# Overview- Description- Purpose

A platform was designed and developed as part of Metropolis2 to support the concepts’ evaluation and trade off. The platform’s main scope is to read through all the data generated from the Metropolis2 simulations , reorganise them, process them to produce more complex data, compute the metrics values for all scenarios and finally create the graphs and diagrams to represent the calculated values.

# Setup and run

The platform is written in python and it is based on the utilisation of pandas dataframes to save the data and the computed metrics. The platform code may be found in <https://github.com/Metropolis-2/M2_data_analysis_platform> in the uop\_develop branch. Dependencies: pandas, dill, seaborn, matplotlib, numpy, shapely, geopy .

To process new data you will have to run the code file names MainApp.py, which will create all the dataframes . While to create graphs from the dataframes, you will need to run the GraphCreator.py code.

The input files (log files and file intentions) for the platform are divided in four categories : Centralised, Decentralised, Hybrid and Fligth\_intentions and they should be placed in the regarding folders in the platform\_code/input\_logs folder.

The output dataframes are saved as dill files in the platform\_code/dills folder. The created graphs/diagrams are saved in the platform\_code/output\_graphs folder.

To run the overall system:

1. Place your input data in the corresponding folder
2. Run the MainApp.py
3. After the MainApp.py code is completed check that it created the dataframes. There should be 9 dill files in the dills folder.
4. Run the GraphCreator.py to create the graphs.

# Basic architecture – IO

The platform inputs are the log files produced from the Metropolis2 simulations and the flight intentions files, describing the simulated scenarios. There are five types of log files: REGLOG, FLSTLOG, CONFLOG, LOSLOG and GEOLOG.

The platform loads the inputs files and saves the information of interest in pandas dataframes. There are two types of outputs produced; pandas dataframes saved as dill files and diagrams presenting the computed metrics.

The dataframes that the platform creates are the following:

* Flst\_log\_dataframe: is aggregated per flight and per scenario and contains data describing each flight from the FLSTLOG and the flight intention files.
* Loitering\_nfz\_datframe: is aggregated over the loitering nfzs and per scenario and contains data describing each loitering nfz applied from all the loitering aircraft during the simulations. The included data are generated based on data contained in the FLSTLOG and the flight intention files.
* Los\_log\_datframe: is aggregated per los event and per scenario and contains data describing each LOS event. The included data are extracted from the LOSLOG.
* Conf\_log\_datframe: is aggregated per conflict event and per scenario and contains data describing each conflict event. The included data are extracted from the CONFLOG.
* Geo\_log\_dataframe: is aggregated per geobreach and per scenario and contains data describing that geobreach event. The included data are generated by reading the GEOLOs and with the use of the Loitering\_nfz\_datframe and the Flst\_log\_dataframe.
* Env\_metrics\_dataframe: is aggregated per scenario and is includes the computed values for the ENV2 and ENV4 metrics for every scenario. The two metrics are calculated based on the data in the REGLOGs.
* Dens\_log\_datframe: is aggregated per time\_stamp and per scenario and includes the density 9number of aircraft flying) in each time step. The density values are computed based on the REGLOG data.
* Metrics\_dataframe: is aggregated per scenario and it includes the computed values for all the metrics aggregated in a scenario level for every scenario. The metrics’ computations use all the datafarmes above.
* Prio\_metrics\_dataframes: is aggregated per priority level and per scenario and it includes values for the PRI3, PRI4, PRI5 metrics. The metrics’ computations use the flst\_log\_dataframe.

For the graphs’ generation the required dataframes are the Dens\_log\_datframe, Metrics\_dataframe and the Prio\_metrics\_dataframes .

# Metrics computation

|  |  |
| --- | --- |
| Metric | Computation methodology |
| Access and Equity |  |
| AEQ1 | Number of situations when realized arrival time of a given flight intention is greater than ideal expected arrival time by more or equal than some given cancellation delay limit that depends on mission type.  Computed as the number of aircraft that did not spawn plus the number of aircraft that spawned but did not arrive to their destination in the first 1.5 hours of simulation plus the number of aircraft that have an arrival delay larger than a threshold. The threshold in use is 5 minutes for emergency missions (priority 4), 10 minutes for not-loitering and not–emergency (priority<4) missions and 20 minutes for loitering missions. |
| AEQ1\_1 | AEQ1 / total number of aircraft described in the flight intention |
| AEQ2 | Number of situations when realized total mission duration is greater than specific drone autonomy.  Computed as the number of all the flights for which the flight\_time (as extracted from the FLST\_LOG is greater than the drone\_autonomy. The drone\_autonomy was set to 30 minutes. |
| AEQ2\_1 | AEQ2 / total number of spawned aircraft |
| AEQ3 | Measured as standard deviation of delay of all flight intentions, where delay for each flight intention is calculated as a difference between realized arrival time and ideal expected arrival time.  Computed by using the std() function of pandas over the arrival delay of all aircraft which arrived to their destination until the first 1.5 hours of simulation. |
| AEQ4 | Computed as the maximal difference between any individual flight intention delay and the average delay; where delay for each flight intention is calculated as the difference between realized arrival time and ideal expected arrival time.  The average delay was computed as the mean of the arrival delays of all aircraft which arrived to their destination until the first 1.5 hours of simulation. The metric is equal to the maximum **absolute** difference between the arrival delays of all aircraft which arrived to their destination until the first 1.5 hours of simulation and the computed average delay. |
| AEQ5 | Number of flight intentions whose delay is greater than a given threshold from the average delay in absolute sense.  The average delay was computed as the mean of the arrival delays of all aircraft which arrived to their destination until the first 1.5 hours of simulation.  The metric is computed as the number of aircraft that did not spawn plus the number of aircraft that did not arrive to their destination until the first 1.5 hours plus the number of aircraft that arrived in their destination in time and the absolute difference between their arrival delays and the average delay is larger than a threshold. The threshold is set to 50 seconds. |
| AEQ5\_1 | AEQ5 / total number of aircraft described in the flight intention |
| Capacity |  |
| CAP1 | Measured as an arithmetic mean of delay of all flight intentions, where delay for each flight intention is calculated as the difference between realized arrival time and ideal expected arrival time.  Computed as the mean of the arrival delays of all aircraft which arrived to their destination until the first 1.5 hours of simulation. |
| CAP2 | Number of intrusions per flight intention I.e., a ration between total number of intrusions (SAF-2 indicator) and number of flight intentions.  SAF2/ total number of spawned aircraft |
| CAP3 | Computed only for scenarios with the rogue uncertainty.  CAP3=CAP1\_for rogue scenario –CAP1\_for regarding baseline scenario |
| CAP4 | Computed only for scenarios with the rogue uncertainty.  CAP4=CAP2\_for rogue scenario –CAP2\_for regarding baseline scenario |
| Efficiency |  |
| EFF1 | Ratio representing the length of the ideal horizontal route to the actual horizontal route.  Only aircraft that arrived in their destination in the first 1.5 hour of the simulation where considered. The sum of the baseline\_2d\_distance divided by the sum of the actual\_2d\_distance. |
| EFF2 | |  | | --- | | Ratio representing the length of the ideal vertical route to the actual vertical route. |   Only aircraft that arrived in their destination in the first 1.5 hour of the simulation where considered. The sum of the baseline\_vertical\_distance divided by the sum of the actual\_vertical\_distance. |
| EFF3 | Ratio representing the length of the ascending distance in the ideal route to the length of the ascending distance of the actual route.  Only aircraft that arrived in their destination in the first 1.5 hour of the simulation where considered. The sum of the baseline\_ascending\_distance divided by the sum of the actual\_ascending\_distance. |
| EFF4 | Ratio representing the 3D length of the ideal route to the 3D length of the actual route.  Only aircraft that arrived in their destination in the first 1.5 hour of the simulation where considered. The sum of the baseline\_3d\_distance divided by the sum of the actual\_3d\_distance. |
| EFF5 | Ratio representing the time duration of the ideal route to the time duration of the actual route.  Only aircraft that arrived in their destination in the first 1.5 hour of the simulation where considered. The sum of the baseline\_flight\_time divided by the sum of the actual\_fligth\_time. |
| EFF6 | Time duration from the planned departure time until the actual departure time of the aircraft.  Computed as the mean of the departure delay for all aircraft that arrived in their destination in the first 1.5 hour of the simulation . |
| Safety |  |
| SAF1 | Number of aircraft pairs that will experience a loss of separation within the look-ahead time.  The number of conflicts that occurred in the first 1.5 hours of simulation. |
| SAF2 | Number of aircraft pairs that experience loss of separation  The number of los events that occurred in the first 1.5 hours of simulation. |
| SAF2\_1 | The number of los events which would cause a crash that occurred in the first 1.5 hours of simulation. |
| SAF3 | Ratio representing the proportion of conflicts that did not result in a loss of separation.  (saf1-saf2)/saf2 |
| SAF4 | The minimum separation between aircraft during conflicts.  The minimum value of the aircraft distance during the LOS events that occurred in the first 1.5 hours of simulation. |
| SAF5 | Total time spent in a state of intrusion.  The sum of the time spend in LOS over all LOS events that occurred in the first 1.5 hours of the simulation. |
| SAF6 | The number of geofence/building area violations.  The number of geobreaches that occurred in the first 1.5 hours of simulation. |
| SAF6\_1 | The number of severe geobreaches that occurred in the first 1.5 hours of simulation. A severe geobreach is defined as a geobreach that violated for over 1 meter. |
| SAF6\_2 | The number of severe geobreaches in loitering nfzs that occurred in the first 1.5 hours of simulation. |
| SAF6\_3 | The number of severe geobreaches in not loitering nfzs that occurred in the first 1.5 hours of simulation. |
| SAF6\_4 | The number of severe geobreaches in open airspace that occurred in the first 1.5 hours of simulation. |
| SAF6\_5 | The number of severe geobreaches in building geofences that occurred in the first 1.5 hours of simulation. |
| SAF6\_6 | The number of severe geobreaches in loitering nfzs , in which the violating aircraft had its origin or destination node in the nfz, that occurred in the first 1.5 hours of simulation. |
| SAF6\_7 | The number of severe geobreaches in loitering nfzs , in which the violating aircraft was already in the nfz area when the nfz was applied, that occurred in the first 1.5 hours of simulation. |
| Environmental |  |
| ENV1 | Work done, computed as the sum of work done of every aircraft that spawned in the first 1.5 hours of the simulation. The work done per aircraft is computed as flight time +ascending distcane/vertical speed |
| ENV2 | Average flight level weighed by the length flown at each flight level.  For the first 1.5 hours of the simulation the sum of all the length of the route segments of all the aircraft as logged in the reglog multiplied by the altitude (in metetrs) of the segment, divided by the sum of the of all the length of the route segments of all the aircraft as logged in the reglog. |
| ENV3 | TBD |
| ENV4 | The ratio between the difference of maximum and minimum length flown at a flight level and average length flown at level.  Flight levels in use: starting at 30 feet and going up to 480 with step 30. |
| Priority |  |
| PRI1 | Total duration of missions weighted in function of priority level.  Only aircraft that arrived in their destination in the first 1.5 hour of the simulation where considered. The sum of flight time of the aircraft multiplied by a weight dependant on their priority. The weight is 1 for priority 1 , 2 for priority 2, 4 for priority 3 and 8 for priority 4. |
| PRI2 | Total distance travelled weighted in function of priority level.  Only aircraft that arrived in their destination in the first 1.5 hour of the simulation where considered. The sum of the 3d distance of the aircraft multiplied by a weight dependant on their priority. The weight is 1 for priority 1 , 2 for priority 2, 4 for priority 3 and 8 for priority 4. |
| PRI3 | The average mission duration for each priority level per aircraft.  Computed separately for every priority level. Only aircraft that arrived in their destination in the first 1.5 hour of the simulation where considered. The mean of the flight time of the aircraft of the specific priority level. |
| PRI4 | The average distance travelled for each priority level per aircraft.  Computed separately for every priority level. Only aircraft that arrived in their destination in the first 1.5 hour of the simulation where considered. The mean of the 3d distance of the aircraft of the specific priority level. |
| PRI5 | The total delay experienced by aircraft in a certain priority category relative to ideal conditions.  Computed separately for every priority level. Only aircraft that arrived in their destination in the first 1.5 hour of the simulation where considered. The sum of the arrival delay of the aircraft of the specific priority level. |