



MODEL FOR A SUSTAINABLE DEVELOPMENT OF THE LAST MILE DELIVERY LOGISTICS BY DRONES

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Bruno Lamiscarre worked first at Onera in several locations Chatillon, Meudon and Toulouse in France. He has acquired over 16 years in the Physics Scientific Branch a large experience in the domain of Optical Sensors and Signal processing. Since 1997, he has been involved in the field of Airport related research within the frame of the project called « Airport of the future » as the head of this project. He was involved in EU projects in the field of Air Transport System (ATS) covering, Drones, Airports, Automation, Fast time simulation, Security. Since 2007, he was the program manager of IESTA platform development: IESTA is a fast time simulation of the ATS with particular focus on environmental issues and future ATS concepts.

He joined ENAC (Ecole Nationale d'Aviation Civile), the French civil aviation university, in 2010 and until mid 2014, he was the Director for Research, in charge of the development of ENAC research on academics grounds but also towards applications like Unmanned Aircraft System (UAS), Air Traffic Management (ATM) and Airports, Human Machine Interface (HMI) in Aviation, Sustainable Air Transport, Safety.

Since then and until march 2017, he was back at ONERA to take the responsibility of the Systems Control and Flight Dynamics department. The department is focused on control and piloting, monitoring and decision, robotics systems, HMI and Human factors, and System design for aerospace vehicles and systems.

In the framework of new ONERA organisation in 2017, he took the position of Program Director of the Air Transport System Directorate. More specifically, he was coordinating the whole ONERA research activities in the domains of ATM (including UAS Traffic Management - UTM), Airport and Avionics Systems.

Since he left ONERA in December 2018, he joined NeoMetSys as the Scientific Director and the Asia Pacific Director.

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NeoMetSys knowledge and skills in Aviation

- ❖ Collaborative Decision Making (CDM) and Airport CDM (A-CDM)
- ❖ Traffic Flow Management (ATFCM – Air Traffic Flow and Capacity Management), Dynamic Airspace Configuration (DAC)
- ❖ Dynamic Capacity Balancing (DCB)
- ❖ Trajectories Optimization (Airstreams)
- ❖ Commercial Aircraft and Drones Traffic Simulation
- ❖ Urban Air Mobility (UAM): Airspace Design, Trajectories optimization, Traffic complexity, Detect & Avoid, Societal Acceptance, Drone Regulation