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COMMITTEE A

Agenda Item 5: Emerging issues
5.3: Remotely piloted aircraft system (RPAS)

THE OPERATION OF REMOTELY PILOTED OF AIRCRAFT SYSTEM (RPAS) IN INDONESIA

(Presented by Indonesia)

EXECUTIVE SUMMARY

This paper presents the RPAS operations in Indonesia especially for small unmanned aircraft system (sUAS) which regulated in national regulation that comprise with the provision of the airspace restriction, the operation restrictions, the approval mechanism, the requirements for the particular operations, the assertive action for some condition that may cause hazard or danger and also the enforcement action taken by authority.

1. INTRODUCTION

1.1 The technology of remotely piloted aircraft system (RPAS) evolves rapidly and the operation is increasingly in recent years. Governments as the regulator are actively reviewing how to cope with the latest technological development and the needs of the public and commercial operators to use the RPAS for various purposes. Some areas have specified characteristics in its environment and societal factors, governments have to consider these situations, and formulate policies and regulatory regimes which suit the local needs.

1.2 In order to improve the aviation safety, the operation of RPAS in Indonesia especially for sUAS is regulate in the ministerial regulation regarding the controlling of the operation of RPAS in the Indonesian airspace (Ministerial Regulation number PM 180 year 2015 and Ministerial Regulation number 47 year 2016). The regulation contains the provision of the airspace restriction, the operation restrictions, the approval mechanism and the requirements for the particular operations.

1.3 Besides having to comply with those regulations, the sUAS operation must be comply with the specified regulation as appropriate with the purpose intended or the weight classifications as mentioned in some Civil Aviation Safety Regulations (CASR) below:

a) CASR Part 107: not more than 55 lbs for recreational purposes and not more than 15,4 lbs for hobbies;

b) CASR Part 21: more than 55 lbs and for research and development, crew training and market surveys (must have the experimental certificate), production flight testing new production aircraft (must have the special flight permit), etc.

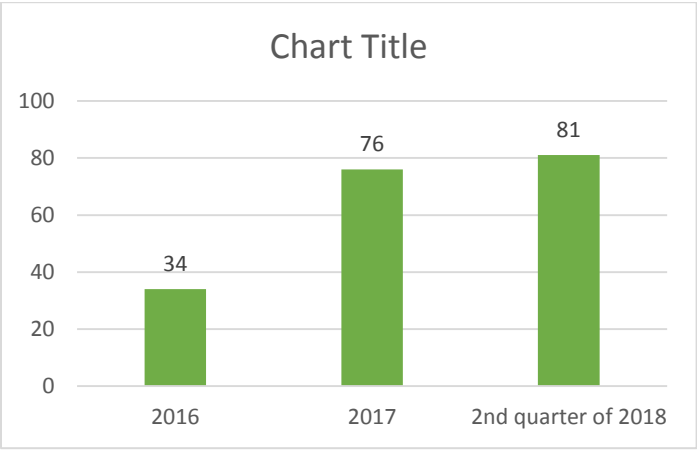
2. DISCUSSION

2.1 The RPAS or sUAS in Indonesia shall not operate in prohibited area, restricted area, aerodrome OLS, controlled airspace and uncontrolled airspace more than 150 m (500 ft) AGL, unless approved by DGCA. The approval process should take fourteen days (maximum) after the requirement is completed by the applicant or operator. For the intended purposes in prohibited or restricted area, the applicant shall get the permission from the authority under Ministry of Defense.

2.2 In compliance with the administration requirements, the applicant shall attach the insurance document in order to guarantee the operation include for the third-party losses caused by the failures of aircraft system. This provision was in accordance with the discussion in the 2nd meeting of The Asia/Pacific Unmanned Aircraft Systems Task Force (APUAS/TF/2).

2.3 The applicant/operator shall coordinate with the air navigation services provider prior to the operations whether require the NOTAM publication or not.

2.4 According to the data as shown in the graph below, there were hundreds RPAS operations that took place with the approval starting from 2016 until the 2nd quarter of 2018.



2.5 The operations are intended for survey/photo flight of plantation land (50 per cent), documentary films (25 per cent), survey/photo flight infrastructure (20 per cent), flight test/research (5 per cent) in addition to military and hobbies.

2.6 For some conditions where the operations do not have an approval, are not appropriate with the condition stated in approval or in cases of changes of priority in the use of airspace caused by civil or military aircraft, the assertive action such as dropped the RPAS may be taken by the authority.

2.7 The enforcement of the operation is also stated in the regulation. These activities are divided into several forms, such as warning, approval suspension, approval revocation and the sanction imposition (penalty).

2.8 The upcoming issues will need to be considered and require best practices from other States:

a) the operations for the specified services such as carrying cargo which require the airspace reserved (routes and other limitation); and

b) the mechanism to issuing the remote pilot licenses.

3. CONCLUSION

3.1 In order to improve the aviation safety, the operation of RPAS in Indonesia especially for sUAS is regulate in the ministerial regulation regarding the controlling of the operation of RPAS in the Indonesian airspace. The regulation contains the provision of the airspace restriction, the operation restrictions, the approval mechanism and the requirements for the particular operations.

3.2 The RPAS or sUAS in Indonesia shall not operate in prohibited area, restricted area, aerodrome OLS, controlled airspace and uncontrolled airspace more than 150 m (500 ft) AGL, unless approved by DGCA. The approval process should take fourteen days (maximum) after the requirement is completed by the applicant or operator. For the intended purposes in prohibited or restricted area, the applicant shall get the permission from the authority under Ministry of Defense.

3.3 The assertive action such as dropped the RPAS and the enforcement may be taken by the authority if the operation meets some condition.

3.4 The operations for the specified services such as carrying cargo and the mechanism to issuing the remote pilot licenses become the emerging issues of RPAS operation in Indonesia.

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