Unmanned Aircraft Systems (UAS) Integration in the National Airspace System (NAS) Project

Terminal Operations HITL 1
Primary Results
Presented to: RTCA SC-228 WG-1
Objective

• Purpose: Examine issues related to the operation of the Phase 1 DAA system within a Class D terminal area. The following operations were performed:
  – Instrument approach
  – Visual approach
  – Visual pattern

• Objectives:
  – Characterize pilot and Phase 1 DAA system performance while conducting terminal area operations
  – Investigate the effect of changes to the alerting and guidance structure intended to minimize frequency of alerts
  – Investigate the effect of the location of an encounter on pilot responses
Experimental Design

- One-Way Between Subjects Factorial
  - Independent Variable:
    - Level of DAA System Alerting & Guidance (Between-subjects)
      - D1 = No corrective or warning DAA alert; no DAA guidance
      - D2 = No corrective DAA alert; DAA warning guidance only
      - D3 = Full Phase 1 MOPS DAA alerting and guidance (Class I)
  - Embedded Variables:
    - Ownship approach type
      - Instrument
      - Visual
      - Traffic Pattern
    - Encounter location
      - Early (before final)
      - Late (on final)
Experimental Design

**D1**

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1.png" alt="Symbol" /></td>
<td>Preventive Alert</td>
</tr>
<tr>
<td><img src="image2.png" alt="Symbol" /></td>
<td>Remaining Traffic</td>
</tr>
</tbody>
</table>

No Guidance

**D2**

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image3.png" alt="Symbol" /></td>
<td>Warning Alert</td>
</tr>
<tr>
<td><img src="image4.png" alt="Symbol" /></td>
<td>Preventive Alert</td>
</tr>
<tr>
<td><img src="image5.png" alt="Symbol" /></td>
<td>Remaining Traffic</td>
</tr>
</tbody>
</table>

Warning Remain DWC Guidance Only

**D3**

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image6.png" alt="Symbol" /></td>
<td>Warning Alert</td>
</tr>
<tr>
<td><img src="image7.png" alt="Symbol" /></td>
<td>Corrective Alert</td>
</tr>
<tr>
<td><img src="image8.png" alt="Symbol" /></td>
<td>Preventive Alert</td>
</tr>
<tr>
<td><img src="image9.png" alt="Symbol" /></td>
<td>Guidance Traffic</td>
</tr>
<tr>
<td><img src="image10.png" alt="Symbol" /></td>
<td>Remaining Traffic</td>
</tr>
</tbody>
</table>

All Remain & Regain DWC Guidance

Note: used instantaneous turn assumption to generate guidance
## Phase 1 MOPS Alerting Criteria

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Name</th>
<th>Pilot Action</th>
<th>DAA Well Clear Criteria</th>
<th>Time to Loss of DAA Well Clear</th>
<th>Aural Alert Verbiage</th>
</tr>
</thead>
<tbody>
<tr>
<td>![Warning Alert]</td>
<td>Warning Alert</td>
<td>• Notify ATC as soon as practicable after taking action</td>
<td>DMOD = 0.66 nmi</td>
<td>25 sec</td>
<td>“Traffic, Maneuver Now” x2</td>
</tr>
<tr>
<td>![Corrective Alert]</td>
<td>Corrective Alert</td>
<td>• Coordinate with ATC to determine an appropriate maneuver</td>
<td>DMOD = 0.66 nmi HMD = 0.66 nmi ZTHR = 450 ft modTau = 35 sec</td>
<td>55 sec</td>
<td>“Traffic, Avoid”</td>
</tr>
<tr>
<td>![Preventive Alert]</td>
<td>Preventive Alert</td>
<td>• On current course, corrective action should not be required</td>
<td>DMOD = 0.66 nmi HMD = 0.66 nmi ZTHR = 700 ft modTau = 35 sec</td>
<td>55 sec</td>
<td>“Traffic, Monitor”</td>
</tr>
<tr>
<td>![Guidance Traffic]</td>
<td>Guidance Traffic</td>
<td>• Traffic generating guidance bands outside of current course</td>
<td>Associated w/ bands outside current course</td>
<td>X</td>
<td>N/A</td>
</tr>
<tr>
<td>![Remaining Traffic]</td>
<td>Remaining Traffic</td>
<td>• Traffic within sensor range</td>
<td>Within surveillance field of regard</td>
<td>X</td>
<td>N/A</td>
</tr>
</tbody>
</table>

*Note: used ‘unbuffered’ DWC criteria*
Alerting & Guidance During **Preventive** Threat

-- No LoDWC Predicted --

**D1**

- Inner Range Ring

**D2**

- Inner Range Ring

**D3**

- Inner Range Ring

Altitude Tape

*notional encounter*
Alerting & Guidance During **Corrective** Threat
-- LoDWC Predicted < 55 sec --

**D1**
- Inner Range Ring
- Altitude Tape

**D2**
- Inner Range Ring
- Altitude Tape

**D3**
- Inner Range Ring
- Altitude Tape

*notional encounter*
Alerting & Guidance During Warning Threat
-- LoDWC Predicted < 25 sec --

D1

- Inner Range Ring
- Altitude Tape

D2

- Inner Range Ring
- Altitude Tape

D3

- Inner Range Ring
- Altitude Tape

*notional encounter
Alerting & Guidance During **Well Clear Recovery**
--- LoDWC Unavoidable ---

**D1**
- Inner Range Ring
- ALT Scale
  - 11000
  - 10000
  - 9000 ft
  - 8000
  - 7000

**D2**
- Inner Range Ring
- ALT Scale
  - 11000
  - 10000
  - 9000 ft
  - 8000
  - 7000

**D3**
- Inner Range Ring
- ALT Scale
  - 11000
  - 10000
  - 9000 ft
  - 8000
  - 7000

*notional encounter*
• Generic MQ-9 Reaper
  – Speed:
    • Cruise: 110 knots
    • Landing: 90-110 knots
    • Max: 200 knots
    • Min: 70 knots
  – Default Climb Rate:
    • 1000ft/min
  – Default Descent Rate:
    • 1000ft/min
  – Roll:
    • Max: +/- 20°
    • Rate: 5°/sec
  – Pitch:
    • Max: +/- 10°
    • Rate: 1°/sec
Ground Control Station (GCS)

- Ground control station (GCS) contains:
  1. **DAA Display** – traffic & alerting
  2. **Tactical Situation Display (TSD)** – vehicle control interfaces & maps
  3. **Viewer Tool** – contains approach plate & airport facility directory (AFD)
  4. **Right Panel** – landing checklist and additional info
  5. **Voice communication panel** – touchscreen, transmit/receive on select freqs.

Vigilant Spirit Control Station (AFRL)
• Primary = Rwy14
• Runway 14/32
  – Length = 6000ft x 150ft
  – RNAV (GPS)
• Elevation = 129ft
• Traffic Pattern = 1150ft
• Downwind offsets:
  – Left = ~1.5nm
  – Right = ~0.5nm
• Runway 20/02
  – Not used

Traffic Pattern Altitude = 1150ft
3NM (WP1) to RW14 (WP2) = 3nm
RW14 (WP2) to RW32 (WP3) = 1nm
Simulation Components

- Pseudo-pilots monitored and managed all manned traffic (IFR & VFR)
  - Multi-Aircraft Control System (MACS) software suite
- Air Traffic Control managed UAS and manned traffic
  - Center controller managing Oakland Center (ZOA 40/41)
  - Tower controller managing Santa Rosa (KSTS)
  - Sector traffic modeled using real sector activity and data
- All participants communicated via push-to-talk headsets
  - Oakland Center frequency: 127.80
  - KSTS Tower frequency: 118.50
  - KSTS ATIS: 120.55
Training on DAA System

• Pilots trained first on the ground control station followed by training on the DAA system
  – Trained on the meaning of each alert/guidance type in their given configuration
• Pilots were trained last on how to fly the approach
• Informed that:
  – Phase 1 DAA system was designed to assist pilots in maintaining DAA well clear during transit/en route operations in Class D, E, and G airspace
  – A Phase 2 DAA system is being developed to support terminal operations and therefore:
    • Phase 1 DAA well clear definition and associated alerting/guidance *may or may not be suitable* in terminal environments

❑ Told to use the DAA system **at their discretion** to conduct safe operations in the terminal environment
• Participants flew 3 different types of approaches into Santa Rosa Rwy 14 under Instrument Flight Rules (IFR)
  – Instrument (RNAV GPS) Approach
  – “Visual” Approach
  – Traffic Pattern

• Common across scenarios:
  – Start in Vigilant Spirit’s HOLDS mode & in Oakland center airspace
  – Coordinate transfer to KSTS Tower
  – Perform checklist actions as able (e.g., check ATIS, brief approach)
  – Fly final in Vigilant Spirit’s NAV mode (enables glide slope)
**Instrument Approach Notes:**
- Final approach coarse offset 15°
- Missed approach procedures = climb to 5000ft, fly runway heading (140°)

**“Visual” Approach Notes:**
- Airport “in sight” 10-12nm from runway
- Line up for 3nm final stabilized approach
- Traffic pattern @ 1150ft

**Pattern Approach Notes:**
- Traffic pattern @ 1150ft
- Controllers will give pattern entry instructions
  - 45° entry, mid-field entry or direct base
  - May extend downwind and call your base
- Offset from Rwy14 should be ~1.5nm
Each scenario had 6 runs:

- 4 included a *scripted loss of DAA well clear* somewhere along approach:
  - 2 scripted to occur **Early** - before final; 5-10nm from airport
  - 2 scripted to occur **Late** - on final; within 3nm of airport
- 2 included **no scripted conflict** but interactions with traffic around airport were expected
  - Alerts and LoDWC possible due to size of DWC definition and 0.5nm offset of right downwind from runway
Participants

- 18 participants ($M = 38.5$ years of age)
  - All had manned flying experience ($M = 2200$ hours) and were IFR rated
    - Manned: $M = 3000$ hrs in civilian airspace; Unmanned: $M = 1000$ hrs in civilian airspace
  - $\frac{1}{2}$ had experience with unmanned aircraft ($M = 1100$ hours)
- 3 Air Traffic Control confederates
  - 1 retired tower controllers (Stockton)
  - 2 retired center controllers (Oakland Center)
- 4 Pseudo pilot confederates (current general aviation)
RESULTS
216 total scripted conflicts (all single-threat encounters)  
= 18 (pilots) * 3 (scenarios per pilot) * 4 (scripted conflicts per scenario)

536 intruders registered (in truth) as DAA preventive, corrective or warning  
– 40% were against scripted conflicts  
– 60% were against unscripted conflicts

Breakdown of (truth) alert types generated by intruders:

<table>
<thead>
<tr>
<th></th>
<th># of Unique Intruders</th>
<th>DAA Preventive</th>
<th>DAA Corrective</th>
<th>DAA Warning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scripted</td>
<td>210</td>
<td>147 (70%)</td>
<td>162 (77%)</td>
<td>191 (90%)</td>
</tr>
<tr>
<td>Unscripted</td>
<td>326</td>
<td>160 (49%)</td>
<td>215 (66%)</td>
<td>149 (46%)</td>
</tr>
</tbody>
</table>

NOTE:  
“Truth” alerts = actual alert level registered by DAA system, regardless of experimental condition
• Results centered on the effect of display configuration and location of encounter
  – Display configuration was primary IV
  – Encounter location resulted in most pronounced results
    • Early = before final
    • Late = on final
    • Unscripted = almost exclusively pattern traffic (similar in location to ‘late’ encounters)

• Effects of pilot background, approach type and trial were examined but not focus of this presentation
  – Metrics where they had noteworthy effect are pointed out
RESPONSE AND ALERT TIMES
Visible Alerts

Visible Alerts (& Truth Alert) by Display Configuration

<table>
<thead>
<tr>
<th></th>
<th>D1</th>
<th></th>
<th>D2</th>
<th></th>
<th>D3</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Visible</td>
<td>Truth</td>
<td>Visible</td>
<td>Truth</td>
<td>Visible</td>
<td>Truth</td>
</tr>
<tr>
<td>Preventive</td>
<td>178</td>
<td>97</td>
<td>165</td>
<td>107</td>
<td>103</td>
<td>103</td>
</tr>
<tr>
<td>Corrective</td>
<td>128 (visible as preventive)</td>
<td>125 (visible as preventive)</td>
<td>124</td>
<td>124</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Warning</td>
<td>119 (visible as preventive)</td>
<td>117</td>
<td>117</td>
<td>104</td>
<td>104</td>
<td></td>
</tr>
</tbody>
</table>

- Alert levels were suppressed in D1 and D2
  - As a result pilots received greater number of DAA Preventive alerts and had to interpret if they were a legitimate threat
- Slightly fewer (~10%) DAA Warning (truth) alerts triggered in D3
AC RT = time to upload maneuver following alert onset

- D1 condition resulted in slower responses to both corrective and warning alerts (~ 7-10sec)
  - All conditions slower than was observed in Part Task 6

- Slowest AC RT when responding to encounters on final in Instrument Approach scenario

- Slower in first trial of day

**Aircraft Response Time (AC RT)**

**Avg. AC Response Time by Alert Level (Truth) & Display Configuration**

<table>
<thead>
<tr>
<th>Alert Level (Truth)</th>
<th>Corrective</th>
<th>Warning</th>
</tr>
</thead>
<tbody>
<tr>
<td>D1</td>
<td>38.36</td>
<td>25.24</td>
</tr>
<tr>
<td>D2</td>
<td>31.79</td>
<td>17.71</td>
</tr>
<tr>
<td>D3</td>
<td>27.99</td>
<td>18.37</td>
</tr>
<tr>
<td>PT6 Avg</td>
<td>29.92</td>
<td>18.29</td>
</tr>
</tbody>
</table>

**Avg. AC RT by Scenario and Encounter Location**

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Instrument</th>
<th>Visual</th>
<th>Pattern</th>
</tr>
</thead>
<tbody>
<tr>
<td>Early</td>
<td>24.78</td>
<td>25.45</td>
<td>24.33</td>
</tr>
<tr>
<td>Late</td>
<td>28.75</td>
<td>29.92</td>
<td>26.42</td>
</tr>
<tr>
<td>Unscripted</td>
<td>39.53</td>
<td>20.00</td>
<td>19.67</td>
</tr>
</tbody>
</table>

**Avg. AC RT by Trial**

<table>
<thead>
<tr>
<th>Trial</th>
<th>Seconds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tr1</td>
<td>32.03</td>
</tr>
<tr>
<td>Tr2</td>
<td>26.68</td>
</tr>
<tr>
<td>Tr3</td>
<td>27.54</td>
</tr>
</tbody>
</table>
• 340 intruders registered as DAA Warning
  – 29% spent 0 time as DAA Corrective
  – 63% spent < 15 seconds as DAA Corrective
• Late and Unscripted encounters most likely to spend < 15 seconds as DAA Corrective before registering as DAA Warning
SEPARATION DATA
Proportion of Losses of DAA Well Clear

- Proportion of losses of DAA Well Clear (LoDWC)
  - # of LoDWC / # aircraft that generated a DAA Corrective or Warning
- **176** total LoDWC / **472** total DAA Corrective and/or Warning alerts = **37% overall**
  - Consistent across conditions (34-39%)
- Alerted traffic most likely to lead to LoDWC when occurring late
  - Much smaller number of unscripted alerts actually led to LoDWC (26/249)
Loss of DAA Well Clear Severity (SLoWC)

- SLoWC = % of the DAA well clear volume (including tau) penetrated by intruder
  - Higher % = greater penetration
- On average, D2 resulted in less severe LoDWC (reduction ~6-8%)
- Late encounters consistently resulted in more severe LoDWC
  - Especially pronounced in D1 condition

![Graph showing Avg. SLoWC by Display Configuration and Encounter Location](image)

<table>
<thead>
<tr>
<th>Display Configuration</th>
<th>Early</th>
<th>Late</th>
<th>Unscripted</th>
<th>Avg</th>
</tr>
</thead>
<tbody>
<tr>
<td>D1</td>
<td>18.53</td>
<td>37.61</td>
<td>9.72</td>
<td>21.96</td>
</tr>
<tr>
<td>D2</td>
<td>15.86</td>
<td>26.46</td>
<td>6.04</td>
<td>16.12</td>
</tr>
<tr>
<td>D3</td>
<td>23.89</td>
<td>30.36</td>
<td>16.50</td>
<td>23.58</td>
</tr>
</tbody>
</table>

Legend:
- Blue = D1
- Red = D2
- Green = D3
Loss of DAA Well Clear Severity (SLoWC)

- Median SLoWC generally low (< 20%) across display configurations
- Median rises to 30% for late encounters
  - Median < 15% for early and unscripted encounters

- All display configurations and both early and late encounters experienced multiple high-severity losses of DAA well clear (> 50%)
Loss of DAA Well Clear Severity (SLoWC) > 50%

- D2 showed fewer high-severity LoDWC than D1 & D3
- Late encounters resulted in disproportionate # of high-severity LoDWC

Note: 60% were pilot error; 40% ”too slow”

### Display Configuration

<table>
<thead>
<tr>
<th>SLoWC Above 50</th>
<th>D1</th>
<th>D2</th>
<th>D3</th>
</tr>
</thead>
<tbody>
<tr>
<td>SLoWC</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Above 50</td>
<td>10 (15%)</td>
<td>7 (12%)</td>
<td>11 (20%)</td>
</tr>
<tr>
<td>Above 70</td>
<td>3 (5%)</td>
<td>1 (2%)</td>
<td>4 (7%)</td>
</tr>
</tbody>
</table>

### Encounter Location

<table>
<thead>
<tr>
<th>SLoWC Above 50</th>
<th>Early</th>
<th>Late</th>
<th>Unscripted</th>
</tr>
</thead>
<tbody>
<tr>
<td>SLoWC</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Above 50</td>
<td>9 (16%)</td>
<td>18 (20%)</td>
<td>1 (3%)</td>
</tr>
<tr>
<td>Above 70</td>
<td>2 (3%)</td>
<td>6 (7%)</td>
<td>0</td>
</tr>
</tbody>
</table>

Note: 75% ”too slow” or “no maneuver”
• 60% of all LoDWC breached the horizontal & vertical Phase 1 DWC thresholds (discarding tau component)
  – 13% breached CalAnalytics terminal area DWC
Separation Results Summary

• Display configuration smaller effect on proportion and severity of LoDWC than encounter location
  – Late encounters disproportionately bad
  – Unscripted encounters low in number and severity
• All display configurations had instances of high severity SLoWC (> 50%)
  – Slight trend of less-severe LoDWC in D2
  – Most were due to pilot error (slow responses in particular)
• 105 cases of ‘spatial’ LoDWC and 22 cases using CalAnalytics criteria
  – Unscripted encounters never reached CalAnalytics volume
LoDWC BREAKDOWN
• Generally clustered around final with handful of losses during transition from Oakland center airspace to terminal area
Majority of intruders are on or near right downwind
Intruder & Own Lat/Long

Legend:
- Red Circles: Intruder Position
- Black Squares: Ownship Position

Longitude (deg)
-123 -122.95 -122.9 -122.85 -122.8 -122.75 -122.7 -122.65 -122.6
Latitude (deg)
38.8 - 38.4
- 38.75 - 38.45
- 38.7 - 38.4
- 38.65 - 38.35
- 38.6 - 38.3
- 38.55 - 38.25
- 38.5 - 38.2
- 38.5 - 38.15
- 38.5 - 38.1
- 38.5 - 38.05
- 38.5 - 38.0
- 38.5 - 37.95
- 38.5 - 37.9

Intruder Position at CPA
Own Lat/Long
LoDWC by Encounter Type

- Encounters designed to turn directly into us while ownship was on final were most likely to result in LoDWC (97%)
- Encounters with a head-on KSTS departure while ownship was on final were most likely to result in “spatial” LoDWC (83%)

<table>
<thead>
<tr>
<th>Encounter Type</th>
<th>Encounter Location</th>
<th>% LoDWC</th>
<th>% &quot;Spatial&quot; LoDWC</th>
<th>Total Scripted</th>
</tr>
</thead>
<tbody>
<tr>
<td>Turn Into Ownship</td>
<td>Late</td>
<td>97%</td>
<td>63%</td>
<td>36</td>
</tr>
<tr>
<td>Departure</td>
<td>Late</td>
<td>88%</td>
<td>83%</td>
<td>18</td>
</tr>
<tr>
<td>Overflight</td>
<td>Late</td>
<td>72%</td>
<td>44%</td>
<td>18</td>
</tr>
<tr>
<td>Turn in Front</td>
<td>Late</td>
<td>69%</td>
<td>47%</td>
<td>36</td>
</tr>
<tr>
<td>Overflight</td>
<td>Early</td>
<td>61%</td>
<td>29%</td>
<td>54</td>
</tr>
<tr>
<td>Cut-Off (Base)</td>
<td>Early</td>
<td>55%</td>
<td>38%</td>
<td>18</td>
</tr>
<tr>
<td>Parallel Track</td>
<td>Early</td>
<td>50%</td>
<td>22%</td>
<td>18</td>
</tr>
<tr>
<td>Departure</td>
<td>Early</td>
<td>22%</td>
<td>11%</td>
<td>18</td>
</tr>
</tbody>
</table>
Late Encounter Examples

### Turn Into Ownship

- **# of LoDWC**: 35 (97%)
- **# of "Spatial" LoDWC**: 23 (63%)

### Turn In Front

- **# of LoDWC**: 25 (69%)
- **# of "Spatial" LoDWC**: 17 (47%)
Late Encounter Examples

<table>
<thead>
<tr>
<th>KSTS Departure</th>
<th>Overflight (Late)</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th># of LoDWC</th>
<th># of &quot;Spatial&quot; LoDWC</th>
</tr>
</thead>
<tbody>
<tr>
<td>16 (88%)</td>
<td>15 (83%)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th># of LoDWC</th>
<th># of &quot;Spatial&quot; LoDWC</th>
</tr>
</thead>
<tbody>
<tr>
<td>13 (72%)</td>
<td>8 (44%)</td>
</tr>
</tbody>
</table>
Early Encounter Examples

<table>
<thead>
<tr>
<th># of LoDWC</th>
<th># of &quot;Spatial&quot; LoDWC</th>
</tr>
</thead>
<tbody>
<tr>
<td>33 (61%)</td>
<td>16 (29%)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th># of LoDWC</th>
<th># of &quot;Spatial&quot; LoDWC</th>
</tr>
</thead>
<tbody>
<tr>
<td>33 (61%)</td>
<td>16 (29%)</td>
</tr>
</tbody>
</table>
Instances of LoDWC with unscripted encounters most often happened as intruder was on right downwind
  – Intruders turning base or final was second most common cause
Ownship was typically established on final when these LoDWC occurred
  – Minority occurred when ownship was turning base/final or approaching the 3nm fix

<table>
<thead>
<tr>
<th>Intruder Location</th>
<th># LoDWC</th>
<th>&quot;Spatial&quot; LoDWC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downwind</td>
<td>13</td>
<td>6 (46%)</td>
</tr>
<tr>
<td>Turning (Base or Final)</td>
<td>10</td>
<td>3 (30%)</td>
</tr>
<tr>
<td>On Final</td>
<td>4</td>
<td>3 (75%)</td>
</tr>
<tr>
<td>On Base</td>
<td>2</td>
<td>1 (50%)</td>
</tr>
<tr>
<td>Approaching Final</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Jet Traffic</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>31</td>
<td>11</td>
</tr>
</tbody>
</table>
Pilot error accounted for 63% of LoDWC
  - Most common cause of LoDWC was the pilot responding too slowly
Late acceleration (< 15sec to LoDWC at first alert)
  - 2\textsuperscript{nd} most common cause
D1 resulted in greatest number of slow responses
  - D2 resulted in fewer slow responses against late encounters than D1 and D3

<table>
<thead>
<tr>
<th>LoDWC Category</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Too Slow</td>
<td>34%</td>
</tr>
<tr>
<td>Ineffective Maneuver</td>
<td>11%</td>
</tr>
<tr>
<td>Return Too Soon</td>
<td>9%</td>
</tr>
<tr>
<td>Turned Base/Final Too Soon</td>
<td>5%</td>
</tr>
<tr>
<td>No Maneuver</td>
<td>2%</td>
</tr>
<tr>
<td>Secondary Cause by Pilot</td>
<td>2%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Pilot Not Responsible</th>
<th>Late Acceleration</th>
<th>Pattern Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>33%</td>
<td>5%</td>
</tr>
</tbody>
</table>

# of "Too Slow" LoDWC by Config. & Encounter Location

<table>
<thead>
<tr>
<th>Display Configuration</th>
<th># of LoDWC</th>
</tr>
</thead>
<tbody>
<tr>
<td>D1</td>
<td>10 Early, 15 Late, 3 Unscripted, 28 Total #</td>
</tr>
<tr>
<td>D2</td>
<td>8 Early, 6 Late, 14 Unscripted, 28 Total #</td>
</tr>
<tr>
<td>D3</td>
<td>3 Early, 12 Late, 2 Unscripted, 17 Total #</td>
</tr>
</tbody>
</table>
LoDWC Results Summary

• LoDWC occurred near final, and specifically alongside right downwind
  – Turns directly into ownship on final and a departure were most likely encounter types to progress to LoDWC
  – Right downwind traffic was the biggest cause of LoDWC against unscripted intruders

• 2/3 of LoDWC a result of slow pilot response or late acceleration (both more common with late encounters)
MANEUVERING & ATC INTEROPERABILITY
Pilots resolved most maneuvers with heading changes
- Late encounters resulted in more altitude and speed changes than early encounters

Maneuver Preferences

- Early Approach Type
  - Instrument
  - Visual
  - Pattern

- Late Approach Type
  - Instrument
  - Visual
  - Pattern

- Unscripted Approach Type
  - Instrument
  - Visual
  - Pattern
• 2 flights into terrain occurred during data collection runs
  – Both occurred during “visual” approach scenario where pilots descended to pattern altitude early

• Tower raised concern with number of 360s & turns made near runway
  – Much more common among pilots with unmanned experience and flying visual approach

![Graph showing Maneuver Characteristics]

- # of 360s & Turns on Short Final
  - Unmanned: 57
  - Manned Only: 35

- # of 360s & Turns on Short Final by Approach Type
  - Instrument: 22
  - Visual: 45
  - Pattern: 25
Receiving ATC approval was rare, regardless of condition
  - Slightly more frequent when returning to course
  - Far less common than PT6

**Initial Approval** = # of initial maneuvers with approval from ATC / # of total maneuvers made
**Return Approval** = # of returns to course with approval from ATC / # of total returns to course
• After each encounter, tower controller answered the following questions:

1. In this encounter did the UAS pilot maintain adequate separation?
2. Did the UAS pilot maneuver unnecessarily for the encounter?
3. Were there issues with UAS pilot communication?

- Tower rated UAS behavior as overwhelmingly appropriate
  - Rated ‘inadequate’ separation typically when SLoWC > 50%
  - Unnecessary maneuvers were noted typically identified when pilot disrupted pattern sequencing
  - Communications was the most common issue (primarily not receiving advisory from pilot on traffic or maneuver)
• Heading maneuvers most common, more altitude/speed changes against late and unscripted encounters
• Major maneuver issues were flights into terrain and 360s/turns near runway
• UAS actions largely rated appropriate by tower
  – Tower often called out cases with SLoWC > 50% & unnecessary turns near pattern
  – Lack of coordination biggest issue raised by Tower
• Phase 1 DAA Well Clear Definition
  – Pilots had a hard time judging when a maneuver was necessary to avoid high-severity LoDWC
    • None above 30% in PT6
    • 17 > 50% SLoWC; 6 > 70% due to pilot error (slow responses most common)

• Display Configuration
  – Modest benefits for D2
    • D1 resulted in slower average pilot response times and twice as many LoDWC caused by slow responses compared to D2
    • D3 had greatest proportion of high-severity LoDWC
  – Utility of corrective alert diminished near airport
    • Most Warning alerts either had no prior Corrective or Corrective < 15s

• Encounter Location
  – Late encounters responsible for most LoDWC
  – LoDWC with unscripted encounters were low in frequency and severity

• Additional
  – LoDWC typically resulted from pilot hesitation and late acceleration
  – Pilot rated well by ATC across the board with a few exceptions
    • E.g., rate of coordination, excessive maneuvering around final, flights into terrain
• Purpose: measure performance of DAA system using terminal-specific DAA well clear definitions

• Lessons learned to be leveraged in follow-on experiment
  – Removing pattern approach & early encounters from experimental design
  – Fewer scripted encounters

• Proposed IV’s:
  – Terminal DAA Well Clear candidate definitions:
    • AFRL: Horizontal = 0.2nm (~1215ft), Vertical = ±450ft, no Tau
    • Langley: TBD
  – Alert structure: with vs. without DAA Corrective

• Data collection begins **26 JANUARY**