Global Integration – Getting on the Same Page
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Tricia Stacey, FAA
Brendan Schulman, DJI
Lorenzo Murzilli, Swiss FOCA
Matt Fanelli, Skyward
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

<table>
<thead>
<tr>
<th>Subcategory</th>
<th>Area of operation (far from aerodromes, maximum height 120 m)</th>
<th>Remote pilot competency (age according to MS legislation)</th>
<th>UAS</th>
<th>Electronic ID/geo awareness</th>
<th>UAS operator registration</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1 Fly over people</td>
<td>You can fly over uninvolved people (not over crowds)</td>
<td>Read consumer info</td>
<td>Privately built, C0, &lt; 250 g</td>
<td>Consumer information, Toy Directive or &lt;19 m/s, no sharp edges, selectable height limit</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>C1, &lt; 80 J or &lt;900 g</td>
<td>Consumer information, &lt;19 m/s, kinetic energy, mechanical strength, lost-link management, no sharp edges, selectable height limit</td>
<td></td>
</tr>
<tr>
<td>A2 Fly close to people</td>
<td>You can fly at a safe distance from uninvolved people</td>
<td>Consumer info, online training, online test, theoretical test in a centre recognised by the aviation authority</td>
<td>C2, &lt; 4 kg</td>
<td>Consumer information, mechanical strength, no sharp edges, lost-link management, selectable height limit, frangibility, low-speed mode.</td>
<td>Yes + unique SN for identification</td>
</tr>
<tr>
<td>A3 Fly far from people</td>
<td>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</td>
<td>Consumer info, online training, online test</td>
<td>Privately built, C3, &lt; 25 kg</td>
<td>Consumer information, lost-link management, selectable height limit, frangibility.</td>
<td>If required by zone of operations</td>
</tr>
</tbody>
</table>
Challenges and Opportunities

Global Challenges

Regional Challenges

Domestic Challenges

Technical?

Cultural?

Political?

Regulatory?

Financial / Admin?
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...

Mid Term
- Change Standards?
- Rapid growth?
- New Standards?
- Safe integration?

Near Term
- 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?