Responding to standardisation challenges of the future air transport system

Unmanned Aircraft Systems

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Based on a briefing prepared by Dan Hawkes
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This presentation provides a status report on the work of WG-73 UAS.
EUROCAE Working Group 73

- In 1999, following a EUROCONTROL/ NATO workshop, the JAA was requested to consider certification and operational issues for civilian unmanned aircraft.
- A JAA/EUROCONTROL task force was created leading to the publication of a report in May 2004.
- Following discussions between the JAA, EASA and EUROCAE, WG-73 was launched in April 2006.
- EASA is to propose WG-73 as the European UAS expert group that will assist development of airworthiness criteria and Special Conditions to supplement Policy for Unmanned Aerial Vehicle (UAV) certification (EASA A-NPA-16/2005).
The working group is currently supported by some 190 members.

EUROCONTROL provides the Chairman together with experts from its ATM, Navigation, Radio Spectrum, Military, Safety, and Operational Research domains.
## WG-73 Structure

<table>
<thead>
<tr>
<th>Role</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chairman</td>
<td>Daniel Hawkes</td>
</tr>
<tr>
<td>Secretary</td>
<td>Dewar Donnithorne-Tait</td>
</tr>
<tr>
<td>Vice Chairman</td>
<td>Gérard Mardiné (Industry)</td>
</tr>
<tr>
<td>Vice Chairman</td>
<td>Kenneth (Doug) Davis (FAA)</td>
</tr>
<tr>
<td>EUROCAE Focal Point</td>
<td>Gilbert Amato</td>
</tr>
<tr>
<td>RTCA SC-203 Focal Point</td>
<td>John Walker</td>
</tr>
<tr>
<td>Terminology &amp; Acronyms</td>
<td>Peter van Blyenburgh</td>
</tr>
<tr>
<td>ICAO &amp; EUROCONTROL Liaison</td>
<td>Holger Matthiesen</td>
</tr>
</tbody>
</table>

### Subgroups

<table>
<thead>
<tr>
<th>Subgroup 1</th>
<th>Subgroup 2</th>
<th>Subgroup 3</th>
<th>Small UAS Focus Group</th>
</tr>
</thead>
<tbody>
<tr>
<td>UAS Operations and Sense and Avoid</td>
<td>Airworthiness &amp; Continued Airworthiness</td>
<td>Command &amp; Control, Communications &amp; Spectrum, Security</td>
<td>Joe Barnard</td>
</tr>
<tr>
<td>Gérard Mardiné</td>
<td>Michael Allouche</td>
<td>Norbert Tränapp</td>
<td></td>
</tr>
</tbody>
</table>

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UAV v UAS

- **UAV - Unmanned Aerial Vehicle**
  - Is it or is it not an aircraft?

- **UA - Unmanned Aircraft**
  - Clearly an aircraft, hence subject to aircraft regulations and standards.

- **UAS - Unmanned Aircraft Systems**
  - This terminology adds the control station and other system elements such as Communications Links and Launch and Recovery Elements.

**WG-73 elected to change its name from UAV to UAS to show that the whole system was being addressed.**
More than 600 models of UA being developed or in service. Many military UAS. Civil & commercial UAS applications include:

- **Surveillance.** Weather, terrain, maritime, railways, disaster, search & rescue, pipelines, power grids, traffic, sports, crowds, environmental, agriculture, prospecting, wildlife, law enforcement, facility inspection, mapping
- **Communications.** Broadcasting, signal relay
- **Security.** Safeguarding of important people, sites, infrastructure
- **Cargo and Transport.** Mail and packages, hazardous material, animals and, maybe in the future, passengers.
The Objectives

- A requirements framework that will support civilian UAS airworthiness certification and operational approvals.
- Safe operation within non-segregated airspace in a manner compatible with other airspace users.
- Compatibility with the existing ATM regulatory framework, existing ATM infrastructures, existing procedures, and without degrading ATM efficiency.
Deliverables requested from WG-73

- **Deliverable 1. UAS related elements regarding the Operational Concept.**
  - Provides a preliminary inventory of airworthiness certification and operational approval items to be addressed (Jan 07).

- **Deliverable 2. Work Plan.**
  - Identifies work packages and timescales to guide the future activities of WG-73. (May 07)
Deliverables (2)

- **Deliverable 3. A Concept for UAS Airworthiness Certification and Operational Approval in the Context of Non-segregated Airspace.**
  - Will assist development of recommendations and a requirements framework for civilian UAS such that they will operate safely within non-segregated airspace.

- **Deliverable 4. UAS Command, Control and Communication Systems.**
  - Will define the requirements for command, control and communication systems including autonomous operation.

20 kg Fulmar Aerovision
Deliverables (3)

- Deliverable 5. UAS Sense and Avoid Systems.
  - Will define the functional requirements for sense and avoid systems.

  - Will identify those aspects of UAS normal and abnormal operations that would require special ATM consideration.
  - Will identify potential technical and operational solutions that could assist ATM compatibility development.
Towards Deliverable 3

Arguments developed in the Working Papers. Text for Deliverable 3 proposed in the Attachments.
Specific Issues

- In January 2007, WG-73 completed its first deliverable, a report entitled *UAS related elements regarding the Operational Concept*.

- The report provides a preliminary inventory of airworthiness certification and operational approval items which need to be addressed.

- The inventory was derived from a review of the *JAA/EUROCONTROL UAV Task-Force Final Report*, May 2004, other existing and relevant documents, and taking account of the current regulatory context.

- A summary of the main issues follows...
Radio Spectrum

- An ITU allocation of radio spectrum is needed to support safe civilian UAS operation in non-segregated airspace.
- For this purpose, information needs to be obtained about civilian UAS communication characteristics which involve command, control, UA flight and system monitoring, and relay of air traffic communications.
- WG-73 is supporting ICAO, EUROCONTROL, FAA and RTCA in a team effort to develop a technical case to support a bid for UAS spectrum allocation at the 2011 World Radio Conference. This bid will require concerted international support if it is to succeed.
Airworthiness Certification

- Many types of UAS could be available with a large variation in weight, size, performance, and means of control.
- UAS Type Certification categories and safety targets need to be defined with related certification requirements.
- Generic Special Conditions & Interpretive materials to be recommended for specific issues: e.g. UAS Safety Assessment, Command and Control, Control Station, Automatic Take-off & Landing.
Operational Approval

- Applications from potential UAS operators are likely to be received by the responsible authority of the State of the operator.
- Many different types of operation can be expected.
- Operational categories will need to be defined for which related conditions for operating approval can be published.
- UAS operating certificates can be granted to operators that demonstrate ability to comply with the operating conditions.
Command and Control

- There can be a trade-off between the autonomous capability of the UA and the capacity of the flight control data link.

- Issues include:
  - the degree of autonomy of the UA
  - compatibility with the evolving ATM
  - the capacity, integrity, redundancy and security of flight control data links
  - application of EUROCAE ED-78A and the means of compliance for certification
  - control station human-machine interface
  - data synchronisation at control station handover (normal and abnormal conditions)
  - support tools for mission planning
  - and personnel training and qualification
'See and avoid' is a **principle** (ICAO Annex 2) whereas separation assurance (with traffic or with terrain) and collision avoidance (with traffic or with terrain) are **functions**.

The separation assurance function is, in some cases, the responsibility of ATC (IFR/IFR in class A to E for example), in others, the responsibility of the pilot using the ‘see and avoid’ **principle** and applying the right-of-way **rules**.

These functions are presently achieved in manned aviation through the sensing by pilot's eyes and through other sensors not referred to in the 'see and avoid' principle (ATC radar and ADS-B for traffic separation, ACAS for traffic collision avoidance, E-GPWS for terrain avoidance, weather radar for bad weather avoidance).
The issue is how to define the functional perimeter of a UAS physical system that is equivalent to the manned aircraft ‘see & avoid’ principle and its rules.

Recognising that different notions are involved (principles, functions, rules, physical systems), the initial intent is to remain as far as possible at the functional level and to issue functional requirements or recommendations.

A so-called ‘sense & avoid’ system could implement most of the sub-functions of the separation provision responsibility of the UA controlling operator, and of the collision avoidance function. This system could still include a human in the loop.
Sense and Avoid (3)

- ‘What needs to be detected and avoided’ has to be considered.
  - Does it include airport ground traffic, the 'congested areas of cities..' or 'open-air assemblies of persons' as stated in Annex 2?
  - Will it determine the minimum over-flight height and decide to fly around an area if a minimum height cannot be achieved?
- WG-73 is discussing with RTCA SC-203 how the required functionality, safety, performance, and interoperability requirements could be developed jointly with the objective of achieving a common technical standard.
- The sense and avoid function of a UAS is recognised as being critical for safe UAS operations in non-segregated airspace. A reliable solution will be of benefit also to manned aviation.
 Security

- WG-73 will address the security, physical and electronic, of the UAS, the pilots, the ground control stations, and the launch and recovery aspects.

- Security of communications between the UA and the controlling operator will also be addressed.

- The intent is to propose policy, guidance, and requirements, as appropriate, to ensure an adequate level of security so that unmanned aircraft might be safely operated only by authorised personnel with a minimal risk of accidental or deliberate intrusion and disturbance.
EASA 150kg Threshold

- EASA position that UA with a mass of less than 150kg are subject to national certification and regulation
- WG73 focus is on UA >150kg
- UA <150kg can have significant capabilities and trans-national operating ranges. Issue of international interoperability
- Possible that standards developed for UV >150kg could be appropriate for some lighter UA (subject to national regulation)
- International ATM system must cater for aircraft of all masses
- EUROCONTROL to explore UAS issues using simulation, including UA <150kg
- WG73 has established a ‘Small UAS Focus Group’ and is developing a work package to address the issues
WG-73 Current Status

- Deliverable 1 (Inventory of Issues)
  - Agreed January 2007

- Deliverable 2 (Work Plan)
  - First Version agreed 31 May 2007

- Deliverable 3 (Concept Document)
  - 1st iteration due early 2008

- Deliverable 4 (Command & Control) and Deliverable 5 (Sense & Avoid)
  - In accordance with Work Plan and discussions with SC-203.

- Deliverable 6 (ATM Incompatibility Issues)
  - Ongoing activity
Questions