**Slide: Initial page**

**Speech:**

* Dear (Lady, and Gentlemen), my name is Alojz Gomola and for today I am going to defend thesis with title:
* “Obstacle avoidance based on Reach Sets”,
* Which was lead by
* Joao Sousa from LSTS, and
* Fernando Lobo Pereira from FEUP,

**Your Notes:**

**Slide Duration: 0:19**

**Total Duration: 0:25**

**Slide: 01 Overview**

**Speech:**

* Let me start with short overview,
* First there will be an introduction into Detect and Avoid,
* Then I will outline problems which we approached,
* The brief introduction of “Related work and used concepts”
* Is necessary before we go trough “Proposed framework”
* After that the test cases and performance will be shown

**Your Notes:**

**Slide Duration: 0:24**

**Total Duration: 0:52**

**Slide: 02 SAA Introduction**

**Speech:**

* The main goal of the thesis was to develop a framework,
* Which is capable to fly in “non-segregated airspace”,
* Lets start with short introduction

**Note:**  All Airspace related rules and constraints can be found in chapter 2. This section is only a short introduction.

**Your Notes:**

**Slide Duration: 0:12**

**Total Duration: 1:08**

**Slide: 03 Airspace classification**

**Speech:**

* There is airspace vertical classification based on altitude,
* Different rules and authorities applies on different
* “flight levels”,
* “C class airspace” is where passenger planes operates

**Note:** There is slight difference between countries, this example is valid for Czech/Slovak Republic.

**Your Notes:**

**Slide Duration: 0:13**

**Total Duration: 1:22**

**Slide: 04 Airspace restictions**

**Speech:**

* The same goes for horizontal plane restrictions,
* Airspace authority can prohibit operations in specific area,
* For example the “orange rectangle” was marked as
* ”Restricted Area”,
* Due the “Military exercise”.

**Your Notes:**

**Slide Duration: 0:13**

**Total Duration: 1:37**

**Slide: 05 UAS traffic management**

**Speech:**

* As for the planes there is ATM,
* the similar concept is applied for UAS,
* The UAS Traffic Management system is established by
* “EASA” in EU,
* You can see examples of UAS operations:
* 1. Free flight,
* 2. Corridor like navigation,
* 3. Authority enforcement,
* The latest has been implemented in our work

**Your Notes:**

**Slide Duration: 0:21**

**Total Duration: 2:01**

**Slide: 06 Remain well clear:**

**Speech:**

* The aviation is using “Well clear distance”
* The bigger barrel is called “Well clear margin”
* Which is considered as “warning zone”
* No plane should enter that zone
* The smaller barrel is called “near miss margin”,
* Entrance is considered as a “serious incident”

**Your Notes:**

**Slide Duration: 0:20**

**Total Duration: 2:24**

**Slide: 07 Actors introduction**

**Speech:**

* The **UAS** is interacting with **obstacles**:
* - **Static** not changing position with time, like buildings,
* - Moving which are not trying to harm us – **Intruders,**
* - Moving which are trying to harm us – **adversaries,**

**Note:**  The work does not consider “adversaries”,

**Your Notes:**

**Slide Duration: 0:16**

**Total Duration: 2:42**

**Slide: 08 Reactive sense and avoid**

**Speech:**

* UAS usually flies mission given as a ordered list of
* “Waypoints”, the UAS is solving:
* 1. **Reactive Avoidance** – immediate threat,
* 2. **Preemptive Avoidance** – long term threat,
* The example shows implementation of both,
* 1. UAS spots an obstacle
* 2. The long term path is not feasible
* 3. Newly calculated avoidance path is taken

**Your Notes:**

**Slide Duration: 0:24**

**Total Duration: 3:10**

**Slide: 09 Problems in Detect and avoid**

**Speech:**

* Now lets define the problem which is going to be solved

**Your Notes:**

**Slide Duration: 0:06**

**Total Duration: 3:18**

**Slide: 10 Get to the PUB!**

**Speech:**

* The obstacle avoidance can be taken as a “trip to a pub”,
* Lets help this gentleman get into the fine restaurant,

**Your Notes:**

**Slide Duration: 0:10**

**Total Duration: 3:30**

**Slide: 11 The situation**

**Speech:**

* We have a simple mission get from the home (red),
* To the “Fine restaurant” (blue),

**Your Notes:**

**Slide Duration: 0:07**

**Total Duration: 3:40**

**Slide: 12 Path planning problem**

**Speech:**

* First is “Path planning problem”, we know everything,
* We just need stick to the plan.

**Your Notes:**

**Slide Duration: 0:07**

**Total Duration: 3:50**

**Slide: 13 Forgotten man**

**Speech:**

* I have forgotten my map at home, I need to use my eyes,
* “Sensor system” to scan some surroundings,
* I am forced to do “Continuous decision making” and adapt.
* I am limited by my field of the vision (black box)

**Your Notes:**

**Slide Duration: 0:18**

**Total Duration: 4:10**

**Slide: 14 First decision**

**Speech:**

* Because I am lazy I am changing my path only on
* “Decision points” (red circle),
* I look around and I see three possible ways,

**Your Notes:**

**Slide Duration: 0:11**

**Total Duration: 4:25**

**Slide: 15 Decision was made**

**Speech:**

* I choose the most promising path according to
* “Cost function”,
* I will continue along the way

**Your Notes:**

**Slide Duration: 0:08**

**Total Duration: 4:35**

**Slide: 16 Walk a little bit closer,**

**Speech:**

* I reached the next decision point,
* I look around and I see three possible ways,

**Your Notes:**

**Slide Duration: 0:08**

**Total Duration: 4:45**

**Slide: 17 Rinse and repeat the process**

**Speech:**

* I choose to go down to my “cost function”,
* I do next “sensor scan”,
* I can see the restaurant,

**Your Notes:**

**Slide Duration: 0:09**

**Total Duration: 4:57**

**Slide: 18 Problem of the evolving world**

**Speech:**

* The “Evolving world” leads to “semi-optimal” problem solution,
* Where the path between “decisions points” is “optimal”,
* According to the “cost function”
* This is getting closer to real world navigation where we are limited by our “field of vision”.

**Your Notes:**

**Slide Duration: 0:18**

**Total Duration: 5:18**

**Slide: 19 You are not alone on the streets**

**Speech:**

* There are others around us, lets call them “intruders”,
* They are moving, they can harm us, but don’t want to,
* We know their position, heading and body mass,
* For sure, we want to avoid them,

**Your Notes:**

**Slide Duration: 0:16**

**Total Duration: 5:37**

**Slide: 20 Multiple information sources**

**Speech:**

* You have contraindicating data,
* The map is outdated, the pub was moved,
* You need to determine what is the true,
* You need to fuse data in “Data fusion”,

**Your Notes:**

**Slide Duration: 0:13**

**Total Duration: 5:52**

**Slide: 21 Static restrictions**

**Speech:**

* When we managed to avoid intruders, the problem is,
* Still standing folk, or “static restrictions”,
* There are vigilantes they will fine you,
* They are considered “hard constraints”,
* There are grannies who are just going to tell on you,
* They are considered “soft constraints”,
* The parallel are the airspace restrictions,

**Your Notes:**

**Slide Duration: 0:23**

**Total Duration: 6:17**

**Slide: 22 Try to avoid static restrictions,**

**Speech:**

* Try to avoid “static restrictions”, take long detour (red line)

**Note:**

* The path is semi-optimal (continuous-decision making) with given restrictions

**Your Notes:**

**Slide Duration: 0:04**

**Total Duration: 6:24**

**Slide: 23. Weather**

**Speech:**

* We try to avoid hash weather conditions, which acts like:
* 1. “Moving constraint”, or,
* 2. “Static constraint”,
* Some prioritization needs to be implemented in our,
* “Data fusion”,

**Your Notes:**

**Slide Duration: 0:12**

**Total Duration: 6:39**

**Slide: 24 Restriction breach**

**Speech:**

* The prioritization of “constraints” is like follow:
* Rather get yelled by granny than catching a cold

**Note:**

* The red path is crossing grannies territory, breaking “soft static constraint”

**Your Notes:**

**Slide Duration: 0:05**

**Total Duration: 6:47**

**Slide: 25 Rules**

**Speech:**

* It is necessary to obey the authority, in traffic, society,
* Especially in “Airspace”,
* The different airspaces implements different rules

**Your Notes:**

**Slide Duration: 0:09**

**Total Duration: 6:59**

**Slide: 26 Problem 01**

**Speech:**

* Let say that UAS classifies for every time operational 3D space into four categories:
* 1. Free -where it can move
* 2. Occupied – where crash happens,
* 3. Uncertain – out of our knowledge
* 4. Restricted – other threat,
* The space classification (4.10) is result of “Data fusion” (4.19)

**Note:** The data fusion will be discussed later,

**Your Notes:**

**Slide Duration: 0:20**

**Total Duration: 7:22**

**Slide: 27 Problem 02**

**Speech:**

* The UAS is flying a mission given as a set of ordered waypoints (4.6),
* The goal is to keep the distance to any occupied space greater than some margin (4.21),
* Under following assumption:
* 1. Sensor readings are clear,
* 2. There are no intruder for now,
* 3. The airspace is unrestricted,
* 4. The waypoints are reachable,
* 5. UAS constant speed,

**Note:**

Some assumptions are relaxed over time,

**Your Notes:**

**Slide Duration: 0:26**

**Total Duration: 7:50**

**Slide: 28 Problem 1 Basic Avoidance**

**Speech:**

* The “Basic avoidance problem” is like follow:
* 1.UAS is equipped with LiDAR sensor, flyes over open space with static obstacles only,
* 2.The “Restricted space” is out of question,
* 3.There is only “vehicle dynamic constraints”
* The following needs to be established:
* 1. Avoidance loop – for immediate decisions (6.6.2)
* 2. Navigation loop - for decision point management (6.6.1)

**Your Notes:**

**Slide Duration: 0:26**

**Total Duration: 8:19**

**Slide: 29 Problem 2 Intruders**

**Speech:**

* Let us introduce intruders,
* 1. We read their position over ADS-B broadcast,
* 2. The “Sensor fusion” needs to fuse two sensors,
* 3. “Flight corridors” as added “hard constraints”,
* Problems to be addressed:
* 1. How to model “intruder intersection” in “operational space”,
* 2. including future “corridors”.

**Your Notes:**

**Slide Duration: 0:21**

**Total Duration: 8:43**

**Slide: 30 Problem 3 static restrictions**

**Speech:**

* Let us add “static constraints” and restrictions, originating from:
* 1. Terrain Map – from our previous flights
* 2. Obstacle Map – from future UTM,
* 3. Flight restrictions – from airspace authority,
* The data fusion now needs to handle prioritization,
* Evaluate the threat potential,

**Note:**

* Refer to the map from the introduction for “restricted airspace”.
* The supplement ratings needed to be introduced, like visibility (6.13) and static constraints (6.5.3)
* The final form of data fusion has been outlined (6.5.4)

**Your Notes:**

**Slide Duration: 0:19**

**Total Duration: 9:05**

**Slide: 31 Problem 4 Weather**

**Speech:**

* The weather compliance is necessary for controlled airspace integration, considering the average UAS size,
* 1. The weather consists of static phenomenon like focused storm or moving phenomenon like wind gusts,
* This introduces a new type of “moving constraint” which needs to be accounted from greater range,
* 2. Depending on the UAS construction and future durability requirements,
* Some of the weather cases may be ignored, this gives us “soft constraints”.

**[Note]**

Weather covers all types of constraints due its phenomena variability.

**Your Notes:**

**Slide Duration: 0:33**

**Total Duration: 9:42**

**Slide: 32 Problem 5 The Rules of the air**

**Speech:**

* The final step for airspace integration is authority obedience,
* The avoidance and navigation mechanisms needs to adhere to “rule of the air” dependent on “airspace context”

**Your Notes:**

**Slide Duration: 0:12**

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**Slide:**

**Speech:**

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