

# The Unmanned Air System Traffic Management (UTM) directory by *Unmannedairspace.info*

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<b>Company</b>	<b>Product</b>	<b>Description</b>	<b>Website</b>
<b>Airbus</b>	<b>Skyways</b>	In February 2016, Airbus Helicopters signed a contract with the Civil Aviation Authority of Singapore (CAAS) allowing Airbus to test a drone parcel delivery service on the campus of the National University of Singapore (NUS) in mid-2017. For testing and assessing this new concept Airbus is working together with the Airbus Defence and Space team, who created an operation management system which is the base for the overall infrastructure that we have developed. Skyways constitutes a delivery solution that aims to provide efficient delivery of small parcels to students and faculties using drones. After this pilot test, the company is hopeful that commercial projects will be possible to launch in the Asian city and to extend the testing to passenger transport. The Skyways drone is a fully autonomous octocopter that carries air transport containers located on its underside and flies an equally fully automated route called 'aerial corridors' landing on a designated landing pad where it is automatically unloaded. The customer receives a delivery notification on their smartphone saying their parcel is ready for picking up at the parcel station.	<a href="http://airbus-xo.com/skyways-urban-last-mile-delivery/">http://airbus-xo.com/skyways-urban-last-mile-delivery/</a>

<b>Airbus</b>	<b>Altiscope</b>	<p>The Airbus A3 Altiscope future ATM framework simulator allows ANSPs and other ATM stakeholders to plan for future mixes of manned and unmanned aircraft. Altiscope uses a simulator built for evaluating ATM policy options and operational models that can enable all forms of airborne traffic in a wide range of geographies and jurisdictions. For example, it allows airspace planners to evaluate how urban air mobility vehicles, cargo drones, and commercial aircraft interact in the vicinity of shipping and logistics hubs or explore rules demonstrating the safety and feasibility of utilizing UAS in rural areas for transporting medical aid. The tool allows airspace planners to focus on evaluating different options for the new rules of the air and aren't specifically tied to any particular ATM architecture.</p>	<a href="https://www.airbus-sv.com/">https://www.airbus-sv.com/</a>
<b>AirMap</b>	<b>Airspace information and services</b>	<p>The AirMap platform powers the vast majority of the world's drones, providing a comprehensive, reliable, and real-time airspace information and services. Millions of drones and hundreds of drone manufacturers and developers rely on the platform to access and share the data they need to fly safely in low-altitude airspace. AirMap's data and services are embedded into drones, ground control stations, and flight apps by top drone makers, such as DJI, Intel, senseFly, 3DR, and Aeryon Labs – expanding the reach of AirMap's technology and solutions throughout the entire drone ecosystem. AirMap has also emerged as a leader in worldwide efforts to build technologies for UTM, the regulatory and technological framework that will facilitate data exchange and air traffic control for drones, and eventually, flying cars. More than 125 airports use AirMap's airspace management dashboard to open surrounding airspace to drones, view past and current drone flights, accept digital flight notices, and communicate with drone operators. The AirMap platform also provides solutions for geofencing, remote identification of drones, and sophisticated in-flight deconfliction.</p>	<a href="https://www.airmap.com/">https://www.airmap.com/</a>

<b>Altitude Angel</b>	<b>Guardian UTM</b>	GuardianUTM uses cloud technologies to provide secure, robust unmanned aerial system traffic management (UTM) capabilities to any drone, anywhere at any time. It supports both recreational and professional drone operators, while being built for internet-scale secure operations. GuardianUTM incorporates dynamic airspace management to provide safe integration for all airspace users, and works both with - and crucially, without - the need for filing flight plans in advance. Built using open standards and protocols, GuardianUTM supports the integration of unmanned systems into the airspace today, tomorrow and well into the future of fully automated flight. It is customisable and modular with modules available to track manned aviation, cooperative and non-cooperative drones as well as mix in individual sensor data such as radar.	<a href="https://www.altitudeangel.com/GuardianUTM">https://www.altitudeangel.com/GuardianUTM</a>
<b>Amazon Prime Air</b>	<b>UTM system - best equipped, best served</b>	Access for manned aircraft is determined by capabilities. For example, communication and navigation equipment is required for transit through controlled airspace and to gain access to certain airports. Amazon believes a similar model of determining access—one focused on Determining Safe Access with a Best-Equipped, Best-Served Model for sUAS, segregated blocks of airspace below 500 feet and away from most manned aviation operations—is the best pathway for safe and scalable sUAS operations. Once performance levels have been established, the operator’s ConOps requirements will determine whether or not the operator is granted airspace access and can safely perform the designated mission. Four Classes for Safe Operations Operators seeking broad airspace access in multiple environments will need to have highly equipped vehicles. They will also need to minimize interaction with lesser-equipped small unmanned aerial vehicles, as well as the occasional manned aircraft flying at low altitude.	<a href="https://www.amazon.com/Amazon-Prime-Air/b?node=8037720011">https://www.amazon.com/Amazon-Prime-Air/b?node=8037720011</a>

<b>Analytical Graphics Inc</b>	<b>UTM system</b>	AGI develops commercial modelling and analysis software for land, sea, air and space systems which is used by more than 50,000 engineers, operators and analysts worldwide. AGI is leveraging almost 30 years of situational awareness software development to expand its foray into UTM services. AGI's UTM services address the needs of commercial and beyond line-of-sight UAS operators by providing air navigation services including airspace management, real-time flight monitoring, and de-confliction.	<a href="http://www.agi.com">http://www.agi.com</a>
<b>Ariascend</b>	<b>Remote identification system</b>	The company has proposed a remote identification technology and framework to allow authorities and citizens to identify drones in air. In November of 2015, AriAscend shared documents and e-mails that outlined a proposal for in-air identification of unmanned aircraft systems ("UAS") with the Federal Aviation Administration, EPIC, DJI, the University of Southern Denmark, Loretta Alkalay, and others.	<a href="http://www.ariascend.com">http://www.ariascend.com</a>
<b>Colibrex</b>	<b>Drone-Flight-Check</b>	Based on the company's expertise towards dynamic databases and licensing processes, together with LS telcom, Colibrex has launched Drone-Flight-Check, a drone information and drone traffic management database & app for enhanced safety and regulation. Further services and products from technology partners in the field of drone identification and drone surveillance round up the company's activities towards drone management.	<a href="http://www.colibrex.com/en/drone-management/">http://www.colibrex.com/en/drone-management/</a>
<b>DJI</b>	<b>Decentralised UTM, drone identification systems</b>	At the International Civil Aviation Organization (ICAO) Drone Enable conference in Montreal DJI announced a new approach to developing first generation UAS traffic management (UTM) systems relying on current technologies and local communications protocols. In a whitepaper launched at the event the drone maker outlined its vision of a future UTM system without many of the central control functions featured in other UTM concepts. "UAS are also moving at far slower speeds in their typical operations, allowing time for collision avoiding courses to be exchanged among them locally," says the paper. "In addition, multi-rotor drones, which currently account for the vast majority of civilian UAS operations, have the ability to stop forward motion and hover, if necessary. These unique characteristics of UAS weigh in favour of on-board anti-collision technologies (OATS)	

		<p>as the primary mechanism for collision avoidance, with network traffic planning only required in areas of high congestion.”</p> <p>In another whitepaper on the electronic identification framework for small drones, DJI argued that rather than force drones to transmit identification information over wireless networks to a centralized server.... “an identifier, such as a registration number, together with position information about the drone, and perhaps some voluntary information if the operator wishes, is transmitted from the drone, and is available to all receivers that are within range...This localized approach is preferred to networked solutions, which raise a number of concerns. A networked solution requires network connectivity, most typically via mobile phone. There are various locations that lack reliable data signals, which would thwart the ID system, as well as provide an excuse to a non-compliant operator. A networked solution also inherently raises the possibility that all UAS operations will be tracked and recorded for future unknown exploitation, including enforcement quotas or business espionage. A networked system is also susceptible to system-wide hacking, or the creation by detractors of false entries of drone operations that do not exist.”</p>	
<b>Drone Aviator</b>	<b>Openskkye</b>	<p>Drone Aviator is a software development firm that develops security technology solutions for the drone industry. Drone Aviator offers OpenSkkye, an application that enables drone pilots to find places to fly and connect with the other pilots.</p>	<a href="http://openskkye.com/">http://openskkye.com/</a>
<b>DroneLogbook</b>	<b>DroneLogbook</b>	<p>The platform integrates business operations with regulatory obligations.</p> <p>DroneLogbook reduces the burden by automating many of these tasks:</p> <ul style="list-style-type: none"> <li>• Generate compliance (FAA, CAA, CASA, CAD, EASA, DGAC, TBST) reports in seconds.</li> <li>• Create documentation electronically (Authorization Forms, POA etc)</li> <li>• Create custom checklist and risk assessment forms</li> <li>• Map flight areas and check safety status with Airmap Airspace Intelligence</li> </ul>	<a href="https://www.dronelogbook.com">https://www.dronelogbook.com</a>

		<ul style="list-style-type: none"> <li>• Import flight log files or automatically push your flight data from 3rd party apps. Show exactly where, when and how the mission was executed</li> <li>• Attach documentation to flights to track compliance</li> <li>• Project folders with all flights &amp; documentation in a single folder to better manage operations and compliance</li> <li>• Notification and tracking of maintenance tasks</li> <li>• Create custom reports in seconds</li> <li>• Operate offline and sync when online</li> </ul>	
<b>Dronsystems</b>	<b>DroNav</b>	<p>DroNav by DronSystems is a Highly Automated Air Traffic Management System for Small UAVs Operating at Low Altitudes. The platform is a self-learning complex, based on software and hardware elements, operating in distributed computing environment, offering multiple levels of redundancy, fail-safe algorithms for conflict prevention/resolution and assets management. The system is easily deployable, scalable, and allows safe management of concurrent operations of a large number of UAVs in the same airspace. DroNav is being designed as a universal platform, connecting various stakeholders (operators, regulators, law enforcement agencies, product developers) and capable of providing interoperability of different systems and airspace users in a unified environment</p>	<p><a href="https://www.dronsystems.com/">https://www.dronsystems.com/</a></p>

<p><b>European Commission</b></p>	<p><b>U-Space</b></p>	<p>Following a request by the European Commission, the Single European Sky Air traffic management Research Joint Undertaking – whose role is to develop the new generation European air traffic management system – has unveiled its blueprint to make drone use in low-level airspace safe, secure and environmentally friendly. This "U-Space" covers altitudes of up to 150 metres. Registration of drones and drone operators, their e-identification and geo-fencing should be in place by 2019. The U-Space should be:</p> <ul style="list-style-type: none"> <li>• Safe: safety at low altitude levels will be just as good as that for traditional manned aviation. The concept is to develop a system similar to that of Air Traffic Management for manned aviation.</li> <li>• Automated: the system will provide information for highly automated or autonomous drones to fly safely and avoid obstacles or collisions.</li> <li>• Up and running by 2019: for the basic services like registration, e-identification and geo-fencing. However, further U-Space services and their corresponding standards will need to be developed in the future.</li> </ul> <p>The European Aviation Safety Agency (EASA) is working with Member States and industry to produce effective EU-wide safety rules that are proportionate to the risk of the operation. These rules will implement the EU's basic aviation safety regulation which the European Parliament and the Council (i.e. the EU Member States) are expected to adopt in the coming months.</p> <p>The Commission, through the SESAR Joint Undertaking, will finance a range of drone projects, focusing on the integration of drones into the aviation system. Finally, an expert group will be established to act as a sounding board for the further development of European drone policy. Delivering services in urban areas, collection of data for a wide range of industries, infrastructure inspections, precision agriculture, transportation and logistics are just some of the possible applications of this technology. Current common European rules only cover drones weighing above 150 kilograms. Below this threshold, Member States are responsible to regulate. While national rules allow expertise to grow, they often diverge and cause a fragmentation of the EU internal market. Such fragmentation hampers the development of new</p>	<p><a href="http://europa.eu/rapid/press-release_IP-17-1605_en.htm">http://europa.eu/rapid/press-release_IP-17-1605_en.htm</a></p>
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		<p>products, the swift introduction of technologies and may also create safety risks. In December 2015, the Commission therefore proposed to create an EU-wide framework for drones as part of its Aviation Strategy. This requires the establishment of a regulatory framework, including standards, and the safe integration of drones into the airspace, on which today's blueprint delivers.</p>	
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<b>GLVI</b>	<b>UrbanATM</b>	<p>UrbanATM is a modular, redundant and expandable system. Services can be implemented gradually - depending on traffic density and following demand. UrbanATM is designed for urban environments - for areas without clear lines-of-sight, and with atmospheric disturbances e.g. fog, rain, or dust. The system is particularly designed to work with high traffic densities. It does not distinguish between remotely piloted and software-in-control unmanned aircraft. It takes into account both airspace users that cooperate with the system, and such that don't - like pedestrians, leisure drones, or birds.</p>	<p><a href="http://www.urbanatm.de/">http://www.urbanatm.de/</a></p>
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<b>Gryphon Sensors</b>	<b>Skylight, Mobile Skylight, R1400 3-D Active Electronically Scanned Array (AESA) air surveillance radar, S1200 2-D Active Electronically Scanned Array (AESA) direction finder, Skylight Airspace Monitor Interface</b>	<p>Gryphon Sensors Skylight system uses multiple ground-based sensors to detect cooperative and non-cooperative targets in the airspace, providing intelligent situational awareness for integration and security. Mobile Skylight is a new standard in drone security and unmanned aircraft system (UAS) traffic management. Featuring an array of self-contained sensors, it serves as a complete mobile command centre for many applications. Contained in a van, Mobile Skylight features 4x4 off-road capability and can be taken anywhere without a commercial driver's license. Gryphon Sensors R1400 is a 3-D Active Electronically Scanned Array (AESA) air surveillance radar designed specifically for the detection of small, low-flying targets. The R1400 provides rapid, precise detection and tracking of airborne targets, including small unmanned aircraft systems (UAS), general aviation, birds and other cooperative or non-cooperative targets of interest. It provides accurate target position and velocity in a configurable hemispherical volume of coverage: 360 degrees in azimuth and 90 degrees in elevation. The S1200 is a 2-D Active Electronically Scanned Array (AESA) direction finder that monitors the signals in the relevant frequency bands for the rapid and precise detection and tracking of small unmanned aircraft systems (sUAS). It uses an extensive library of drone control signal profiles in order to detect and classify these types of signals. This passive sensor reliably and automatically detects the remote control of a commercial microdrone within a 5 km radius. The company also offers a variety of high-resolution, slew-to-cue, optical tracking cameras used to get eyes on the target. Used for visual identification and optical tracking, this sensor is especially useful in the classification of non-cooperative targets like birds, general aviation, etc. It uses both thermal and EO lenses to view airborne targets up to 3km in range — with 360° pan and 180° tilt rotations. The SAMI (Skylight Airspace Monitor Interface) gives a complete airspace picture.</p>	<a href="http://gryphonsensors.com/">http://gryphonsensors.com/</a>
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<p><b>Hionos</b></p>	<p><b>SignalPack, Pulsar</b></p>	<p>SignalPack is a component aimed at drone manufacturers. It solves international regulatory compliance issues by managing positioning, signalling and performance restrictions. SignalPack features automatic identification and fly zones restriction. It is compatible with all drones, either already on the market or soon to be released. Identification, signalling and capacity limitation: SignalPack meets France's new safety laws pertaining to civilian drones.</p> <p>Pulsar is a highly reliable autopilot system, compliant with international aeronautical standards. It enables the use of drones in places where safety is critical. Autonomous take off, cruising and landing: Pulsar provides all features necessary for a fully automated flight. It embeds Fail-Safe mechanisms for maximum safety. Pulsar connects to any equipment required for a project: delivery, camera...</p>	<p><a href="https://www.hionos.com/#home1">https://www.hionos.com/#home1</a></p>
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<p><b>Intel</b></p>	<p><b>RealSense and Mission Control</b></p>	<p>Intel's advance automation and obstacle avoidance and pilot assistance function software is powered by Intel RealSense™ technology, flight planning automation with Intel Mission Control software and automatic change detection with Intel Insight Platform. These technologies will enhance the abilities of Intel drone solutions for commercial applications. Intel Mission Control software allows Intel to fly the fully-automated mission, assisted by Intel indoor location technology for position. In addition to existing strategic engagements with companies such as Topcon, Airbus and Volocopter, Intel has expanded its ecosystem relationships to include DELAIR, Honeywell, Pix4D, Bentley, Cyberhawk, Aeroprotechnik and HUVRdata among many others, to bring these new platforms to the market.</p>	<p><a href="https://newsroom.intel.com/news/intel-auvsi-xponential-2017-intel-takes-flight-new-capabilities-solutions/">https://newsroom.intel.com/news/intel-auvsi-xponential-2017-intel-takes-flight-new-capabilities-solutions/</a></p>
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<b>Japan UTM consortium</b>	<b>UTM system</b>	A conglomeration of companies and agencies which aims to create a new industrial “drone innovation space”. Has developed a roadmap of technologies; in March 2017 carried out a large-scale drone operation demonstration of multiple operators in Minami-Soma City, Fukushima Prefecture. The aim is to incorporate Japanese systems and technologies into “international standards” targeted by NASA’s UTM.	<a href="http://www.jutm.org/">http://www.jutm.org/</a>
<b>Kittyhawk</b>	<b>Flight planning tool</b>	Kittyhawk unifies the mission, aircraft and data to empower safe and effective drone operations. Based in San Francisco, the company develops real-time flight operations and management solutions for professional pilots and fleet managers across a multitude of missions. Leading companies and organizations in media, insurance, oil and gas, education, law enforcement, fire and emergency management all rely on Kittyhawk for their end-to-end drone operations.	<a href="https://kittyhawk.io">https://kittyhawk.io</a> .

<b>Kongsberg Geospatial</b>	<b>Emergency Operations Airspace Management System (EOAMS)</b>	<p>Kongsberg Geospatial, an Ottawa-based developer of geospatial software technology, is developing an Emergency Operations Airspace Management System (EOAMS) for evaluation by Canadian government agencies for safely managing drones at emergency and disaster scenes. The EOAMS is a portable display that interfaces with a variety of local sensors, including radar and Automatic Dependence Surveillance – Broadcast (ADS-B) receivers to give a clear picture of the airspace around disaster areas. It is intended to allow first responders to safely use unmanned aerial vehicles (UAVs) to survey the area, without risking collision with other emergency aircraft, including water bombers or rescue and police helicopters. The system would also provide a warning to first responders if unapproved UAVs approach the area – providing a degree of protection against what is becoming an increasing problem with the proliferation of small consumer camera drones at fires and accident scenes. The new EOAMS will be based on Kongsberg Geospatial’s IRIS UAS™ airspace visualization system. The IRIS spatial awareness system evolved from technology originally developed for air traffic management display systems, and for supporting flight operations for military UAV systems like the US Navy Triton Global Hawk. The system has been developed for safely operating UAVs beyond visual line-of-sight (BVLOS), and has been adopted by the FAA ASSURE group for use in research toward developing regulations for commercial BVLOS operations in the United States.</p>	<p><a href="https://www.kongsberggeospatial.com/company/news-media/100-govt-of-canada-awards-uas-airspace-management-system-contract-to-kongsberg-geospatial">https://www.kongsberggeospatial.com/company/news-media/100-govt-of-canada-awards-uas-airspace-management-system-contract-to-kongsberg-geospatial</a></p>
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<p><b>LATAS</b></p>	<p><b>LATAS Ground, LATAS Air and location tracking</b></p>	<p>LATAS Ground: the company's 3D ground obstacle database gives the drone operator visibility of trees, buildings, power lines and other hazards that could cause damage to the aircraft.</p> <p>LATAS Air: LATAS displays live, FAA radar feeds to US drone operators. With real-time aircraft traffic in 128 countries, operators can receive notifications when manned aircraft trajectories create a potential hazard for a drone's area of operation. Easy to understand no fly zones, airspace classes, geofences and temporary restrictions are included. The system also provides flight data to the insurance provider to receive preferred rates based on flight history.</p> <p>LATAS is being flown under the FAA Pathfinder Program and the NASA UTM Program. In addition, LATAS is partnered with Harris and satellite imagery provider DigitalGlobe.</p> <p>Live Location Tracking: Telemetry data is transferred twice per second to track a drone during flight. For flights in areas without cellular coverage, LATAS will store and upload missing flight information upon reconnection. The mounting kit allows the device to be mounted to any drone and track real-time positioning, heading, speed and altitude for a safer flight.</p>	<p><a href="http://www.flylatas.com">http://www.flylatas.com</a></p>
<p><b>LibrePilot</b></p>	<p><b>Autonomous Flight, Auto Takeoff, Auto Land and Return to Base</b></p>	<p>The LibrePilot open source project was founded in July 2015. It focuses on research and development of software and hardware to be used in a variety of applications including vehicle control and stabilization, unmanned autonomous vehicles and robotics. One of the project's primary goals is to provide an open and collaborative environment making it the home for development of innovative ideas. LibrePilot welcomes and encourages exchange and collaboration with other projects, like adding support for existing hardware or software in collaboration under the spirit of open source. LibrePilot finds its roots in the OpenPilot project and the founding members are all long-standing contributors in that project. Drone applications include Autonomous Flight, Auto Takeoff, Auto Land and Return to Base</p>	<p><a href="https://www.librepilot.org/site/index.html">https://www.librepilot.org/site/index.html</a></p>

<p><b>Nanjing Technical University</b></p>	<p><b>Traffic Management of Unmanned Aircraft Systems</b></p>	<p>To ensure that traffic is regulated across the whole of Singapore, a possible solution is the establishment of coordinating stations for UAV traffic. These stations can then track all the UAVs that are in the air, schedule the traffic flow, monitor their speeds and ensure a safe separation between the UAVs. Currently, restricted airspace and zones where UAV operations are prohibited have already been identified, such as near airports and military facilities. The researchers will test out several concepts, such as geofencing. The idea is to set up virtual fences where UAVs can be automatically routed around a restricted geographical location such as the airport. Another important research area will be collision detection. UAVs will need to have sensors that enable detection and avoidance of collision with another UAV. This will allow UAVs to follow a set of actions to avoid any mid-air incidents, such as flying above, below, or around other UAVs. This multidisciplinary research initiative will bring together faculty and researchers from different fields in NTU, from aerospace engineering and air traffic management to robotics and electronic engineering. Spanning a period of four years, the project which will also tap on industry experts, is expected to complete its initial phase of conceptual design and software simulation by end 2017. This is followed by actual test bedding of solutions using UAVs developed by NTU that can be used for relevant applications in 2018.</p>	<p><a href="http://media.ntu.edu.sg/NewsReleases/Pages/newsdetail.aspx?news=20327ba4-b019-4a38-a86f-47e64d89ba0d">http://media.ntu.edu.sg/NewsReleases/Pages/newsdetail.aspx?news=20327ba4-b019-4a38-a86f-47e64d89ba0d</a></p>
<p><b>NASA</b></p>	<p><b>Safeguard</b></p>	<p>The Safeguard system monitors and enforces conformance to a set of rules defined prior to flight (e.g., geospatial stay-out or stay-in regions, speed limits, altitude limits). Safeguard operates independently of the UAS autopilot and is strategically designed in a way that can be realized by a small set of verifiable functions to simplify compliance with regulatory standards for commercial aircraft. A framework is described that decouples the system from any other devices on the UAS as well as introduces complementary positioning source(s) for applications that require integrity and availability beyond what the Global Positioning System (GPS) can provide. Additionally, the high level logic embedded within the software is presented, as well as the steps being taken toward verification and validation (V&amp;V) of proper functionality.</p>	<p><a href="https://ntrs.nasa.gov/search.jsp?R=20160012239">https://ntrs.nasa.gov/search.jsp?R=20160012239</a></p>



<b>NASA</b>	<b>UTM system</b>	Engineers at NASA's Ames Research Center in Moffett Field, California, are developing UTM cloud-based software tools in four segments of progressively more capable levels. They design each "technical capability level" for a different operational environment that requires development of proposed uses, software, procedures and policies to enable safe operation, with Technical Capability Level One focusing on a rural environment. With continued development, the Technical Capability Level One system would enable UAS operators to file flight plans reserving airspace for their operations and provide situational awareness about other operations planned in the area.	<a href="https://www.nasa.gov/feature/ames/first-steps-toward-drone-traffic-management">https://www.nasa.gov/feature/ames/first-steps-toward-drone-traffic-management</a>
<b>NATS</b>	<b>DroneAssist</b>	Drone Assist, powered by Altitude Angel and available for free on Android and iOS presents drone pilots with an interactive map of areas of airspace used by commercial air traffic. It also contains a 'Fly Now' feature that shares the user's drone flight location with other app users, and the wider drone community, helping to reduce the risk of a drone related incident in the UK's airspace. The app also includes the location of ground based hazards that might pose a safety or privacy risk, such as power lines, schools or sports venues.	<a href="http://www.nats.aero/news/new-app-to-help-drone-pilots-comply-with-uk-rules/">http://www.nats.aero/news/new-app-to-help-drone-pilots-comply-with-uk-rules/</a>
<b>Numerica</b>	<b>Collision avoidance system</b>	<p>The company provides dynamic air space management for UAS integration within the national air space.</p> <ul style="list-style-type: none"> <li>• Robust solution considers uncertainty in aircraft type, performance, and flight path, as well as uncertainty from noisy sensor measurements when determining collision risk.</li> <li>• Modelling dynamics of aircraft flight allows useful risk predictions over long time horizons (60-180 seconds) that provide pilots time to respond while controlling the rate of false alarms.</li> <li>• Solution is agnostic to sensing modality and can be adapted to cooperative sensors (ADS-B), ground-based or air-borne radar, or optical sensors, as demanded by platform and mission</li> </ul>	<a href="http://www.numerica.us/defense/unmanned-systems/#collision-avoidance-system">http://www.numerica.us/defense/unmanned-systems/#collision-avoidance-system</a>

<b>ONERA</b>	<b>Low Level RPAS Traffic Management (LLRTM)</b>	ONERA has designed the LLRTM to address two safety issues: the risk of RPAS versus manned aircraft conflict. LLRTM system provides a set of capabilities: all traffic monitoring and RPAS traffic management in uncontrolled airspace; all traffic monitoring and coordination with ATC in controlled airspace; ground-based system to manage RPAS operations below 500 ft (class E/G), using a combination of sensors: airborne collaborative alerting system, ground sensor to detect non-cooperative traffic, role of human actors.	<a href="https://www.eurocontrol.int/sites/default/files/events/presentation/art-workshop-rpas-and-their-impact-on-atm-3-dubot.pdf">https://www.eurocontrol.int/sites/default/files/events/presentation/art-workshop-rpas-and-their-impact-on-atm-3-dubot.pdf</a>
<b>VITO, Luciad and FlightPlus</b>	<b>RPAS VLLOC</b>	Remotely-Piloted Aircraft Systems Very Low Level Operation Coordination (RPAS VLLOC) is a SWIM-enabled application which helps integrate very low level (VLL) RPAS into the European aviation system. This platform will enable the safe operation of RPAS in Europe. The platform allows users to safely plan a VLL RPAS operation: when, where and which RPAS flights are planned? Additionally, users have an overview of all operations and can control, police, reject and even cancel these operations. The application and services are fully based on interoperable SWIM standards, and the partnership will work to commercialize the solution.	<a href="https://vito.be/en/news-events/press-messages/vito-luciad-and-flightplus-awarded-during-2014-sesar-swim-master-class-best-class-awards">https://vito.be/en/news-events/press-messages/vito-luciad-and-flightplus-awarded-during-2014-sesar-swim-master-class-best-class-awards</a>
<b>Skyward</b>	<b>Airspace Map and drone operating software</b>	With Skyward's technology, Verizon will streamline the management of drone operations through one platform designed to handle end-to-end activities such as mission planning, complex workflow, FAA compliance support, supplying information about restricted airspace and pilot credentialing, drone registration and provisioning rate plans for drones on Verizon's network. All of this is designed to help developers and businesses create and manage a wide-range of services backed by Verizon's mobile private network, secure cloud interconnect and data analytics capabilities.	<a href="https://skyward.io/commercial-drone-software/">https://skyward.io/commercial-drone-software/</a>

<b>Thales</b>	<b>ECOsystem</b>	Thales and Unify have Joined forces to satisfy the growing need for UTM. The companies will leverage Thales’s expertise in air traffic management, system integration and cyber security as well as Unify’s dedicated focus on drone management to provide the premier UTM application. The solution will incorporate Unify’s Validation Engine, a sophisticated software application that conducts real-time validation of drone flight plans, into Thales ECOsystem, a decision support platform for improved aviation operations.	<a href="https://www.thalesgroup.com/en/ecosystem">https://www.thalesgroup.com/en/ecosystem</a>
<b>TBS</b>	<b>FLARM</b>	TBS FLARM is the “first broadly used global traffic information, collision avoidance, and remote identification system for UAV, fully interoperable with 35k+ manned aircraft globally. Different to ADS-B or any other solution, FLARM is truly cooperative, widely used in light aircraft, and dominates the lower airspace outside major airports....” says the company. With TBS’s FLARM software update, tens of thousands of UAVs will in the next weeks join the already large FLARM ecosystem.	<a href="http://www.team-blacksheep.com/products/prod:flarm_aviation">http://www.team-blacksheep.com/products/prod:flarm_aviation</a>
<b>uAvionix</b>	<b>ADS-B transceivers/receives, Mode-S transponders, navigation systems</b>	uAvionix develops the world’s smallest, lightest and most affordable ADS-B transceivers, transponders, and GPS receivers. Based in Palo Alto, uAvionix has gathered a cross-disciplinary team of experts in embedded RF engineering, sUAS operations and compliance, hardware, software, and cloud services.	<a href="https://www.uavionix.com/news/uavionix-joins-forces-with-foreflight-to-bring-low-cost-ads-b-to-general-aviation/">https://www.uavionix.com/news/uavionix-joins-forces-with-foreflight-to-bring-low-cost-ads-b-to-general-aviation/</a>
<b>Unify</b>	<b>Launchpad, Pro app, Sentry and Connect</b>	The Unify platform consists of four products, each geared to a different set of customers. The free app Launchpad enables users to check if they are allowed to fly at a given location. The Pro app helps professional users to manage their drones, flights and operations. The Sentry application helps ANSP (air navigation service providers) and government officials to keep track of the drones in their airspace, and to manage no-fly zones. The Connect application makes it possible for manufacturers to explore and integrate the API.	<a href="https://www.unify.aero/products">https://www.unify.aero/products</a>

<b>U-Safe</b>	<b>The UAS Secure Autonomous Flight Environment (U-SAFE) initiative</b>	The UAS Secure Autonomous Flight Environment (U-SAFE) initiative is a State of New York funded program that will help accelerate the integration of low-altitude, small Unmanned Aircraft Systems (sUAS) into the National Airspace System (NAS). Over the next five years, U-SAFE will bring key government stakeholders, academia, and industry partners to Central New York to deploy and validate the necessary UAS Traffic Management (UTM) infrastructure, safe systems and universal standards for the emerging drone industry. Project U-SAFE will create a low altitude (below 1200') air traffic control system for safe drone operation.	<a href="http://nuairalliance.org/u-safe/">http://nuairalliance.org/u-safe/</a>
<b>X</b>	<b>Project Wing</b>	Project Wing is building the next generation of delivery drones and developing an unmanned airspace traffic management platform that will enable its fleet of drones to safely share the sky with other operators. The aircraft can fly pre-planned routes on demand using sensors and software to detect and avoid one another in real time. They fly up to 400 feet above the ground and safely deliver fragile packages to a spot the size of a doorstep. In September 2016, Project Wing tested its aerial delivery system and more recently its unmanned air traffic management platform at an FAA-approved test site run by the Virginia Tech Mid-Atlantic Aviation Partnership.+5	<a href="https://x.company/projects/wing/">https://x.company/projects/wing/</a>