



**Drone Advisory Committee (DAC) – Task Group (TG) 2
Recommended Tasking on Access to Airspace
January 31, 2017**

ACTION: Topics for discussion and analysis for DAC Subcommittee (DACSC) TG on access to airspace.

SUMMARY: As you know, the Federal Aviation Administration (FAA) has developed a roadmap to ensure the safe and efficient integration of Unmanned Aircraft Systems (UAS) into the National Airspace System. During the past several years, the agency has been fully engaged working toward the integration across a variety of platforms, multiple types of operations, and different classes of airspace to provide a structured approach to UAS integration. Since the agency established the DAC last fall, the aviation community has expressed interest in working with the DAC to develop and provide the FAA consensus-based recommendations on issues related to UAS based on discussion at the DAC's September 2016 "kickoff" meeting, the FAA requests the DAC's assistance in developing consensus recommendations regarding the operational priorities to achieve full integration of UAS.

Specifically, we seek greater input on a range of guidance material, and we believe that the DACSC is an appropriate forum to obtain industry input and perspective. We understand the DACSC, in response to direction from the DAC, has established an Access to Airspace TG. The tasking outlined in this letter is intended to facilitate the DACSC's focused and sequential review of UAS integration/access issues. It is intended that follow-on taskings will be provided as needed for additional focus and direction in order to achieve measurable progress on airspace access issues by the end of 2017.

TASK: Create an Access to Airspace TG to provide recommendations on UAS operations/missions beyond those currently permitted, and define procedures for industry to gain access to the airspace. These additional operations should be achieved within the next 24 months through a risk-based approach to gaining operational approval and certification based on FAA regulations and guidance. The near-term recommendations should be easily achievable and use existing public/private infrastructure to the greatest extent possible. The TG should provide additional recommendations on expanded access for UAS operations/missions that may require public/private infrastructure, rulemaking, and or other changes that would extend implementation beyond the 24-month time frame (*e.g.*, missions/operations in Class-B Airspace requiring interactions with Air Traffic Management (ATM) systems).

Important for the TG's frame of reference is an awareness that the FAA aircraft certification philosophy is evolving to make it more responsive to rapidly changing technology and using a risk-based approach to accommodate new mission types. To facilitate completion of the work, the TG will reference material produced by RTCA, NASA and the FAA; including UAS

operational scenarios, the UAS Traffic Management (UTM) pilot project, Pathfinder progress to date; appropriate RTCA special committee Minimum Aviation System Performance Standards (MASPS)/Minimum Operations Performance Standards for Global Positioning System (MOPS), and recommendations; and the like.

Develop Recommendations

The TG will:

1. Provide recommendations for roles and responsibilities for the UAS, the remote pilot, the operator, and air navigation service provider;
2. Provide recommendations for safe, expedited UAS airworthiness and operational approvals where required, for the various near-term (within 24 months) UAS missions;
3. Provide recommendations on minimum essential aircraft equipment, public/private infrastructure needs, and operational requirements beyond those currently permitted (such as under 14 Code of Federal Regulations Parts 101 and 107) to include information flow and interoperability considerations; and
4. Provide recommendations on methods of communications for command and non-payload communications – specifically, how these requirements may vary among the likely near-term UAS missions.

SCHEDULE: The FAA requests an interim set of recommendations at the May 2017 DAC Meeting, followed by a final report no later than the October 2017 DAC Meeting. The FAA will make subject matter expertise available to the DAC upon request.

FOR FURTHER INFORMATION CONTACT: Victoria Wassmer, Deputy Administrator (A), Chief NextGen Officer and DAC Designated Federal Official, at 202-267-8111.

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