

UTM Roadmap and Next Steps

Global UTM

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What can be implemented by 2020?

- Phased implementation – UTM is already starting to happen...
- Local drivers will determine early building-blocks: safety, efficiency and security concerns (security as killer app for UTM in US)
- Early building-blocks: registration, identification, tracking, automated waivers/approvals, no fly zones, geofences
- Later building-blocks: deconfliction, dynamic airspace routes, airspace reservations, obstacle avoidance, capacity management
- Localized implementation? Japan, possibly start in rural agriculture areas vs. Singapore and EU focus on urban areas.



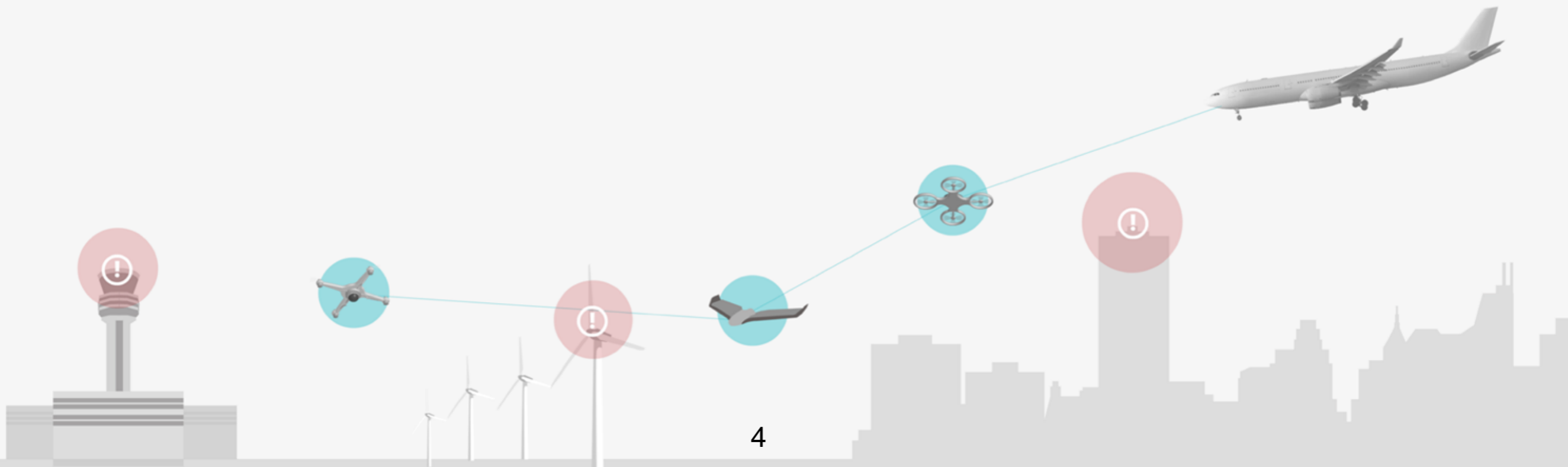
What roadblocks can we expect and how can we address them?

- Regulatory roadblocks
 - Need clear regulatory framework that sets parameters for provision of UTM services, and user participation requirements
 - PrecisionHawk CEO asks President Trump for “more enabling regulations”
- Lack of standards
 - Efforts at GUTMA critical in driving consensus on standards
- User participation
 - To promote participation, we need clear mandate from CAAs; ease of compliance; low cost of compliance; performance based standards



What funding is necessary to support UTM?

- Research & Development Stage
 - Private funding to develop and test UTM services
 - Public funding to support testing of UTM functionality (i.e. NASA project)
- Implementation Stage
 - Private funding for commercialization of UTM services
 - Public funding to support development of automation and IT infrastructure of CAAs



What additional efforts are required to achieve international interoperability?

- Increased information sharing across jurisdictions – avoid duplicative research
- International consensus on UTM design and standards with buy-in from CAAs and industry stakeholders
- Because implementation will be phased, need consensus on priority areas for standardization (registration and identification?)

