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One of the most prominent developments in the domain of aviation is the surge of remotely piloted aircraft. The emergence of unmanned aerial vehicles has brought the need to solve the potential conflicts created when manned and unmanned aircraft share a particular airspace. The concept of UTM (Unmanned Aircraft System Traffic Management) is being developed as the way to solve these issues.

IFATCA has adopted a position concerning this concept, which encompasses its policy related to the subject and provides a clear perspective of the Federation's views on UTM. Such position is summarized in the following statements:

- A fundamental pillar of any UTM system must be a regulatory framework that permits the clear and safe application of the procedures.
- All UAS operations in non-segregated airspace must be in full compliance with ICAO and/or national and/or local regulations.
- ATCOs shall not be held liable for incidents or accidents resulting from the operations of UAS that are not in compliance with ICAO and/or national and/or local regulations, in non-segregated airspace.
- Standardized procedures, training and guidance material shall be provided before integrating UAS into the Civil Aviation System.
- The UTM-ATM boundary shall allow an unambiguous identification of responsibilities and functions of the two systems.
- Introductions of new Mixed Mode Operations^[1] should be avoided by creating intrinsically safe solutions.
- The legal aspects of a controller's responsibilities must be clearly identified when working with automated systems.
- The interface between the systems shall guarantee the exchange of the necessary information for the safe management of the traffic.
- A phased approach (segregation, accommodation, integration) should be adopted to allow unmanned operations inside the airspace.
- Operational controllers shall be involved in the design, development and implementation of new ATM systems
- The introduction of UTM shall not reduce the safety of the ATM system
- IFATCA recommends the development of risk-based procedures for UAS operations.

[1] IFATCA defines mixed mode operations as ATM Operations that require different procedures due to variances in airspace users' characteristics and/or ATM design within the same area of controller responsibility.

Conclusion: It is important that a UTM is coordinated and developed with the ultimate goal on integration to the current ATM system. This requires discussion, standardisation and a UTM safety risk assessment model. The fundamental aspect remains the adoption of an adequate regulatory framework that allows safe interactions between ATM and UTM. The required level of automation shall be carefully evaluated for a clear and unambiguous allocation of responsibilities.

The whole text of the position can be read at: <https://www.ifatca.org/2020/12/ifatca-utm-position/>