

# *Droned and Confused*

*Managing Drones in a Rapidly Evolving Airport Environment*

*ACI-NA Airports At Work April 3, 2019*

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**Roy Fuhrmann, Chief Operating Officer**  
**Metropolitan Airports Commission**

Dec 19-21 - London Gatwick Airport

Jan 22<sup>nd</sup> – Newark - Diversions

Dallas-Fort Worth – Closed Runway

Feb 15<sup>th</sup> - Dubai - 30 min

Mar 22<sup>nd</sup> - Frankfurt Airport – 30 min

















Nets









U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

**Office of Airports Safety and Standards**

**800 Independence Ave., SW  
Washington, DC 20591**

**July 19, 2018**

**Dear Airport Sponsor:**

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This supplements the FAA's October 26, 2016, letter distributed to all airport sponsors, a copy of which is enclosed for your reference. This letter provides additional guidance concerning airport interest in evaluating, demonstrating or otherwise deploying unmanned aircraft systems (UAS) detection and countermeasures technology ("counter-UAS") at airports.

The FAA is working to fully integrate UAS into the National Airspace System (NAS) in a safe and secure manner. We are mindful that while UAS technology offers tremendous benefits to



Office of Airports Safety and Standards

Finally, as noted in our October 26, 2016, correspondence, it is important for federally obligated airports to understand the FAA has not authorized any UAS detection assessments at any airports other than those, which previously participated in the FAA's UAS detection program through a CRDA. That work is now complete, and those systems are no longer at the airports.

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Further, the FAA is not empowered to authorize the assessment or deployment of certain detection capabilities or any countermeasure capabilities at airports. Federally obligated airports independently allowing evaluations of UAS detection and countermeasure systems could be in conflict with their grant assurances. Without proper advance FAA coordination to identify and mitigate any potential hazards introduced by the system in the airport environment, the use of such systems could place the safety and efficiency of the NAS at risk, which would not be consistent with the airport sponsor's federal grant obligations.

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# Who is responsible?

Congress granted the FAA the authority to levy civil penalties of up to \$20,000 for interfering with law enforcement, first responders, or wildfire operations.

The **FAA may take enforcement action** against anyone who conducts an unauthorized UAS operation or operates a UAS in a way that endangers the safety of the National Airspace System. This authority is designed to protect users of the airspace as well as people and property on the ground.







[MetroAirports.org](http://MetroAirports.org) [MSPAairport.com](http://MSPAairport.com)



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