☐ **ATM**
☐ **Other _____**

UASFM Analytics Model Feedback

1. Based on the provided overview of the UASFM Analytics Model and potential applications to your facility decision making, how will the model affect your decisions to perform the following tasks? Specifically, would you be more able or less able to perform these tasks and why?
    a. setting UASFM altitude ceilings

2. When the UASFM Analytics Model recommended an increase of altitudes, what specific feedback or concerns did you have?

3. When the UASFM Analytics Model recommended a decrease of altitudes, what specific feedback or concerns did you have?

4. What additional information is needed or would be useful to the facility for determining grid altitude ceilings?

5. Could the information provide help with further coordination and collaboration with sUAS operators and other FAA organizations?

6. Based your understanding of the UASFM Analytics Model, what display method would you suggest accessing the information needed to support decision making?

7. Is it important for your facility to differentiate between fixed-wing aircraft (commercial, GA) and helicopter traffic when determining altitude ceilings in a UASFM?

8. Do you think the model should be dynamic based on changing traffic, seasons, or time of day?

9. Would your facility be interested in continued use and improvement of the model?

10. Would you be likely/unlikely (circle one) to override a grid square recommendation provided by the UASFM LEAP plan? Why?

APPENDIX C: USER EVALUATION RATING

Please mark one (Voluntary):

☐ **ATM**
☐ **Other _____**

UASFM Analytics Model
User Evaluation Rating

October 2021

Prepared by:
Concept Development and Confirmation, Mission Support Services (AJV-S)
Federal Aviation Administration
Washington, DC 20591

User Evaluation Rating

NOTE: All data collected during the study will be analyzed and reported as group data. No individual or facility-based responses will be identified or reported.

INSTRUCTIONS: A five-point scale is provided for you to rate your level of agreement with a statement for the UASF Analytics Model Evaluation.

RATING SCALE DEFINITIONS FOR LEVEL OF AGREEMENT STATEMENTS

5. Strongly Agree. This response indicates you are in complete agreement with the statement.
4. Agree. This response indicates you agree with the statement.
3. Borderline. This response indicates you neither agree nor disagree with the statement.
2. Disagree. This response indicates you disagree with the statement.
1. Strongly Disagree. This response indicates you are in total disagreement with the statement.

User Evaluation Rating	
1. The UASFM Analytics Model provides a clear understanding of the safety impact on your facility. **5** Strongly Agree ○ **4** Agree ○ **3** Borderline ○ **2** Disagree ○ **1** Strongly Disagree ○ **N/A** ○	**Comments**
2. The UASFM Analytics Model's basis for recommending altitude ceilings was helpful in supporting your determination of UASFM altitude ceilings. **5** Strongly Agree ○ **4** Agree ○ **3** Borderline ○ **2** Disagree ○ **1** Strongly Disagree ○ **N/A** ○	**Comments**
3. The volume of known manned aircraft traffic through a UASFM grid is a primary factor in setting the altitude ceiling. **5** Strongly Agree ○ **4** Agree ○ **3** Borderline ○ **2** Disagree ○ **1** Strongly Disagree ○ **N/A** ○	**Comments**
4. When a UASFM grid <u>overlaps</u> with a National Security UAS Flight Restriction area, its altitude ceiling should be set to 0. **5** Strongly Agree ○ **4** Agree ○ **3** Borderline ○ **2** Disagree ○ **1** Strongly Disagree ○ **N/A** ○	**Comments**
5. The UASFM Analytics Model provides a quantitative risk-based methodology for determining appropriate UASFM altitude ceilings. **5** Strongly Agree ○ **4** Agree ○ **3** Borderline ○ **2** Disagree ○ **1** Strongly Disagree ○ **N/A** ○	**Comments**
6. The UASFM Analytics Model outputs could help with Further Coordination since it has data on manned aircraft between 0-400 in 50' increments. 5 Strongly Agree ○ 4 Agree ○ 3 Borderline ○ 2 Disagree ○ 1 Strongly Disagree ○ N/A ○	**Comments**

7. The analysis and display of historical traffic data (IFR and VFR operations) within the UASFM provide adequate information to support decision-making. **5** Strongly Agree ○ **4** Agree ○ **3** Borderline ○ **2** Disagree ○ **1** Strongly Disagree ○ **N/A** ○	**Comments**
8. Our facility found the safety recommendations to be acceptable within reason. **5** Strongly Agree ○ **4** Agree ○ **3** Borderline ○ **2** Disagree ○ **1** Strongly Disagree ○ **N/A** ○	**Comments**
9. For Grids near Helipads, rotorcraft traffic (e.g., medical transport, metro police department) should be a primary determining factor in setting nearby grid altitude ceilings. **5** Strongly Agree ○ **4** Agree ○ **3** Borderline ○ **2** Disagree ○ **1** Strongly Disagree ○ **N/A** ○	**Comments**
10. Military Training Routes (MTRs) corridors within a UASFM should be considered for setting grid altitude ceilings. **5** Strongly Agree ○ **4** Agree ○ **3** Borderline ○ **2** Disagree ○ **1** Strongly Disagree ○ **N/A** ○	**Comments**

Additional Comments and/or Feedback: