

SAPR: che fare se sono ostili

SAFETY ISSUES

- New type of operations;
- New type of aircraft;
- Different range of services vs traditional ones;
- Wide range of mission profile;
- Fast changes in the technologies;
- Different interaction between drones and persons;
- Compatibility with other airspace users;
- Operator without aviation background/lack of safety culture.



SECURITY ISSUES

- Malicious use of drone as intruder in critical areas;
- Use of drone to carry offensive payload;
- Use of drone as a weapon;
- Other criminal use.



CHALLENGES

- Need to change the “paradigma” of safety;
- Identification of new regulatory approach;
- Proportionate approach for smaller drones used at very low level compared to drone to be used in the common airspace;
- Move from certification approach to an “operation centric” approach for smaller drones;
- Establish new approach to manage new theath;
- Integration of security aspects in the regulatory framework.



REGULATORY APPROACH

- Establishment of a new approach to safety of RPAS operations through assessment of the operation as a whole;
- Recognition of the pilot as an essential element for the safe conduct of operations and a strong contribution in the value chain;
- Identification of operational scenarios in terms of risk exposure, from less to more critical;
- Recognition of training centres to qualify remote pilots.



SAFETY FENCES

- Preventive authorization of the operator required for critical operations;
- Declaration regime for non critical operations;
- Obligation to use qualified pilots for critical and non critical operations;
- Introduction of registration and electronic identification of flying drones;
- Promotion of safe use of drones through leaflets, movies, interviews etc.



SECURITY APPROACH

- Establishment of a steering group between ENAC and Police, plus other actors, to identify security and criminal threat and to coordinate related actions.
- Availability of data and information related to operators, remote pilots and owners of drones;
- Need to promptly identify remote pilots during operations;
- Need to identify in flight drones for ease identification of illegal fliers;
- Need to easily restrict or prohibit airspace zones, to support police activities.



SECURITY PROVISIONS

- Obligation for training centres to feed ENAC remote pilot data base;
- Free access by Police to ENAC operator data base and remote pilot data base;
- Obligation for remote pilot to wear high visibility jacket;
- E-tracking system for identification of flying drones available for policemen for rule enforcement,
- Alternative procedure to establish restricted or prohibited airspace zones.



E-TRACKING SYSTEM

- ENAC has finalized a formal agreement with Italian national service provider ENAV for a joint effort to support the development of drone activities, the envisaged deliverables are:
 - Identification of safety conditions to conduct BVLOS operations and related enablers,
 - Implementation of a web-based registration system for drones, including e-tracking device,
 - Identification of safety critical services to build a sound traffic management system,
 - Capability to track a flying drone in real time.



DEPLOYMENT OF E-TRACKING SYSTEM

- UTM (Unmanned Traffic Management) system will be deployed to support any operation conducted at Very Low Level height (under implementation - planned to start operations by may 2017),
- Integrated service is felt essential to guarantee an acceptable level of compatibility with all the traffic flying at VLL as aerial work helicopter operations, HEMS, SAR, and other State functions,
- Easy access for Police and ENAC to recorded data.



THANK YOU FOR ATTENTION

