



Remote Piloted Aircraft Systems Task Force

TERMS OF REFERENCE

Background:

The advent of Unmanned Aerial Vehicles (UAVs), being Remotely Piloted Aircraft Systems (RPAS) or even autonomous aircraft, means a dramatic change in aviation as we know it. Many questions arise but few answers are still clear. The industry pushes for a quick integration of what it is usually called 'drones' in the aviation environment but rules and procedures have to be developed. Licences for remote pilots might have different requirements than licences for conventional ones, current categories of airspace might be not adequate to accommodate the newcomers, new procedures might be required. The problem of integrate drones in controlled airspace has to be solved at the same time that the problem of operate RPAS in non-controlled airspace at very low levels.

Drones, therefore, have the potential to be the main disruptor in aviation. Accordingly, IFATCA, as the leading international organization of Air Traffic Controllers is expected to have a position based in the policies that have been previously developed by PLC and TOC, and to follow the deployment of unmanned aircraft in a systemic manner.

The RPASTF (Remote Piloted Aircraft Systems Task Force) was first established after the Conference of Ghana 2018 as a specialised team tasked with the drafting of a position paper on drones' operations. The introduction of the concept of Task Force in the Administrative Manual in the Conference of Costa Rica 2019 provides a recognised status to this working group. Accordingly, with this new concept, the Task Force will work under the following Terms of Reference:

Scope:

AREA OF INTEREST:

The origin and main driver of the group is the interest in the introduction of unmanned aircraft in the aviation environment, the development of rules and procedures to ensure the coexistence of manned and unmanned aircraft in controlled airspace and the study of ways to safely operate unmanned aircraft in non-controlled airspace.

ACTIVITIES:

- Gathering information: The members of the RPASTF will monitor all developments and deployments of unmanned civil operations in order to collect and share information on them.
- Establish contacts with relevant stakeholders: Being unmanned aircraft operations a reality, it is important to contact the main stakeholders working on the concept. This is to ensure that its development meets the standards of quality and safety that are expected in the aviation sector. The RPASTF will work to create contacts and maintain links with industry developers, regulators and research entities.
- Write Guidance Material: The RPASTF will work to provide a clear position for IFATCA and develop guidance material for the use of the Federation's Member Associations.
- Develop and update policy: The RPASTF will ensure the harmonisation of any new material with existing policies. To achieve this goal, it will propose new policies or modify existing ones, always in coordination with TOC and PLC.

Structure:

- The RPATF will be chaired by a coordinator appointed by the EB.
- The coordinator will report to EVPT who will inform the rest of the EB, especially EVPP, of the activities of the task force.
- To maintain the maximum flexibility the RPATF uses an open membership. The number of member associations is not limited. The coordinator can establish separate working groups if this is considered necessary.
- The RPATF can include observers of other organisations.
- Members of the RPATF will coordinate their work mainly through telematic tools including, when needed, teleconferences. If a face-to-face meeting is required, participation will be on an invitation only basis, being the participants selected by the coordinator in consultation with EVPT.
- These terms of reference will be reviewed at least once a year, after the annual Conference.