Scopes of the ACE/20 Work Programme

National:

BS XXX1 - Qualification and approval of UAS operatives

Draft Scope: "This standard specifies requirements for UAS Pilot training programmes and the competencies that a person has to have achieved in order for a training organisation to award a UAS Pilot certification indicating that the person has met or exceeded the competencies as specified in this standard.

This standard specifies two stages of pilot training, these levels are:

Part 1 Theory Knowledge;

Part 2 Practical Skills.

Note: Candidates who successfully complete both parts will have met the training requirements designated by the Civil Aviation Authority for a pilot able to work under the designation of a Permission for Commercial Operations (PfCO), subject to successfully completing an approved assessment. The approval and award of PfCOs are administered by the CAA in the UK.

BS XXX2 Registration and identification

Draft Scope: The purpose of the national standard is to set-out registration and remote identification requirements for the unmanned aircraft (drone). This will allow manufacturers to present the The purpose of the national standard is to set-out registration and remote identification requirements for the unmanned aircraft (drone). This will allow manufacturers to present the required information in a specified manner and using an agreed terminology. This in turn will assist authorities and users through ensuring that information they require is readily accessible and in a format that is required through legislation.

The registration and identification of a drone is expected to be a requirement for all drones (leisure and commercial) of 250g or more. However, regardless of size and/or cost, to assist all drone users and authorities it is important that the required information is presented in a uniform manner.

It should be recognised that drones, as with any companies asset should be readily identifiable and transferable as an asset. Again, his standard will assist companies (many of which are currently micro-SME's) to be able to accurately manage their asset when they come to transfer or dispose of them.

It is proposed the standard will:

- support planned regulation for the registration and identification of drones (including their payloads).
- 2. support the registration, transfer and disposal of the drone in line with planned regulation and assist UK Operators to use drones easily when operating overseas.
- 3. support the registration
- 4. be applicable to the registration and identification of drones in all environments (on and off-shore)."

International:

ISO/CD 21384-1 Unmanned aircraft systems -- Part 1: General specification
(please be aware that the UK balloted against this draft and will be addressing our concerns on 04.04.2018 via a WebEx meeting)

Draft Scope: This document specifies the general requirements for UAS for civil and commercial applications. This document provides the foundation and common terms, definitions and references relevant to the whole Standard, the purpose of which is to provide a safety quality standard for the safe operation of all UAS through the provision of synergistic standards for manufacturing and operations.

It is a high-level, overarching one, making reference as appropriate to more detailed standards—both ISO and from other standards organizations including ICAO, JARUS, etc. The purpose being of providing readers with a complete picture in few pages, so allowing to put into context more detailed information

This standard does not cover state and military applications.

ISO/AWI 21384-2 Unmanned aircraft systems -- Part 2: Product systems

Draft Scope: This International Standard specifies requirements for ensuring the quality and safety of the design and manufacture of unmanned aircraft systems (UAS). The standard includes information regarding the unmanned aircraft, any associated remote control station(s), the command and control (C2) links, any other required data links (e.g. payload, traffic management information, vehicle identification) and any other system elements as may be required. This standard does not cover technical requirements for the design and manufacturing for UAS components. Technical standards for components that enhance UAS safety or interoperability will be developed in future parts.

ISO/AWI 21384-3 Unmanned aircraft systems -- Part 3: Operational procedures

Draft Scope: This document details the requirements for safe commercial UA operations and applies to all types, categories, classes, sizes and modes of operation of UA.

ISO/AWI 21895 Categorization and classification of civil unmanned aircraft systems

Draft Scope: The standard specifies requirements for the categorization and classification of civil unmanned aircraft systems (UAS). The standard applies to the industrial regulation, development and production and delivery of civil UAS. Other unmanned systems (such as kite, unmanned rocket, unmanned free balloon, etc) may take it as a reference.