DRONE ENABLE/2

ICAO's Unmanned Aircraft Systems (UAS) Industry Symposium

Chengdu, China

13 - 14 September 2018

DAY 1 – Thursday, 13 September 2018	
Plenary Session	
09:00 – 09:40	**Welcome Remarks**
09:40 – 10:10	**Keynote Speeches**
10:10 – 10:30	**A successful year at ICAO – moving the RPAS and UAS files** This session will provide an overview of the work undertaken by ICAO RPAS/UAS on the advancement of RPAS regulatory material and the UTM Framework developed from the DRONE ENABLE/1 efforts.
10:30 – 11:00	***Coffee Break***
11:00 – 12:30	**What is UTM and why is it separate from, but interoperable with, ATM?** This session will provide an opportunity to explore the roles and functionalities of UTM and ATM from the technological and operational perspectives. This will allow an understanding of the relationship between UTM and ATM systems and the critical issues driving the need for interoperability. **Note** - *This session sets the scene for the upcoming sessions which will address technical solutions submitted through the RFI process.* **Moderator:** **Presentations**
12:30 - 14:00	**Lunch** ***Exhibitions***

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Plenary Session

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14:00 - 15:30	**UTM Boundaries – Defining the needs for transition between UTM and ATM** This session will provide an opportunity to showcase several submissions from experts addressing the relationship between UTM and ATM and the critical issues relating to UA and manned aircraft transitioning between the two systems. **Moderator:** **Presentations**
15:30 – 16:00	*Coffee Break sponsored by xxxx* *Exhibitions*
16:00 – 17:30	**UTM Boundaries – Defining the needs for transition between UTM and ATM (continued)** This session will provide an opportunity to showcase several submissions from experts addressing the relationship between UTM and ATM and the critical issues relating to UA and manned aircraft transitioning between the two systems. **Moderator:** **Presentations**
End of Day 1	

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DAY 2 – Friday, 14 September 2018		
	Stream A (room number/name)	**Stream B (room number/name)**
09:00 – 10:30	**Defining the UTM/ATM Boundaries** Focus areas for this stream include: - ANSP perspectives (either an ANSP that is delivering UTM, or, what do ANSPs see as the main challenges) - UTM Trials/Tests – reports, updates, etc. **Moderator:** **Presentations** **Discussion**	**Essential Information Exchange** Focus areas for this stream include: - Technical challenges (performance standards (navigation, communications), mitigating RFI/EMI, secure spectrum, etc.) - Operational challenges (avoiding other aircraft in the UTM system, avoiding obstacles (the new crane that was erected), safety of persons on the ground, etc.) **Moderator:** **Presentations** **Discussion**
10:30 – 11:00	*Coffee Break* *Exhibitions*	

DAY 2 – Friday, 14 September 2018		
	Stream A (room number/name)	**Stream B (room number/name)**

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11:00 – 12:30	**Defining the UTM/ATM Boundaries (continued)** **Moderator:** Presentations Discussion	**Essential Information Exchange (continued)** **Moderator:** Presentations Discussion
12:30 – 14:00	Lunch – *Sponsored by xxxx* *Exhibitions*	
Plenary Session – Assembly Hall		
14:00-15:00	**OPERATIONS ABOVE FL600 – Lessons from UTM** As the development of UTM moves forward enabling various unmanned aircraft operations at low altitude, what lessons learned or best practices can be applied to the management of high level airspace above current commercial flight trajectories? Is the technology that has driven the development of UTM applicable to high altitude operations? What commonalities do high altitude airspace management share with UTM? **Moderator:** Panel discussion	
15:00 – 15:20	**Aircraft Registry Network (ARN)** The aircraft registry network which ICAO has spearheaded will be explained, including its purpose, intended functionality and interaction with national registry systems. A live demonstration of the system will be provided.	
15:20-16:00	**Wrap up and Next steps** Looking back at the many presentations and related discussions, what are the key points that garnered support? Can we begin to define the boundaries of a potential UTM system and where the UTM and ATM systems meet? Can we identify the critical information streams needed to enable such a dynamic system? How do we use the information provided during DRONE ENABLE/2 to update the framework developed from DRONE ENABLE/1 activities? **Moderator:** Panel discussion	
End of Symposium		

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