Global Integration – Getting on the Same Page

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Consider this Question…

Where do you think that regulatory authorities should work to align standards going forward in order to facilitate the continued safe integration of UAS operations around the world?

EASA Open Category

Operation			UAS				UAS operator registration
Subcategory	Area of operation (far from aerodromes, maximum height 120 m)	Remote pilot competency (age according to MS legislation)	class	MTOM/ Joule (J)	Main technical requirements (CE marking)	Electronic ID/ geo awareness	
A1 Fly over people	You can fly over uninvolved people (not over crowds)	Read consumer info	Privately built	< 250 g	N/a	No	no
			C0		Consumer information, Toy Directive or <19 m/s, no sharp edges, selectable height limit		
		• Consumer info • online training • online test	C1	< 80 J or <900 g	Consumer information, <19m/s, kinetic energy, mechanical strength, lost-link management, no sharp edges, selectable height limit.		
A2 Fly close to people	You can fly at a safe distance from uninvolved people	• Consumer info • online training • online test • theoretical test in a centre recognised by the aviation authority	C2	< 4 kg	Consumer information, mechanical strength, no sharp edges, lost-link management, selectable height limit, frangibility, low-speed mode.	Yes + unique SN for identification	yes
A3 Fly far from people	You should: • fly in an area where it is reasonably expected that no uninvolved people will be endangered • keep a safety distance from urban areas	• Consumer info • online training • online test	C3	< 25 kg	Consumer information, lost-link management, selectable height limit, frangibility.		
			C4		Consumer information, no automatic flight	if required by zone of operations	
			Privately built		N/a		

Challenges and Opportunities

Technical?

Global Challenges

Cultural?

Political?

Regional Challenges

Regulatory?

Financial / Admin?
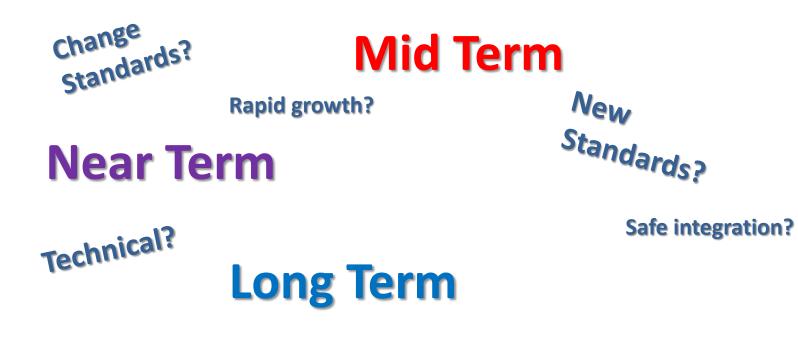
Domestic Challenges

Discussion Questions

- As an international UAS manufacturer, what is challenging about working in different countries around the world?   What about opportunities?

- Based on your organization's experience, what opportunities do you see to make it easier to operate in multiple countries?

- What are your experiences with UAS-related pilot and test programs?   Are these commercially beneficial for industry?   How do you think that these programs could help regulators?   What is their relationship to harmonization?

- As a regulator involved in international coordination and harmonization activities, what challenges and opportunities do you see associated with this work?

Thinking About Priorities…

Change Standards?

Mid Term

Rapid growth?

New Standards?

Near Term

Safe integration?

Technical?

Long Term

Discussion Questions

- **Can you identify short-term priorities for harmonization with regard to UAS?   What about longer-term priorities?**

- **Are there existing standards and regulations that you think should be changed to facilitate the continued safe growth of UAS operations? Why or why not?**

- **Are there new standards that you think should be developed?   Why or why not?**

Narrowing Down…

If you could choose one or two priority topics for immediate action by regulatory authorities to increase harmonization, what would those be? Why?

Audience Response Opportunity

- **Would you choose these same priority topics for immediate action by regulatory authorities to increase harmonization?**

- **If not, which one or two priority topics would you identify?**

Return to the Opening Question…

Where do you think that regulatory authorities should work to align standards going forward in order to facilitate the continued safe integration of UAS operations around the world?

Audience Response Opportunity

Are there any other thoughts or remarks that you would like to add to the discussion?

Questions?