



Agenda Item 7: Other business

UAS INTEGRATION PILOT PROGRAM

(Presented by the United States)

| EXECUTIVE SUMMARY | |
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| This paper provides information on the United States' UAS Integration Pilot Program. | |
| <i>Strategic Objectives:</i> | <ul style="list-style-type: none">• Safety |
| <i>References:</i> | <ul style="list-style-type: none">• |

1. INTRODUCTION

1.1 On October 25, 2017, the White House Office of Science and Technology announced the establishment of a UAS Integration Pilot Program (IPP) under the Department of Transportation and managed by the Federal Aviation Administration (FAA). This initiative will allow for the safe testing and validation of advanced UAS operations in partnership with state and local governments in select jurisdictions.

1.2 The IPP will help tackle the most significant challenges in integrating UAS into the U.S. national airspace while reducing risks to public safety and security. It will also help the FAA develop a regulatory framework that will allow more complex low-altitude operations; identify ways to balance local and national interests; improve communications with local, state and tribal jurisdictions; address security and privacy risks; and accelerate the approval of operations that currently require special authorizations

2. DISCUSSION

2.1 The IPP will evaluate a variety of operational concepts, including night operations, flights over people, flights beyond the pilot's line of sight, package delivery, detect-and-avoid technologies, counter-UAS security operations, and the reliability and security of data links between pilot and aircraft.

2.2 The program will pair local, state, and tribal governments with unmanned aircraft operators and other partners to explore ways to safely expand and manage cutting-edge UAS operations in the national airspace. These partnerships will gather operational and other data from advanced operational concepts,

such as flights over people and package delivery. Each partnership will determine what kind of pilot program activities, subject to FAA safety oversight, will occur in their respective jurisdictions.

2.3 A goal of the UAS IPP is to help accelerate the standardization of low-altitude UAS operations into U.S. national airspace, which will assist the FAA to update the current process of how it authorizes operations that require special permissions. The program will provide immediate opportunities to accelerate commercial-use concepts of operations such as emergency management, precision agriculture, and infrastructure inspections.

2.4 There are two ways to participate in the program: as a *lead applicant* (state, local or tribal government entities) or as an *interested party* (private sector companies or organizations, UAS operators and other stakeholders). Interested parties may submit a request and be placed on an *Interested Parties List* to facilitate the formation of pilot program teams. Lead applicants serve as the primary point of contact with the FAA throughout the whole process.

2.5 The application process was done completely online and included several dates that applicants had to meet to be considered to participate in the program. To apply, the first step was to file a Notice of Intent. Interested parties had 20 days to file from the date the Federal Register Notice was officially published on November 8, 2017. Following this step, the FAA verified eligibility, and provided access to an online portal through which it manages the selection process.

2.6 Through the portal, applicants provided a concept overview, where operations will be conducted, what some of the key objectives of the operations are, identification of team members and experience, and what infrastructure tools they have to support their operations.

2.7 On January 4, 2018, the initial call for applications closed to allow the FAA and DOT to evaluate the applications received in preparation for the Secretary's review.

2.8 By May, the Memorandums of Agreement between the initial program participants and the government agencies are expected to be signed. Once the Secretary announces the initial participants, the FAA will begin working with them to fulfil the safety requirements for the more complex operations envisioned under the pilot program, with operations expected to commence by August of this year.

3. CONCLUSION

3.1 The meeting is invited to note the content of the paper.