

Approach lights and nav aids inspection and calibration with drones. AENA

Drone applications and future developments at airports managed by AENA.

Dirección: Proyectos y Construcción
División: Ingeniería



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1.1 AENA LABORATORY ELECTRICAL ENGINEERING AND AGL TEAM AND FUNCTION

TEAM

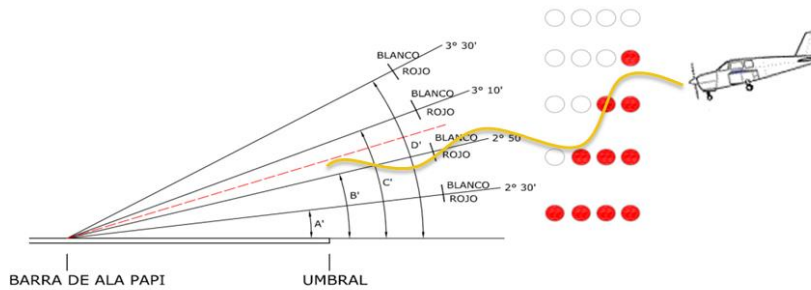
- 4 Technicians and 1 engineer

ASSIGNED TASKS IN AENA AIRPORTS NETWORK

- PAPI Ground Assistance during Calibration Flight.
- APRON Lighting measurement and consulting
- AGL Photometric measurement (outsourcing support)
- Power lines check and diagnosis
- CCR check, diagnosis and consulting
- Central purchasing AGL products
- Support and consulting to AENA airports network

2.1. DRONE PROCEDURE. ALT. METHODS

FLIGHT CALIBRATION METHOD



THEODOLITE METHOD

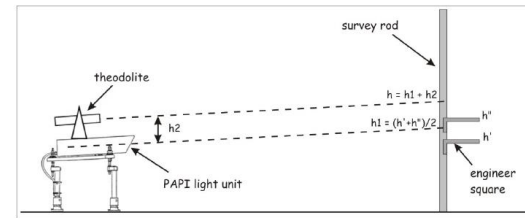
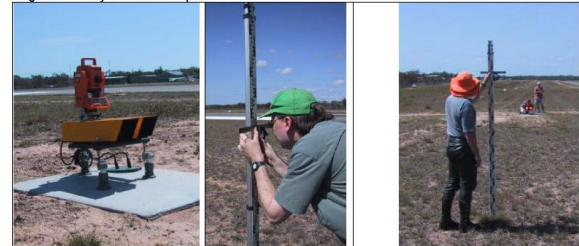


Figure 9: Survey method – Setup



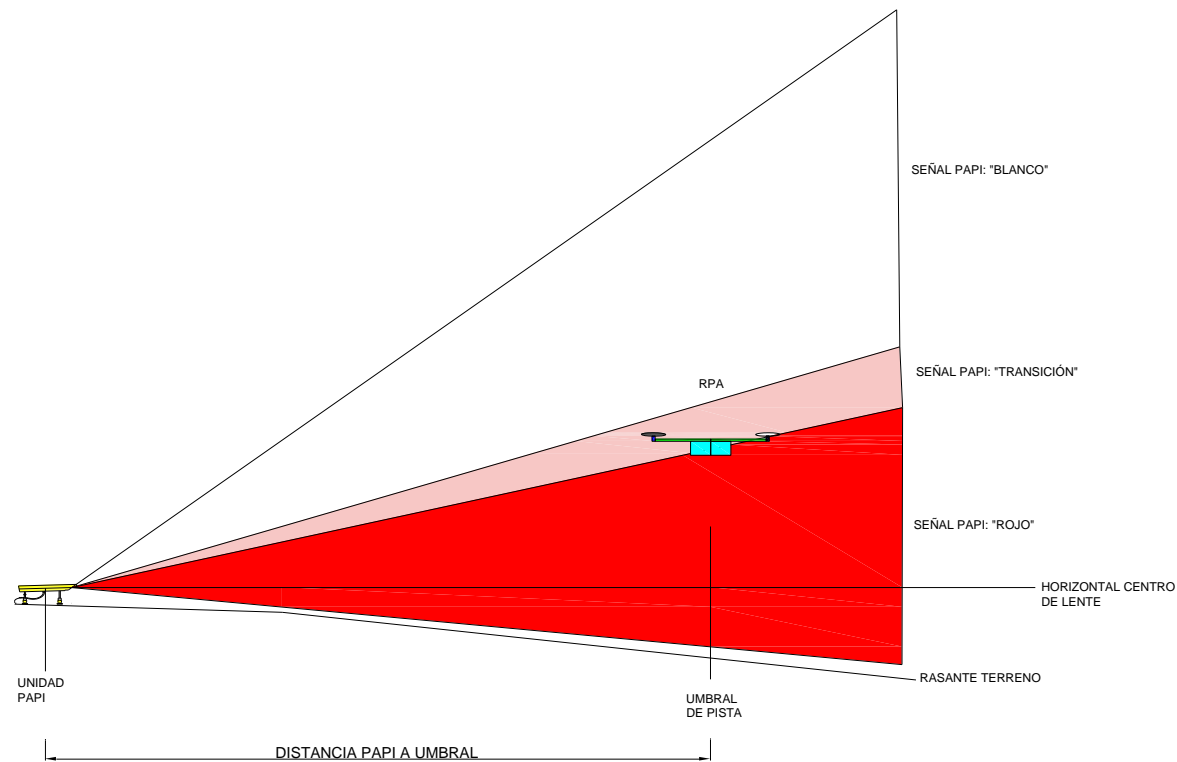
CHERRYPICKER METHOD



AUTOMATIC CLINOMETER (SMF-PAPI)



2.1. DRONE PROCEDURE



2.2 DRONE PAPI CALIBRATION: ADVANTAGES vs. DISADVANTAGES

ADVANTAGES:

- Less cost
- Less RWY occupancy time
- Safer operation
- Night operation
- Better accuracy

DISADVANTAGES:

- Less flight time
- Less flight ceiling and range
- Azimuth PAPI range test
- Long PAPI range test

2.3. Drone Operator CANARDDRONES



Main equipment:

DJI – MATRICE 600 PRO

Visible spectrum camera



2.4. PAPI Calibration at Cordoba Airport



2.5. Calibration at El Hierro Airport



2.6. PAPI Calibration at Murcia Airport



2.7. Safe operation and regulation

- **Drone technology designed for ATC space:**
 - Receiver ADS-B signal from manned traffics

- **Spanish regulations for drone operations in airports:**
 - Previous authorization from national safety agency (AESA)
 - No authorization by this moment in ATC space
 - Test has been done in closed airports

- **Canard operations in other EU countries:**
 - Paris CDG (ADP Group). Procedure validated by DGAC
 - Pori, Finland. PAPI certified.
 - Poland. First test.

2.8. Authorization process in Spain

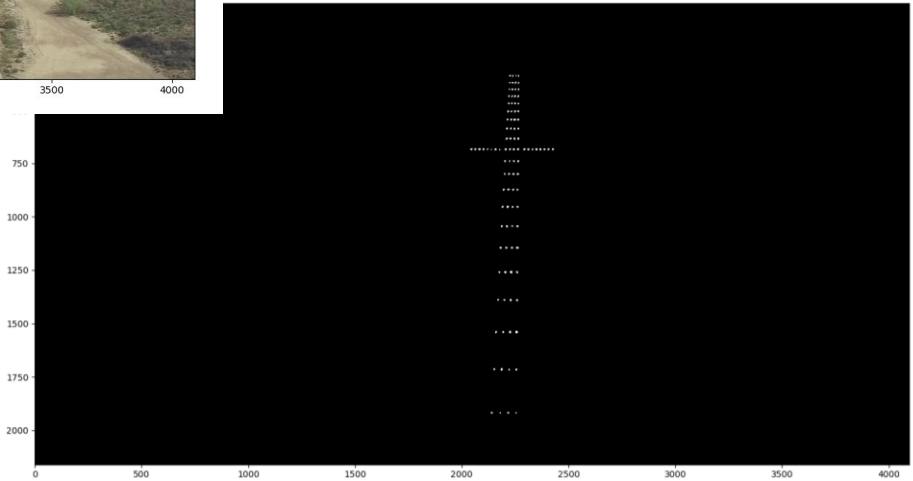
- **Cualified DRONE Operator: Spanish Safety Aereal Agency (AESa) approval**
- **Safety assessment**
- **AESA previous approval for this operation scenario (to the DRONE operator)**
- **Operator Request to Airport**
- **Previous coordination with Air Traffic Control**
- **Operational Safety Plan approval (Airport)**
- **Working authorization (Airport)**

3. ALS inspection

3.1 Proposal

- **Positioning Drone and taking images in limit points of glide path and Protection Surface.**
- **Image processing:**
 - Lights finding and positioning.
 - Intensity and color analyse
- **Matching lights with drawing and generate report.**

3.2.ALS Murcia Airport



4.NAVAIDS.

4.1 Equipment

- Drone with power signal meter



4.2. Completed test

- Test has been done in three locations
 - VOR Tabanera
 - LOC Salamanca Airport (CAT I)
 - LOC and GP Pori (Finland) (CAT I)





Thank you!