Airspace Management Discussion

Welcome to the NAS

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Send questions to talkUAS@faa.gov – include breakout session topic in subject line
Next Generation Air Transportation System (NextGen)

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

CLASS E (UPPER LIMIT UNDEFINED)

FL 600
18,000 MSL

CLASS A

14,500 MSL

CLASS B

Nontowered Airport

700 AGL

CLASS C

1,200 AGL

CLASS D

CLASS G
Large UAS Challenges to File & Fly

- Lack of See-and-Avoid Capability (Detect and Avoid - DAA)
- System Reliability (Airworthiness – A/W)
- Command and Control Link (C2)
- Air Traffic Control
- Air Traffic Management Integration (ATM)
- Crew Qualifications and Training (crew)

“Fly-by-wireless”

Beyond Line of Sight

Voice Link

Line of Sight

Command & Control Link
Low Altitude Airspace of the Future
Need for Common Discussion Framework

Diversity of Drivers
- 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

Addressed Using “Sector” Framework
- Community of interest
- Airspace operations
- Economic drivers
- Time horizon
- Ops/safety impact

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

Enables Strategic Initiatives
• Strategic initiatives will be responsive to evolving technology, policy and commercial drivers
Thank you!
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.