Abstract—The need for high-data-rate wireless communications to, from, and among users of the National Airspace System (NAS) in the United States is increasing. There are also large numbers of new and upcoming users requesting access to the NAS, including unmanned aircraft systems (UAS) and urban air mobility vehicles. This paper describes a modeling and simulation framework and an initial capability to support research and technical analyses on the potential use of the fourth-generation (4G) Long Term Evolution (LTE) wireless network architecture and its fifth-generation (5G) progression for aviation communications. The research presented in this paper is focused on developing the means to analyze an initial problem, namely, how the performance of LTE-based networks, developed for terrestrial use, will be affected by the potential introduction of small UAS (sUAS) as additional users. More and more sUAS are requesting access to the NAS for complex operations beyond the visual line of sight (VLOS) of the remote pilot in command. To safely support such beyond-VLOS (BVLOS) operations, a reliable UAS command and control (C2) solution is necessary. This paper describes initial scenarios, analysis methodologies, and simulation results of using LTE to support a UAS C2 use case. The analyzed scenarios developed for this use case are in a rural environment to support the increasing communications needs of existing and upcoming users in the NAS.

This paper describes a modeling and simulation (M&S) framework and an initial capability to support research and technical analyses on the potential use of the fourth-generation (4G) Long Term Evolution (LTE) wireless network architecture and its fifth-generation (5G) evolution for aviation communications.

The focus of the research presented in this paper is on developing the means to analyze an initial problem, namely, to understand how the performance of LTE-based networks, developed for terrestrial use, will be affected by the introduction of small Unmanned Aircraft (UA). The potential integration of small UA (sUA) and terrestrial users within the same network may be challenging because of their different needs and characteristics.

More and more UAS, especially small UAS (sUAS), are requesting access to the NAS for complex operations beyond the visual line of sight (VLOS) of the remote pilot in command. To safely support such beyond-VLOS (BVLOS) operations, a reliable UAS command and control (C2) solution is necessary. However, no widespread commercial UAS C2 solution that is flexible, scalable, and robust exists for sUAS.

4G LTE and 5G wireless technologies are under consideration within the sUAS community and the wireless industry for enabling BVLOS sUAS communications. Standardization efforts taking place in the Third Generation Partnership Project (3GPP) are considering support for sUAS as a goal [1], [2]. When addressing topics related to support for sUA in terrestrial networks, 3GPP documents use the term “aerial vehicles” to refer to sUA.

For this paper, the terms “aerial vehicles”, “sUA”, and “drones” are used interchangeably. The term sUAS is used to describe the sUA, its ground control station (GCS), and the communication link between them.

In this paper, we analyze UAS C2 link performance in scenarios with sUA and terrestrial users sharing the resources of an LTE-based network. M&S activities are an integral part of this research effort. We used the developed M&S framework and initial capability to perform the described studies.

The developed M&S framework, analysis methodologies, and scenarios will also enable future studies of expanding complexity. Such analyses are envisioned to explore sUAS scenarios in urban environments, and to assess measured data from sUAS flights in various operational scenarios.

M&S results will also determine whether gaps exist that need to be addressed by technology evolution through standardization activities and/or by future network implementations.

In the longer term, such an M&S framework and capability can be evolved to expand the research to larger UAS and to other NAS users (e.g., general aviation aircraft and future urban air mobility users).
II. M&S FRAMEWORK

The M&S framework developed as part of this research effort is shown in Figure 1. It identifies three focus areas where modeling and simulations are needed to comprehensively analyze sUAS BVLOS scenarios using wireless terrestrial networks for their communications needs. These areas are:

1. LTE physical layer performance analyses that explore the impact of sUA speed, sUA altitude, and frequency band on link performance
2. Discrete Event Simulation (DES) studies that explore link performance for both sUA and terrestrial users in terms of latencies and data throughput
3. Radio frequency (RF) network performance analyses that evaluate network performance over a wide geographical area with terrestrial users and sUA sharing network resources

![Figure 1. M&S Framework.](image)

The framework also identifies data analysis and visualization as other important elements. In this paper we describe physical layer performance analyses and RF network performance studies.

Table 1 presents a common set of assumptions and RF parameters used for all analyses described in this paper. These parameters are derived based on Annex A.1 of [1] and are recommended for system-level performance evaluations for LTE-based networks in a rural macrocell environment with aerial vehicles (i.e., sUA). Such a rural environment is denoted as RMa-AV in [1].

<table>
<thead>
<tr>
<th>Assumptions and RF Parameters</th>
<th>Values</th>
</tr>
</thead>
<tbody>
<tr>
<td>UAS operational environment</td>
<td>Rural</td>
</tr>
<tr>
<td>Base station antenna height</td>
<td>35 meters (m)</td>
</tr>
<tr>
<td>Frequency band</td>
<td>700 megahertz (MHz)</td>
</tr>
<tr>
<td>Channel Bandwidth</td>
<td>10 MHz</td>
</tr>
<tr>
<td>Duplexing mode</td>
<td>Frequency division duplex</td>
</tr>
</tbody>
</table>

**Notes:**
- QPSK = quadrature phase shift keying
- QAM = quadrature amplitude modulation

III. sUAS INFORMATION FLOW

To enable the development of analysis scenarios from a UAS communications perspective, we identified an initial sUAS information flow that potentially could be supported using a terrestrial wireless network. This is presented in Figure 2.

In this figure, and for the remainder of this document, transmissions to sUA are denoted as forward link (FL) transmissions and transmissions from the sUA to the ground are denoted as reverse link (RL) transmissions.

This flow includes UAS C2 message exchanges between each sUA and its corresponding GCS where the remote pilot in command is located. It could also include message exchanges from sUA to a UAS traffic management service supplier’s (USS) server [3]. Such exchanges could potentially support remote identification (Remote ID) functionality.

Figure 2 also shows that additional messages could be exchanged between a USS server and ground control stations, for example to support functionality informing sUAS pilots of potential weather changes in their areas of operation.

The network consists of a radio access (wireless) part supporting the communication to and from users and ground transceivers (cell towers), and a “core” (wireline) part that provides access to other systems (e.g., USS server). The “core” network consists of gateways, routers, switches, and other network infrastructure elements. It supports the user data transmission and the signaling that is required for the network to function.

Figure 2 also illustrates how various sUAS operations could be enabled by a terrestrial wireless network.

- A BVLOS operation is shown between a remote pilot in command located at GCS$_1$ and its sUA denoted as sUA$_1$. The pilot at GCS$_1$ is communicating wirelessly to a cell tower nearby, and the sUA$_1$, operating farther away, is communicating to a different cell tower.
- An extended VLOS (EVLOS) operation is also shown. In this example, a pilot in command at GCS$_1$ and its corresponding sUA$_1$ are within the coverage area of the same cell tower, and therefore use the same cell tower for connectivity. However, the remote pilot in command would not be close enough to the sUA to be able to see it.
• An additional BVLOS scenario could be envisioned as GCS₂ could potentially communicate to more than one sUA (shown in the figure as sUA₂ and sUA₄). In this example, GCS₂ is shown as connected to the “core” part of the network. Both sUA₂ and sUA₄ would be beyond the visual line of sight of the remote pilot in command located at GCS₂.

![Potential sUAS Information Flow](image)

**Figure 2. Potential sUAS Information Flow**

IV. PHYSICAL LAYER PERFORMANCE ANALYSIS IN A UAS CONTEXT

The performance of LTE-based terrestrial networks in the context of supporting the communications needs of sUAS is a topic of research and evaluation through M&S efforts and field trials. In this section we document physical layer performance studies using the MATLAB LTE Toolbox [4] and its 5G library add-on [5]. The goal of our studies is to explore the LTE link performance impact of each of the following factors:

- sUA speed
- RF operational environment
- sUA altitude

In these studies, the LTE link performance is expressed in terms of the block error rate (BLER) [6]. In the future, BLER results may be further used for DES and RF network performance studies [7], [8].

A. Simulation Setup

We performed simulations by developing scenarios that would characterize an LTE link in a sUAS environment. The toolbox provides functionality for physical layer modeling [9], while the 5G library allows us to perform simulations with a three-dimensional (3D) channel model as defined by 3GPP [10], [11]. Such 3D channel models are expected to be extensively used in 5G, especially as advanced antenna systems get widely implemented.

Figure 3 illustrates the block diagram of our LTE end-to-end simulation setup [12]. In this setup we implemented the RF parameters recommended for data transmissions from LTE base stations (BSs) to aerial vehicles (i.e., sUA). Table 1 described the set of common parameters in more detail.

The LTE waveform, generated in accordance with these parameters, propagates through a noisy fast fading channel model [1]. [13]. Multipath effects contribute to signal attenuation due to reflections and diffractions in the RF environment between the LTE BS and an airborne sUA being served by that BS. Doppler effects, due to sUA speed, cause signal distortions in the frequency domain. Additive white gaussian noise is incorporated to model noise effects through the channel.
OFDM = Orthogonal Frequency Division Multiplexing

LTE-based network supporting both terrestrial users and sUA.

analyzed scenarios consider a rural environment with an

used for the physical layer analyses performed using the

evaluations in a rural macrocell environment with aeri al

channel estimator at the receiver to minimize the ambiguity of

Notes:

TABLE II.

<table>
<thead>
<tr>
<th>Assumptions and RF Parameters</th>
<th>Values</th>
</tr>
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<tbody>
<tr>
<td>Allocated RF resources for data traffic</td>
<td>50%</td>
</tr>
<tr>
<td>BS transmitter antenna configuration</td>
<td>2 antennas, cross-polarized</td>
</tr>
<tr>
<td>BS antenna pattern</td>
<td>As described in [10]</td>
</tr>
<tr>
<td>Simulation duration</td>
<td>100 frames</td>
</tr>
<tr>
<td>sUA receiver antenna configuration</td>
<td>2 antennas, cross-polarized</td>
</tr>
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<td>sUA mobility</td>
<td>[20, 80] kilometers per hour (km/hr.)</td>
</tr>
<tr>
<td>sUA altitudes</td>
<td>{100,200,300,400} feet (ft)</td>
</tr>
</tbody>
</table>

Table 2 presents additional assumptions and RF parameters used for the physical layer analyses performed using the MATLAB LTE toolbox. These parameters, identified in Annex A.1 of [1], are recommended for system-level performance evaluations in a rural macrocell environment with aerial vehicles (RMa-AV).

After propagating through the channel, the signal is received at the sUA. Channel estimation is performed at the sUA to help reduce the impact of the propagation conditions on the received signal [14]. After demodulating and decoding the received signal, the BLER metric is calculated. BLER, the ratio of incorrectly received blocks to the total number of transmitted blocks, is a measure of signal quality in an LTE network.

Table 1 defines a common set of assumptions and RF parameters used for all analyses described in this paper. All analyzed scenarios consider a rural environment with an LTE-based network supporting both terrestrial users and sUA.

Table 2 presents additional assumptions and RF parameters used for the physical layer analyses performed using the MATLAB LTE toolbox. These parameters, identified in Annex A.1 of [1], are recommended for system-level performance evaluations in a rural macrocell environment with aerial vehicles (RMa-AV).

C. Impact of sUA Speed and RF Operational Environment on LTE Link Performance

We performed simulations with sUA flying at 100 ft AGL in both LOS and NLOS conditions. BLER results for two sUA speeds and for both LOS and NLOS conditions are shown in Figure 5.
The two sUA speeds are 20 km/hr and 80 km/hr. We observe that for these modest sUA speeds, which are typical for sUA operations, and using a frequency band of 700 MHz, the impact of the actual sUA speed on LTE link performance is not significant in either LOS or NLOS conditions.

A target BLER of 10% (or $10^{-1}$) is typically considered acceptable in LTE-based terrestrial networks [8], [16].

A signal-to-noise ratio (SNR) of about 1 decibel (dB) lower is needed to achieve a BLER of $10^{-1}$ in a scenario with the sUA experiencing an RF LOS condition (shown in magenta) than in a scenario with the sUA experiencing a NLOS situation (shown in blue). This means a lower signal quality can be tolerated if RF LOS exists between the BS and the sUA. For example, the sUA could be farther away from a BS if a RF LOS situation exists, and the sUA could still experience acceptable link performance.

D. sUA Altitude Impact on LTE Link Performance

Figure 6 illustrates a sample scenario in which the sUA is in the horizontal main beam of the BS antenna at various altitudes. This means the RF link between the BS and the sUA will experience a specific BS antenna gain that depends only on the sUA’s elevation angle as seen from the BS [10].

Figure 7 shows the BLER performance results for sUA altitudes ranging from 100 to 400 ft in a rural environment with sUA in RF LOS conditions. Results are shown for three modulation schemes, and for a coding rate of 1/2. The modulation schemes are: QPSK, 16-QAM, and 64-QAM, as described in Table 1.

The BLER performance results for a terrestrial user are also shown as a baseline for comparison in each of the three figures. It should also be noted that for the terrestrial link’s BLER simulations we used the corresponding 3GPP channel model for terrestrial users in a rural environment [10], [12].

E. Summary of Findings from Physical Layer Analyses for sUAS

Our current findings for the physical layer analyses focused in a rural environment can be summarized as follows:
- BLER is lower if the sUA encounters an RF LOS condition to its serving BS than if it encounters an RF NLOS condition.

- For the analyzed sUA speed ranges and frequency bands, the sUA speed had a fairly modest impact on link performance. This is because we used relatively low UA speeds, which are typical for sUAS operations, and also frequency bands at or below 2.5 gigahertz (GHz). Use of higher frequency bands, if needed, should be further studied.

- For all four analyzed sUA altitudes, link performance is better for a sUA than for a terrestrial user.

- For a sUA in the horizontal main beam of its serving base station antenna but at varying altitudes in the 100 ft to 400 ft range, the BLER performance gets worse as the sUA altitude increases.

Our next steps include performing simulations in an urban environment. Propagation channel characteristics are quite different between rural and urban areas. In an urban area, the sUA would encounter a rich multipath environment and a lower probability of staying within the RF LOS of an LTE base station [1] than in a rural area. The aerial fast fading channel model defined for urban scenarios will be used for sUA in urban-area simulations [1].

V. RF NETWORK PERFORMANCE ANALYSIS

The main focus of the studies described in this section is to evaluate the performance of an LTE network over a wide geographical area in a rural environment. For these studies, we assume that terrestrial users and sUAS share the network resources. Envisioned sUAS operations in this area could include agricultural operations (e.g., crop monitoring) and linear infrastructure inspections.

A. Wide Geographical Area Scenario and Operational Environment Data

In order to build the wide-area analysis scenario, we used Atoll, a network design and optimization software tool [18]. The rural environment, comprising of both terrestrial users and sUAS, is depicted in Figure 8.

We selected a rural area, approximately 35 km by 35 km, near Richmond, Virginia for our studies. Within that area, we assumed a set of thirty-seven BSs spaced about 5 km apart in a hexagonal grid layout, as described in [1] for a rural environment. Each BS is equipped with three directional antennas, spaced 120° apart in azimuth.

We used digitized terrain and land-use (clutter) data for all studies described in this section. This allows us to better characterize the geographical environment that sUA would encounter when operating within the analysis area.

Figure 9 shows the terrain elevation in the area of interest. The spatial resolution of this data is 10 meters (about 1/3 arcsecond in latitude and longitude) [19]. Digital terrain elevation information shows elevations at or below 400 ft above mean sea level for most of the analysis area.

Land-use (clutter) data, represented through clutter classes, is shown in Figure 10. The analysis area is rural, with many locations characterized as either forest or agricultural [19].
analysis [18]. Such losses are included for all link performance studies presented in this section.

Within the analyzed scenario, we used RF propagation models for typical terrestrial users and for sUAS. The model for terrestrial users is based on [10], and the model for sUAS is as specified in [1].

We implemented the path loss equations for sUAS in a rural environment for various altitudes as described below.

For sUAS in RF LOS conditions the path loss expressed in dB is:

$$P_{L_{LOS}} = \max (23.9 - 1.8 \log_{10}(h_{UA}), 20) \log_{10}(d_{3D}) + 20 \log_{10}(\frac{40 \pi f_c}{3})$$

(1)

where:

- $h_{UA}$ = sUA height AGL (m); 10 m < $h_{UA}$ < 300 m
- $d_{3D}$ = slant range between BS antenna and the sUA (m),
- $f_c$ = frequency in GHz

Similarly, for sUAS in RF NLOS conditions the path loss expressed in dB is:

$$P_{L_{NLOS}} = \max (P_{L_{LOS}} - 12 + (35 - 5.3 \log_{10}(h_{UA})), 0) \log_{10}(d_{3D}) + 20 \log_{10}(\frac{40 \pi f_c}{3})$$

(2)

where the parameters are as described for (1).

We have also included the impact of shadow fading for both sUA [1] and terrestrial users [10].

B. Link Performance Studies

In this section we present our link performance results for two typical LTE performance metrics, namely, Reference Signal Received Power (RSRP), and Reference Signal Received Quality (RSRQ). For each metric, we show results for sUAS at 100 ft and 400 ft AGL and results for terrestrial users.

1) RSRP Results

RSRP is a forward link metric describing the power of the reference signal as received by each user. RSRP is used by the network for cell selection, cell reselection, and base station handover [16]. It is also used for power control algorithms.

Figures 11 and 12 show RSRP results for sUAS at 100 ft and 400 ft AGL, respectively. The results identify average RSRP signals in the analysis area. Generally, strong RSRP levels are observed for sUAS at both 100 ft and 400 ft AGL. Results in Figure 11 show that for sUAS at 100 ft, there are locations at the edges of the analysis area where lower RSRP values are observed, which are due to terrain effects.

Comparing results in Figures 11 and 12, it can be observed that, generally, RSRP decreases as the sUA altitude increases. Larger areas are shown in lighter orange in Figure 12 than in Figure 11, corresponding to lower average RSRP values. This is because of the longer path between a higher-altitude sUA and its serving BS, and because of decreased BS antenna gain in the direction of a higher-altitude sUA.

Figure 13 shows RSRP results for terrestrial users. Comparing results from Figures 11, 12, and 13, the RSRP values for terrestrial users are significantly lower than those for sUAS at altitude.

This is because the path losses encountered by terrestrial users are considerably higher than those encountered by sUAS, even in a rural environment. It would be expected that the difference in path losses encountered by sUAS and terrestrial

![Figure 11. RSRP Results for sUA at 100 ft AGL](image)

![Figure 12. RSRP Results for sUA at 400 ft AGL](image)

![Figure 13. RSRP Results for Terrestrial Users](image)
users would be even more pronounced in suburban or urban areas where buildings are much denser.

It can also be seen that terrain effects at the edges of the analysis area are also more pronounced for terrestrial users than for sUA, resulting in even lower RSRP values at those locations, or coverage gaps.

2) RSRQ Results

RSRQ is a network-related forward link metric describing the quality of the reference signal information as received by each user. The RSRQ metric is used for cell selection, cell reselection, and BS handover.

Figures 14 and 15 show RSRQ results for sUA at 100 ft and 400 ft AGL, respectively. The results identify average RSRQ values in the analysis area.

Comparing results in Figures 14 and 15, we note the same trend in the RSRQ variation with sUA altitude as for RSRP, (i.e., RSRQ values decrease as sUA altitude increases). Larger areas are shown in cyan or light blue in Figure 15 than in Figure 14. Those areas correspond to lower RSRQ values.

This is due to a decrease in received reference signal level with sUA altitude and because of an increase in intra-system interference with sUA altitude. As the sUA altitude increases, more BSs can be “seen” within the radio line of sight (RLOS) of the sUA, thereby contributing to an increase in RF interference at the sUA.

Even at the lower RSRQ levels, the signal quality should suffice, given the relatively modest data rate requirements assumed to be needed by a UAS C2 link (i.e., 100 kilobits per second [1]).

We should also note that the assumed distribution of base stations in our analysis is fairly sparse, even for a rural environment, with base stations about 5 km apart. A denser distribution would further increase the number of BSs that could be “seen” by sUA at altitude, resulting in even lower RSRQ values. This is an area of further investigation, as methods to mitigate this interference are being researched and developed [17].

Besides the wide-area studies for sUA and terrestrial users, we also performed initial data traffic simulations. In these simulations, the available network resources are shared between sUA and terrestrial users. The effect of potential intra-network interference between the two user types is considered. We distributed five sUA and ten terrestrial users in each BS sector and performed Monte Carlo simulations.

Our initial results indicate a larger increase in mutual interference between the two types of users when loading for each user-type exceeded 25%. This effect had also been documented in other analyses, such as [20]. Therefore, we are allowing a maximum of 25% of network resources to be available for each user type in our data traffic simulations.
We also observed that sUA transmissions (on the reverse link) have a larger impact on the link performance experienced by terrestrial users when compared to the impact of terrestrial users’ transmissions on the link performance experienced by sUA.

Although performed in different geographical areas, and evaluating different scenarios, our analyses indicated performance trends similar to those published in [21], [22].

VI. CONCLUSIONS

In this paper we have described an M&S framework developed to identify focus areas where M&S are needed to analyze comprehensively the potential use of wireless terrestrial networks for aviation communications.

We are developing an initial M&S capability to analyze an initial problem, namely how the performance of LTE-based networks, developed for terrestrial use, will be affected by the potential introduction of sUA as additional users in such networks. We are also analyzing the impact of sUA altitude and speed on the link performance it would experience from an LTE network.

We started by analyzing BVLOS sUAS scenarios in a rural environment, with sUA operating at or below 400 ft AGL. Our findings are as follows:

- For our physical-layer studies, we analyzed the impact of sUA altitude on link performance for four sUA altitudes: 100, 200, 300, and 400 ft AGL.
  - For all four altitudes, the sUA link performance was better than that of terrestrial users.
  - As the sUA altitude increased from 100 to 400 ft, the link performance for sUA degraded slightly.
- For our physical-layer studies we also analyzed the impact of sUA speed ranges (up to 80 km/hr) and frequency bands (up to 2.5 GHz) on link performance.
  - We observed that the sUA speed had a modest impact on link performance in the analyzed frequency bands.

Next steps include modeling and simulations of physical layer link performance in urban environments.

In this paper we also described and analyzed a wide-area scenario in a rural area near Richmond, Virginia. This is a mostly rural environment, with open areas and fairly flat terrain. Envisioned UA operations in this area could include agricultural operations (e.g., crop monitoring) and linear infrastructure inspections. Our findings are as follows:

- Received signal levels at the sUA from its serving BS decrease with increasing UA altitude.
- Received signal levels for sUA at 100 ft and 400 ft are better than those experienced by terrestrial users within the analysis area.
- Received signal quality at sUA also decreases as the sUA altitude increases. This is due to a decrease in received signal level with altitude and because of an increase in intra-system interference with altitude. As the sUA altitude increases, the sUA can “see” and “be seen” by more BSs.
- The impact of terrain was observed primarily at the low(er) sUA altitude (e.g., 100 ft).
- A larger increase in mutual interference between the two types of users (i.e., terrestrial users and sUA) was observed when the network loading for each user type exceeded 25%. Therefore, in our data traffic simulations we are allowing a maximum of 25% of network resources to be available for each user type.

Results for the wide-area studies indicate that, for the considered LTE network configuration in a rural environment, good signal levels and good signal quality could be achieved for sUAS at low altitudes. However, as the UA altitude increases, a decrease in signal quality can be observed. This result needs to be further investigated, especially for network configurations with denser distributions of base stations.

Next steps include continuing the data traffic simulations in rural areas, and then scenario development and analyses in urban environments.

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Approved for Public Release. Distribution Unlimited. Case Number: 19-0508

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[1] 3GPP TR 36.777 V15.0.0, "Study on Enhanced LTE Support for Aerial Vehicles (Release 15)."
[10] 3GPP TR 38.901 V14.3.0, "Study on channel model for frequencies from 0.5 to 100 GHz (Release 14)," Dec 2017.
ABBREVIATIONS

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
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</thead>
<tbody>
<tr>
<td>3D</td>
<td>Three Dimensional</td>
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<tr>
<td>3GPP</td>
<td>3rd Generation Partnership Project</td>
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<tr>
<td>4G</td>
<td>Fourth-generation</td>
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<tr>
<td>5G</td>
<td>Fifth-generation</td>
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<tr>
<td>AGl</td>
<td>Above Ground Level</td>
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<tr>
<td>BLER</td>
<td>Block Error Rate</td>
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<tr>
<td>BS</td>
<td>Base Station</td>
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<tr>
<td>BVLOS</td>
<td>Beyond Visual Line of Sight</td>
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<td>C2</td>
<td>Command and Control</td>
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<td>dB</td>
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<td>Ground Control Station</td>
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<td>LOS</td>
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<td>Long Term Evolution</td>
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<td>m</td>
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<td>M&amp;S</td>
<td>Modeling and Simulation</td>
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<td>MHz</td>
<td>Megahertz</td>
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<table>
<thead>
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<td>NAS</td>
<td>National Airspace System</td>
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<td>Quadrature Amplitude Modulation</td>
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<td>Quadrature Phase Shift Keying</td>
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<td>Radio Frequency</td>
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<tr>
<td>RL</td>
<td>Reverse Link</td>
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<tr>
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<td>Radio Line of Sight</td>
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<tr>
<td>RMa-AV</td>
<td>Rural Macrocell Environment with Aerial Vehicles</td>
</tr>
<tr>
<td>RSRP</td>
<td>Reference Signal Received Power</td>
</tr>
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<td>RSRQ</td>
<td>Reference Signal Received Quality</td>
</tr>
<tr>
<td>SNR</td>
<td>Signal to Noise Ratio</td>
</tr>
<tr>
<td>sUA</td>
<td>small Unmanned Aircraft</td>
</tr>
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<td>small Unmanned Aircraft System</td>
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<td>Transport Block</td>
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<td>Unmanned Aircraft</td>
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<tr>
<td>USS</td>
<td>UTM Service Supplier</td>
</tr>
<tr>
<td>UTM</td>
<td>UAS Traffic Management</td>
</tr>
<tr>
<td>VLOS</td>
<td>Visual Line of Sight</td>
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AUTHOR BIOGRAPHY

Izabela Gheorghisor is a Principal Communications Engineer at MITRE, specializing in analysis, modeling and simulation of aeronautical communication systems. She holds a B.S. in Electronics and Telecommunications from the Polytechnic Institute Bucharest, Romania, and M.S. and Doctor of Science degrees in Electrical Engineering from George Washington University, Washington, DC. Dr. Gheorghisor is a Senior Member of the IEEE.

Angela Chen is a Senior Electrical Engineer at MITRE. Her research interests include modeling and performance analysis of wireless communication systems for aviation. She holds a B.S. degree in Electrical Engineering from the National Chung Hsing University, Taiwan, and a M.S. degree in Electrical and Computer Engineering from the North Carolina State University. She is currently pursuing a M.S. degree in Data Analytics Engineering from George Mason University.

Leonid Globus is a Lead Communications Engineer at MITRE. He received his bachelor’s and master’s degrees in electrical engineering from the State University of Telecommunications in St. Petersburg, Russia. The focus of his recent work has been on RF studies and spectrum management for civil aviation.

Timothy Luc is an Electrical Engineer at MITRE, specializing in communications and systems engineering as well as modeling and simulation for aviation systems. He holds a B.S. degree in Electrical Engineering from Virginia Tech and is currently pursuing an M.S. degree in Systems Engineering from Worcester Polytechnic Institute.

Phillip Schrader is a Lead Multi-Discipline Systems Engineer at MITRE, specializing in data analysis and visualization of aeronautical traffic flow management information. He earned a B.S. degree in Economics and International Relations and M.B.A. from Carnegie Mellon University in Pittsburg.