



BSI Standards Publication

UAS traffic management (UTM)

Part 7: Data model for spatial data

National foreword

This British Standard is the UK implementation of [ISO 23629-7:2021](#).

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A list of organizations represented on this committee can be obtained on request to its committee manager.

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UAS traffic management (UTM) — Part 7: Data model for spatial data

Gestion du trafic des aéronefs sans pilote (UTM) —

Partie 7: Modèle de données pour les données spatiales



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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

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A list of all parts in the [ISO 23629](#) series can be found on the ISO website.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

Introduction

In order to enable UAS (unmanned aircraft systems) to operate safely, there is a need to define the data model that is related to various spatial information for common use between the UAS operators and the UAS traffic management (UTM) system. Existing standards regarding spatial data for safely operating UAS including static data and dynamic data do not exist, whereas efforts are underway to establish related standards on the part of ASTM and EUROCAE.

This document can be used as a reference model. Implementations of this document can lead to cost reductions in maintenance/expansion for application developers as well as compilation/maintenance of map data for map providers.

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UAS traffic management (UTM) —

Part 7: Data model for spatial data

1 Scope

This document specifies the data model that is related to various spatial information for common use between the UAS service provider and the system for operation control, e.g. UTM. This document specifies the names of the items for the data model, while the communication architecture and responsibilities of actors to define the items are not included.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

[ISO 19157](#), *Geographic information — Data quality*

[ISO 21384-4](#), *Unmanned aircraft systems — Part 4: Vocabulary*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in [ISO 21384-4](#) and the following apply.

ISO and IEC maintain terminology databases for use in standardization at the following addresses:

- ISO Online browsing platform: available at <https://www.iso.org/obp>
- IEC Electropedia: available at <https://www.electropedia.org/>

3.1

aerodrome

defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft

[SOURCE: ICAO/Annex 2]

3.2

CNS

communications, navigation, and surveillance systems, employing digital technologies, including satellite systems together with various levels of automation

[SOURCE: ICAO Doc. 9750]

3.3

time

mark attributed to an instant or a time interval on a specified time scale

Note 1 to entry: The representation rules are defined in the ISO 8601 series.

[SOURCE: ISO 8601-1:2019, 3.1.1.2, modified — The original notes to entry have been removed; a new note 1 to entry has been added.]

**3.4
elevation**

vertical distance of a point or a level, on or affixed to the surface of the earth, measured from mean sea level

[SOURCE: ICAO/Annex 4]

**3.5
flight route**

specified route designed for channelling the flow of traffic as necessary for the provision of *UTM* ([3.11](#))

**3.6
geo-limitation**

entity that represents area surrounded by virtual boundary lines in the real world

**3.7
geoid undulation**

height of the geoid relative to a given ellipsoid of reference

**3.8
height above ellipsoid**

vertical distance of a point or a level, on or affixed to the surface of the earth, measured from World Geodetic System 1984 (WGS 84) ellipsoid

**3.9
shape**

horizontal projection on earth of a given object

**3.10
magnetic declination**

angle on the horizontal plane between magnetic north and true north

**3.11
UAS traffic management
UTM**

set of traffic management and air navigation services aiming at safe, secure and efficient integration of multiple manned and unmanned aircraft flying inside the respective designated operational coverage of each service

4 Data model

4.1 Overall data model

Overall data model shall consist of four packages: ground map package, obstacle data package, virtual data package, dynamic data package. [Figure 1](#) shows the overall data model. For examples of information, see [Annex A](#). For use cases, see [Annex B](#).

An overall, data quality management system shall prove the data quality in accordance with [ISO 19157](#).

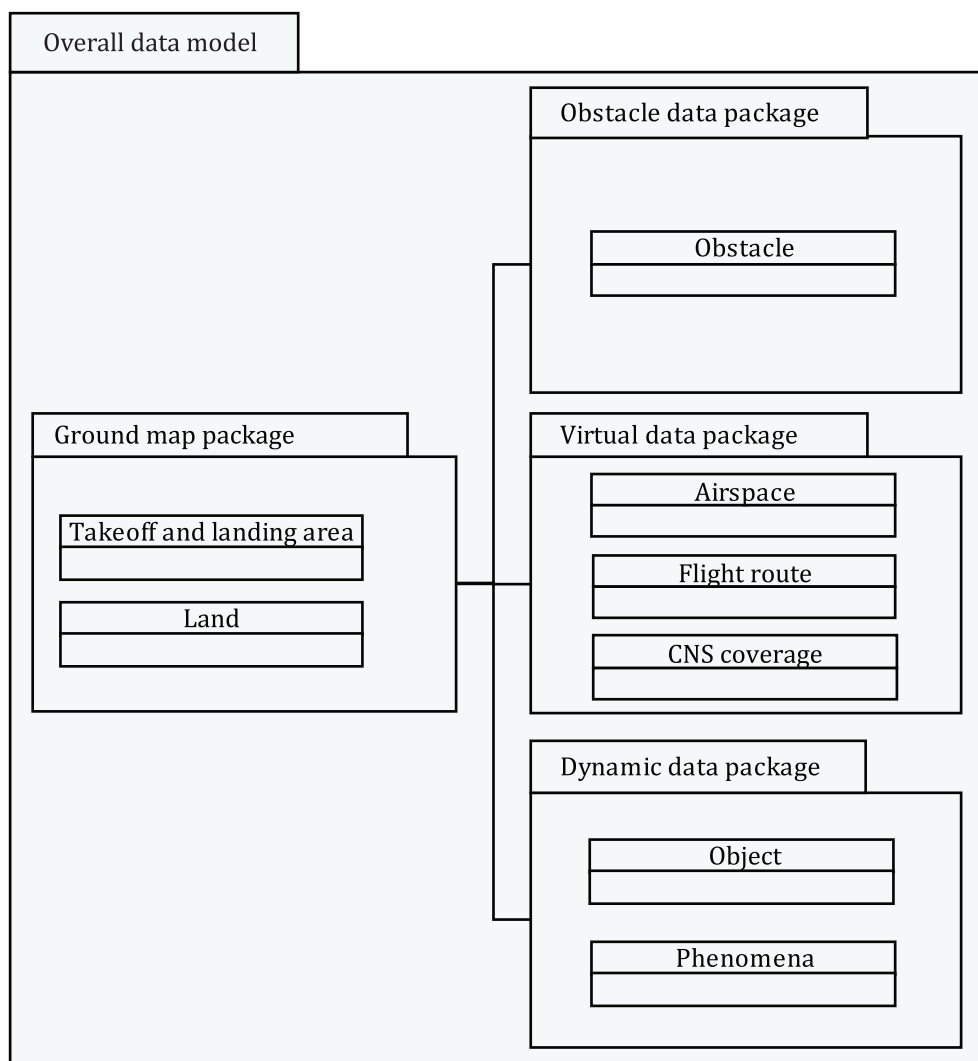


Figure 1 — Overall data model

4.2 Ground map package

4.2.1 Overview

Ground map package contains data that are defined as “geographical surface areas designed for specific activities”. Ground map package shall as a minimum contain two entities: takeoff and landing areas and land.

4.2.2 Attributes of takeoff and landing area

Takeoff and landing area is an entity that represents the area designated for either takeoff or landing of a UA (unmanned aircraft) in the real world. [Table 1](#) summarizes minimum attributes of takeoff and landing area. Magnetic declination changes over time, and it may be updated as needed. Takeoff and landing area may include vertiports using the elements of conditions for operation and resources.