



# ICAO RPAS Symposium

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# RPAS / UAS

## ➤ Growth and scope is exceptional

- Small to large aircraft
- Low to high altitude
- New and advanced technology
- Basic to complex operations

## ➤ New aviation actors

- New thinking
- New technology
- New investment
- New way of doing things



# Converging paths meeting:

- **Current System** - dealing with diversity
- **Scalability** - ability to integrate and expand.
- **Concept of Operations** – new entrants
- **Foundations** – federation and automation
- **International** – rules and definitions for low and high altitude
- **ATM** - new thinking
- **Regulatory framework** - speeded up processes
- **Required Services** - aircraft separation and service provision?
- **Planning and coordination** - contingency
- **Operations** – V2V communication, self-separation traffic management
- **Transferability (and integration)** – CONOPs and technologies
- **Harmonized global approach** – ASBUs and GANP?

# Established aviation ANSPs / Airspace users

## Strength

- Safety standards for manned aviation
- Safety record
- ANSP / Airspace users relationship

## Weaknesses

- Not fast enough for the RPAS industry
- Different thinking than the RPAS industry
- Bandwidth to develop solutions

## Opportunities

- Change to airspace operations
- Transferable technology
- New arena for aviation
- Accessibility to new thinking

## *Threats (Risks)*

- Safety risks
- Speed of change
- Lack of awareness (established aviation)
- Disparate efforts as an industry
- Regulation based on pressure
- Equitable access to airspace
- Dominant entity (funding, manpower, advocacy) dictates solutions

# Air Traffic Management

- Critical component
  - RPAS Panel work on-going (IFR).
  
- Influence of UTM on ATM
  - Transferable technology
  - Transferable CONOPS
  - The different worlds will meet
  
- Investment and charging
  - Economics driving force
  - New business models / ways of working
  - Service provision



# Regulators / Manufacturers

- Significant political and social pressure for RPAS (UAS)
- Risk based approach being adopted
- Future regulations
  - Manufacturers agility - data driven regulation
  - Technology component
  - Manufacturing is fast paced, regulations need to keep up
  - Regulation for manufactures?
- Pure engineering solutions not the answer
- ICAO role and speed of processes?

