

Airspace Management

An FAA Perspective



Federal Aviation
Administration



UAS Symposium

Date: April 19, 2016



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EMBRY-RIDDLE
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Next Generation Air Transportation System (NextGen)



Ongoing, wide-ranging transformation of U.S. national airspace system (NAS)

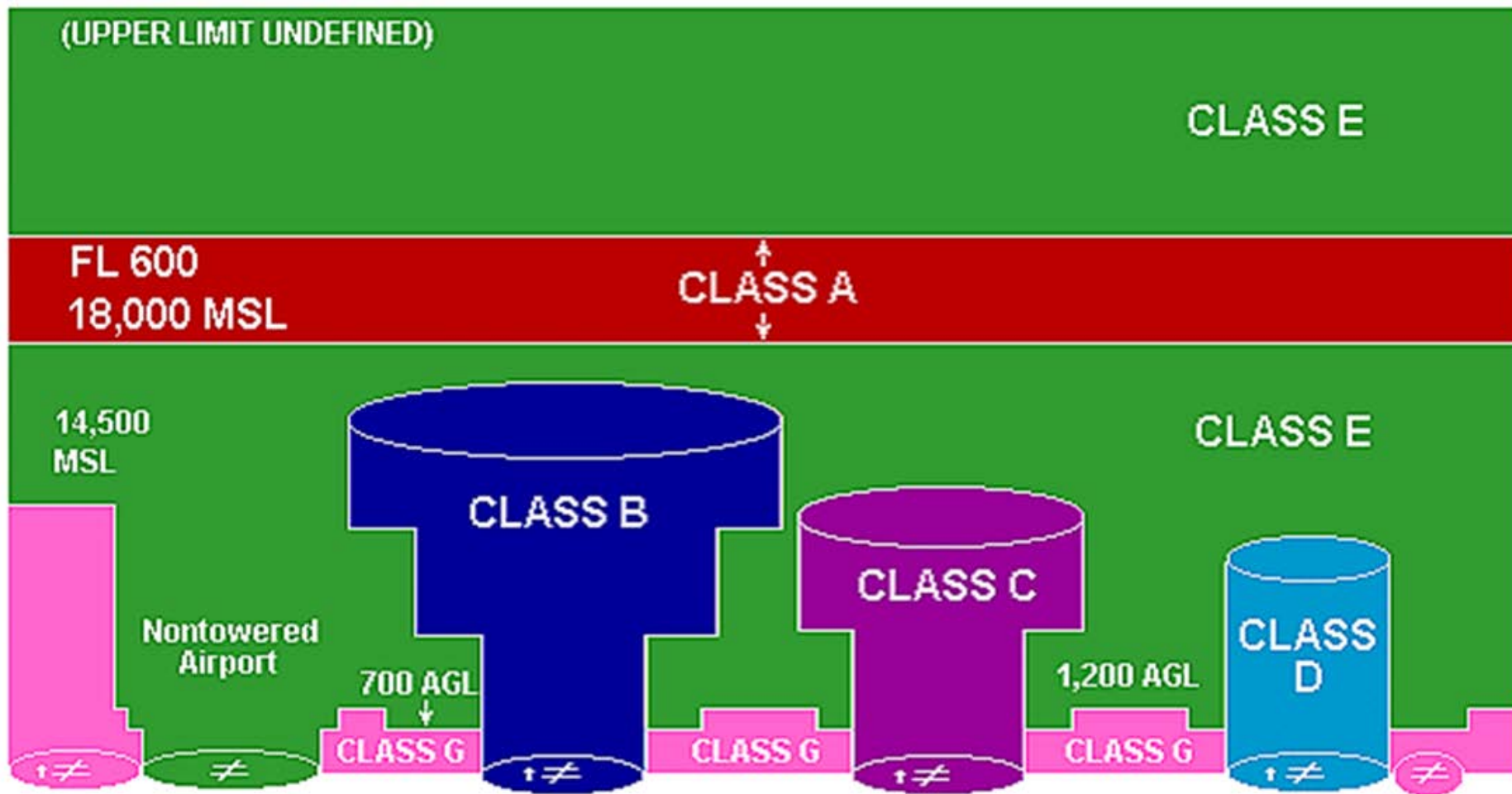


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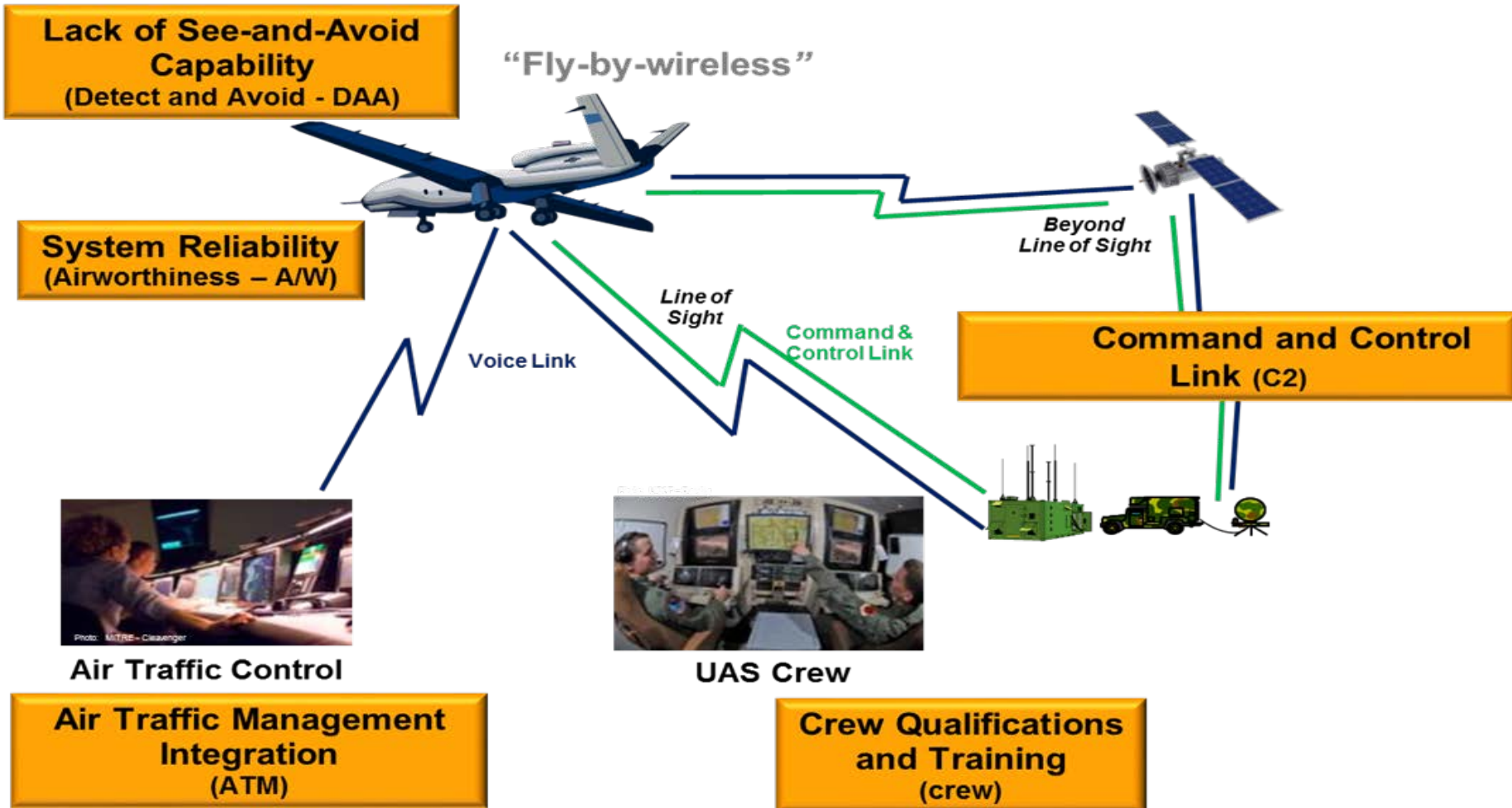
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U.S. Airspace Classification



Large UAS Challenges to File & Fly



Low Altitude Airspace of the Future



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Need for Common Discussion Framework

Diversity of Drivers

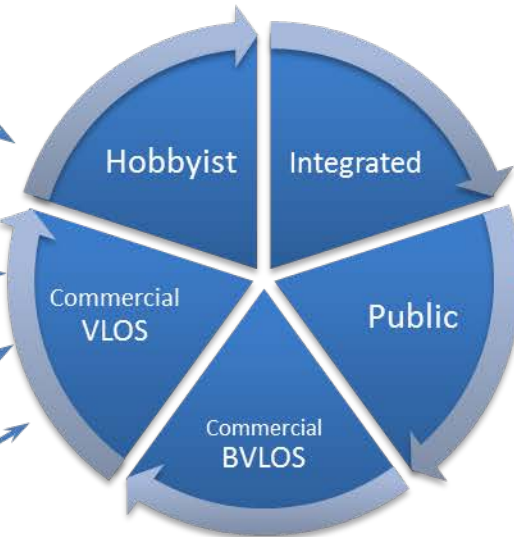
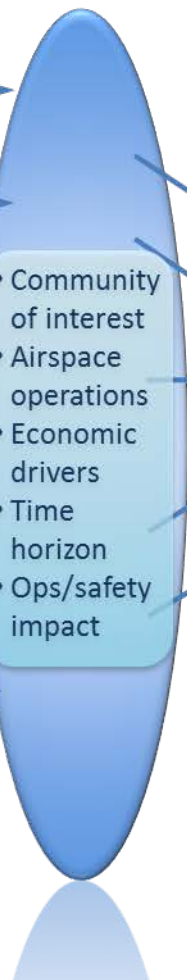


Addressed Using "Sector" Framework

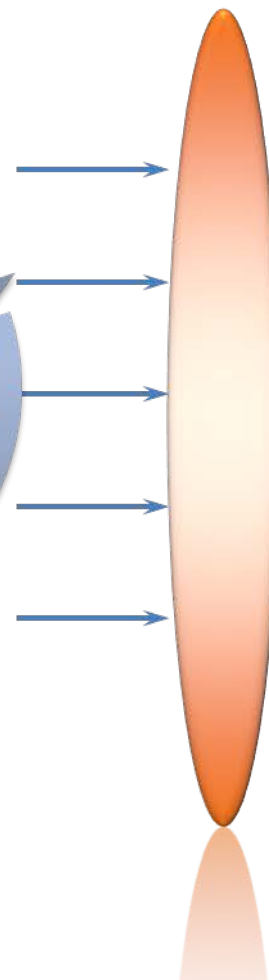


Enables Strategic Initiatives

- UAS Manufacturers
- Public safety/first responders
- NASA
- Safety of lives
- UAS Operators
- 55-lb weight demarc
- DoD
- End users "missions"
- FCC/Spectrum
- Automation
- Property safety
- Rapid technology change cycles
- NAS integration by airspace
- Markets/Investors
- Liabilities



- Framework will facilitate greater understanding, productive discourse, and consensus for action



Plan of Action

- Strategic initiatives will be responsive to evolving technology, policy and commercial drivers



Thank You!



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Perspectives for Discussion

All United States airspace will remain under the authority of the FAA. The FAA is not currently pursuing any new, special or modified airspace classes or structures for the purpose of accommodating or integrating UAS.

The current NAS puts airspace management structures such as regulations, automation, and procedures in place based on the complexity or demand for the airspace, i.e. structure where needed. UAS integration will follow this same path.

The FAA is framing its UAS work into five categories or sectors: Integrated... Public... Low Altitude Commercial BVLOS... Low Altitude Commercial VLOS... Modelers/Hobbyists.

