



# ACI EUROPE & ACI WORLD DRONES POLICY

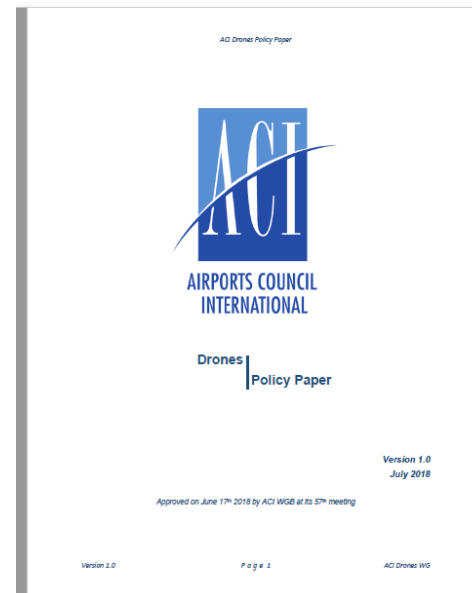
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Brussels, 03 October 2019



# → ACI and Drones

- Why have a drones policy?
  - > Rapid growth in drones market, increasing the safety and security threat to airports
  - > Also generating a range of beneficial uses for airports
  - > Need to set a regulatory framework to ensure safe operation of drones around airports and facilitate their legitimate use at the airport



# → ACI Drone Activities

- **Input to draft legislation** on rules and procedures for unmanned aircraft
- Setting up an **ACI EUROPE Drones Task Force** to develop and validate use cases, develop guidance material for drone operation at airports
- **Liaison** with Eurocontrol, EASA, SESAR on range of projects and initiatives to promote these objectives
- **Collaboration** with other stakeholders
- **ACI World Drones working group**



## → ACI EUROPE Position

- Address the **diversity of drones** and their **different implications** for airports
- Ensure **understanding of safety- & security risks**
- **Prevent safety / security incidents** and **minimize disruption** to airport operations
- **Facilitate** the deployment and integration of drones in airport operations
- **Promote** the integration of drones into the controlled airspace for **professional commercial / operational purposes**



# → Protecting Airports from Drones

- Need to address **roles and responsibilities** through guidelines and benchmarking.
- Airport-specific protection policies incl. **standardized restricted zones**
- **Technical systems to detect and neutralize drones** (law enforcement authorities)
- **Guidance from authorities** on what counter-drone technology/measures can use



# → Facilitating Airport Drone Use

- Need to **address operational issues** including:
  - > Safety cases
  - > ATC procedures
  - > Authority approvals
  - > Technology adoption
- **Facilitate** approval of **simple, lower-risk operations**
- Develop standard **Use Cases** with risk assessments
- Promote industry **best practice**
- Ensure **training of airport staff**



# → Safe Integration of Drones and Airport Ops

- Requirements proportionate to risk
- No European fragmentation
- Effects on airfield/airspace capacity must be considered
- Develop **operational concepts** in collaboration with:
  - > Airports, ANSPs, Airlines, Authorities
- Operations **authorised by airport operator** with ANSP where appropriate



# ACI Policy Paper on Drones (2018)

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[https://aci.aero/wp-content/uploads/2018/08/ACIPolicyPaper\\_Drones\\_2018-1.pdf](https://aci.aero/wp-content/uploads/2018/08/ACIPolicyPaper_Drones_2018-1.pdf)





## ATM and/or UTM interfaces

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- Drone operations to be **authorized by airport operator**, and where appropriate coordinated with the ANSP
- **No negative impact** for safety, efficiency or capacity of the ATM system
- **No increase of net costs** for airport operators
- ANSP and other state authorities to **collaborate** with airport operator while designing **airspace for UTM** in the airport vicinity
- **Recreational drones** in the vicinity of airport **only after authorization** from airport operator
- ANSPs and state authorities may deem it necessary to implement **additional measures (requirements, restrictions)**

# → Drone Enforcement

- ANSPs and state authorities should **consult with airport operators** before initiating **enforcement** activities at/near airports
- **Enforcement agencies should be permitted to neutralize malicious drones**
- Anti drone measures should not create **unintended safety hazards**
- Regulators should provide **clear guidance** to airport operators as to what **technology and measures** can be put in place

**ROLES & RESPONSABILITIES** of the different actors  
need to be clarified as a matter of **URGENCY**



## → Drone identification and tracking

- Airport operator should be able to **rely on state authorities** to establish means to **identify and track drones** operating at or in the vicinity of an airport
- Airport operator should be able to **identify the drone operator**
- **Registration marks** should be put on drones in order to quickly verify drone operator including **contact details**



# Drone operations at / in vicinity of airports

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- **Risk-based approach** should be followed while facilitating drones at/near airports
- Drone operations at/near airports permitted only by **qualified operator**
- **Risk assessment policies and procedures** to be established by airport operator
- Drone operators to carry appropriate **insurance** for the risks associated with their operation
- **Criteria** to be put in place for permitting safe drone operations
- **Procedures** to be implemented in the case of **unauthorized drone activity** (in close collaboration with regulator, ANSP and aircraft operators)

## → Security Risks

- Airport operators should be made aware of the **security risks** that drones of all kinds could pose to their operations
- **States** should conduct regular **risks assessments** to assess the **threat level** posed by drones
- A **process** should be in place to inform airport community about assessed **threat level** and recommended **actions or mitigations** by all actors



# → ACI Europe – Drone Technology (2018)



<https://www.aci-europe.org> ▶ Policy Papers ▶ ATM, SES & Sesar



# Integrating drones into airport operations

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- Drone operations at / near airports poses both (business) **opportunities** and **safety/security challenges**
- **Safety & security measures** should be :
  - > proportionate to the risks, and
  - > should not be developed in fragmentation across Europe
- It is necessary to come up with **commonly agreed operational concepts**, developed collaborately by airports, ANSPs, airlines and authorities
- **Rules and Regulations** should be **future proof** as much as possible, and designed to accommodate the **rapid development** of both the UAS technology and resulting applications and services. This is **critical** for the successful development of a drone services market in Europe

## Conclusions & recommendations (1)

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- As a matter of **urgency**, a **European Safety Rulebook on drones** should be finalized, to ensure a common approach and to avoid that each member state sets up separate rules. This should include a consistent approach to:
  - > Protected airport zones around airports
  - > Requirements for pilots including clear instructions about do's and don'ts
  - > Registration scheme
- **Rules to be performance-based**, and future proofed as much as feasible
- **Risk assessment** to be used for the safe integration of drones at / near airports
- **Technical systems to detect and neutralize drones** should properly be put in place by **state authorities responsible for law enforcement**
- As a matter of **urgency**, **Roles & Responsibilities** of different actors to be clarified.



## → Conclusions & recommendations (2)

- **Facilitate** approval of **simple and low-risk operations**, such as surveillance operations at a safe distance from the movement area of an aerodrome
- **Use Cases** to be facilitated after **Risk Assessment** only
- **Best Practices** to be collected and shared



## Objectives of the Task Force

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- Address the **safe and secure integration** of drones at European airports
- Examine **technical and regulatory measures** necessary for the **protection of airports** from **unauthorised and malicious drone activity**
- **Develop ConOps, Use cases, Guidance Material**
  - > Operations at airports which may be carried out or facilitated by drones
  - > Protection of an aerodrome from unauthorised or malicious drone operations
- Facilitate the testing and **validation of Use Cases**
- Provide an **interface and expertise** to the relevant **EASA rulemaking**

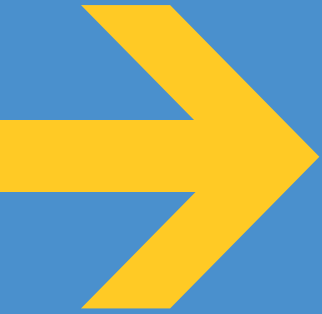
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**TF Members** : Airports, ACI Staff. Close collaboration with EUROCONTROL, EASA, EU Commission.

## → Legislative/regulatory update

- EASA working on **AMCs/GM** for the Delegated and Implementing Regulations
- **Guidance on Roles & Responsibilities, geographical zones**
- Opinion on **Standard Scenarios** by Q3
- **Safety Promotion Material**
- **U-Space** Regulation





# THANK YOU

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