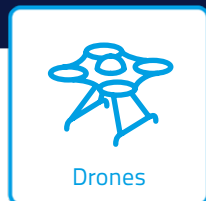


# Drone intrusions

24 September 2019



## Preventing risks from unmanned aircraft in airport environments

Safety, Quality and  
Environmental Division



Royal Decree  
1036/2017

Royal Decree 1036/2017 regulates the civil use of remotely-piloted aircraft. Drones can operate in controlled airspace, including near airports, provided an aeronautical safety study (EAS) has been completed that anticipates the risks of these operations. The goal of these EAS is to ensure that there is no air collision risk between the drone and other aircraft.

The EAS must be presented by the drone operator and must be coordinated with the air navigation service provider for the controlled airspace where the drone is to be operated.

### Drone intrusions, an emerging threat

The presence of unauthorised drones near aerodromes poses a threat to both operational and physical safety. Remember the incidents that took place last December in London, when unauthorised drones forced operations to be halted at Gatwick airport. Mindful of this, Spain's Ministry of Public Works, through AESA, has launched a roadmap with the steps to take:

- **Risk analysis** to determine the threat level posed by the presence of unauthorised drones.
- Study of **anti-drone system technologies** and testing of these technologies.
- Definition of the **regulatory framework** by considering this threat in the National Civil Aviation Safety Programme.

- Incorporation of the European Commission's **initiatives and recommendations**.
- Development of a **Coordinated Response Protocol**.

A group led by the Ministry of the Interior's State Secretariat for Security is tasked with studying and testing new anti-drone technologies. The systems that will be tested have already been selected, as has the physical setting (Asturias) where the tests will be carried out in the last quarter of 2019.

In June, the National Civil Aviation Safety Committee, chaired by the General Secretariat for Transport, developed and approved a Coordinated Response Protocol to deal with this threat.

## Coordinated response protocol

This protocol was developed by the organisations that are involved in responding to these threats:

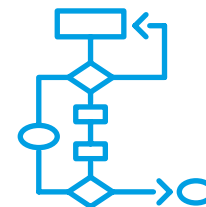
- Law enforcement agencies
- Air Force Staff
- Aena (airport manager)
- ENAIRE

This protocol details the actions of ATC, the airport manager, law enforcement and the Air Force Staff with respect to:

- **Confirming a sighted threat** and the general criteria for assessing the threat.
- **Zoning airport environments** and classifying the risk in these areas.
- **Criteria for adopting ATC measures** and the technical/operational actions of each.
- **General criteria for authorising the resumption of operations** and how the decision to resume these operations is made if said operations have been suspended in whole or in part.
- Creation of a Threat Routing Centre (CCA) and a Local Expanded Safety Committee (CLS-A) with specific functions in this matter.

It is important to tailor this protocol and adapt it to each airport by defining the zones and specifying the CCA and CLS-A, in terms of their composition, location and contacts for each airport. This will allow the operating procedures for Aena and the ANSP's ATC procedures to be drafted at each airport.

This process is already complete for the airports of Madrid, Barcelona, Palma de Mallorca, Málaga, Ibiza, Alicante, Gran Canaria and Tenerife South. The process for the remaining airports will be finished by the end of 2019.



There is a road map to deal with the threat of unauthorised drones.



The National Civil Aviation Safety Committee has approved a Coordinated Response Protocol that lays out the steps to be taken.



The presence of unauthorised drones in airport environments poses a threat to safety and security.