



# International Council of Aircraft Owner and Pilot Associations



**ICAO Remotely Piloted  
Aircraft System Symposium**

**Montreal, March 24, 2015**



## Integration into National Airspace System

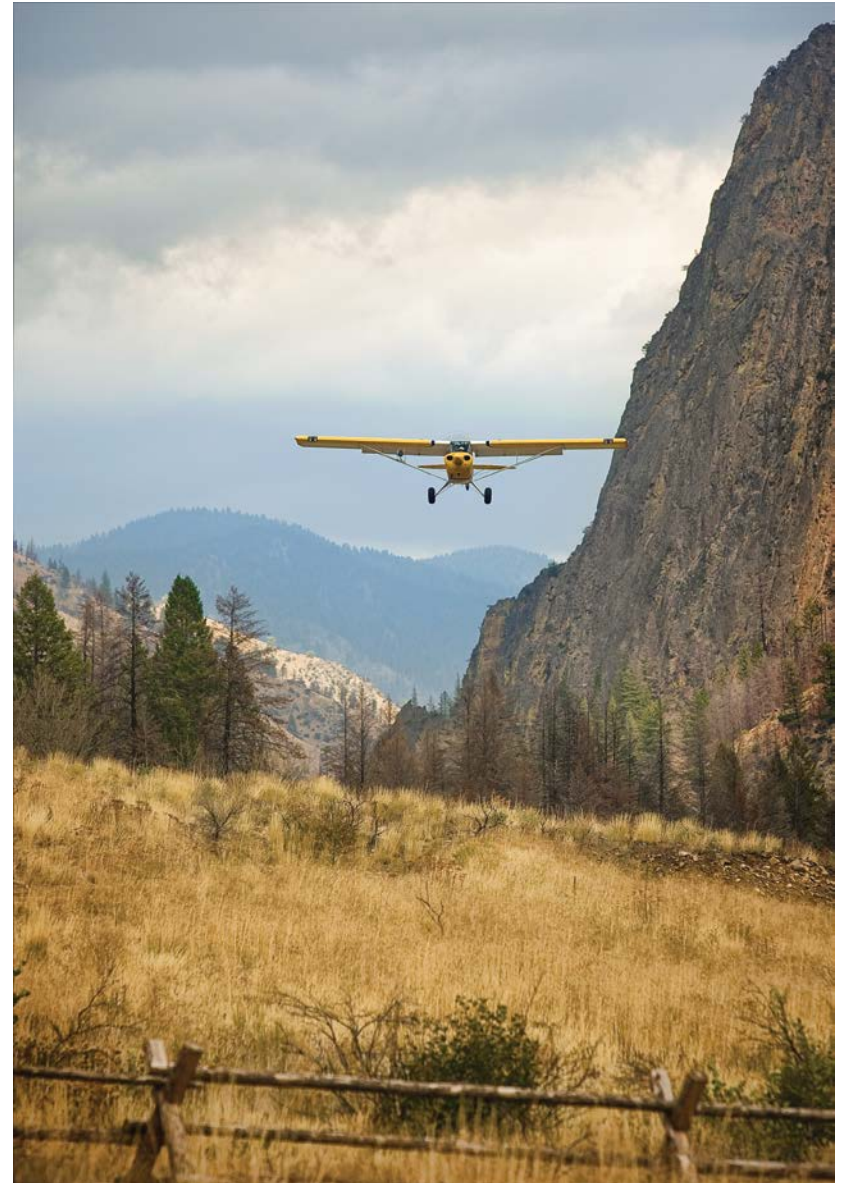
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- IAOPA Members want the INTEGRATION of RPAS into National Airspace Systems
  - Maximum safety
  - No decreased access
  - No new costs to GA
  - Tri-partite communications
  - Agreed performance standards
- Accept principle that RPAS activity not endanger lives of current users.
- Failing to recognize the differences between integration and accommodation can could prove catastrophic



## Where General Aviation Operates

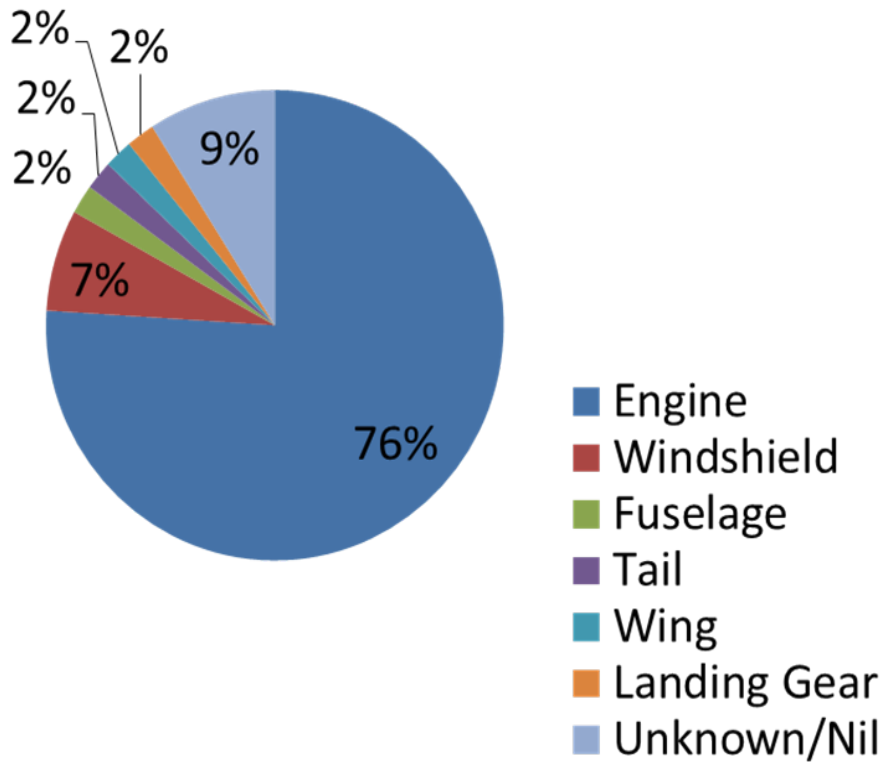
- Most GA flights operate at lower altitudes
- GA flights routinely fly in uncontrolled airspace
- GA flights routinely fly into and out of smaller, non-commercial airports and include grass, gravel and water landings
- Most GA flights are single pilot



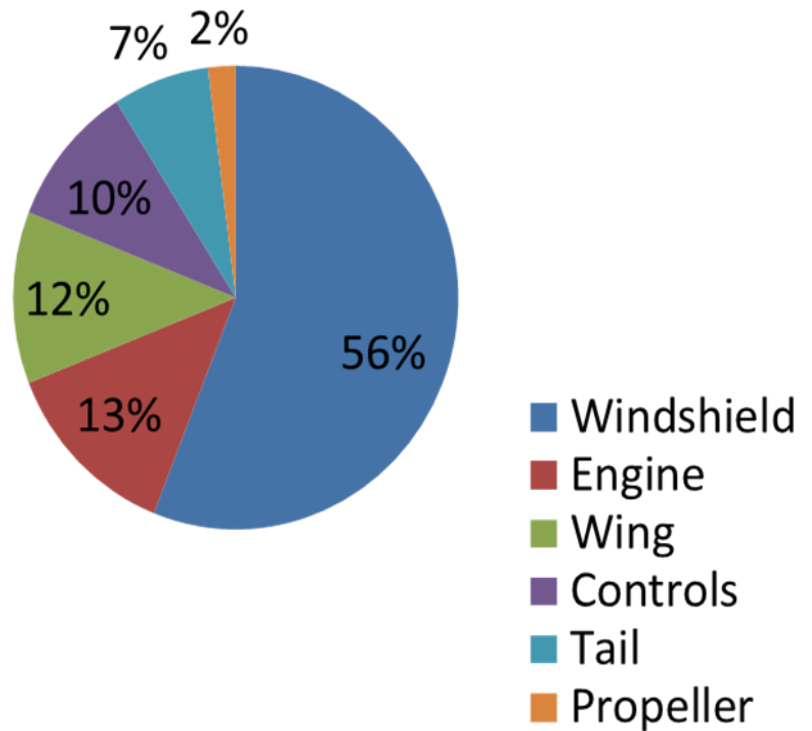


# Past History on Aircraft Impact Locations (Birds)

## Airline



## GA





## Challenges That Need to be Addressed

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- Sense and avoid system that ensures adequate level of safety for all airspace users
- RPAS Pilot and Aircraft Certification Standards
- Lost Link and Frequency Spectrum Integrity
- Autonomous Operations Require Special Attention

- Operating rules for RPAS must take into account their potential impact on all airspace users and be able to operate in an un-segregated airspace
- Commercial RPAS should:
  - Be certified with a standard airworthiness certificate
  - Be flown by a trained and approved pilot/operator
  - Be flown in compliance with current operating rules and airspace requirements
- Recreational RPAS
  - Issue clear, definitive guidance for recreational RPAS operations. Recognize the differences and regulate accordingly



Questions?

