



International Civil Aviation Organization

SIP/2012/ASBU/Dakar-WP/23

Remotely-Piloted Aircraft Systems

Saulo Da Silva

Workshop on preparations for ANConf/12 – ASBU methodology
(Dakar, 16-20 July 2012)

Convention on International Civil Aviation



Article 8

Pilotless aircraft

= on board

No aircraft capable of being flown without a pilot shall be flown without a pilot over the territory of a contracting State without special authorization by that State and in accordance with the terms of such authorization. Each contracting State undertakes to insure that the flight of such aircraft without a pilot in regions open to civil aircraft shall be so controlled as to obviate danger to civil aircraft.

TORs:

- ...to assist the Secretariat in coordinating the development of ICAO Standards and Recommended Practices (SARPs), Procedures and guidance material for civil unmanned aircraft systems (UAS), to support a safe, secure and efficient integration of UAS into non-segregated airspace and aerodromes.

Unmanned Aircraft Systems (UAS) (Circular 328)



- Unmanned aircraft are aircraft!
- All aircraft flown without a pilot on board are subject to Article 8
- Licensed remote pilot required for integration



Unmanned Aircraft Systems (UAS) (Circular 328)



- RPA are a subset of UA; remote pilots are new category of pilots
- Fundamental safety requirements are the same, manned or unmanned
- Safety and security integral to data links



Assembly Resolution A36-13, Appendix G



The Assembly resolves that:

pending the coming into force of international Standards respecting particular categories, classes or types of aircraft or classes of **airmen**, certificates and licences issued or rendered valid, under national regulations, by the Contracting State in which the aircraft is registered **shall be recognized by other Contracting States** for the purpose of flight over their territories, including landings and take-offs.

Work in Progress

- Concepts for airworthiness certification
- Operator approval
- Communications requirements (C2, ATC, etc)
- Collision and hazard avoidance / detect and avoid



Work in Progress

- Remote pilot licensing
- ATM, Annex 2 Appendix to facilitate special authorizations
- Terminology – on-going



UASSG membership

- Australia, Austria, Brazil, Canada, China, France, Germany, Italy, Netherlands, New Zealand, Norway, Russian Federation, Singapore, South Africa, Sweden, U.K., U.S., CANSO, EASA, EUROCAE, EUROCONTROL, IAOPA, ICCAIA, IFALPA, IFATCA, NATO, UVS Intl.

Opportunities to Expedite

- Press ahead with bilateral/multi-lateral efforts;
BUT
- Continue support to ICAO UAS Study Group with the same talent for continuity with international efforts
- Address regional recognition of national certificates
- Support ICAO position on frequency spectrum for WRC-2012
- Ensure harmonization with SESAR and NextGen

Upcoming events

- 12th Air Navigation Conference (AN-Conf/12)
19-30 November 2012, Montreal
- RPAS Symposium
2nd quarter 2014, Montreal - **TENTATIVELY**

Bottom Line

- International Standards are fundamental; States and industry are deeply involved in these efforts
- Bilateral/regional efforts can be a first step
- Speed up international efforts by dedicating resources..



ICAO

Uniting Aviation on

Safety | Security | Environment

