e-Power
ADVANCED AIR MOBILITY

GOCC
GROUND OPERATIONS CONTROL CENTER

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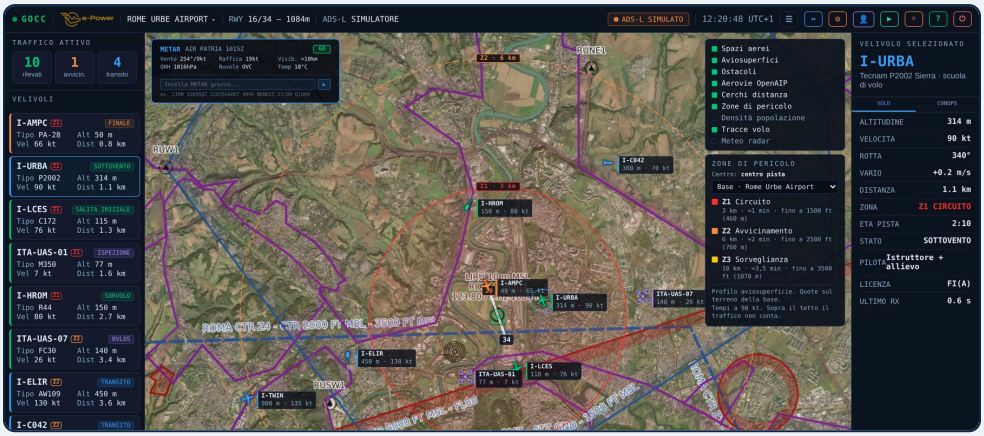
From mission to flight

GOCC is the web application for logistics drone missions. It plans the corridor, estimates the risk to SORA 2.5 and checks which drone can do the mission. It is an auxiliary tool, not an air traffic control system.



Main screen in demo mode: simulated ADS-L traffic at Roma Urbe, the danger zones of the airfield and the airspace.

1 · Low-density route

The corridor avoids the most populated areas, with WorldPop population data. The route is compared with the straight line.

2 · SORA 2.5 pre-assessment

Estimates GRC, ARC and SAIL for each leg of the route. Includes mitigations M1 and M2 and shows the necessary OSOs.

3 · Ground constraints

In the route pre-assessment, flight over motorways and railways has a penalty. Shows the P, R and D zones.

4 · Fleet analysis

Checks payload, endurance, C2 link range and containment. Result: suitable, suitable with changes, not suitable.

5 · Best-drone requirements

If no drone is suitable, GOCC lists the minimum requirements. They are the basis to buy or to build the drone.

6 · ADS-L traffic on the map

A ground receiver at 868 MHz shows the ADS-L traffic near the airfield. The aircraft do not need the mobile network.

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ELECTRONIC CONSPICUITY · ADS-L

Mutual visibility by radio

ADS-L is an electronic conspicuity system specified by EASA. The equipped aircraft transmits its position and movement at regular intervals, and compatible receivers detect it. Thus BVLOS drone operators see the crewed traffic. The signal goes from radio to radio in the SRD860 band, between 868.2 and 869.525 MHz. e-Power is the exclusive representative for Italy of the Talos Avionics systems.

ADS-L / Remote ID

Talos airborne module for drones and aircraft, in Medium Range and Long Range versions.

MPTS and MPTS PRO

Talos systems for crewed aircraft: ADS-L and ADS-B reception. PRO adds 4G.

Ground Base Receiver

The e-Power GBR, a ground receiver at 868 MHz, brings the traffic into GOCC.

WHAT MAKES GOCC DIFFERENT

- **One environment**, from the route to SORA. No transfer between tools.
- **From the mission to the drone.** First the mission, then the drone requirements.
- **Model catalogue.** Manufacturer data are checked before entry.
- **Safety around the airfield.** The airfield manager sees the ADS-L equipped traffic in real time.
- **Simulation environment** for operator training.

WHAT GOCC IS NOT

- **It is not an air traffic control system.** It does not replace the ATC services of ENAV or D-Flight.
- It does not use certified data and does not certify missions or authorisations.
- It is an auxiliary, qualitative tool. It shows the traffic visible through ADS-L and helps you to prepare your missions and authorisation requests.

In development: export of the requirements as a preliminary specification, fleet analysis on multi-leg corridors, penalties extended to all of Italy, network of GBRs.

GOCC online demo: scan the code

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