tr>
<td>CPA1</td>
<td>N34° 52.70’</td>
<td>W118° 04.67’</td>
<td>125</td>
<td>0.0</td>
<td>30</td>
<td></td>
</tr>
</tbody>
</table>

**INTRUDER 1**

1. TC announces COMEX time.
2. Setup Vehicle at IP, Hover at Target Altitude
3. Accelerate Aircraft On condition at least 20 seconds prior to CPA2
4. Hover at CPA2.
5. TC calls "terminate" when run complete.
6. TC announces next Card Number.

**ABORT PROCEDURE**

- ADS-B: OFF
- DISPLAY: DAA
- MANEUVER: OFF
- SENSOR SELECT: ADS-B
- COMEX TIME: 
- IP WIND: 

<table>
<thead>
<tr>
<th>WPT</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>ALT V/V</th>
<th>DIST MC</th>
<th>KGS</th>
<th>LEG TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td>IP2</td>
<td>N34° 52.16’</td>
<td>W118° 04.31’</td>
<td>75</td>
<td>0.3</td>
<td>30</td>
<td>0-36</td>
</tr>
<tr>
<td>LL2</td>
<td>N34° 52.07’</td>
<td>W118° 04.07’</td>
<td>0</td>
<td>0</td>
<td>30</td>
<td></td>
</tr>
<tr>
<td>CPA2</td>
<td>N34° 52.16’</td>
<td>W118° 04.31’</td>
<td>75</td>
<td>0.3</td>
<td>30</td>
<td></td>
</tr>
</tbody>
</table>

**NOTES:**

- Ownership maneuver. At CPA Hover for 10 seconds and/or until receive DAA Guidance, Follow DAA Guidance.
- RA Maneuver: YES
- Expect Ownership maneuver.

**Check**
Litchi® Phantom 4 APP Display


Fig. 4. Litchi® Phantom 4 Pro Application
Alerting Logic
RISK Collision Volumes
MANNED AIRCRAFT SYSTEMS

- Traffic Conflict Detection
- Integrated 2D/3D Weather
- Integrated 3D Terrain
- NASA Armstrong developed capability
- ADS-B Sense and Avoid

Tablet User Interface

ADS-B Out & In

- Detects intruding aircraft in terms of increasing threat risk
- Alerts pilots of potential collisions and provides resolution advisories

• ADS-B Out Broadcasts Ownship
• ADS-B In reception of air-to-air ADS-B messages from proximate aircraft and ADS-B In traffic information.
**BACKGROUND**

Urgent need to *safely* integrate UAS into the National Air Space (NAS), as these systems are less expensive alternatives for:

- Search and rescue missions
- Monitoring forest fires
- Package delivery

*What is ADS-B?*

- **ADS-B Out** is the *broadcast* of position information to other aircraft and ground stations.
- **ADS-B In** is the ability to *receive* ADS-B Out transmissions.

*Why use ADS-B?*

- By 2020, all aircraft flying in transponder airspaces will be required to have ADS-B.
- Provides more reliable tracking of aerial vehicles and increases safety.

**OBJECTIVE**

- Evaluate SAA Algorithm performance with small and mid-sized UAVs

**SYSTEM**

**ADS-B Hardware**

ADS-B Out transponder
- 3.5 x 1.8 x 0.7 inches
- 100 grams (3.5 ounces)

**Sense & Avoid Software and Algorithms**

The software package is entirely developed by NASA

- **World Wind** – 3D Geobrowser
- **Stratway** - Strategic resolutions for aircraft conflicts
- **Sense & Avoid** – Alerts pilot of potential collisions to avoid accidents

**SYNOPSIS**

- Advanced system will be needed to keep drones from colliding with manned aircraft vehicles.
- Validating the software algorithms with flight experiments to improve safety.
- This ADS-B Sense and Avoid product is key to safety.

---

[http://www.nasa.gov/centers/armstrong/Features/armstrong_engineers_honored.html](http://www.nasa.gov/centers/armstrong/Features/armstrong_engineers_honored.html), accessed on October 15, 2104
Flight Heritage

• The ADS-B Display has previously successfully flown in the IKHANA aircraft (right).

• The ADS-B systems has previously successfully flown on other large and small UASs.

• Phantom 4 platforms most popular commercial small UASs.
ADS-B Equipped DRiod
ADS-B Detect-and-Avoid algorithm

Stratway – a modular approach to safe conflict resolutions.
Advanced sense-and-avoid algorithm

- Software uses ADS-B broadcast information to construct aircraft trajectories, and predict future loss of separation.
Benefits of NASA’s ADS-B Technology

- **Complies with FAA** certification for ADS-B Out
- **Provides backbone** technology for NextGen
  - Tracking UAVs and other aircraft on tablets
- **Increases safety** by ensuring safe separation
  - ADS-B sense-and-avoid capability
- **Increases awareness**, situational and traffic
  - Preeminent attribute for successful UAS operations
- **Other technical benefits**
  - Provides 3D synthetic views of the UAS
  - Loss link of UAS telemetry uses FAA Tech Center ADS-B data for redundancy
ADS-B SAA Display
Traffic Advisory
Flight Tests ADS-B Sense and Avoid (Green Resolution Advisory)
Conflict Detection
Resolution Advisory
NASA Pilot Usability Tests

Human Factors

<table>
<thead>
<tr>
<th></th>
<th>Conflict detection</th>
<th>Resolution advisory</th>
</tr>
</thead>
<tbody>
<tr>
<td>Usefulness</td>
<td>9.2</td>
<td>7.8</td>
</tr>
<tr>
<td>Accuracy</td>
<td>9.6</td>
<td>8.2</td>
</tr>
<tr>
<td>Safety</td>
<td>9.2</td>
<td>8.9</td>
</tr>
<tr>
<td>Effectiveness</td>
<td>9</td>
<td>8.9</td>
</tr>
</tbody>
</table>

Usefulness: 9.2
Accuracy: 9.6
Safety: 9.2
Effectiveness: 9
ADS-B Situational Display
Traffic Alerting

TRAFFIC THREAT INDICATORS