New Sections - Structure check + Intro

# 6.4 Reach Set Approximation

## 6.4.1 Trajectory Set Approximation of Reach Set

## 6.4.2 Distinctive Properties of the Trajectories

## 6.4.3 Heuristic Trajectory Tree Building

## 6.4.4 Coverage-Maximizing Reach Set Approximation

## 6.4.5 Turn-Minimizing Reach Set Approximation

## 6.4.6 ACAS-X like Reach Set Approximation

## 6.4.7 Combined Reach Set Approximation - Tree Merge

# 6.5 Situation Representation in the Avoidance Grid

There is a need to have a safety assessment of the operational space in form of the Avoidance Grid. Each type of threat coming from different sources (sensors, maps) like obstacles, intruders, and constraints is handled separately. The data fusion procedure provides unified representation of sourced threats.

## 6.5.1 Obstacles

There is need to asses filtered LiDAR readings into detected obstacle rating associated to each cell. There are known obstacles in form of a map which are verified taking into the account visibility constraints.

## 6.5.2 Intruders

The intruder information coming from ADS-B needs to be assessed in relationship to the Avoidance Grid. The final assessment consist of time encounter and space encounter ratings. The space encounter rating describes the probability of UAS meeting intruder in same space. The time encounter rating is reflecting simulations time in the same cell.

## 6.5.3 Constraints

There are different constraints from various sources with different impacts. There is a need of constraint impact assessment on the cells in the Avoidance Grid.

## 6.5.4 Data fusion

There is a need for the final threat assessment in the Avoidance Grid. The data fusion provides mechanisms to represent, process, and assess threat in the cell including safety of trajectories in the RSA. The output of the data fusion procedure is used further in Avoidance run (6.6.1).

# 6.6 Avoidance Concept

## 6.6.1 Avoidance Grid Run

## 6.6.2 Mission Control Run

## 6.6.3 Computational Complexity

# 6.7 UTM Prototype Implementation

The UAS system is already equipeed to fend the treat itself. The practical applications require some degree of cooperation with authority (UTM). The requirements for UTM supervised operations are outlined in (sec 2.5). First the interaction architecture is established. The notable maneuvers and situations are analyzed under VFR/IFR conditions. The position notification message and handling is proposed to support collision case calculations and life-cycle management.

## 6.7.1 UTM Architecture

## The UTM authority needs to communicate with the UAS attendants. The communication scheme is asynchronous notification(UAS)-directive(UTM).

## 6.7.2 Handling Head-on Approach

Two UAS are facing each other head-on. There is a need to define triggers for detection and resolution approach for autonomous UAS. Rules for VFR/IFR modes in manned aviation are the base for the autonomous collision resolution. The concept of virtual roundabout is introduced.

## 6.7.3 Handling Converging Maneuver

Two planned trajectories of the UAS are perpendicular, thus resulting in protentional collision. There is a need to define triggers for detection and resolution approach for autonomous UAS. Rules for VFR/IFR modes in manned aviation are the base for the autonomous collision resolution.

## 6.7.4 Handling Overtake Maneuver

Two UAS are on same airway, flying in the same direction. The slower UAS is in front of the faster UAS. The slower UAS has the right of the way ,and the faster UAS needs to make an overtake. There is a need to define triggers for detection and resolution approach for autonomous UAS. Rules for VFR/IFR modes in manned aviation are the base for the autonomous collision resolution.

## 6.7.5 Position Notification Implementation

There is a need to define a “minimal “data-set for UAS position notification. The base of such notification is the ADS-B message.

## 6.7.6 Collision Case Implementation

The UTM needs to detect and prevent possible collisions. The collision case is a record of such event detection, processing, and closure. Two detection methods are defined, one using linear intersection and other using planned trajectories intersection. The angle of approach and UAS relative speed determines the maneuver to be used in situation handling.

# 6.8 UTM Directives Framework Implementation on UAS

The standard framework implemention (sec. 6.5) needs to be enhanced for UTM directives following. The rule engine software architecture supports the addition and removal of rules and regulations.

## 6.8.1 Rule Engine Architecture

The implementation of the rule engine architecture in our framework environment.

## 6.8.2 Rule Engine Setup

The setup to cover collision case resolution according to (sec. 6.7.6)

Appendixes – structure check + Intro ??

# A Complementary Definitions

# B Simplified Framework Conceptual Scheme

# C Movement Automaton Theory

## C.1 Specialization of Hybrid Automaton

## C.2 Formal Movement Automaton Definition

## C.3 Segmented Movement Automaton

## C.4 Reference Trajectory Generator

# D Intruder Probabilistic Models

## D.1 Small body direct movement Intruder intersection

## D.2 Notable body direct movement intruder intersection

## D.3 Maneuvering Intruder Intersection

# E Conflict Resolution Schemes

## E.1 Cooperative Conflict Resolution

## E.2 Non-Cooperative Conflict Resolution

# F Additional UTM functionality

## F.1 Weather Case Implementation

## F.2 Rule: Detect Collision Cases

## F.3 Rule: Resolve Collision Case

## F.4 Rule: Close Collision Cases

## F.5 Rule: Head on Approach

## F.6 Rule: Converging Maneuver

## F.7 Rule: Overtake

## F.8 Rule: Right Plane Heading

## F.9 Rule: Enforce safety margin

# G Approach Guidelines

## G.1 Guideline - Grid Size Calculation

## G.2 Guideline - Safety Margin Calculation