



canso
civil air navigation services organisation

ATM – What does the introduction of RPAS mean to the ATM environment?

Doug Davis
CANSO RPAS & ET Co-Chair
Northrop Grumman

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About CANSO

- **Vision:** to be the recognized leader in transforming global air traffic management (ATM) performance
- **Mission:** as the global voice of ATM, represents the views of ANSPs and creates value for its Members and stakeholders
- **Delivers** policy and standards of best practice through committees work programmes: Safety, Operations, and Policy
- **CANSO Members** support over 85% of world air traffic
 - 88 Full Members; 80 Associate Members



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CANSO Global Presence



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CANSO Partnering on Behalf of ANSPs

- **Member ICAO RPAS Panel**
 - Leading discussions on standardized RPAS Lost Link Procedures
 - Advocating secondary surveillance beacon code 7400 for RPAS Lost Link
- **Co-Chair/Chaired ICAO Small UAS Advisory Group**
 - Produced web accessible material for all to use (precedent setting)
 - State regulations
 - Educational flyers
- **Member of the EASA Expert Group for RMT.0230 'Unmanned aircraft systems'**
 - Contributing to the DRAFT COMMISSION REGULATION (EU) laying down rules as regards unmanned aircraft operations
- **Contributing to the Master Plan update on Drones**
 - CANSO is involved in the ad hoc Working Group on controlled airspace

RPAS/ET Workgroup Activities

➤ **Current/Recent activities**

- Assessing airspace structure and operations above FL600
 - Assessment to identify gaps and baseline the need/requirements
 - Harmonization
- Creating ANSP Considerations for Small UAS Operations document
 - Operational approvals
 - Unmanned Traffic Management Concept
 - Checklists
- Updating CANSO *ANSP Considerations for RPAS Operations* document
- Produced a training module to provide ANSPs with a high-level overview of RPAS operations from an ANSP perspective
 - Includes information on the operation of RPAS, unique terminology, contingency operations, and much more

RPAS: Challenges and Opportunities

- Remotely Piloted Aircraft Systems (RPAS) have challenged the traditions and culture of aviation
- *Is there a common understanding of the technical capability that RPAS can/will bring?*
- Opportunity to bring “fringe” capability to the forefront
 - Data Management
 - Improved Flight Profiles, e.g. 4-D trajectory
 - Bring NEXTGEN vision to reality
- Safety is first.....has to be
 - How safe is safe enough?
 - Are we interested in exploring new ways to make systems safer?

Looking to the Future

➤ **Automation vs. Autonomy**

- Increased automation increases predictability
- How do we certify Autonomy? Is it affordable?

➤ **Can we integrate RPAS into ATM in a way that automation improves overall safety?**

- How do we prove it?

➤ **Advent of New Technology/Capability demands new tools/processes to prove safety case**

Questions & Answers



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