

Table 1: Examples of UAS Integration Efforts in Other Countries

Country	UAS integration efforts
United Kingdom	"The Autonomous Systems Technology Related Airborne Evaluation and Assessment" project is focusing on the technologies, systems, facilities, and procedures that will allow UASs to operate safely and routinely in United Kingdom airspace. The project has received funding from the British government, industries, and universities and work has commenced to address topics such as communications, collision avoidance, operating rules and procedures, and integration with the operating environment.
Australia/New Zealand	An Australian aerospace firm has commissioned a program, Unmanned Aircraft Technology Applications Research, to organize efforts to address UAS issues. The program has, in turn, established an Australian/New Zealand working group to use demonstration programs to solve the critical issues currently inhibiting commercial UAS operations. The working group includes global, regional, and Australian UAS manufacturers and operators, researchers, military aviation, and an international insurance underwriter.
Japan	In 2004, a consortium of Japanese manufacturers and a government ministry completed formulation of safety guidelines for using unmanned helicopters for commercial purposes over unpopulated areas. This consortium became an association that includes additional manufacturers and individuals from universities and research agencies and plans to develop safety guidelines for UASs. Japan currently uses unmanned helicopters for pesticide spraying.
Canada	In 2007, Transport Canada issued the Final Report of its Unmanned Air Vehicle Working Group. The working group developed a plan to safely integrate unmanned air vehicles into the Canadian airspace system. The working group included representation from government, defense, and private-sector entities.
Germany	Germany has established a working group called "UAS-Deutschland" to facilitate the operation of UASs in German airspace. The working group is tasked with developing a national opinion concerning enabling the integration of UAS operations in non-segregated airspace and preparing for and fostering international harmonization. Another working group called "UAV DACH" has been established for German-speaking countries—Austria, Germany, the Netherlands, and Switzerland—to develop standards for national and international regulations for civil and military UAS flights. The group is also charged with finding solutions for UAS technical challenges such as sensing and avoiding other aircraft.

Source: FAA documents, Internet Web pages, a press release, and a UAS expert.

FAA Faces Increased Workload to Process COA and Special Airworthiness Certificate Applications for UAS Operations

FAA could face a workload challenge in conducting an increasing number of case-by-case safety reviews for proposed UAS operations in the national airspace system. FAA is already having difficulty in meeting its 60-calendar day goal for processing COAs, used for government requests to operate UASs. From December 2006 through January 2008, FAA's COA processing time averaged 66 calendar days.²⁸ FAA anticipates a substantial increase in requests for COAs, as well as for special airworthiness certificates, used by private-sector entities proposing UAS operations in the national

²⁸ FAA does not start calculating the processing time until officials have determined that the application is administratively correct and that the proposed UAS operation is feasible.