

# From Autonomy Lab to Fleet Operations:

Learn how we replicate operations using live air traffic data, simulated aircraft, and human operators to ensure the future of safe, autonomous aviation.

**The Wisk Autonomy Lab**  
Mountain View, California

From testing passenger requests to takeoff and landing assignments, this is where we are working to build the first, FAA-certified autonomous passenger eVTOL operation, bringing Wisk air taxis to your city.

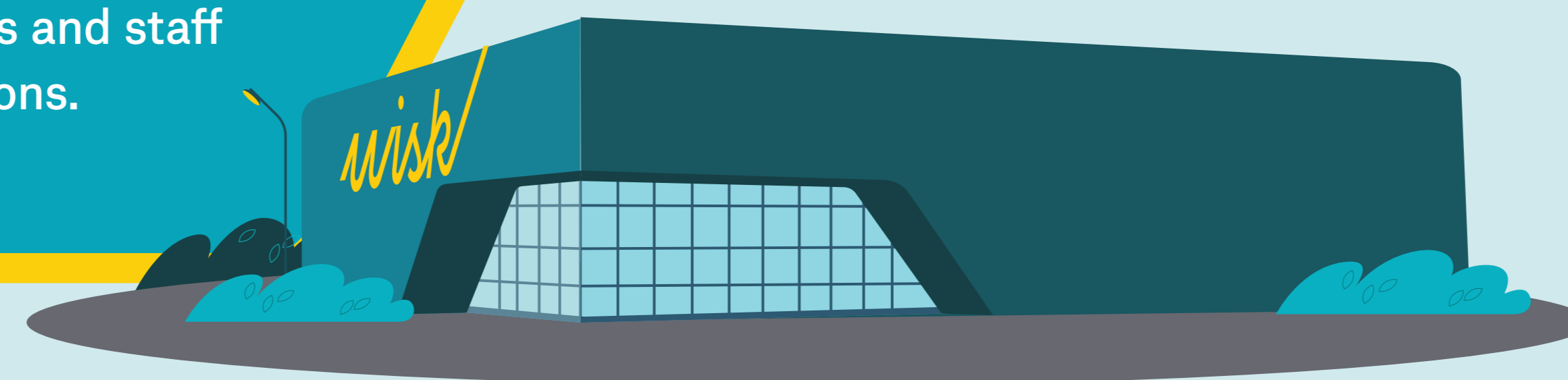
Start here

## 1 Customer Request:

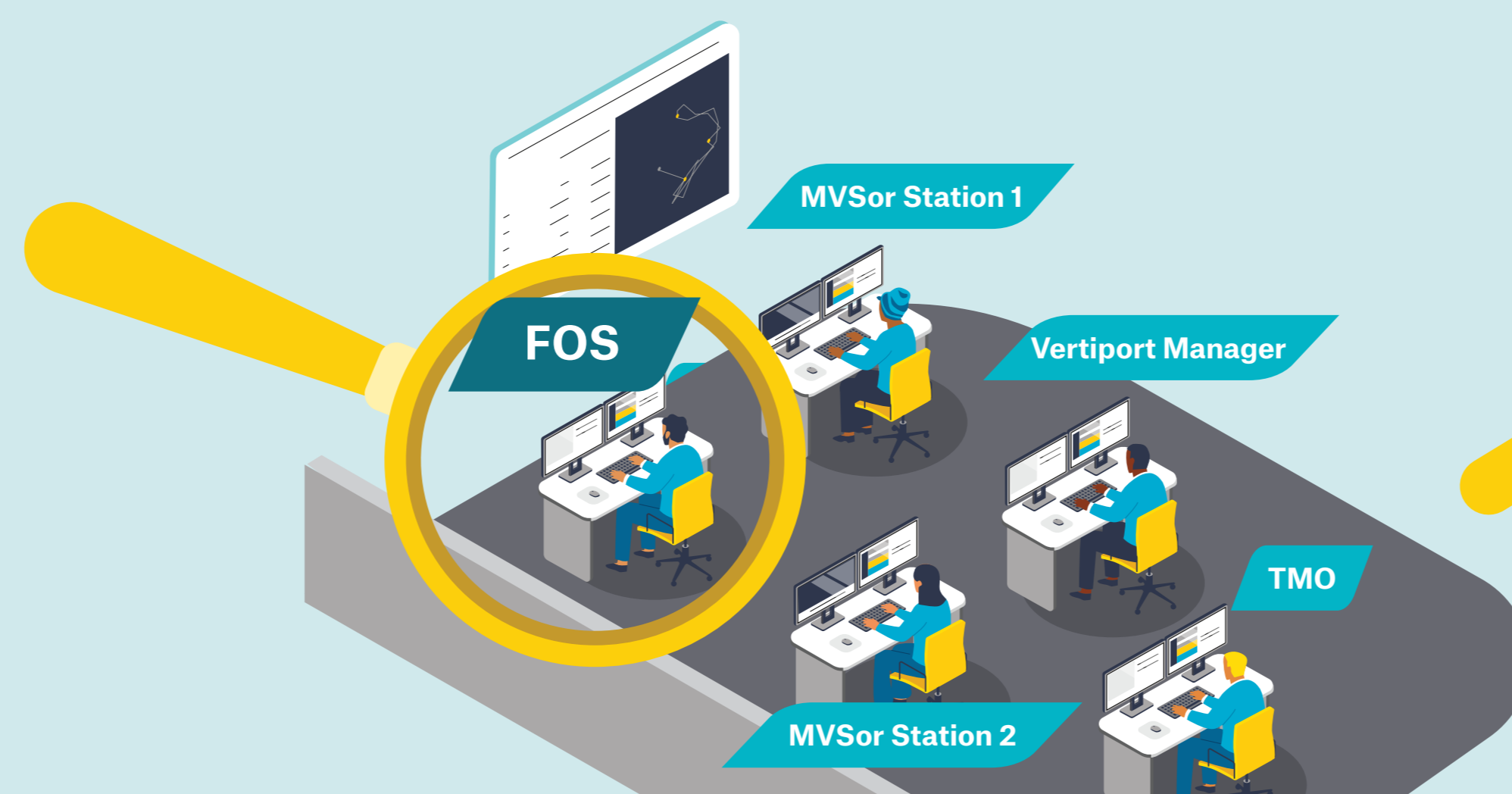
The process begins with a simulated passenger request. Passengers will book flights via an app or online.

## 2 Fleet Operations Center:

This is where Wisk Operators and staff oversee all flight and operations.



Take a look inside



## 3 Fleet Operations System (FOS):

The FOS is the system that will receive passenger requests and create flight plans and mission intents with the assigned Multi-Vehicle Supervisor (MVSor), aircraft, and other assets.

### Lab Test Learnings



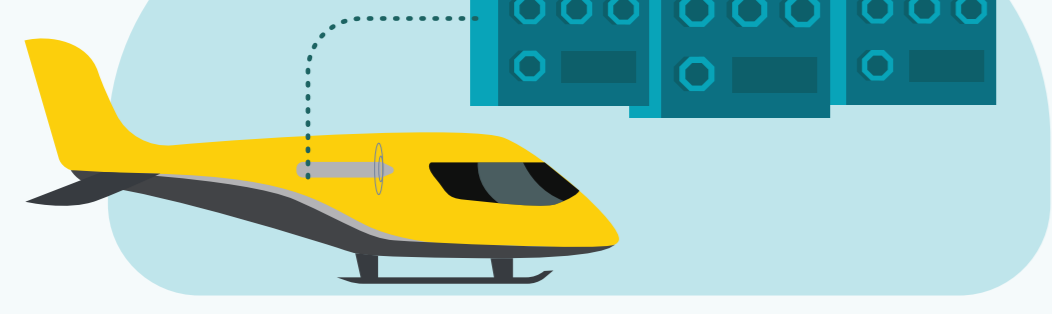
Wisk uses eye sensory testing and other evaluation methods to gauge safe aircraft operation. We leverage these insights to enhance our simulations and further develop the MVSor role.

## 4 Multi-Vehicle Supervisor (MVSor):

After FOS approval and mission validation by Turnaround Maintenance Operations (TMO), the MVSor accepts each mission intent. The accepted status will be reflected in the system.



### Lab Test Learnings



Our simulations incorporate the same Mission Management System (MMS) that will be used on our Wisk aircraft, allowing us to operate and communicate with the aircraft just as our operators will in the real world.

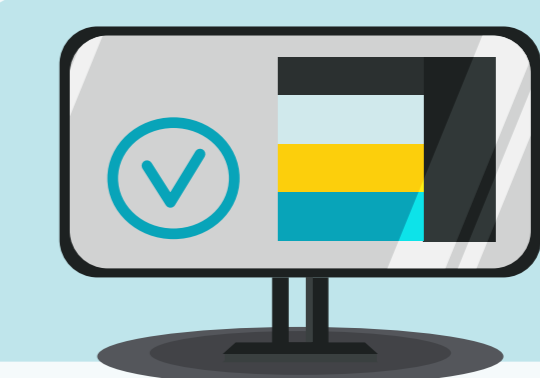
Get ready for

## 5 Takeoff:

After a series of procedures and checks, the Wisk aircraft is ready for takeoff. The MVSor will receive a verbal departure release from ATC. The MVSor clicks on liftoff and execute buttons to begin the flight.



### Lab Test Learnings



During the landing phase of simulation, the TMO provides aircraft status and availability via digital communication, including readiness for Final Approach and Takeoff Area (FATO) availability during approach.

## 6 En-Route:

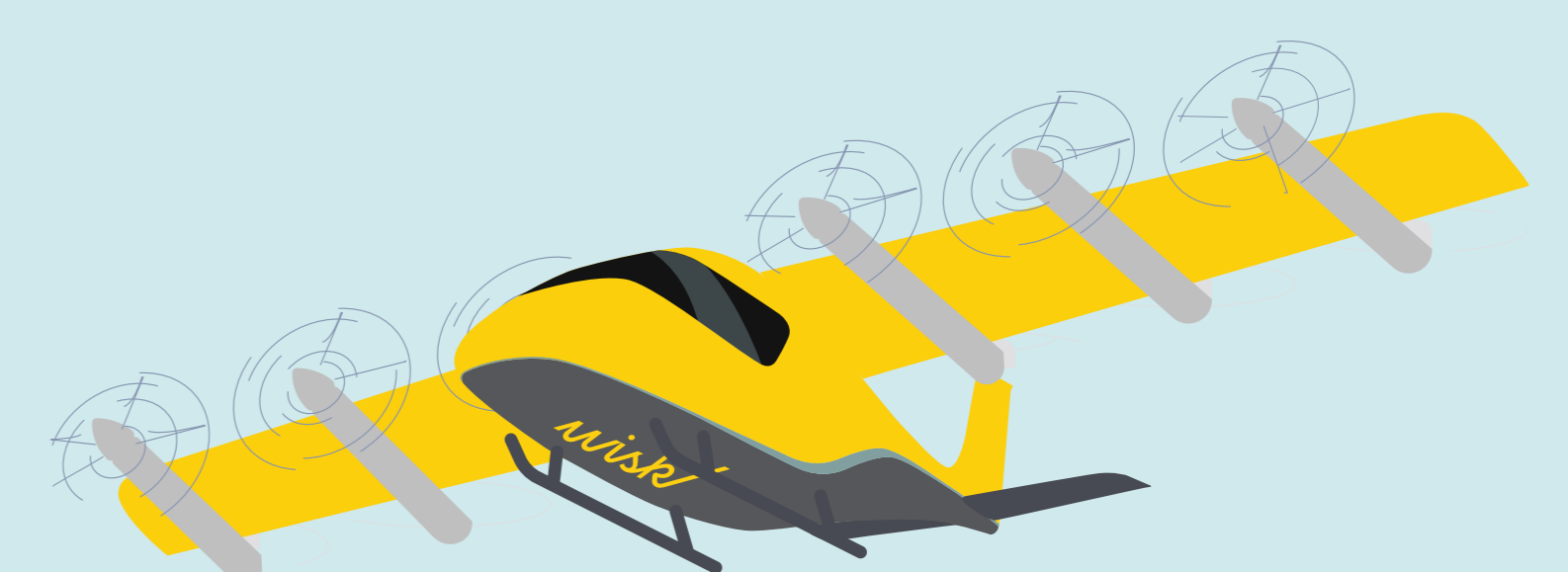
The MVSor observes the progress of their respective flights while keeping in contact with ATC.



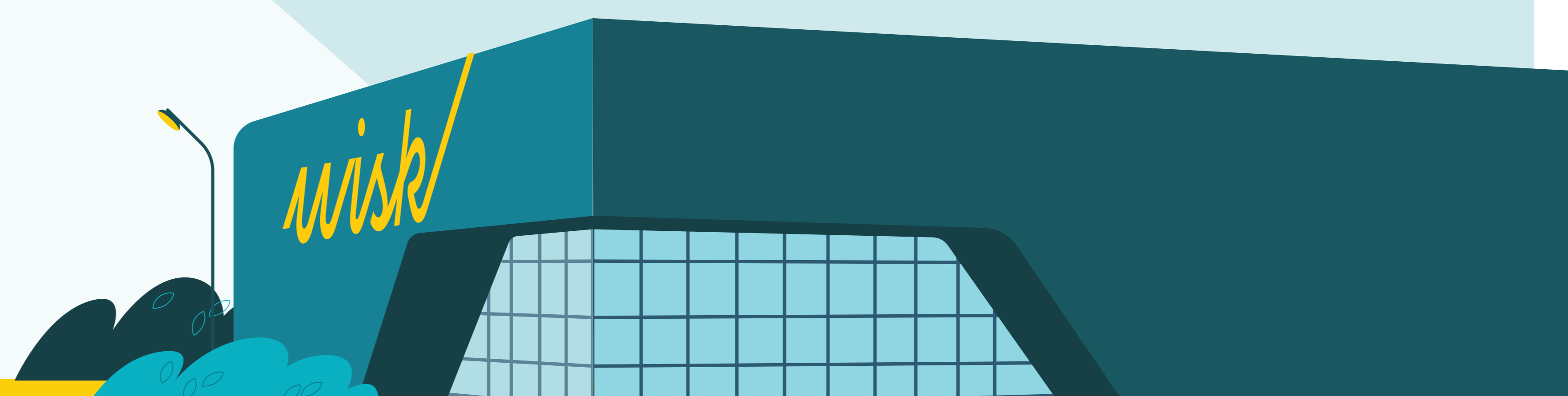
## 7 Approach and Landing:

The FOS receives confirmation from the vertiport that the reserved final approach and takeoff area is ready. The MVSor oversees the landing on designated FATO's and coordinates with ground crew for confirmations and clearances.

GROUND CREW



The process above helps build our Wisk Fleet Operations Centers, where we're hard at work elevating the future of aviation.



**Ensuring safe everyday flight for everyone**