

Submission: 098

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RPAS equipage Outcomes.

ADSB for BVLOS is a critical element to providing Situational awareness to both manned and unmanned operations. Important considerations will be to differentiate category of RPAS in the same way as manned aircraft in line with an energy model that reflects the RPAS being operated.

Within the exclusion of ADSB requirement categories should include those operations being conducted in dedicated test and evaluation ranges and should be considered where operating in restricted airspace either permanently or under a NOTAM.

ADSB should be considered both for aerial equipment to send directly from the air vehicle or through a validated ground station into the ADSB network. Mandated ADSB in and out for any RPAS operating in a declared emergency activity must be essential so that counter UAS equipment can be utilised to only affect not cooperative devices this would allow whitelisting of cooperative UAS whilst providing alarms for all others thus reducing alarm overload in critical environments.

Airservices EUROCAT and CMATS systems should be available to UAS operators so that BVLOS ground stations can pick up non ADSB out equipped aircraft and reduce the likelihood of a midair collision between a manned and unmanned aircraft that cannot employ see and avoid measures. Standard data exchange protocols and interface control documents should be available to BVLOS and CounterUAS providers to enhance situational awareness.