ICAO SAFETY

DRONE ENABLE

ICAO'S UNMANNED AIRCRAFT SYSTEMS INDUSTRY SYMPOSIUM

ICAO HQ, Montréal, Canada | 22–23 September 2017

- DRONE ENABLE - the industry talking to states/regulators
- This will not be business as usual
- This is an opportunity to change the future/dawn of a new renaissance in aviation
- We have a moral obligation to advance the industry

- Strategic and tactical comms needed between all actors
- Should use architectures and processes that already work
- Existing technology for the UAS available to support UTM
- Frequency spectrum issues must not be overlooked

Stream 1 - Registration, Identification and Tracking

- UTM will feature many stakeholders interconnecting and redefining their roles
- Reasons: safety, security, privacy, financial
- Benefits: planning, de-confliction of UTM, interfacing needs from governments, data exchange – industry providers do in same language
- New technologies based on and leverage from existing technology
- Different methods for identification and Broadcast ID exist or are under development
- Different levels of complexity requires scalability
- Services may differ from State to State
- Regulations should not be technology prescriptive
- ICAO as enabler to harmonize protocols for global applicability

Stream 2- Communications system

- Stakeholders are testing different products and the duration of these tests will determine time line for implementation
- Need to define or adapt standards for communications systems which are safety critical
- Need to work on the acceptable safety level and associated collision risk models
- Availability of accurate and validated data
- Need to move forward and continue to share best practices

Stream 3 - Geofencing-like systems

- ~~Crawl, walk~~, **run mode**
- Design for Privacy, Security, Safety
- A range of global standards should be expected, and they should be efficient and affordable
- Good Geo-fencing like systems make good neighbors
- Data integrity and reliable avionics are both essential
- Design should consider ground and air concerns, not only on UAS
- One size doesn’t fit all, define integrity level VS risks/ops/UAS
- Geo-fencing systems should be open and globally interoperable
- It should be agile and respond to emerging technology

Mark your calendars

UPCOMING EVENTS RELATED TO RPAS AND DRONES

UTM, Outcomes of DRONE ENABLE, Operations above FL650 Commercial space

https://www.icao.int/Meetings/GANIS-SANIS

Third Global Remotely Piloted Aircraft Systems Symposium (RPAS2018)

Chengdu, China
10 to 12 September 2018


ICAO

International Civil Aviation Organization
Unmanned Aircraft System
Traffic Management (UTM)

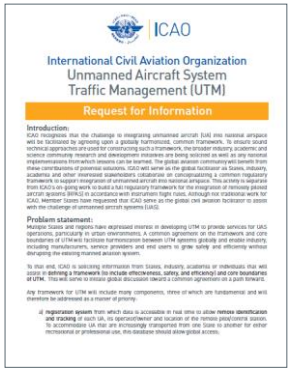
Request for Information

Introduction:

Problem statement:

Request for Information Announcement

31 January 2018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MONTRÉAL
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(EUROPEAN AND
NORTH ATLANTIC)
BEIJING
(ASIA-PACIFIC
SUB-OFFICE)
CAIRO
(MIDDLE EAST)
MEXICO CITY
(NORTH AMERICA AND CARIBBEAN)
DAKAR
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(SOUTH AMERICA)
ICAO

THANK YOU!