

# Airspace Management

An FAA Perspective



Federal Aviation  
Administration



Date: April 19, 2016



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# Next Generation Air Transportation System (NextGen)

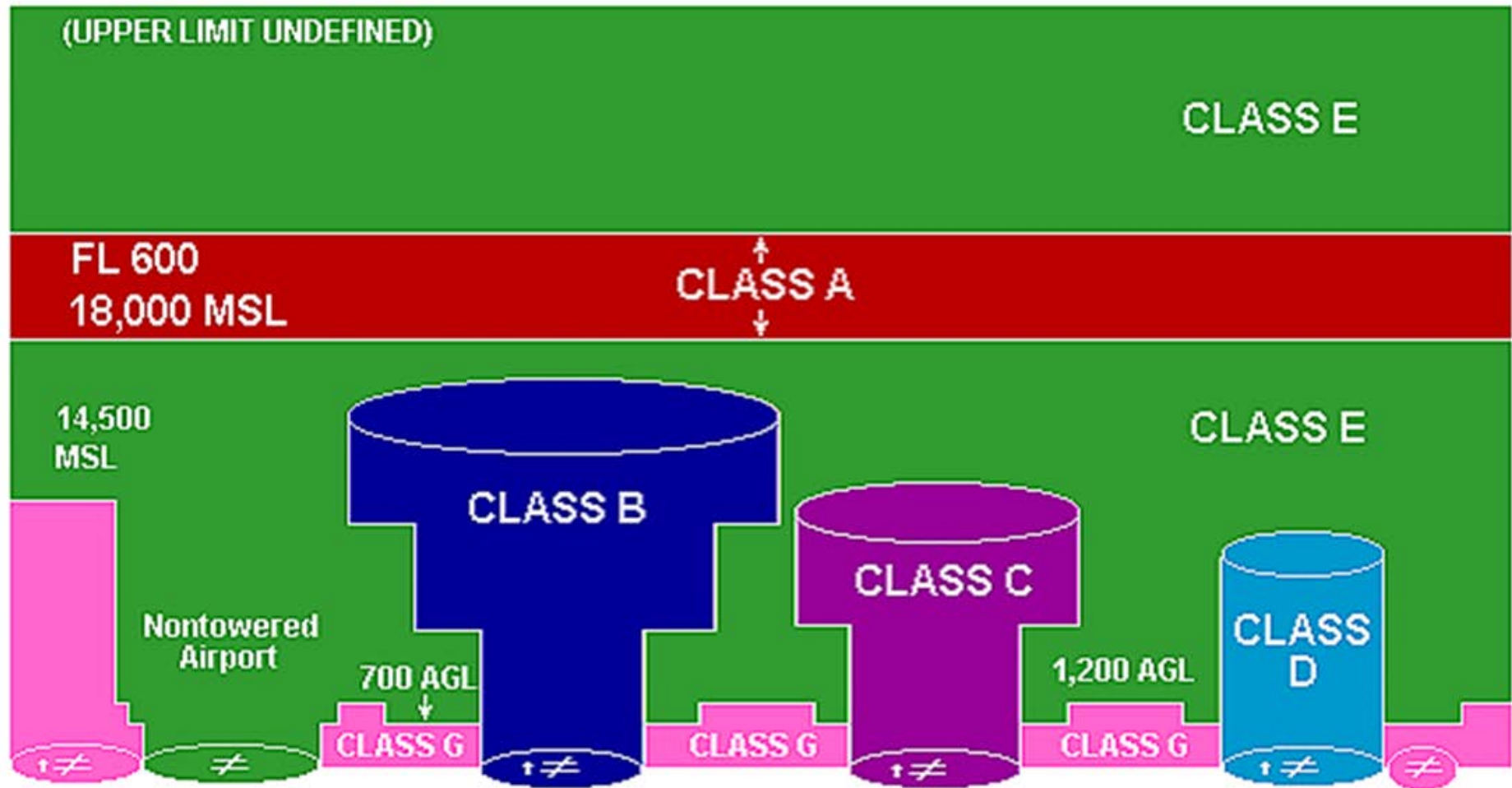


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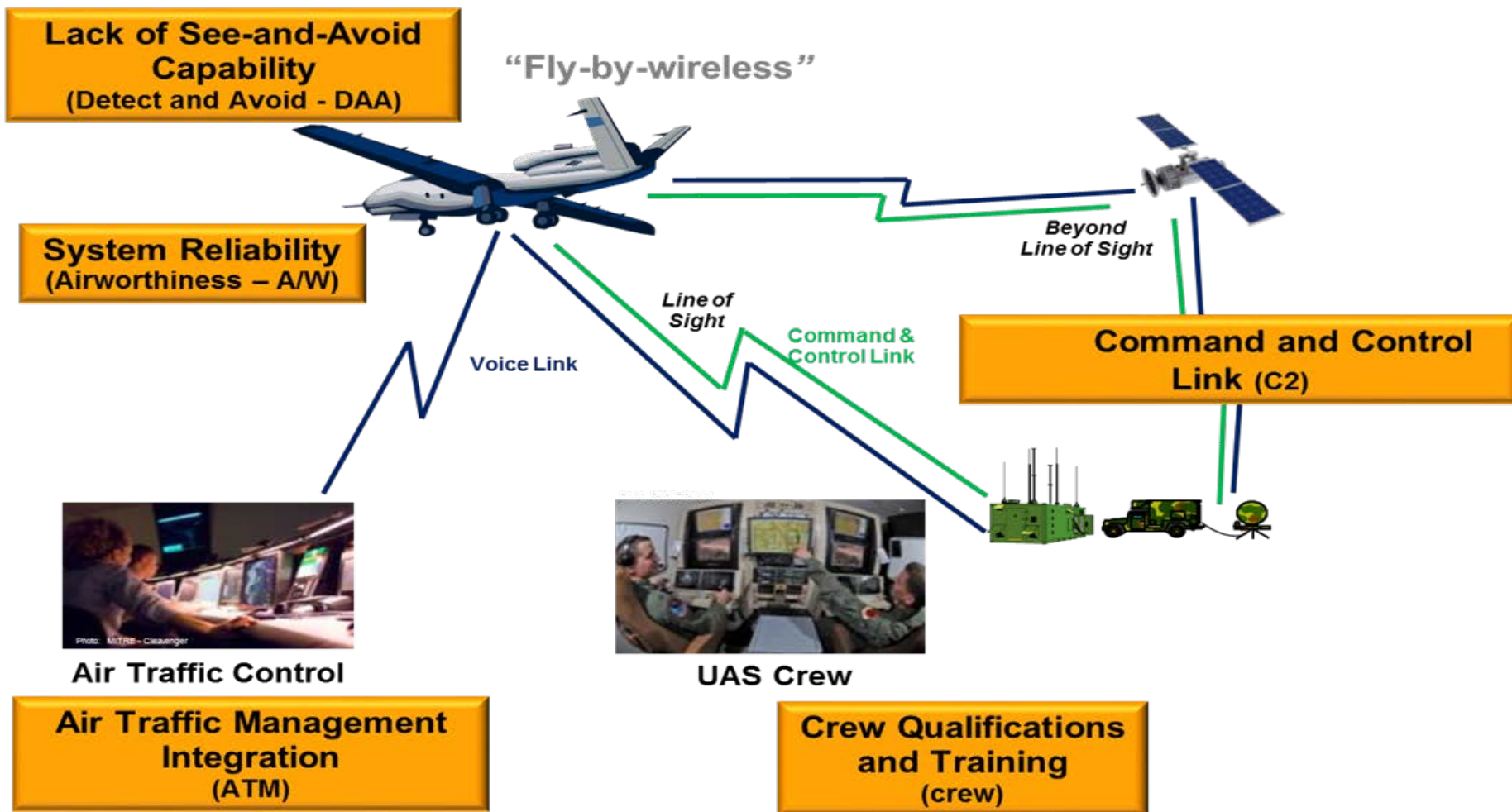
## FAA UAS SYMPOSIUM

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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

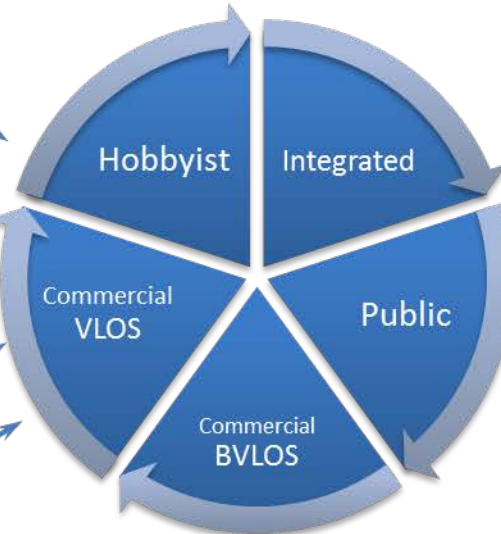
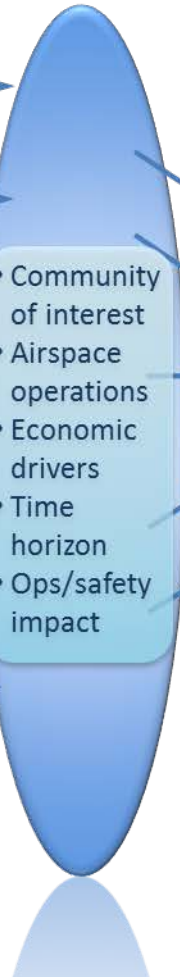
Property safety

Rapid technology change cycles

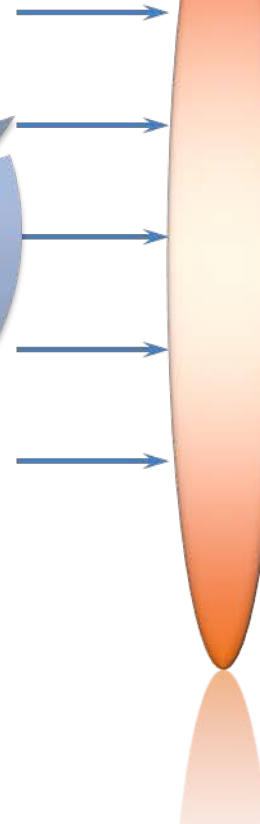
NAS integration by airspace

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



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# 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.**

