



# FAA UAS SYMPOSIUM

## Drones and Airports – Stranger Things Have Happened



Federal Aviation  
Administration



# Drones and Airports – Stranger Things Have Happened



**John Dermody,  
FAA Airport Safety  
and Standards**



**Bill Stanton,  
FAA UAS and Commercial  
Space Operational  
Integration**



**Jim Patterson, FAA  
Airport Safety R&D  
Section**



**Chaim Van Prooyen,  
Hartsfield-Jackson Atlanta  
International Airport**



**Steve Weidner,  
National Air Traffic Controllers  
Association (NATCA)**



#UAS2019



**FAA UAS  
SYMPOSIUM**



PRESENTED TO:  
2019 FAA UAS SYMPOSIUM

## INTEGRATING UAS AT ATL

Tuesday, June 4, 2019

**By Chaim Van Prooyen**  
Project Manager | UAS Program  
Coordinator







# AIRPORT OVERVIEW

4,700-acre campus

2 terminals, 7 concourses

192 gates

5 Parallel Runways

9 Main Parallel Taxiways

107.3 Mil Passengers in 2018

Flights per day – 2,500+







# ATL FIRSTS

First UAS flight in Class B airspace under Part 107

First UAS flight over a commercial service airport runway (9L / 27R)

5<sup>th</sup> Runway (10 / 28) aerial night capture for Mayor's 5K race

Integration of UAS for capital construction projects

SMS – Safety Risk Assessment & Live SOP





# SMS – Approved Safety Risk Mitigation Document

## Active Standard Operating Procedure

## Active Webpage

# Language in Contracts

Safety Management System Manual

Harrisfield Jackson Adams International Airport

From the desk of  
Scott M. Ayres  
Duty Title  
Assistant EMS Manager  
Office Phone  
Cell Phone  
Office Fax  
Email address: [scott.ayres@jad.com](mailto:scott.ayres@jad.com)

To:

IN TURN

Date: April 17, 2019

Subject: Safety Risk Assessment - #2018-3-0

### 1.1 COMPLIANCE

ISAS Manual Part III, dated 1 January 2012, paragraph 3.0. Procedures for conducting a Safety Risk Assessment (SRA). SRA plans (tabled) will ensure the corrective actions taken in response to Safety or Hazard Reports and make recommendations when necessary to increase safety of Harrisfield - Jackson Adams International Airport (JH - JADA) and the Department of Aviation (DOA).

### 1.2 PURPOSE

H-JADA, in partnership with the Federal Aviation Administration (FAA) and in coordination with industry stakeholders, wish to develop and implement a structured and consistent approach to the safe operation of managed aircraft systems (UAS) within H-JADA. The SRA's objective is to identify corrective actions for the hazards and risks associated with UAS operations in and around H-JADA as identified in the Preliminary Hazard Analysis (PHA). Additionally, the SRA seeks to facilitate collaboration between various operational divisions within the DOA Safety Management System, Airport Operations, Safety, Risk Management, Facilities, Aircraft Maintenance, Air Traffic, Airport Police, Planning & Development, Property Management, Environmental, Finance, and Security. H-JADA with respect to the development of consistent guidelines, policies, and procedures for UAS operations and risk mitigation of the same.

### 1.3 ATTENDEES

The 18-member panel was composed of the principal stakeholders within DOA, FAA, various industry agencies, subject matter experts in UAS and aviation-related technology, systems, and operations listed below (collectively, the SRA Panel):


SEA PRINCIPAL STAKEHOLDER OFFICE	NAMES	ATTENDED 4/17/2019
DOA Safety Management System	Scott M. Ayres	YES/YES/NO
DOA Aircraft Operations	Tim Klett	YES/YES/NO
DOA Aircraft Operations	Mark Cellinis	YES/YES/NO
DOA Planning/Development	Chuan Van Phuong	YES/YES/NO
DOA Law	Elizabeth Whitmore	YES/YES/NO
DOA Law	Richie Yang	YES/YES/NO
DOA Security	Wendell Herkins	YES/YES/NO
FAA ATL ATCT	Tom Morrow-Hill	YES/YES/NO
FAA TALL Ops	Cassie Risk	YES/YES/NO
FAA Emergency Safety	Eric Cameron	YES/YES/NO
Southwest Flight Operations	John Cornett	YES/YES/NO

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Unmanned Aircraft Systems (UAS) Standard Operating Procedures

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 **Hartsfield-Jackson**  
Atlanta International Airport.


Version 1.0  
March 21, 2019



COLLABORATED BY: UAS WORKING GROUP COMMITTEE  
CITY OF ATLANTA - DEPARTMENT OF AVIATION  
8000 North Terminal Pkwy, Atlanta, GA 30320

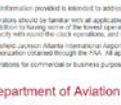
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[Unmanned Aircraft Systems](#)



# Hartfield-Jackson Atlanta International Airport

## Unmanned Aircraft Systems (UAS / "Drones")



### Unmanned Aircraft Systems (UAS / "Drones")

The information provided is intended to address general questions on Unmanned Aircraft Systems – commonly referred to as drones – based on Federal Aviation Regulations (FARs). Operations should be familiar with all applicable requirements including federal, state and local regulations. We recommend contacting the appropriate authorities to ensure compliance. In addition to having some of the lowest operating costs in the United States, ATJ boasts exceptional infrastructure, a highly skilled labor pool with the greatest runway, generous aircraft capacity with flexible cargo handling, and no slot restrictions or curfews.

Hartfield-Jackson Atlanta International Airport prohibits recreational UAS operations on airport property. Requests for commercial and public UAS operations require a Certificate of Authorization obtained through the FAA. All applications are subject to Department of Aviation approval. A minimum of seven (7) business days is required to process applications. Operations for commercial/business purposes are classified as commercial UAS operations and subject to the requirements set forth in Federal Aviation Regulations Part 107.

### Department of Aviation Notification

To complete and submit a UAS Notification form, please [click here](#). Please note that the form is to be used in internet Explorer and Mozilla web browsers.

For questions about UAS at Hartfield-Jackson Atlanta International Airport please email [uasmga@atlga.com](#).

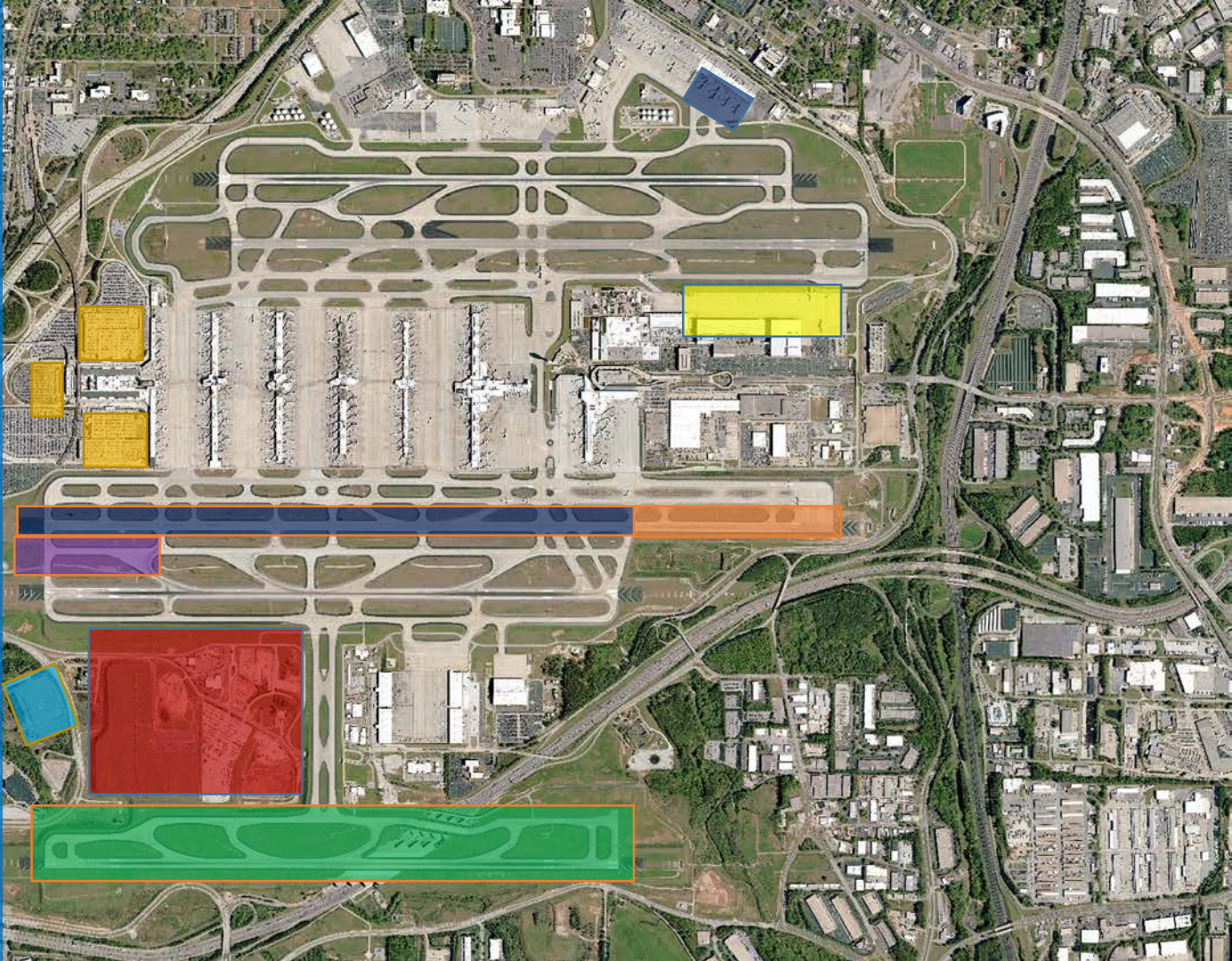




UAS OPERATIONS  
AT ATL SINCE PART 107

18 UAS Operations

Operations Safe and  
Successful







# INTEGRATING UAS FOR CAPITAL PROJECTS







# INTEGRATING UAS FOR CAPITAL PROJECTS





Automated PCI Data Collection

# RUNWAY 9L / 27R CASE STUDY



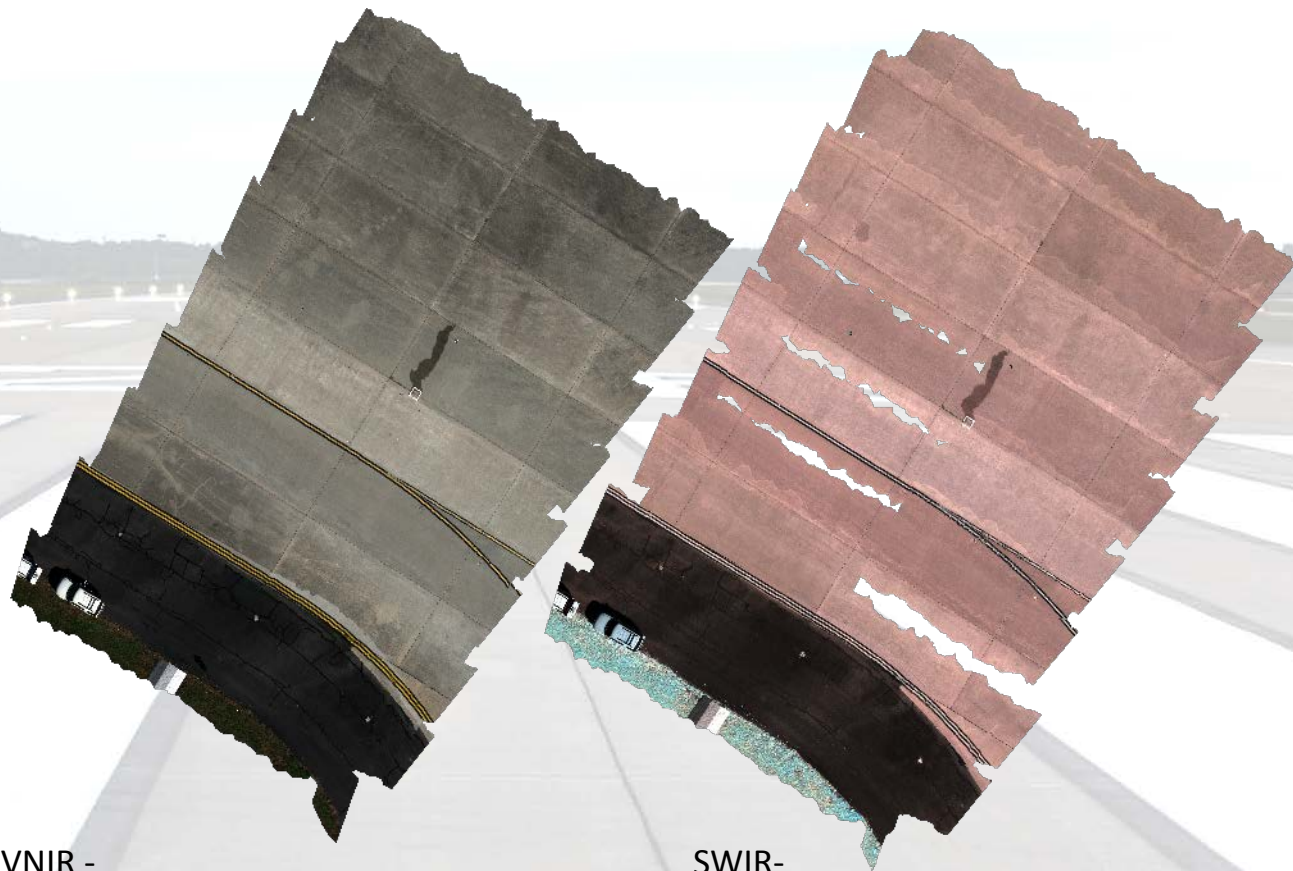




Automated PCI Data Collection

# RUNWAY 9L / 27R CASE STUDY

## Imaging Data Summary



VNIR -  
Visible to Near Infrared

SWIR-  
Short Wave Infrared

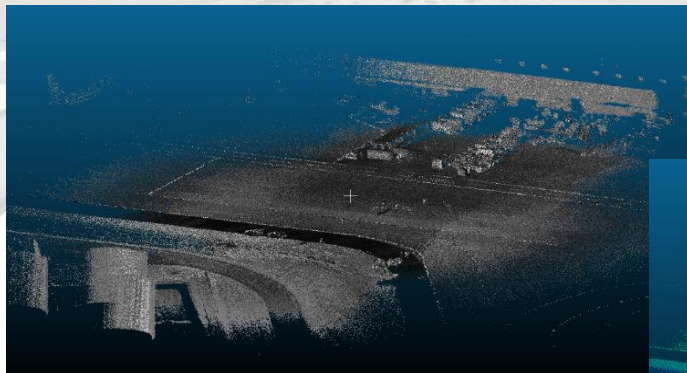


Automated PCI Data Collection

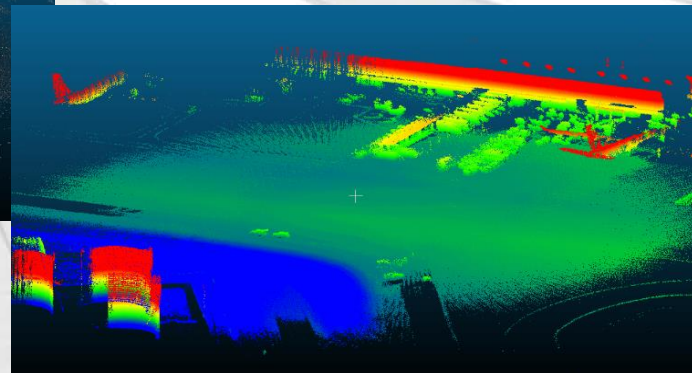
# RUNWAY 9L / 27R CASE STUDY

## Full LiDAR Data

LiDAR Return Intensity



Height Color; Red High, Blue Low



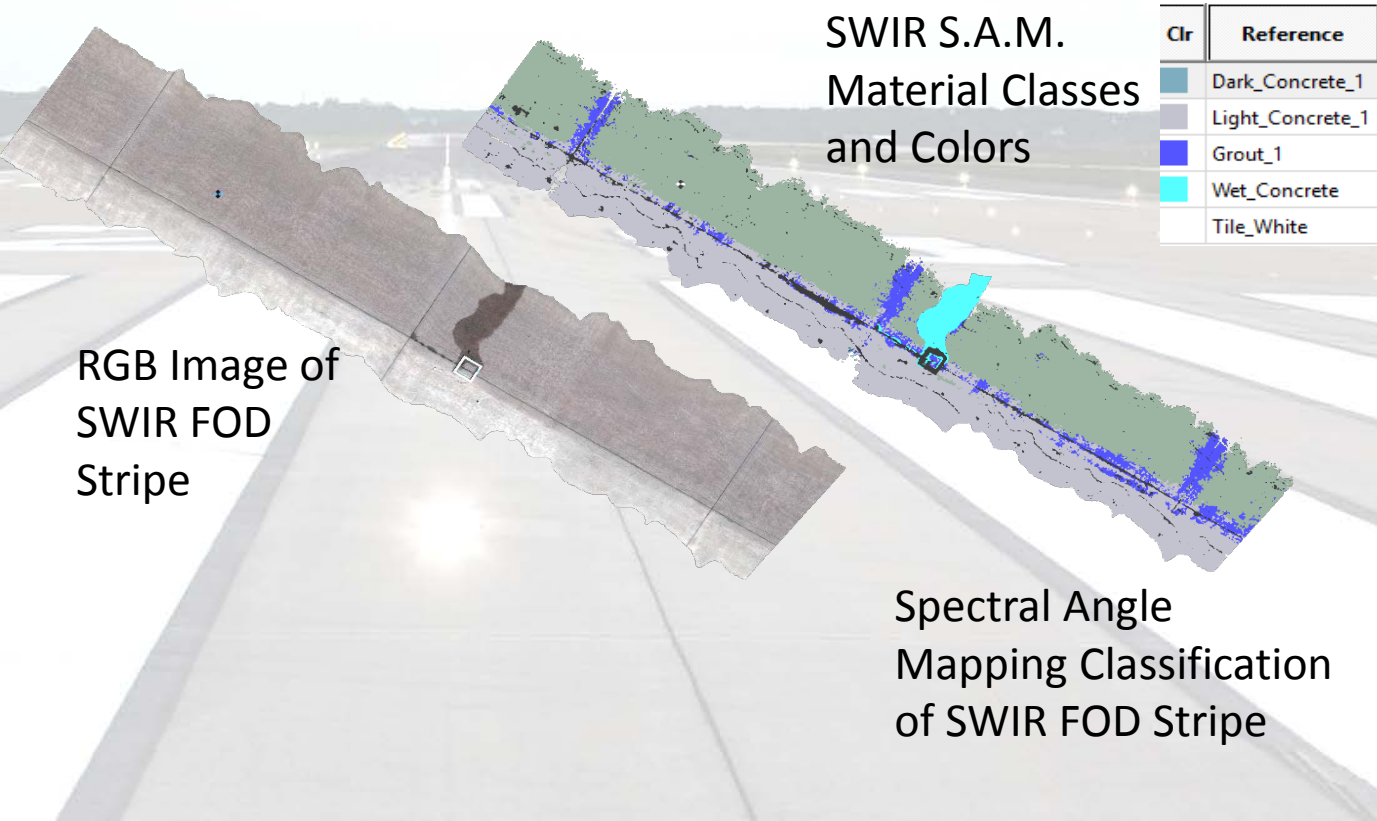




Automated PCI Data Collection

# RUNWAY 9L / 27R CASE STUDY

## SWIR Spectral Analysis





**THANK YOU!**



**PHOTO CREDITS:**

**3DR, AIRBUS AERIAL, ATKINS, C.W. MATTHEWS, GEORGIA**

**TECH|CONNECTECH LAB / P2K & MICHAEL BAKER INTL**

**Chaim Van Prooyen**  
Project Manager | UAS Program  
Coordinator  
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# Morning Plenary starts at 8 AM



#UAS2019

