

Grid for Unmanned Aircraft Operations

This grid is a sample for learning purposes only.

Participants should fill this grid according to their State regulations and best practices.

ICAO RPAS Manual Reference Doc 10019	Chapter 1 ICAO regulatory framework and scope of the manual	Chapter 2 Introduction to RPAS	Chapter 3 Special authorization	Chapter 4 Type certification and airworthiness approvals	Chapter 5 RPA registration	Chapter 6 Responsibilities of the RPAS operator	Chapter 7 Safety management	Chapter 8 Licensing and competencies	Chapter 9 RPAS operations	Chapter 10 Detect and avoid (DAA)	Chapter 11 Command and control (C2) link	Chapter 12 ATC communications	Chapter 13 Remote pilot station (RPS)	Chapter 14 Integration of RPAS operations into ATM procedures	Chapter 15 Use of aerodromes
ICAO Annex Reference	Annex 2, 3.1.9 & Appendix 4 General Operating Rules	Annex 3 - Meteorological Service for International Air Navigation Annex 6 Types of Operation Article 8 of the Chicago Convention requires that pilotless aircraft intending to operate over the territory of another State obtain a special authorization from that State.	Article 8 of the Chicago Convention requires that pilotless aircraft intending to operate over the territory of any contracting State shall obtain a special authorization from that State.	Annex 2: Appendix 4, 2.1. a), b) Annex 8 Airworthiness of Aircraft	Annex 7 Aircraft Nationality and Registration Marks 4.3.1 and 4.3.2	Annex 2. Annex 6 -Operation of Aircraft. An operator is defined as a person...engaged in or offering to engage in an aircraft operation. In the context of RPA, an aircraft operation includes the RPAS.	Annex 19 Safety Management	Annex 1 Personnel licensing Annex 2: 2.2 ROC	Annex 2 Rules of the Air: 1.2, 3.1.9. & Appendix 4 Annex 6 Operation of Aircraft	DAA is defined in Annex 2 as “the capability to see, sense or detect conflicting traffic or other hazards and take the appropriate action”.	C2 link: the information flows and performance requirements, including quality of service, related to the transfer of data and information between the RPS and the RPA	Annex 10 Aeronautical Telecommunications. The general requirements for ATC communications, to and from the remote pilot, are the same as for manned aviation.	Annex 8. Part IIIB. The RPS is defined as “... the component of the remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft.” As a general principle, the RPS functions in the same manner as the cockpit/ flight deck of a manned aircraft....	Annex 10 Aeronautical Telecommunications Annex 11 ATS. RPAS operations should conform to the existing airspace requirements including communication, navigation, surveillance requirements, separation from traffic and distances from clouds.	Annex 14 Aerodromes. States will need to determine whether RPA can be safely integrated without presenting new hazards to manned aircraft while evaluating the applicability of applying aerodrome specifications to RPA ops.

Operational scenario 1

Operational scenario 2

Operational scenario 3