

Policy/Regulations/Culture Work Group
First Meeting

November 5, 2015

The George Washington University

Chairs Present:

Victoria Cox, Senior Technical Advisor, Veracity Engineering

Members Present:

Steve Weidner, National Air Traffic Controllers Association

Scott Strimple, United Airlines

David Hamrick, The MITRE Corporation

Nicole Barranco, Volkswagen Group of America

John Brady, Raytheon

Guests in Attendance:

Greg Richards, Office of the Attorney General

Jonathan Selby, Office of the Secretary of Technology

Harry Gregori, Gregori Consulting

Minutes:

12:20: Convene

Vicki Cox – Discussed possible recommendations that the Commonwealth, FAA, and other organizations could pursue.

Vicki Cox – Economic growth of Unmanned Systems has a huge potential in the Commonwealth. Allowing UMS companies to conduct research and testing freely is crucial for industry growth in Virginia. Virginia needs to be cautious not to create any laws or regulations that may negatively impact the UMS industry. There should only be state and federal level laws and regulations to prevent localities from creating any unnecessary laws that may restrict UMS companies from operating in Virginia.

Steve Weidner – stating what unmanned operations are allowed inside the Commonwealth would create a positive image and understanding of the UMS market. Providing legislation stating what is allowed may improve and solve any issues that may arise when conducting unmanned operations in Virginia. This would also show Virginia's commitment to Unmanned Systems Industry. Also, creating public awareness and notifying the public of UMS testing that may be going on in their area will allow for a more positive outlook on these systems

General Discussion amongst members:

In order to conduct Beyond the Line Of Sight BLOS operations in the FAA will require approved platforms and technologies. Instead asking for specific requirements and specifications in order to conduct BLOS operations and testing, suggest and demonstrate equivalent safety use cases in order to operate BLOS.

Discussion of current FAA rules and the Pathfinder Program. Financial incentives may be the reason for Pathfinder Programs taking place in other states.

Propose an FAA rule to allow operations within 5 miles of an airport or equivalent type of airspace, suggesting flight operations of a particular object and remaining within reasonable distance to said object

David King discussed the development of a certification that allows public safety officials to operate UAV's in incident response management. This program would also include a certification that allows private entities with a 333 to operate and participate with emergency response personnel. This program is currently in development and would be taught from Piedmont Virginia Community College and a state certification would be given by the Virginia Department of Emergency Management. Members suggested that the Department of Aviation should be the representing authority to give approval/certification.

Action Items to be considered:

- Development of a single portal for manufactures and operators of UMS technologies to conduct training and certifications.
- Develop Talking Points around the federal air space and public & private blanket COA 200ft and under recommendations.
- Research and document current barriers that already exist inside the Commonwealth.

1:14pm Adjourn