

GENERAL AVIATION ALLIANCE POSITION PAPER
ELECTRONIC CONSPICUITY – v1.1

1. In the following the term “existing aviation” is taken to include all; crewed aerodynamic aviation, crewed aerostatic aviation, crewed lighter than air aviation, and model aviation, i.e. not RPAS or space flight.
2. The GAA recognises that the only practical way to have safe integration of BVLOS RPAS activity with existing aviation is for there to be a System that involves all aircraft being electronically visible. For the avoidance of doubt this System is taken to include; all equipment wherever it is located, all communications facilities, and all linked processing, processes and procedures, including administrative ones.
3. The System needs to meet certain criteria for it to be acceptable to the GAA. In no particular order:
 - 3.1. The System must be fully compatible with all existing aviation.
 - 3.2. The System must not introduce any extra risks to existing aviation.
 - 3.3. The System must not inhibit any of existing aviation’s current activities.
 - 3.4. The System must not inhibit the ability of UK based existing aviation to fly to, from, or in other countries and vice versa for foreign based existing aviation.
 - 3.5. All the costs associated with the creation and running of the System should be paid for by the new aviation activities that it has been created to enable, i.e. the beneficiary pays.
 - 3.6. If any capital and running costs have to be paid for by existing aviation they must be as low as possible and directly proportional to the existing costs for each participant.
 - 3.7. The System must not create greater airspace constraints than currently exist.
 - 3.8. The System must enable more and easier access to existing airspace constraints.
 - 3.9. The System should be compatible with all existing devices that have been funded by the DfT\CAA rebate scheme.
 - 3.10. The System must operate at least as efficiently as current collision avoidance systems such as FLARM\PFLARM.
 - 3.11. The System must rely on the RPAS taking the avoiding action when conflicting with existing aviation.
 - 3.12. For the existing aviation pilot the System must include a collision avoidance facility and not just have a situational awareness facility.
 - 3.13. For the existing aviation pilot the System’s collision avoidance facility must include audio attention getters.

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