

Mr. Jan Pie is the Chairman of the International Coordinating Council of Aerospace Industries Associations (ICCAIA), and also the Secretary General of the AeroSpace and Defence Industries Association of Europe (ASD). He will talk on behalf of the global manufacturers of aeronautical and space technologies.

### **Talking points for Jan Pie:**

-ICCAIA members, from Europe, the USA, Canada, Brazil, Russia and Japan, are engaged in the design, development, manufacture and in-service support of aeronautical and space products and technologies, including related ground-based systems.

-The collective goal of ICCAIA members is to maximize civil aerospace manufacturing industry's contribution to a safe, secure, and efficient international air transportation system. This includes promoting those technological advances necessary to support the achievement of safe and economical air transport.

-ICCAIA is recognized by ICAO with observer status, and actively participates in the work of ICAO, for example in the RPAS panel.

-The fact that drones activities are being developed without a clear regulatory framework is an excellent sign of a future booming market. For most of these applications, to fly outside segregated airspace is a pre-condition to operate.

-Let's think about a future where the majority of aircraft are offered with single pilot cockpit, business jets operate without pilot on board, global cargo network operate routinely with unmanned aircraft, and regional cargo networks have increased the interest to live in sparsely populated areas.

-In 2100, pilots may still on board single pilot cockpit aircraft and some very old twin pilot cockpit aircraft, but people will probably consider such aircraft very dangerous due to the very old design and risk of human errors.

-All this is very forward-looking of course, but thinking about the seventies where there was a captain, a first officer, a radio, a navigator and a mechanic in the cockpit, we see how much has changed for the people who control these aircraft. Technologies change the way these things are done.

-As a global regulator, ICAO has a clear responsibility to address the regulatory part of these issues. Engineers and businesspeople will do the rest. Of course, it is not possible to adopt new rules and regulations here today. It takes some time. But it is however important to be collectively clear about our intentions.

-Businesses need to know where the regulation is going, in order to be able to make investment decisions. And citizens need to have their safety and security guaranteed in order to accept that drones become more common in our daily lives.

-ICAO needs to provide the framework in order for the world take full benefits of drones. Keeping the schedule is of paramount importance. This includes working at a balanced pace and ensuring a balance between developments for U-space, Certified drones and also operations at very high level.

-As an example, if there are separation standards to be applied to UTM (Unmanned Traffic Management) operations in a very low level context, then ICAO must be the principal stakeholder to agree on these standards. What if someone puts in place a regulation with differing standards, due to the lack of guidance provided by ICAO ? Then we lose the harmonized regulatory requirements, we lose the level-playing field, we lose time and money.

-Coordination is essential in order not to generate double work, and ICAO has the leadership role in ensuring timely progress. This includes keeping a close cooperation with JARUS (Joint Authorities for Rulemaking on Unmanned Systems) in order to take advantage of the work that has already been performed there, with most civil aviation authorities.

-Last but not least, the functioning of these RPAS must be ensured through cyber-secured networks, on the airborne and ground side. The ICAO work on cybersecurity is also a priority when it comes to integrating these new entrants.