

# Risk Assessment and Contingency Management



**canso**

civil air navigation services organisation

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# CANSO Members



Members  
represent almost

**90%**

of world air traffic



**92**

Full (ANSP)  
Members



**91**

Associate  
Members

# What we do



Maintain a network for global ATM experts



Leverage global expertise to develop policies, positions and guidance to promote best practice in ATM.



Work with regulators, airlines, industry suppliers, airports and other aviation industry stakeholders.



Serve as the global voice of ATM and represent the views of Members.

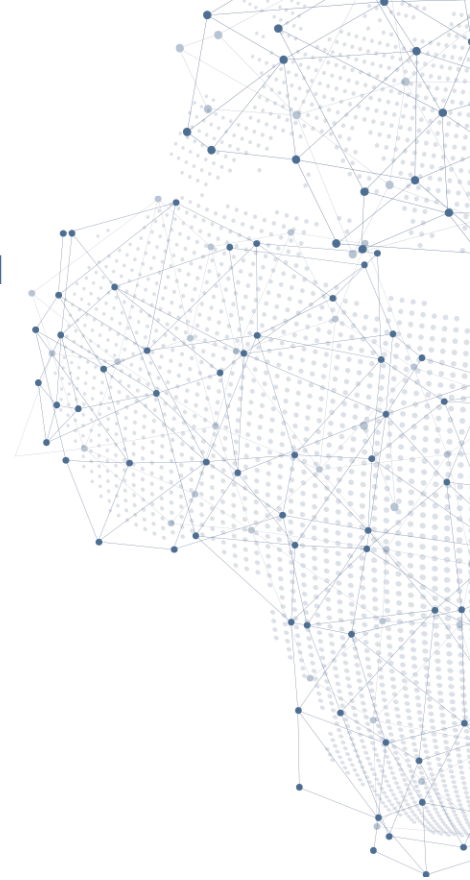
# Core Principles

- **Safety is Paramount**
  - Seek safe, secure, efficient and equitable integration of unmanned aircraft systems (UAS) into the aviation system
- **Full Interoperability with the ATM System**
  - Compliance with Airspace Rules
  - Employ equivalent equipage, performance capabilities, and remote pilot competency
  - All UTM service interface compatible with the existing ATM data requirements.



# Considerations

- Risk Assessment
  - UTM Safety Risk Assessment (RA) model should address both, mid-air collision risks and risks to third parties on the ground.
  - Understanding/evaluating the effects of weather on continuous operations.
  - Risk Assessment models should present no degradation to the safety of current operations.



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- Contingency Management
  - Mature systems should address all contingencies (e.g. Lost C2 Link/ UTM System failure) both for the aircraft as well as the UTM system.
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- Way Forward
  - CANSO supports active collaboration between the manned aviation stakeholders, regulators, UAS manufacturers and companies developing UAS traffic management (UTM) functions.





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