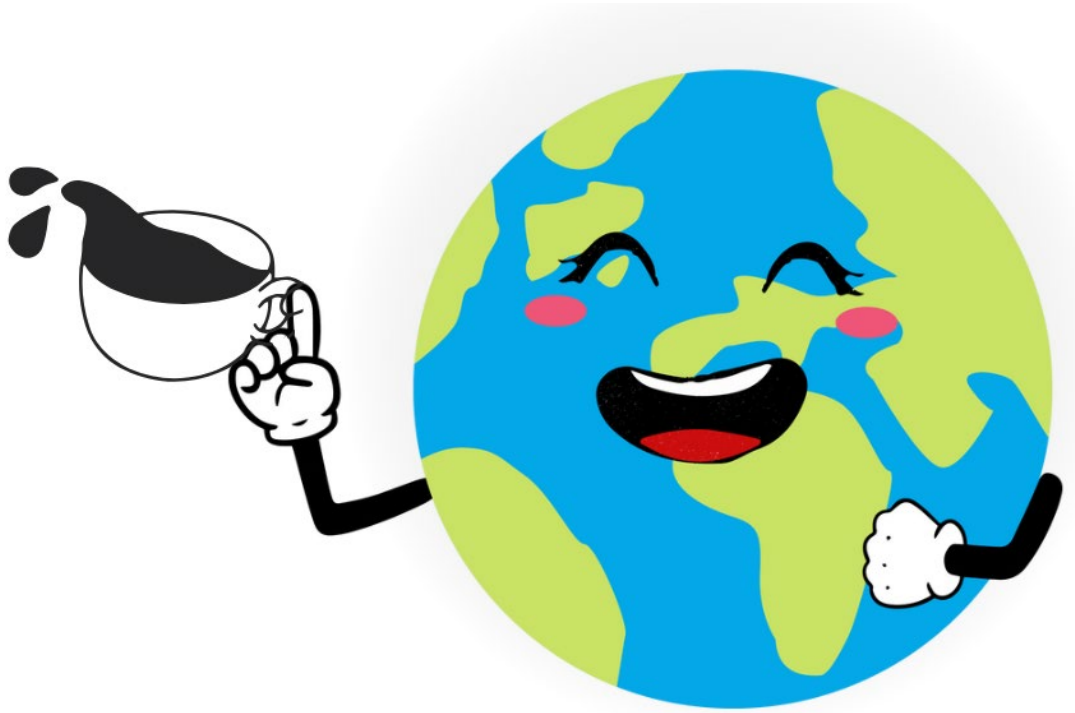
CORUS V
WORLD CAFE

Conflict
Management
MTH



CONTEXT SLIDE

CONFLICT MANAGEMENT (Medium Term Horizon)

Context

There are three phases of conflict management:

- Strategic
- Tactical
- Collision Avoidance

Tactical can be

- The UAS operator (also called as Remain Well Clear)
- The USSP (separation provision)

Approach

- In the STH, strategic means are the primary mitigation
- In the MTH, tactical means become as important as strategic.

Outcomes

- The goal is to enhance capacity, while maintaining safety and efficiency

Strategic Phase

Would you accept having RNP imposed as a property of the airspace?

Can deviation thresholds overlap between authorisations? Should multi-segmentation flight authorisation models be allowed?

Should separation be based on risk?

Strategic

- Should separation be based on risk?
- Yes
  - plus performance
- Would you accept having RNP imposed as a property of the airspace? (with FFICE)
- Yes
  - But there should be some allowance for less capable aircraft
- Can deviation thresholds overlap between authorisations? Should multi-segmentation flight authorisation models be allowed?
  - Some support for reducing deviation thresholds
  - Some support for overlapping
  - One suggestion to dispense with deviation thresholds apart from temporal

Tactical Phase

Who should be the separator in the airspace? Explore the pros and cons of your preferred option.

UAS Operator as the separator: Requirements for DAA and RWC

USSP as the separator: multi-USSP coordination and certification requirements

Tactical

- Who should be the separator in the airspace?
  - Most: USSP
  - Two: UAS Operator
  - One: ANSP
- USSP as the separator: multi-USSP coordination and certification requirements
  - Most: All to apply the same algorithm/procedures
  - Very few: Elevate one USSP to mastery
- UAS Operator as the separator: Requirements for DAA and RWC
  - Collision Avoidance wanted generally, with USSP as separator

Collision Avoidance

When should collision avoidance be mandatory?

What kind of collisions should it avoid?

Should collision avoidance systems be fully independent from U-space (air to air safety net)?

Give reasons on your preference.

Collision Avoidance

- Should collision avoidance systems be fully independent from U-space (air to air safety net)?
- Yes
- When should collision avoidance be mandatory?
- Many: Always but the performance requirement proportional to risk
- Few: ARCB onwards
- What kind of collisions should it avoid?
- Air to Air always
- Terrain & Obstacles in cases – but liability remains an issue