



UA Categorization : IATA's View

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IATA OVERVIEW

➤ **GLOBAL** TRADE ASSOCIATION FOR THE WORLD'S AIRLINES

➤ **280+** PASSENGER AND CARGO CARRIERS

➤ **83%** OF TOTAL AIR TRAFFIC

➤ **54** OFFICES IN **53** COUNTRIES

➤ **1,500** EMPLOYEES

**To Represent,
Serve and
Lead the Air Industry**

Drones for tomorrow's air transport

- Airport operations
- Transport of goods
- Transport of passengers



Our goal is to facilitate this new branch of aviation by developing standards to support safe, efficient, orderly, reliable, and sustainable high-frequency drone operations into the airspace system.

IATA work areas

Work Area 1



Safety



Work Area 2



Air Traffic Management



Work Area 3



Integrated Operations

IATA Strategy (2017-2018)

- **Future vision**
- **Safety of manned aviation(including technology solutions)**
- **Security**
- **Human Factors for RPAS**
- **Development of SARP**s

Strategy (continued)

- **Development of operating environment for UAS traffic management (UTM)**
- **Economics / charges**
- **Use of unmanned vehicles by airlines**
- **Use of unmanned vehicles in air cargo operations**
- **Partnering and commercial opportunities**

Why categorization?

- **Properly oversight
airworthiness/operation/C2**
- **Integrated in the airspace with current operation and
maintain the same safety level**
- **Promote the development of UAS**

How to categorize?

➤ Near term (10 years)

Current situation and foreseeable development

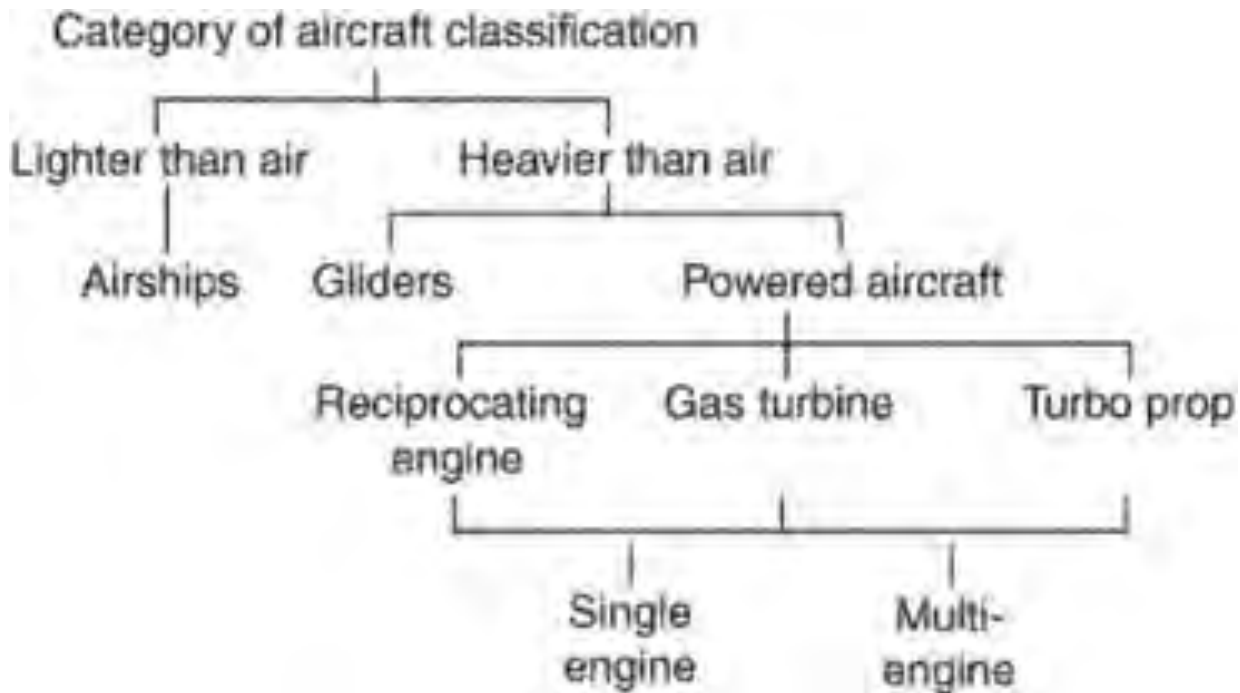
➤ Long term (20 years)

Fuse with the manned aircraft

Same requirements for Both

Example of Manned aircraft

dynamic/airworthiness



Use/Operation

- General
- Commercial
- *Transportation

@ Airspace

Different Categorization for UA

➤ **Weight**

➤ **Size**

➤ **Operation airspace**

Is a new paradigm needed?

- **NOT duplicate the manned aviation**
- **Airworthiness vs Industry standards**
- **Operation procedures**
- **Command and Control (C2)**
- **Involved Personnel & Organization**
- **Simplified SMS**

Anticipation

- **No single categorization standards for various purposes**
- **Matrix to describe the different requirements**
- **Ultimately, true integration into non-segregated airspace will require appropriate procedures and a thorough safety assessment of both the UTM and ANSP**
- **Evolve with development of UAS and eventually to be fused with manned aircraft**



Thank You For Your Attention

To represent, lead and serve the airline industry

