

Recommended Legislative Priorities for Commercial Unmanned Aviation

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Subcommittee on Aviation
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Robert C. Owen
Embry-Riddle Aeronautical University

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- The message: Congress should become more proactive now, not later

The background is a vertical gradient of blue, transitioning from a lighter, hazy blue at the top to a deeper, more saturated blue at the bottom. A thin, bright white line representing a horizon is visible in the upper third of the image. Above the horizon, there are faint, wispy white clouds. The overall effect is a calm, expansive sky over a vast body of water.

Things to Know

Things to Know

- Thousands of *small* commercial unmanned aerial systems (CASs) already in operation
 - crop dusting
 - search/rescue
 - fisheries
 - ecology
 - security
 - real estate
 - law enforcement
 - etc.
- Many operating w/o regulation and insurance
 - No regulatory coverage
 - No vehicle, operator, operational standards
 - The above makes insurance difficult to impossible

Things to Know

- “Low-end” systems probably most viable commercially in near term
 - Many already in operation
 - Line-of-sight control regime relatively cheap
 - Small size reduces civil risk
 - Least interference with existing air traffic
 - “Adjunct” pilots least expensive

Things to Know

- “High-end” systems least viable commercially in the near term
 - None in routine *commercial* operation
 - Barriers
 - Lack of permissive regulation
 - Beyond line-of-sight control is expensive
 - Larger size increases civil risk, insurance
 - Significant interference with existing traffic
 - “Dedicated” pilots tend to be expensive

Things to Know

- Regulatory focus has been on high-end systems so far
 - Reflects immediacy of military and manufacturer concerns
 - Does not facilitate most obvious path to commercial development

Things to Know

- We know little about the Commercial UA business case
 - No common language for commercial evaluations
 - Lack of regulation = great cost uncertainties
 - Manufacturers and operators hoarding information



Legislative Priorities

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- Accelerate the entry of UA into the national airspace and economy
 - Initiate GAO study on requirements?
 - Establish Government-Industry-Academic Tiger Team
 - Include (emphasize?) low-end operations
- Meanwhile, accelerate FAA's process for granting UAV flight Certificates of Authorization

Legislative Priorities

- Charter a Federal “Knowledge Manager”
 - There is imminent need
 - Functions
 - Serve as Center of Expertise for Gov't users
 - Advise and support civil UA analysis, experimentation, operations
 - Mobilize government, academic, commercial, military discourse
 - Champion American leadership



Thank You