

## EuroUSC holds Successful Workshop on Autonomy

On 18th November in London, EuroUSC held a successful workshop on Establishing the Boundaries for Autonomy, as part of the SMi UAS 2009 event. The workshop highlighted the use of CoRTS™ and the way that Autonomy could be more usefully broken down and

assessed in Real-Time against known regulations and specifications.

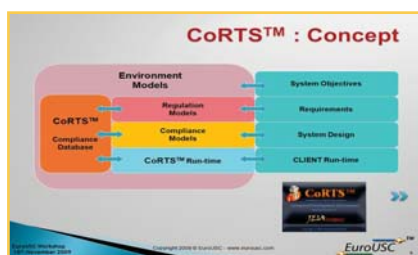
EuroUSC's Command, Control and Communications expert, Group Captain Brian Rogers, provided valuable insight into the integration and use of UAS assets within a Civil/Military environment, based upon an understanding of the degree of independent behaviour expected. An obvious example for this was with "Rules of Engagement".

Although a predominantly military conference, there was a civil session in which BAE Systems and a UK Police



High Level Roadmapping Slide from the Workshop

Service explained their aspirations for the use of this technology in the civil sector. Also in this session Andre Clot, EuroUSC Centre Director, gave a presentation on Design criteria for Light UAS and the expectations for Light UAS assessment in the UK.



The CoRTS Concept

## EUROCAE Brussels - WG73-SG4 - VLOS Document

On the 18th November, EUROCAE Working Group 73, sub-group 4 (WG73-SG4) met to finalise the details of its Visual Line of Sight (VLOS) document. WG73-SG4 is specifically looking at Light UAS and the VLOS document is a set of guidelines at a European Level that harmonises the approach to Light UAS operations within Visual Line of Sight. Although some way off adoption throughout Europe, the guidelines are now undergoing wider review.

There is still some concern from organisations such as Eurocontrol, who have only relatively recently come to understand these kind of operations rather than those of much larger aircraft, flying at higher altitudes.

A key issue in the document is the extension of the Line of Sight Principle to beyond 500m and 400ft(120m) in circumstances where the safety of the operation can be assured. In the UK this would be done by a separate Safety Case submitted

to the UK CAA (Civil Aviation Authority) as has occurred already.



It is not yet known when a final release of this document will be forthcoming but Light UAS News will keep track of progress.

## Autonomous System NTC

Nigel Mills of QinetiQ was elected as Chairman of the UK Government sponsored Autonomous System National Technical Committee at a meeting held on 19th November in London. The NTC is part of the overall Knowledge Transfer Network (KTN) within the UK Aerospace &

Defence sector. Light UAS are not specifically addressed but much of the work will look at technology that will be of relevance. A Technology Roadmapping exercise within the Group is being undertaken and the inclusion of items related to Light UAS as well as larger aircraft is expected.

## Key Dates 2010

### 25th Bristol International Conference

Unmanned Air Vehicle Systems  
Bristol, United Kingdom  
12 -14 April 2010  
[www.bris.ac.uk/uavs/](http://www.bris.ac.uk/uavs/)

### UAS 2010

UVSI  
Paris, France  
14 -18 June 2010  
[www.uas2010.org/](http://www.uas2010.org/)

### UV Europe 2010

Shephard  
Brussels, Belgium  
29-30 June 2010  
[www.shephard.co.uk/events/](http://www.shephard.co.uk/events/)

### Unmanned Systems 2010

AUVSI  
Denver, Colorado, USA  
24 - 27 August 2010  
[www.auvsi.org](http://www.auvsi.org)

## Insurance and Aircraft MTOM

It may seem obvious what the Maximum Take off Mass (MTOM) of a Light UAS is when talking to a designer. Unfortunately in the UK, not all MTOMs are created equal. The regulations in the UK provide ambiguities for Light UAS MTOMs that may be invalidating some company insurances.

The rules as they stand can allow two aircraft of exactly the same MTOM to be regulated in completely different ways, depending on how the fuel is taken into account. If insurance companies and operators are not fully aware of these differences then there is a danger that companies may be flying today with no effective insurances cover.

EuroUSC have uncovered three such cases to date and it is expected that many more may exist. This kind of anomaly is easily identified and resolved in QLS "Quick Look-See" reports.

## Why Pay Twice for Advice?

EuroUSC has had a number of requests for information regarding the design, construction and operation of Light UAS in the UK from third parties not engaged directly themselves in any UAS operational activity.

On further investigation it has been found that some companies and individuals have been offering advice to their clients without the proper knowledge, background or qualification.

If you are unsure as to whether the person or company you are engaging is qualified to advise you then in the first instance ask what approvals they hold from the National Regulator and the terms of that approval.



Bad Advice can be Expensive

## QLS Assessment Reports

EuroUSC's fixed price QLS ("Quick-Look-See" Assessment reports are becoming popular with customers aiming at saving significant future costs in some of their operational and design decisions. For £1,500 plus VAT, EuroUSC provides valuable early insights that ensure operational and design decisions at the early stages of projects, do not become expensive mistakes. EuroUSC is qualified to assist companies under its Qualified Entity approval from the UK

CAA and has a dedicated knowledgeable team of qualified Business Managers, Light UAS Consultants, System and Software Engineers.

Click the following link for details [www.eurousc.com](http://www.eurousc.com)



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