

Oral Statement

**Statement of Captain Tim Canoll
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Before the Subcommittee on Transportation, Housing, and Urban Development, and
Related Agencies of the U.S. Senate Committee on Appropriations**

**“Successfully Integrating Unmanned Aircraft Systems into the National Airspace”
October 28, 2015
As Prepared for Delivery**

Thank you, Chairman Collins, Ranking Member Reed, and the subcommittee for the opportunity to be here. ALPA appreciates the subcommittee for recognizing the importance of maintaining the safety of unmanned aircraft systems or UAS operations.

At ALPA, we know that UAS are already using the national airspace. We expect their use to grow significantly in the future. UAS can be used to perform many tasks, sometimes more efficiently and safely than using conventional aircraft. ALPA shares the desire to advance America's competitiveness in these technologies.

But our nation must do it *safely*.

Pilot reports released by the FAA this summer make clear that more UAS encounters are happening. Noncommercial and recreational UAS operations appear to be the primary source of these incidents.

Let me cite two examples:

This March in Maine, a radio-controlled helicopter approximately eight inches long was found on the Portland Jetport at the intersection of two taxiways, sitting upright and facing the runway.

Also, this summer, an airline pilot preparing to land at Seattle-Tacoma International Airport reported seeing a drone flying at 2,400 feet, five miles from the airport.

The number of near-miss events that have occurred in such a short period of time highlights the risk. And the growth in the use of UAS means that the hazard will only increase.

The United States must put safety first. The FAA is making progress, but we need more. We are encouraged by work on a final rule regarding commercial operation of small UAS, but the agency must immediately address *all* UAS operations, including recreational and noncommercial.

ALPA's recommended action plan contains four elements:

#1 Education

Anyone who flies these UAS must understand the aircraft, the airspace, and the other aircraft that share it. For those who want to do the right thing, there are resources such as the "Know Before You Fly" campaign, of which ALPA is a supporter. But we also need to reach, at the point-of-sale, those individuals who may not yet appreciate the potential risks.

Individuals flying these UAS for recreation must adhere to the FAA guidelines, including any minimum age requirements, maintaining line of sight, and flying under 400 feet.

#2 Registration

ALPA fully supports Secretary Foxx's recent decision to create a national UAS registration database. Obtaining this information will not only allow authorities to identify owners, it will also drive home the serious nature of operating these aircraft.

The FAA's task force may be helpful, and ALPA is pleased to participate, but the sheer number of UAS anticipated to be sold in the near future means we need swift action.

We look forward to the release of the task force's recommendations on November 20, 2015, and to having rules in place before the holidays.

#3 Technology

If the UAS operate in airspace intended for airliners, or if they could unintentionally end up there, airline pilots need to be able to see them on cockpit displays, controllers need to see them on their radar, and the UAS must be equipped with active technologies that ensure it is capable of avoiding a collision with manned aircraft.

If regulations restrict these UAS from flying in a location or at a certain altitude, the UAS must have technology that cannot be overridden to limit its operations. Penalties for those who deliberately violate them must be significant. The FAA should also demonstrate and promote technologies to identify UAS and operator locations.

#4 Penalties and Enforcement

UAS pilots must be properly trained and understand the consequences of exceeding operating limitations and possible malfunctions.

Anyone *deliberately* flying a UAS recklessly should be subject to criminal prosecution.

Anyone who is operating a UAS and unintentionally deviates from the rules should be subject to civil penalty.

The FAA should have adequate resources to enforce its regulations. If the FAA intends to rely on first responders to ensure regulatory compliance, the agency should do more to inform all levels of law enforcement about the risk and appropriate response.

With this four-part plan, our country can capitalize on the economic opportunities offered by these UAS while maintaining safety. ALPA urges Congress to direct the FAA to regulate the UAS that are operated for recreation and hobby.

I would also like to thank Senator Feinstein for her work to highlight the need for proper equipage and enforcement, and ALPA supports the Consumer Drone Safety Act.

ALPA is ready to help the FAA develop these regulations to achieve our mutual goal of ensuring the safety.

Thank you.