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Международная
организация
гражданской
авиации

منظمة الطيران
المدني الدولي

国际民用
航空组织

Ref.: SN 2 (2015): AP-AGA0022/15

16 March 2015

Subject: Corrigendum to Final Report of the 51st Conference of Directors General of Civil Aviation, Asia and Pacific Regions (Hong Kong China, 24 to 27 November 2014)

Action Required: To note

Dear Sir/Madam,

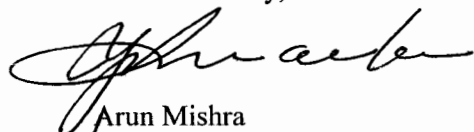
This refers to State Letter reference SN 2 (2014): AP-RD0186/14 dated 11 December 2014 with the Final Report of the 51st DGCA Conference (Hong Kong China, 24 to 27 November 2014). Following receipt of comments from the Civil Aviation Authority of Singapore (CAAS) the following amendment has been made to the portion of the Final Report (On page 3.3B-8, Item 3.3B/15, Discussions) as below:

3.3B/15 DP/3.3B/25 EXPERIENCE SHARING ON REGULATING AN INTERNAL RPAS MARKET

Discussions: Bangladesh thanked France for the Paper and highlighted the security issues related to RPAS. Australia informed that they have some regulations on this and would use this by using exemptions until international regulations were established. India noted that there was an urgent need for regulations at ICAO level.

~~Singapore requested ICAO to consider expanding the work in the Panel for use of the regulations for domestic use.~~ Singapore observed that the industry would look to national regulators for harmonisation of RPA regulations and hence it would be useful for ICAO to accelerate its work on the development of SARPs on RPA operations so that States can align their national regulations. Singapore also suggested the greater sharing of experience and policy and rule-making in this area among States. China reported that CAAS CAAC has developed an advisory Circular. Malaysia echoed the statement made by Singapore and noted that whether ICAO can initiate the certification requirement.

Yours sincerely,



Arun Mishra
Regional Director

Enclosure:

— Corrigendum to Final Report of the 51st DGCA Conference

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**Corrigendum to Agenda Item 3.3B to Final Report of the
51st DGCA Conference**

On page 3.3B-8, Item 3.3B/15, **Discussions:**

Amendment is made shown below.

**3.3B/15 DP/3.3B/25 EXPERIENCE SHARING ON REGULATING AN
INTERNAL RPAS MARKET**

3.3B.15.1 This Paper by France presented an approach taken to regulate the segment of the “Remotely Piloted Aircraft Systems (RPAS)” while enabling its development, including industrial aspects.

3.3B.15.2 The Paper noted that until solutions and rules which have to be developed by ICAO with the help of the national authorities in order to open the use of RPAS in non-segregated areas and to allow cross border operations, States have to face an explosion in demand for use of RPAS requiring an appropriate response.

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~~Singapore requested ICAO to consider expanding the work in the Panel for use of the regulations for domestic use.~~ *Singapore observed that the industry would look to national regulators for harmonisation of RPA regulations and hence it would be useful for ICAO to accelerate its work on the development of SARPs on RPA operations so that States can align their national regulations. Singapore also suggested the greater sharing of experience and policy and rule-making in this area among States.* China reported that ~~CAAS~~ *CAAC* has developed an advisory Circular. Malaysia echoed the statement made by Singapore and noted that whether ICAO can initiate the certification requirement.

ICAO informed the Conference that the various names have been harmonized as Remotely Piloted Aircraft System (RPAS) and that ICAO was developing regulations for RPAS only for international operations and not on domestic sectors. It was further reported that the RPAS Manual (Doc 10019) (Unedited version) should be out soon and made available on ICAO web site. The RPAS symposium has been scheduled from 23 to 25 March 2015.

In conclusion the Conference encouraged State to share their experience and regulations on RPAS.