

Stakeholder Questions
Unmanned Aircraft System (UAS) Integration at Airports and Necessary Planning, Design, and
Physical Infrastructure Needs
OMB 2120-XXXX

<i>Main Question Bank</i> ¹
What was your process for getting UAS integration operational? (FAA Approval Process)
Are there any unique procedures for UAS operation?
Are there systems onboard to facilitate surface maneuvering?
Can you please describe pre/post flight inspection?
Are there operational differences during dawn/day/dusk/night?
Are there challenges during low visibility/ceiling, rain, snow, and surface contaminated with snow/ice?
Are the sensors or other equipment on board (e.g., batteries) affected by snow/ice and extreme temperatures?
Are taxi/takeoff/landing at international civil airports different than in the U.S.?
Are there any theoretical UAS specific NAVAIDS that would be beneficial to have at a droneport?
Does the UA have the ability to detect wildlife in the vicinity of the aircraft footprint?
What is the current aircraft Technology Readiness Level (TRL)?
What infrastructure is required for the charging or fueling of UAS? What is the minimum required vs. preferred?
Have you experienced any electrical grid capacity issues with supporting the charging demands of electric UAS/advanced air mobility (AAM) vehicles? Were airport and/or other critical infrastructure negatively impacted by UAS/AAM vehicle charging demands?
Regarding UAS storage and parking, were new structures built or previous structures for conventional aircraft repurposed?
What (if any) unique support infrastructure are utilized for UAS operations? (Control centers, command, and control systems, detect and avoid systems, etc.)
Are there any UAS noise impacts to the surrounding community?
Are there any existing noise studies on the design aircraft that were considered in droneport design process?
What type of emergency response plans are in place for UAS?
Are there any unique security measures in place at the UAS operations area?
Do you know if it has been reported whether wake turbulence generated from traditional aircraft has an effect on UAS that are conducting operations in close proximity?
At what distance do you separate your VTOL landing pads to accommodate for nearby landing downwash and outwash?
What measures are you taking to protect NAVAIDS and other equipment from electromagnetic

¹ The FAA may ask stakeholders a follow-up question(s) to clarify their responses, as necessary.

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interface (EMI) that may be caused by the aircraft?	
What are your thoughts on whether existing FAA standards can be used to accommodate large UAS at airports? What standards may need to be updated to accommodate large UAS? What can FAA do differently at airports to better accommodate for L-UAS? Example: At ACY we have arresting cable signage that is unique to airports with arresting cables.	
Do you know of any other entities that would be beneficial to contact for this research?	
What are the lessons learned from operations or during testing/research?	
Stakeholder Specific Questions²	
Civil Airports	Are UAS operations segregated from or integrated with traditional aviation operations?
	Are there any modifications to design standards to airfield infrastructure to facilitate uncrewed operations?
	Do you think existing infrastructure/design standards/safety considerations/etc. are adequate for large UAS?
	What steps were taken to integrate UAS into existing airport infrastructure/operations (e.g., planning, stakeholder coordination, infrastructure changes/improvements, safety considerations, etc.)?
	What NAVAIDS are necessary to facilitate UAS operations
	Are there any wireless standards followed to prevent interference with NAVAIDS and other equipment?
	Are there any known interferences with airport or FAA equipment caused by unmanned systems, sensors, or their supporting infrastructure?
	UAS can be powered by hydrogen, electric and or various hybrid systems that utilize current aviation fuels. Are ARFF tactics different when responding to a UAS emergency compared to traditional aircraft emergency (that use traditional fuel)?
	Are the volume of resources (personnel/equipment) different when responding to a UAS emergency compared to traditional aircraft?
	Are ARFF teams equipped and/or trained differently to respond to UAS emergencies? Are ARFF tactics different?
	If applicable, define typical or frequent locations of UAS operation. What are your plans for droneport siting?
Military	What steps were taken to integrate UAS into existing airport infrastructure/operations (e.g., planning, stakeholder coordination, infrastructure changes/improvements, safety considerations, etc.)?

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	Are UAS operations segregated from traditional aviation operations?
	Do you think existing infrastructure/design standards/safety considerations/etc. are adequate for large UAS?
	If applicable, define typical or frequent locations of UAS operation. What are your future plans for droneport siting?
	Are there any modifications to design standards to airfield infrastructure to facilitate uncrewed operations?
	What NAVAIDS are necessary to facilitate UAS operations?
	Are there any wireless standards followed to prevent interference with NAVAIDS?
	Are there any known interferences with airport or FAA equipment caused by unmanned systems, sensors, or their supporting infrastructure?
	UAS can be powered by hydrogen, electric and/or various hybrid systems that utilize current aviation fuels. Are ARFF tactics different when responding to a UAS emergency compared to traditional aircraft emergency (that use traditional fuel)?
	Are the volume of resources (personnel/equipment) different when responding to a UAS emergency compared to traditional aircraft?
	Are ARFF teams equipped and/or trained differently to respond to UAS emergencies?
	Do you know of others in the DoD that are operating large UAS at military or public use airports?
International	What steps were taken to integrate UAS into existing airport infrastructure/operations (e.g., planning, stakeholder coordination, infrastructure changes/improvements, safety considerations, etc.)?
	Is the droneport landing design based on U.S. standards, your country's standards, or ICAO standards?
	Are UAS operations segregated from traditional aviation operations?
	Are there any modifications to design standards to airfield infrastructure to facilitate uncrewed operations?
	What NAVAIDS are necessary to facilitate UAS operations?
	Are there any wireless standards followed to prevent interference with NAVAIDS?
	Are there any known interferences with airport or FAA equipment caused by unmanned systems, sensors, or their supporting infrastructure?
	UAS can be powered by hydrogen, electric and or various hybrid systems that utilize current aviation fuels. Are ARFF tactics different when responding to a UAS emergency compared to traditional aircraft emergency (that use traditional fuel)?

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	Are the volume of resources (personnel/equipment) different when responding to a UAS emergency compared to traditional aircraft?
	Are ARFF teams equipped and/or trained differently to respond to UAS emergencies?
	Do you think existing infrastructure/design standards/safety considerations/etc. are adequate for large UAS?
Academia	Can you please discuss your research on droneports, UAS integration at airports, and testing/evaluating large UAS?
	What are the biggest challenges you've faced in your research?
	What are the lessons learned from your research/participation in UAS operations?
Private Entities	For operators: What was the rationale behind your landing area pavement design?
	Do you plan on using a droneport like concept?
	Provide an overview of the CONOPS for the UAS operations. Do you have any proposed CONOPS (or ones in process)?
	If applicable, define types of cargo or products that the UAS transport. What type of future cargo transport do you foresee?
	If applicable, define typical or frequent locations of UAS operation. What are your future plans for droneport siting?
	What type of fuel/energy does your aircraft utilize (e.g., traditional aviation fuel, hydrogen, electric, or other source)?
	Are you currently or planning to operate at an airport or another location (residential neighborhood, industrial site, other location(s))?
OEM's	Provide an overview of the CONOPS for the UAS operations. Do you have any proposed CONOPS (or ones in process)?
	How do you foresee your aircraft operating in a droneport environment? Is the operation of the aircraft different in an off-airport environment versus an on-airport environment.
	During simultaneous operations how does wake turbulence affect your aircraft performance? What are separation standards and requirements for simultaneous operations?
	What type of fuel does your UAS utilize (e.g., traditional aviation fuel, hydrogen, electricity, or other source)?

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	Do you think existing infrastructure/design standards/safety considerations/etc. are adequate for UAS?
	Do you think existing visual aids (signage, marking, and lighting), at airports provide adequate conspicuity for UAS operations (to include on surface, approach, and departure)?
	If applicable, define types of cargo or products that the UAS transport. What type of future cargo transport do you foresee?