

ADVANCED AIR MOBILITY

Conference 2024



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Operational and Airspace Integration
for Advanced Air Mobility

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SkyGrid TSP vs. UTM



UTM

Support **low-risk operations** with simplified or self approval

Enterprise software development paradigm

Primarily support **sUAS**

Primarily **volume-based** operations

Designed for low-altitude **segregated airspace**



SkyGrid TSP

Will be certified for **safety-of-life** operations

Aeronautical pedigree and design assurance

Support crewed/uncrewed **AAM** with aviation-grade functions

Trajectory-based operations (4DT)

Designed for **integrated airspace** and automated operations

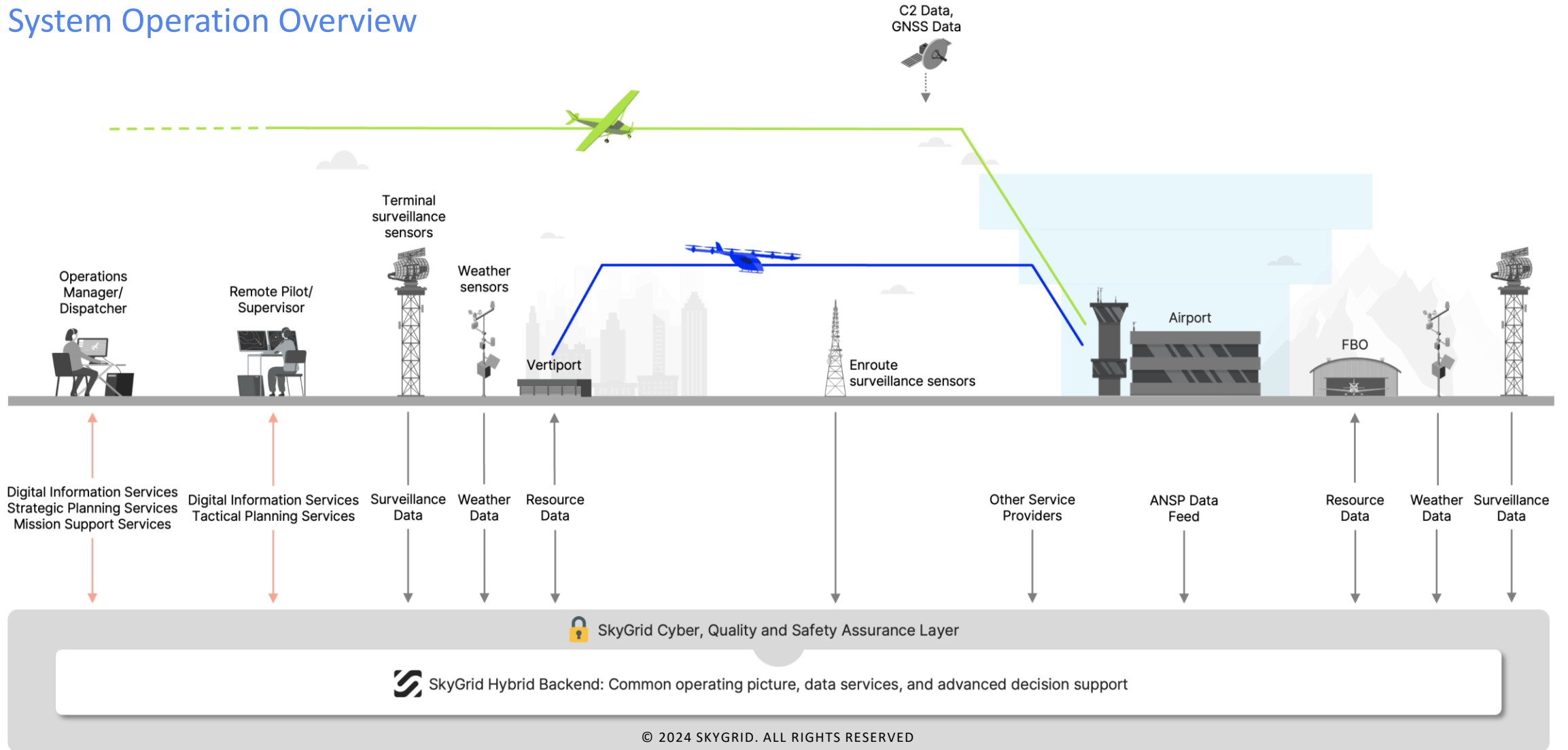
VS.

Provided by third parties or ANSPs

Natively digital, federated, connected, and automated to enable scaled operations



System Operation Overview





- > AAM can launch under **existing airspace constructs**
- > **New sensors, data, and decision systems** can enhance safety, scale AAM, and enable autonomy
- > **Autonomy is now.** Airspace integration is key
- > The AAM sandbox can accelerate **airspace innovation and transformation**
- > **Approved TSP** can enable safe autonomous operations and catalyze ATM innovation
- > **Brazil can lead** in AAM operationalization and airspace integration



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