

Real Options “In” a Micro Air Vehicle System

Jennifer M. Wilds

**Massachusetts Institute of Technology
77 Massachusetts Ave., NE20-343
Cambridge, MA 02139**

wilds@mit.edu

Richard de Neufville

**Massachusetts Institute of Technology
77 Massachusetts Ave., E40-245
Cambridge, MA 02139**

ardent@mit.edu

Jason E. Bartolomei

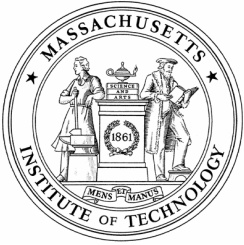
**Massachusetts Institute of Technology
77 Massachusetts Ave., NE20-343
Cambridge, MA 02139**

jason.bartolomei@mit.edu

Daniel E. Hastings

**Massachusetts Institute of Technology
77 Massachusetts Ave., 4-110
Cambridge, MA 02139**

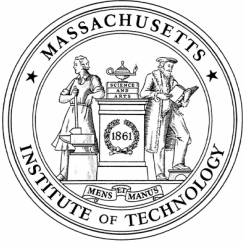
hastings@mit.edu



What are Real Options?

- Real Options:
 - “Right, but not obligation” to act
 - Projects and systems vs. contracts
- Real Options “On” Projects
 - Flexibility that is emergent or coincidental in the development and operation of a system*
 - Example: whether or not to open a mine
- Real Options “In” Projects
 - Flexibility that has to be anticipated, designed and engineered into a system*
 - Example: Multi-story parking garage (Zhou & Tseng 2003)

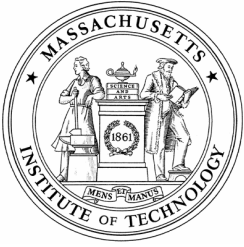
*Kalligeros, 2002



Real Options Analysis Methods

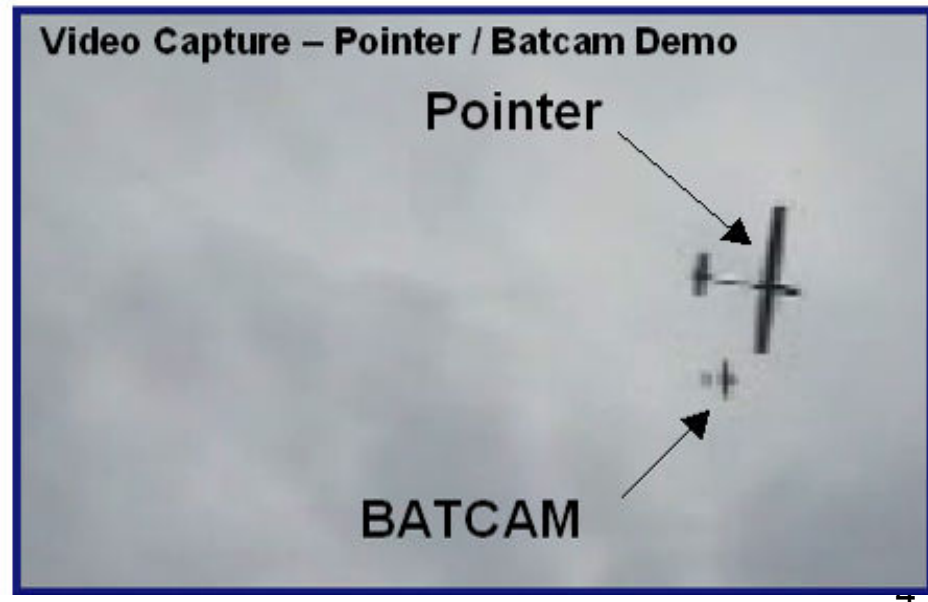
- Net Present Value with Uncertainty
 - Metric for comparing projects with uncertainty
- Two-Stage Decision Analysis
 - Technique for evaluating alternatives in uncertain situations
- Lattice Analysis
 - Analysis of time evolution of uncertainty

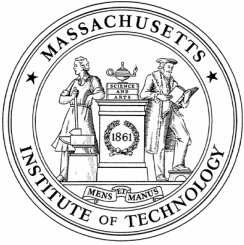
**Choose method based on application
and assumptions!**



Applying Real Options Analysis

- Micro Air Vehicles (MAVs)
- Small Unmanned Aerial Vehicles (SUAVs)
- Challenges: Demand and Market Penetration





Case Study: Micro Air Vehicle

Desired Flexibility:

- **Endurance**

Flexible Options:

- Battery
- **Wing & Empennage Design**

Uncertainty:

- **Demand**
- Predicted Ratio of Micro Air Vehicles and Small Unmanned Air Vehicles
- Market Penetration

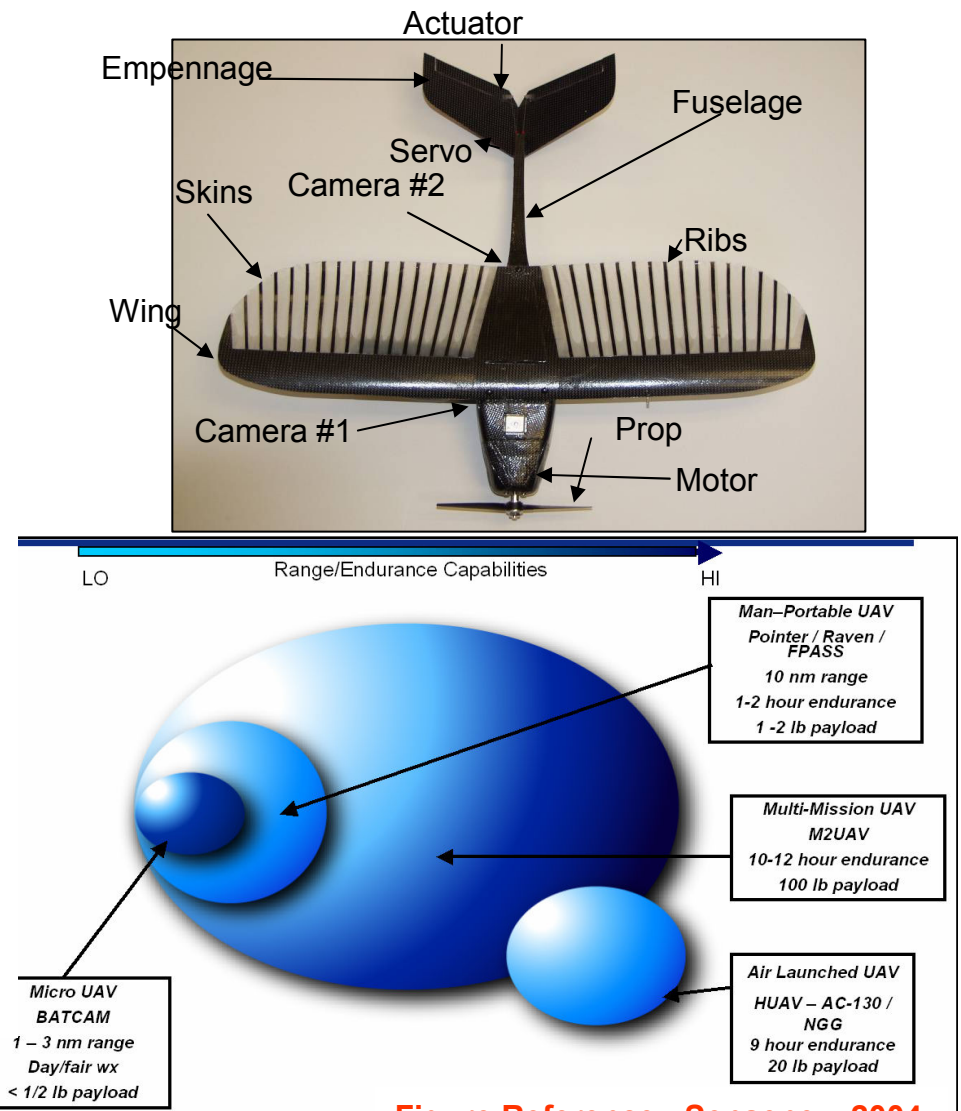
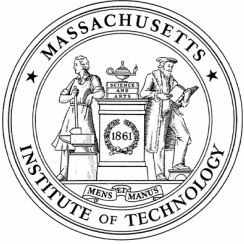


Figure Reference: Senseney, 2004



Designs for Real Options Analysis

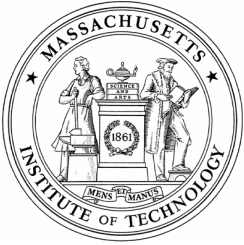
- Fixed Design

Target Market	MAVs (2007-2012)
Fixed Cost	\$1.5M
Marginal Cost	\$2000 per MAV
Price	\$7000 per MAV
Discount Rate	12%

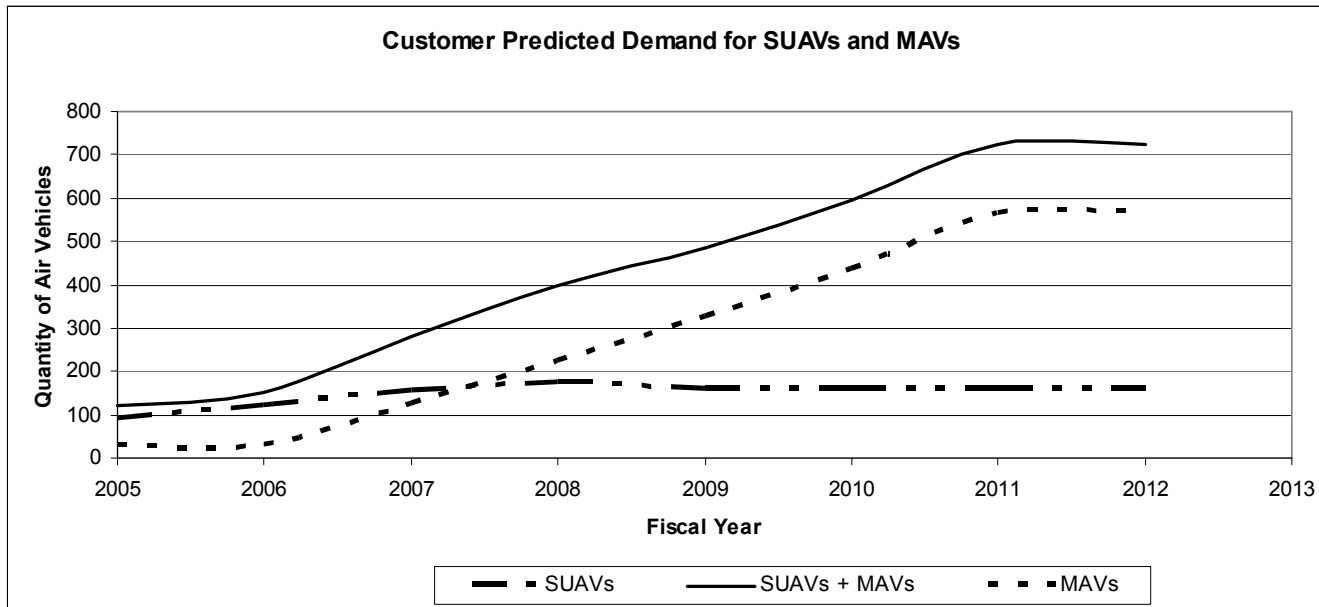
- Flexible Design

Target Market	MAVs (2007) MAVs + SUAVs (2008-2012)
Fixed Cost	\$1.75M
Marginal Cost	\$2500 per MAV
Price	\$7000 per MAV without flexible option \$10000 per MAV with flexible option
Discount Rate	12%

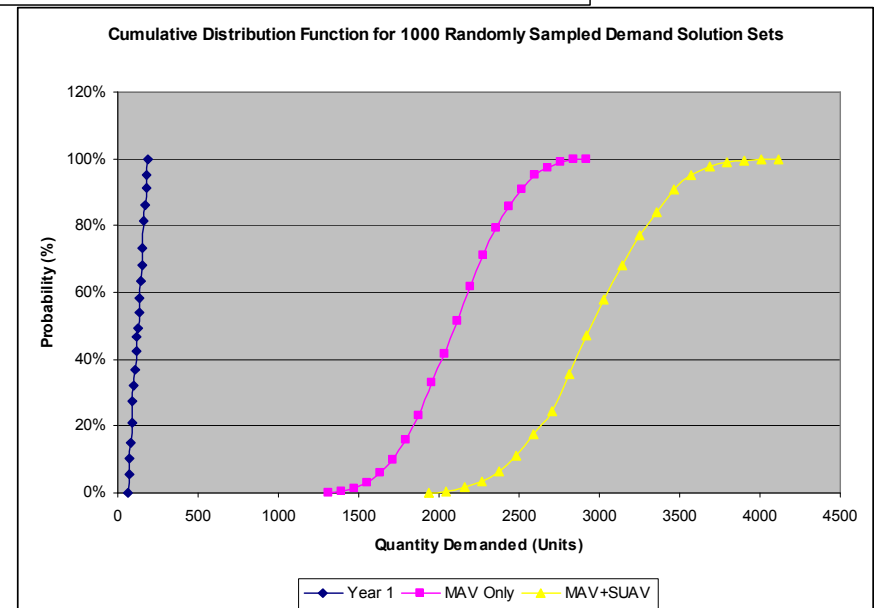
Consider a UAV manufacturer that will produce a fixed design capable of only performing the MAV mission or a flexible design that can do both SUAV and MAV missions.

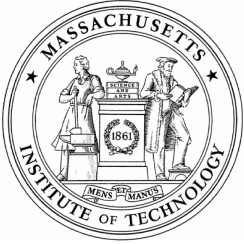


Uncertainty of Demand



SYSTEMS	FY0 5	FY0 6	FY0 7	FY0 8	FY0 9	FY1 0	FY1 1	FY1 2
Micro Percentage	0.25	0.20	0.44	0.57	0.67	0.73	0.78	0.78
Small Percentage	0.75	0.80	0.56	0.43	0.33	0.27	0.22	0.22



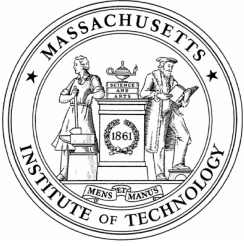


ROA Method 1: Net Present Value

	2006	2007	2008	2009	2010
Period	0	1	2	3	4
Quantity Demanded		281	398	486	596
Capacity (Systems)		10,000	10,000	10,000	10,000
Market Penetration		0.445	0.565	0.669	0.730
Production		125	225	325	435
Revenue (\$)		875,000	1,575,000	2,275,000	3,045,000
Costs (\$)	1,500,000	250,000	450,000	650,000	870,000
Net Cash Flow (\$)	-1,500,000	625,000	1,125,000	1,625,000	2,175,000
(1+r)^N	1	1.12	1.2544	1.404928	1.57351936
PV (\$)	-1,500,000.00	558,035.71	896,843.11	1,156,642.90	1,382,251.82
NPV (\$)		5,527,987.33			

NPV = *Discounted* (Present Value) Total Benefits - *Discounted* Total Costs

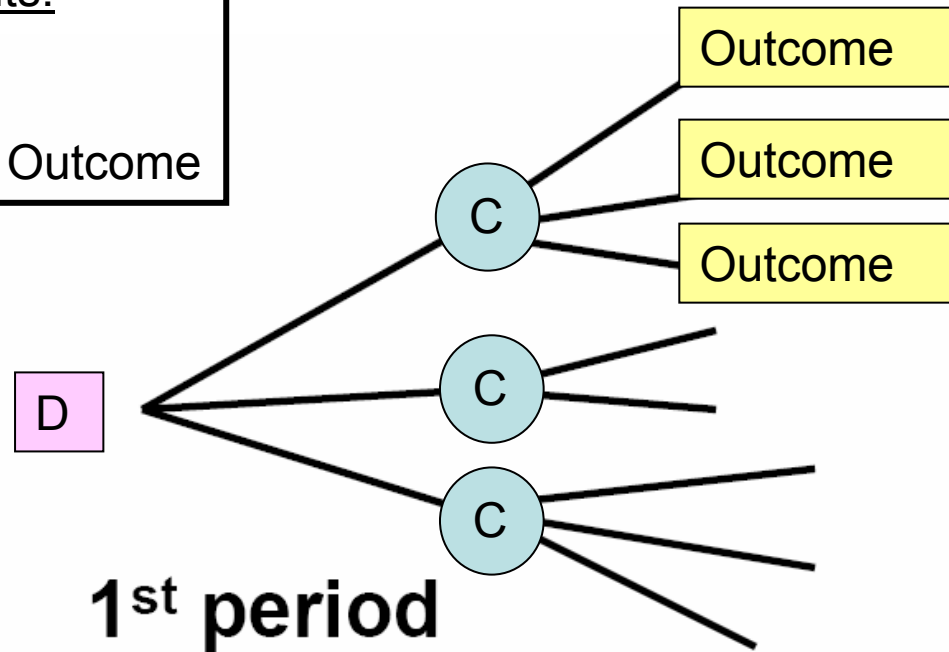
	Predicted Demand	Demand w/ Uncertainty
Fixed	\$5.53M	\$6.46M
Flexible	\$12.75M	\$14.80M



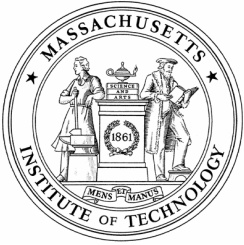
ROA Method 2: Two-Stage Decision Analysis

Two Data Elements:

1. Probability
2. Value of Each Outcome



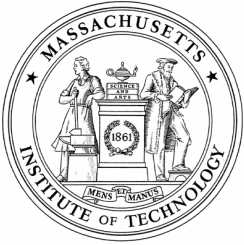
Objective: Identify the solution with the maximum Expected Value



ROA Method 2: Two-Stage Decision Analysis

		Demand	Chance Event	Probability (%)
Year 1	MAVs Only	$N > 141$	High	41%
		$104 < N < 141$	Forecasted	27%
		$N < 104$	Low	32%
Year 2 – Year 6	MAVs Only	$N > 2252$	High	38%
		$1955 < N < 2552$	Forecasted	39%
		$N < 1955$	Low	23%
	MAVs + SUAVs	$N > 3142$	High	32%
		$2765 < N < 3142$	Forecasted	44%
		$N < 2765$	Low	24%

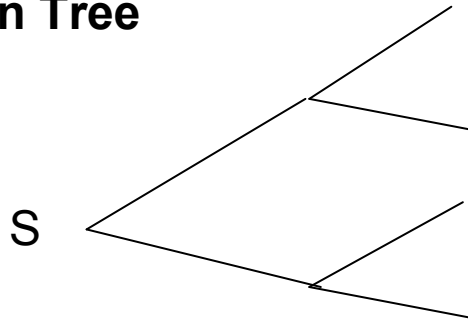
	Decision Analysis
Fixed	\$5.90 M
Flexible	\$13.07 M



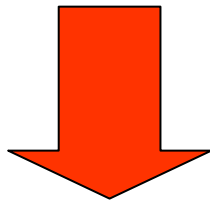
ROA Method 3: Lattice Analysis

Implicit Assumption of Path Independence!

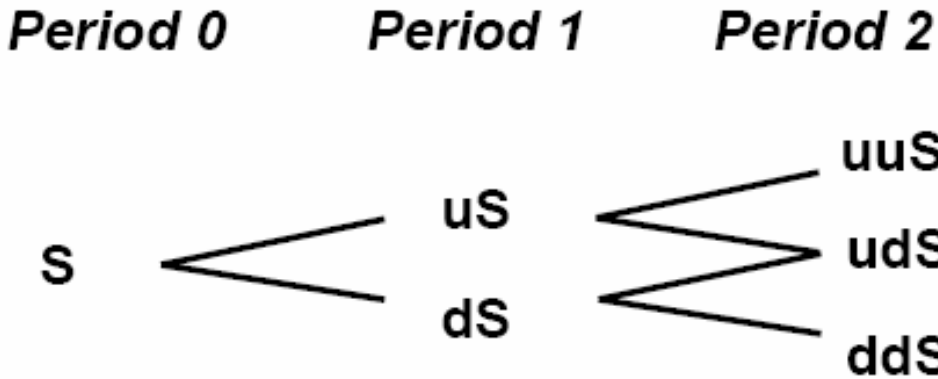
Decision Tree



The Lattice Method collapses the Decision Tree by assuming the states coincide: ie. the path “up then down” = “down then up”



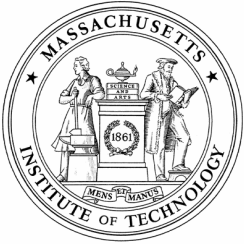
Binomial Lattice



$$p = 0.5 + 0.5 \left(\frac{v}{\sigma} \right) (\Delta t)^{0.5}$$

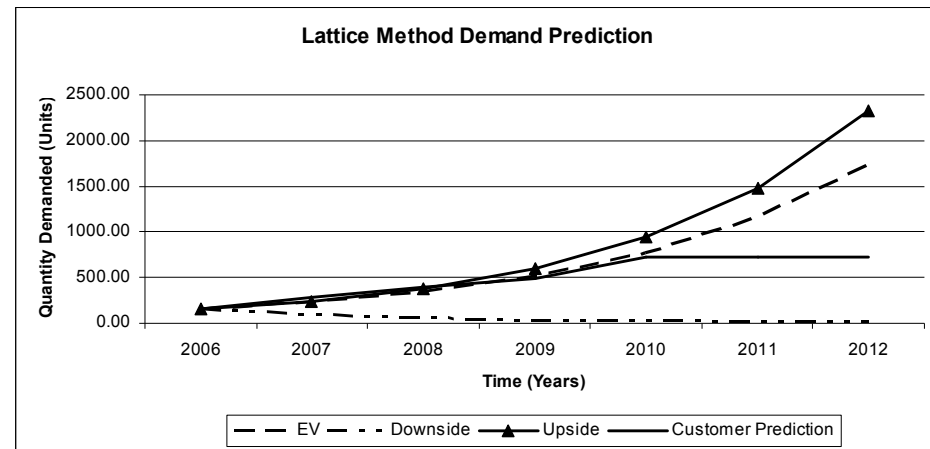
$$u = e^{\sigma \cdot \Delta t^{0.5}}$$

$$d = \frac{1}{u}$$



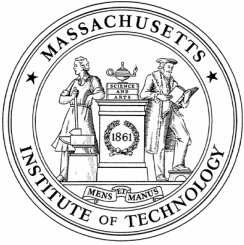
ROA Method 3: Lattice Analysis

Parameter		Value
Initial Demand	D_0	153 units
Time Step	Δt	0.5 years
Expected Growth	v	39%
Volatility	σ	$\pm 32\%$
Probability Up	p	93%
Upside Factor	u	1.25
Downside Factor	d	0.80



	Lattice Analysis
Fixed	\$13.89 M
Flexible	\$28.94 M

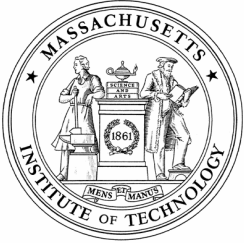
Because MAVs and SUAVs are relatively new technology, the Expected Growth and Volatility parameters are difficult to estimate. In this case study, the assumptions for the Lattice Method do not accurately model the expected demand—leading to flawed results!



Summary Results for Analysis Methods

	NPV w/o Uncertainty	NPV w/ Uncertainty	Decision Analysis	Lattice Analysis
Fixed Design	\$5.53 M	\$6.46 M	\$5.90 M	\$13.89 M
Flexible Design	\$12.75 M	\$14.80M	\$13.07 M	\$28.94 M

Accounting for uncertainty is ALWAYS better, and in this case shows the value of the flexible design.

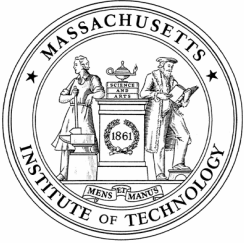


So what?

- **Considering uncertainty = recognize the greater upside potential value of the design**
- **Valuing the option provides important, decision making information about whether designers should *act* on flexibility**
- **Value of assessing the whole project, rather than individual time instantiations**

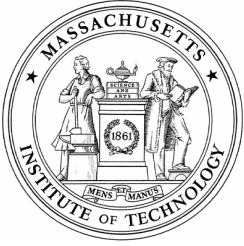
However

- **Beware of Assumptions--Lack of knowledge of the volatility and projected growth rate can cause model inaccuracies (for example: Lattice Analysis)**



Summary: Road Ahead

- Additional Case Study Applications
- Sensitivities to Assumptions
- Sensitivities to Uncertainties
- Variation of Multiple Uncertainties
- Integration of Physical Model and Multi-Design Optimization simulations into the ROA tool



References

- Bartolomei, Jason, Capt USAF, “Multi-Design Optimization Analysis for Endurance vs. Longest Linear Dimension.” Technical Report, Massachusetts Institute of Technology, 2005.
- Bartolomei, Jason, Capt USAF, *EPLANE_MAV.xls* USAF Academy, 2005.
- McMichael, James M and Francis, Michael S., Col USAF (Ret.), “Micro Air Vehicles - Toward a New Dimension in Flight.” Technical Report, Defense Advanced Research Projects Agency, 07 August, 1997.
- Office of the Secretary of Defense, The Pentagon, “Unmanned Aerial Systems Roadmap, 2005-2030,” Aug. 2005.
- Pickup, Sharon and Sullivan, Michael J., “Unmanned Aerial Vehicles: Improved Strategic and Acquisition Planning Can Help Address Emerging Challenges.” Government Accountability Office Report (GAO-05-395T), 09 March, 2005.
- Senseney, Michael, Lt Col. USAF, “Air Force Small UAV (SUAV) Flight Plan.” Small UAV Conference (Hurlburt Field, FL, April 20, 2004).