

## **Second Global Remotely Piloted Aircraft Systems Symposium (RPAS2017)**

**ICAO Headquarters, Montréal, Canada, 19 - 21 September 2017**

### **Speaking notes for session on Collaborating to enable safe operations**

**David Gamper, ACI**

I would like to thank ICAO for inviting ACI to contribute to this session on Collaboration.

For those not familiar with ACI, we are the world association of airport operators with 623 members operating 1940 airports in 176 countries. We are a not for profit organization and our prime purpose is to foster cooperation between our members and other partners in aviation, including ICAO, IATA, CANSO, ICCAIA, IFALPA and other organizations.

Will airports be faced with significant large RPAS traffic in future? No-one knows for sure – but widespread use is probably only a matter of time. At that time, the vital question will be how to integrate RPAS into the run of traffic. We are only beginning to understand how we might do that, but it is obvious that close collaboration between RPAS operators, airlines, manufacturers, air traffic management, airports and more will be required. Seamless integration is a key issue, because a busy airport cannot stop normal flight operations to allow a different type of operation to take place. New airport infrastructure is costly and difficult to create, and must be used efficiently. Delays are anathema

We also need to maintain safety on the runways and taxiway system, keeping up the progress that has been made on runway safety in recent years.

As Dr Aliu said, the main focus of ICAO work in the field of international RPAS operations is to create the necessary regulations. We are working with ICAO's RPAS Panel, helping to draft the new part 4 of Annex 6 relating to RPAS. The draft includes requirements to follow visual aids (lighting, markings and signs) on the movement area, observe instructions from ATC and apron management services and be able to follow taxi routes.

The ICAO RPAS Manual uses the term "operations from established aerodromes" – although RPAS can operate from other places than established aerodromes. If they do operate from aerodromes, chapter 15 of the RPAS manual (Use of Aerodromes) says that States should evaluate the applicability of Annex 14 specifications to RPAS operations. We believe that the section (15.4) on Aerodrome integration issues on the airfield needs to be developed. New developments that could assist RPAS include "follow-the-green" lighting and moving maps on board aircraft, a technology which is available for piloted aircraft.

Civil aviation is both the safest form of transportation and an engine of local and global economies, and collaboration is what got us to that level of success. Likewise, collaboration will drive us forward, and this symposium is an excellent step in that direction. Making airports work safely, securely and efficiently is akin to a dance where everyone plays a part in the choreography. The advent of RPAS operations will even further increase the need for airport

collaborative decision-making (A-CDM), for which worldwide guidance has just been published by ICAO, along with ACI, CANSO and IATA.

I cannot avoid mentioning the issue of small drones. A vast market is opening up for drone services and these can include airport and airfield lighting inspections, airfield surveillance and wildlife management, which are being tested at a number of airports. On the other hand, hobby operators of small drones can pose a risk to airliners- many sightings have been reported close to airports and flight paths. ACI has taken a strong interest, working with other organisations and would like to see harmonization of rules for their operation, where ICAO could play a role – the UAS Toolkit is a good move but is not sufficient of itself.

ACI published an advisory bulletin to its members in 2016 that stresses the importance of bringing risk situations to the attention of regulators, local government and law enforcement, as well as working with the ANSP, encouraging the creation of no fly zones, promoting safe drone operating practices and public knowledge of where they may not be operated.

In conclusion, we are happy to work with all parts of the industry to promote common goals of safety and efficiency while facilitating benefits from this new industry.

Thank you for your interest.