

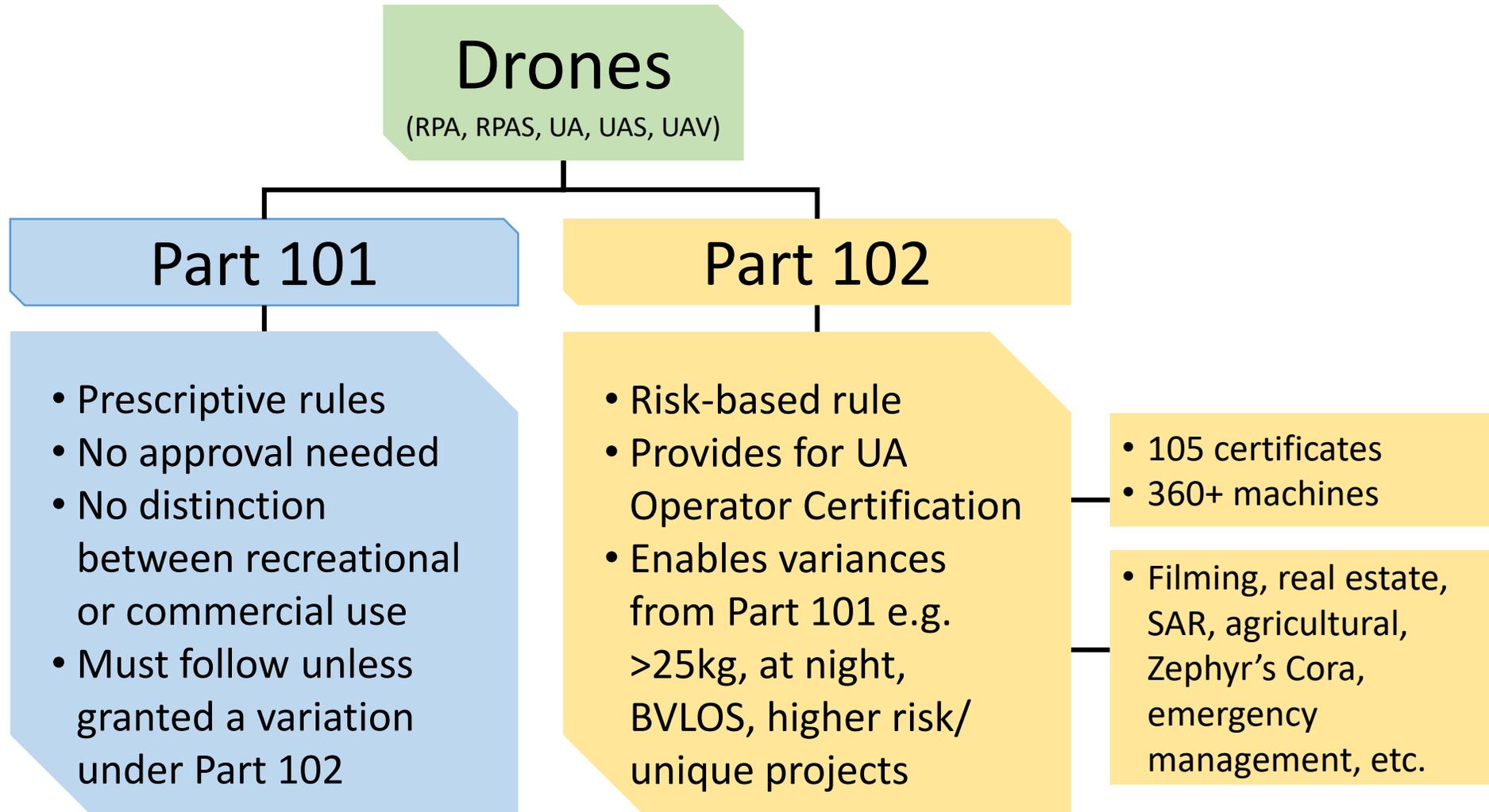
# Drone Forum

# Civil Aviation Authority

Steve Moore, Deputy Director - General Aviation



# Current Drone Regulatory Framework

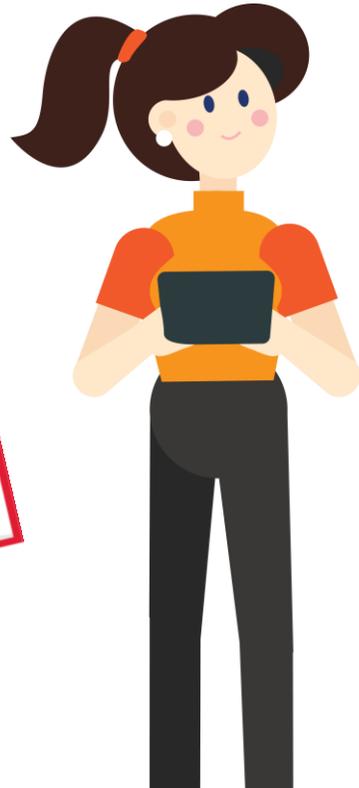


# Current and future trends

- Regulators worldwide are grappling with the same issues with integration - there is no silver bullet.
- CAA is working closely with local and international partners to ensure we are engaged on drone developments.
- Incorporating developments into the Part 102 processes e.g. the Joint Authorities for Rulemaking on Unmanned Systems (JARUS) Specific Operations Risk Assessment (SORA).
- Smaller drones still most common e.g. DJI. The future will see bigger, faster, higher, beyond visual line of sight (BVLOS), and autonomous operations.
- CAA is enabling a number of new and novel operations under Part 102 and seeing continued demand for Part 102 certification.



# Rules awareness among drone users



## **Domestic**

74% Aware

23% Not aware

3% Don't know

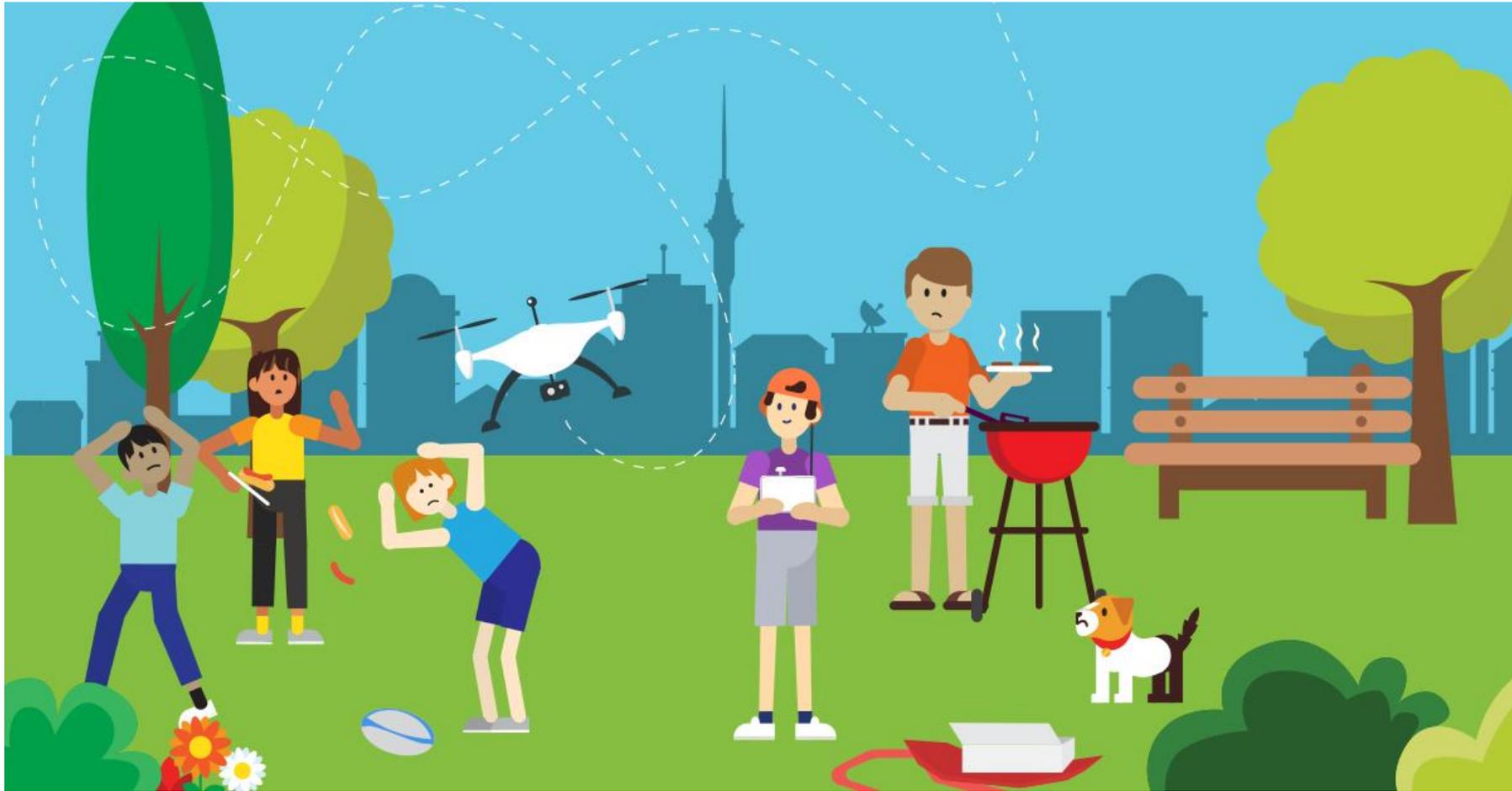
## **International**

71% Aware

23% Not aware

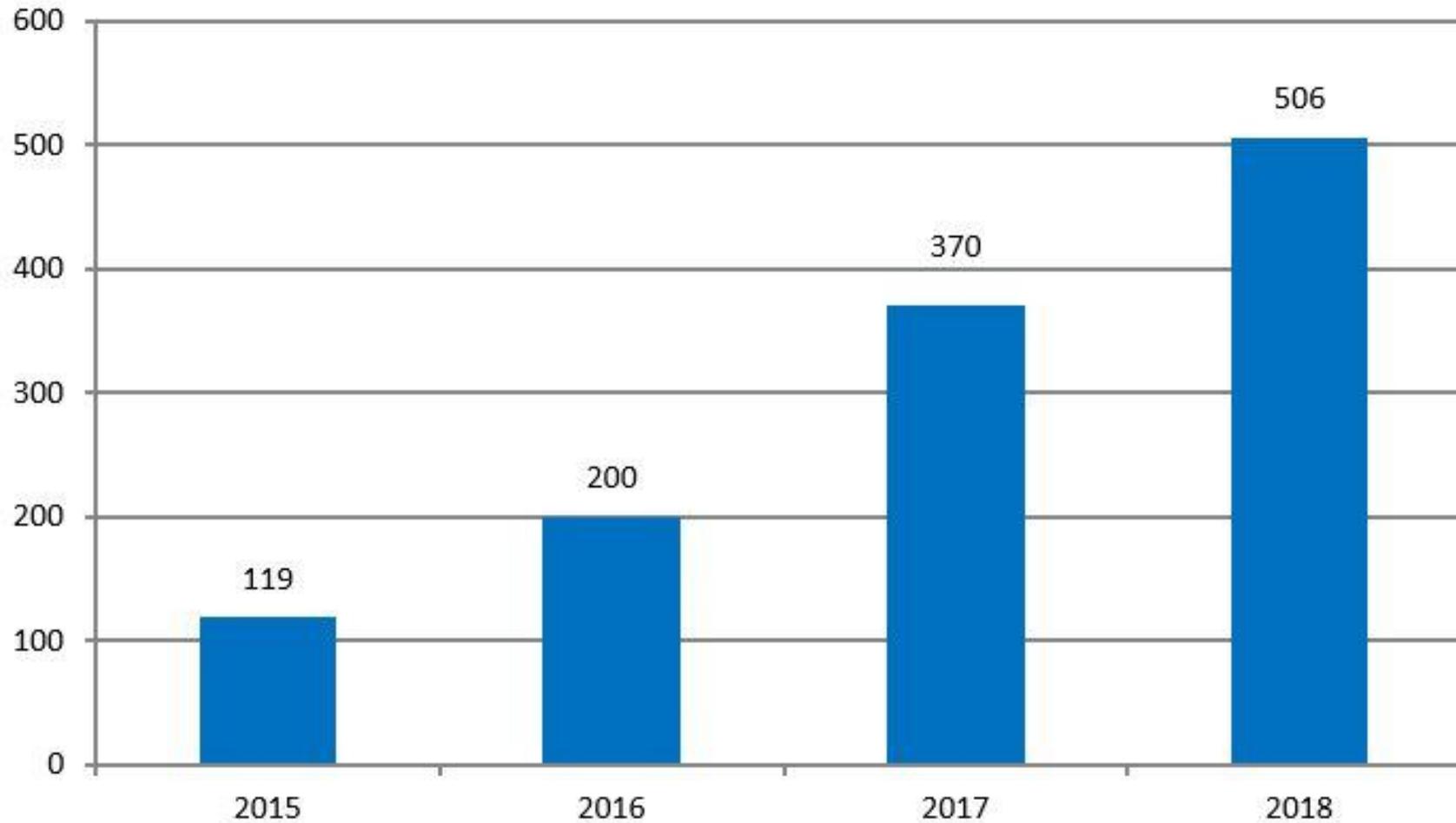
6% Don't know

# Safety concerns with Part 101 operations

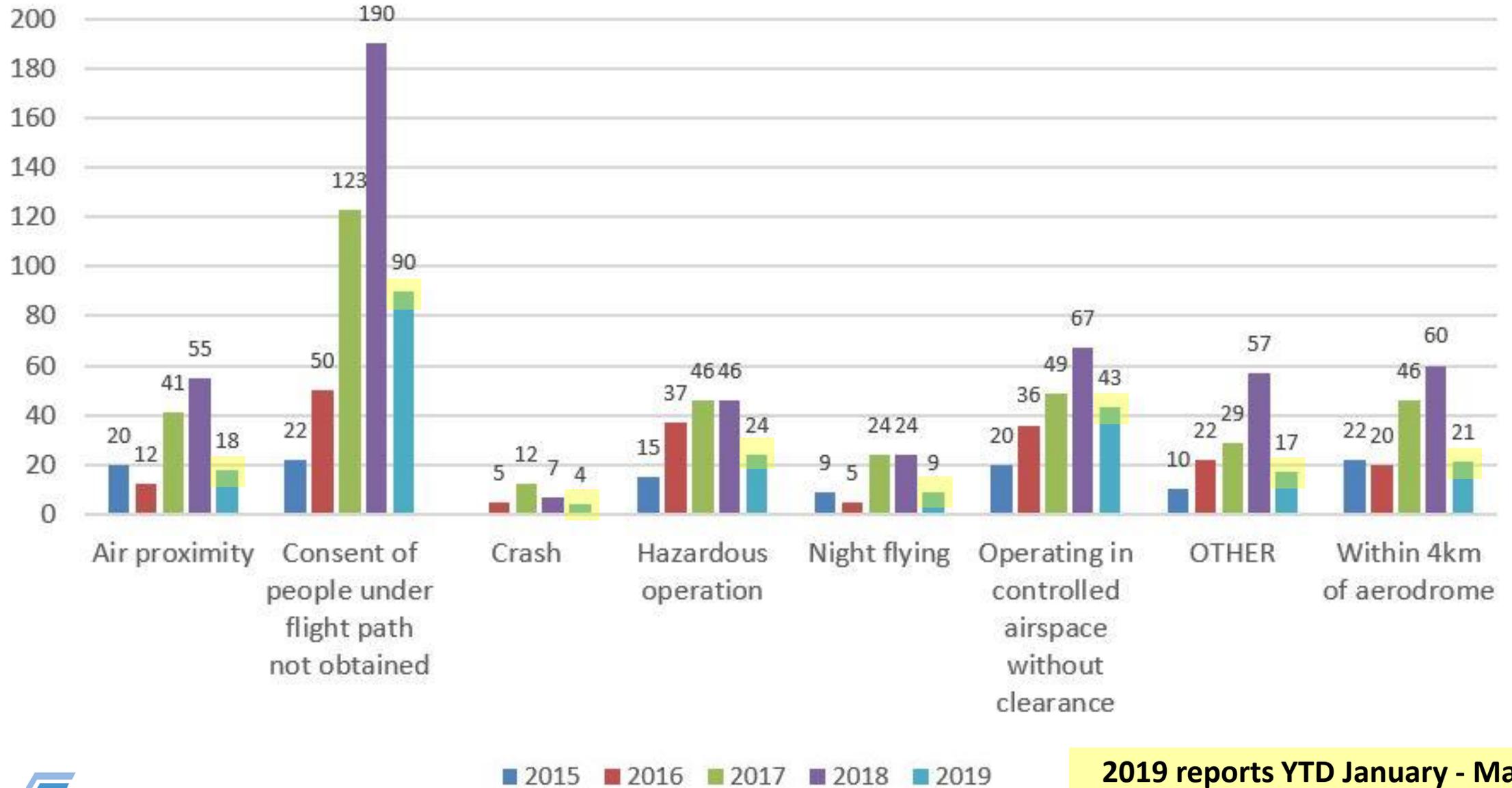


# Drone data and reports

Total Drone Reports by Year

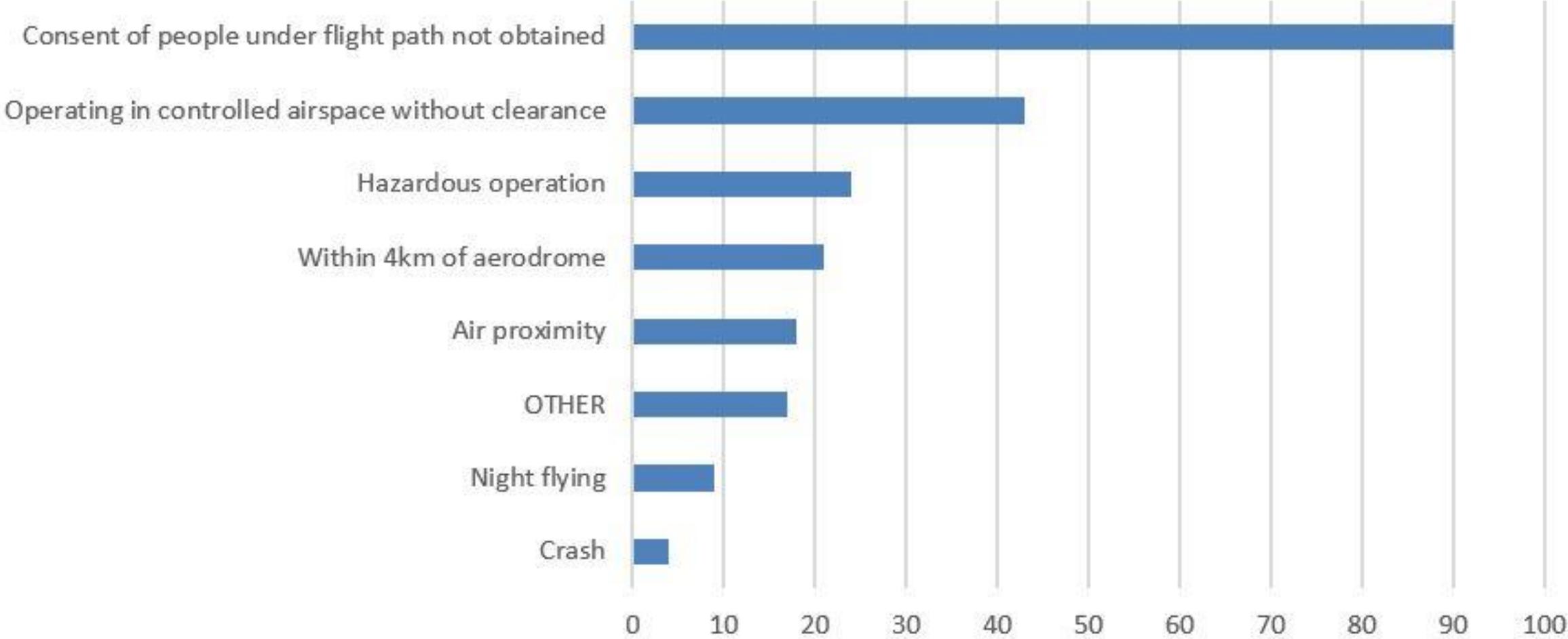


## Annual Drone Reports by Type



# 2019 Drone Reports by Type

January to May 2019



# Restricted Airspace

- The full potential of drones will not be realised until technology enables safe 'beyond visual line of sight' (BVLOS) of an operator.
- BVLOS is permitted if Part 102 operator can mitigate all safety risks (e.g. collision with other users). None have done so yet.
- Therefore the Director:
  - Will generally not permit BVLOS operations outside temporary restricted airspace (RA);
  - Can designate special use airspace to put limitations on operations for aviation safety and security, national security, or for other public interest reasons; and
  - Must **consult** with affected parties.



- The CAA is aware of some sector concerns about airspace designation for drone testing.
- If a RA is designated for drone testing:
  - a) Other **aircraft can still fly there**. They just need to contact the ‘administering authority’ to manage safe entry.
  - b) An ‘administering authority’ **cannot charge for use or access** to the RA - they can charge other drone operators for the use of their ground facilities.
  - c) **Limitations** can be put on the use of a RA, e.g. how many test flights a week, what days it can be activated to mitigate risks.
  - d) RAs are **not permanently activated** and are only activated for testing drone systems only – not for normal operations.

