



# AUO-0618 — Enabling integrated RPAS IFR operations

*Remotely Piloted Aircraft Systems (RPAS) that are to operate IFR operations in non segregated airspace, will have to integrate into an environment which is dominated by manned aviation. RPAS will have to comply with flight rules, airspace requirements/procedures and be interoperable with the CNS/ATM system*

**Rationale** RPAS operations have to be compliant with aviation regulations, and their integration into the ATM system should not impact current airspace user operations and levels of safety. RPAS behavior should comply with the CNS requirements applicable to the class of airspace within which they are intended to operate. RPAS should also comply with evolutions in the ATM operational concepts currently being researched within SESAR (e.g. trajectory management) as they are deployed. Compared with manned aircraft, RPAS requires as Detect and Avoid (DAA) and the Command and plus a Control (C2) Link. RPAS have to fit into the ATM system, to enable safe integration. The vision behind this concept is that RPAS, when meeting all the technical and regulatory requirements, are to be treated like any other airspace user.

**Forecast V3 end date** -

**Benefits start date (IOC)** 31-12-2026

**Full benefits date (FOC)** 31-12-2032

**Current Maturity Level** -

**Solution Data Quality Index** -

**Current Maturity Phase** R&D

**Scope** -

**Release** -

**PCP Status** -

## Context

### Related Elements



