



# Update and Overview of FAA UAS Integration Pilot Program (UASIIP)

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# White House Launched UASIPP

On October 25, 2017 the President directed the establishment of the Unmanned Aircraft System Integration Pilot Program (UASIPP) to test further integration of Unmanned Aircraft Systems (UAS) into the National Airspace System (NAS) in a select number of State, local, and tribal jurisdictions (this includes U.S. Territories and holdings).

This new pilot program encourages State, local, and tribal governments, in partnership with UAS operators and other private sector stakeholders, to conduct advanced operations safely and with public support in affected communities.

The purpose of the Program is to foster mutually beneficial partnerships with government, UAS operators, and other stakeholders to accelerate the safe integration of UAS into the NAS.

Information and data gained through these partnerships will be used to enable the FAA to more rapidly authorize operations that currently require special permission and will inform future policy development to help expand this flourishing industry.

# Definition of Parties

- [Lead Applicants](#) must be state, local, or tribal government entities. The primary point of contact with the FAA from start to finish
  - 210 Lead Applicants Applied
- [Interested Parties](#) are prospective public and private sector applicants/partners OR Lead Applicants
  - They may submit a request to be on the [Interested Parties List](#) to facilitate the formation of Pilot Program teams. Interested parties can be private sector companies or organizations, UAS operators, other stakeholders, OR state/local/tribal government entities, including those that are designated Lead Applicants and those that are not
  - Thousands of Interested Parties registered

# UASIPP

- No funding
- FAA anticipates granting 5 applications
  - After 5 Agreements have been signed, if resources permit, the FAA will continue to review and process completed applications.
- Period of performance is anticipated to be for three (3) years.
- 6 Volumes of Application
  - Vol 1 – identification of Lead Applicant
  - Vol 2- Overview of Solicitation Concept
  - Vol 3 – Airspace and Concept of Operations
  - Vol 4 – Key Considerations
  - Vol 5 – Team Members, Rationale, and Past Performance
  - Vol 6 - Infrastructure

# Volume 2 – Overview of Solicitation Concept

- A checklist where Lead Applications identify at least 1 and up to 5 airspaces for the program
- The checklist identifies planned use, type of operation(s), supporting technology(s), and industry(s)

# Volume 3 – Airspace Concept and Operations

- **Advancing Night Operations** for example, through the identification and utilization of mitigations to increase UAS visibility and to detect and avoid other aircraft and obstacles in the air and on the ground
- **Advancing Operations Over Human Beings** for example, by implementing technical or operational mitigations to safely conduct Operations Over Human Beings. Identifying and implementing mitigations to reduce the potential of harm to nonparticipants from impacts, and other strategies to reduce or eliminate potential to impact people on the ground.
- **Advancing Beyond Line of Sight Operations**, including
  - Detect and Avoid
  - Command and Control
  - Navigation
  - Weather

# Volume 4 Key Considerations

- **Community Outreach**
  - At a minimum, this includes a description of the tools and venues that are currently available or will be made available to effectively engage in community outreach (e.g., websites, public meetings, media releases). The Lead Applicant must provide a strategy to garner feedback from the public on the pros and cons of the proposed operations (including economic benefits, noise, nuisance, effects on underserved populations). To address public comments and concerns, the Lead Applicant must have a system in place to collect and analyze public comments. The Lead Applicant is expected to share this data and a description of mitigation measures to address concerns raised with the FAA
- **Economic**
  - The discussion must specify whether such UAS operations are to occur primarily within rural and/or urban environments and indicate the size of the private and public sector entities engaged in each UAS mission<sup>4</sup>. Size should be based on number of employees affiliated with each private/public sector participant.
- **Capital Needs**
  - address the required infrastructure assets and investments that will enable UAS integration, including fixed assets and related maintenance costs, and present different investment scenarios. Additionally, address how the infrastructure will be financed. For example, will public revenue be used to fund these investments or will some funding mechanism be developed to collect the necessary revenue from UAS operators?
- **Privacy**
  - Plan for Safeguarding Privacy, Civil Rights, and Civil Liberties in Domestic Use of Unmanned Aircraft Systems.

# Volume 5 Team Members: Rationale and Past Performance

Lead Applicant must address the rationale for the teaming and address the UAS experience of the Lead Applicant and team members relative to:

- Quantity of operations conducted
- BVLOS
- EVLOS
- Operations Over Human Beings
- Package Delivery
- Operations at Altitudes < 200'AGL
- Operations at Altitudes >200' to ≤400'AGL
- UAS <55 lbs. including any payload
- UAS >55 lbs. including any payload
- Nighttime Operations
- Part 107 Operations
- Section 333 Exemptions
- COAs
- Public Aircraft Operations
- FCC Licensing
- Safety Management System processes and safety experience

# Volume 6 Infrastructure

- Applicant must address infrastructure that will support the planned activities and operations.
- As appropriate, the discussion should include the following areas:
  - **Physical and cyber security** - Address the physical and cyber security measures that the Lead Applicant is intending to employ during the Program.
  - **Communication Networks** - Address the type(s) of communication networks that will be used to conduct operations. For example, cellular networks, terrestrial point-to-point, satellite, etc.
  - **Spectrum** - Address if spectrum, e.g., industrial, scientific, and medical bands; and/or other radio frequency(s), approval by the Federal Communications Commission (FCC) will be required to conduct planned flight operations. The Lead Applicant must address how its proposal will use radio spectrum securely, and in accordance with applicable regulations.
  - **Other** - Address other infrastructure that the Lead Applicant deems relevant to its intended flight operations.

# Deadlines

## Key dates after publication of Federal Register Notice (FRN)



The deadline of 2 pm ET, Nov. 28, 2017 for Lead Applicants to submit notice of intent has passed.

The deadline of 2 pm ET, Dec. 13, 2017 for Lead Applicants to complete Vol I and II has passed.

The deadline of 2 pm ET, Dec. 13, 2017 for Interested Parties to request inclusion has passed.

Lead Applicants to complete Vol III, IV, V and VI by **2 pm ET, Jan. 4, 2018**

Lead Applicants and FAA to enter into Memorandum of Agreement by **May 7, 2018**

# What Does the UAS IIP Really Mean?

- President Trump and Secretary Chao both are extremely supportive of drones for creating jobs. FAA has been slow to implement programs to support UAS operations
- Forces discussion of Federal Preemption between states & local governments and the FAA
  - But if states and local governments start feeling like they can legitimately regulate aviation related things close to the ground, and especially after they start getting a taste of the revenue they can maybe generate with drones, they may consider regulating manned business aviation?
- Without funding for the Pilot Programs, what is the likelihood of innovation?
- Is the UAS IIP just the latest UAS “shiny thing”? First it was the 6 test sites. 333 exemptions and creation of Center of Excellence, reduced effectiveness of test sites. Then Part 107 opened new opportunities for commercial operations.