

ICB

Industry Consultation Body

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Mr Maurizio Castelletti
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DG Mobility and Transport (MOVE)
Head of Unit E2 - Single Sky and modernisation of Air Traffic Control
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Subject: ICB Position Paper on Impact of RPAS on ATM

Dear Mr Castelletti,

Dear Maurizio,

I have the pleasure of enclosing an ICB position paper on the Impact of RPAS on ATM. This was developed by the ICB's Technical Sub-Group, and subsequently adopted at ICB/63.

The RPAS sector is a fast moving and growing sector, covering a range of applications and facilitating growth across a number of industries such as manufacturing, film and agriculture. However, the sector faces numerous obstacles (safety, security, various social issues) which will have an impact on ATM as it stands today. The regulatory challenge therefore lies in addressing these issues in a harmonised way, whilst still allowing the market to thrive.

The ICB has developed two RPAS integration principles for the Commission, which has in turn led to two concrete proposals:

- **Principle 1: The existing ATM system is reliable and therefore RPAS should not reduce the current level of aviation safety, nor impair the operation of other aircraft.** The ATM system requires an understanding of what aircraft are operating, where they are flying, and the risks to maintaining safe and normal air traffic service.
- **Principle 2: RPAS regulations should be adaptable to change.** The RPAS industry is fast-moving and the CONOPS and regulations risk becoming rapidly out-of-date. Work must be done therefore to ensure that regulations can be, and are, revised to ensure that RPAS does not have a negative impact on ATM.

The recommendations of the ICB to the Commission, as detailed within the paper, are therefore:

- **The aviation industry needs a European RPAS vision:** Considering technological advancements of RPAS are expanding quicker than the operational concepts, a

European RPAS vision is needed to articulate and elaborate on the future requirements and regulatory approach of ATM. This in particular will consist of the synthesis of the U-Space concept, European ATM Master Plan revision, EASA safety rules and JARUS work to present a coherent vision. The ICB recommends that the Commission initiates this work.

- **Europe needs an RPAS Integration Committee / Working Group:** Ongoing management is required with sufficient technical and operational expertise to address the current and future questions in integrating RPAS in ATM. The Integration Committee / Working Group should be used to guide and deliver the aforementioned vision. It is noted that EASA's RMT.0230 will produce a set of "Baseline Rules", and the Integration Committee / Working Group should build on these to ensure the regulations and development of CONOPS are proactive and do not become obsolete. This Integration Committee / Working Group could take the form of the recently announced EC Task Force structure, specifically the Standards and Regulation Working Group. The ICB recommends that the Commission should also initiate this work.

We would be grateful for a detailed response to the individual recommendations included within this paper as an important feedback mechanism to guide the continued work of our members in these areas.

The ICB, through the Technical Sub-Group, remains at your service on this topic, and would be pleased to provide further advice as appropriate.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Olaf Dlugi', written in a cursive style.

Olaf Dlugi
Chairman,
Industry Consultation Body

Enc. ICB Position Paper