



WORKING PAPER

ASSEMBLY — 39TH SESSION

TECHNICAL COMMISSION

Agenda Item 33: Aviation safety and air navigation monitoring and analysis

SMALL UNMANNED AIRCRAFT SYSTEMS

(Presented by Mexico, supported by Argentina, Aruba, Belize, Bolivia, Chile, Colombia, Costa Rica, Cuba, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Nicaragua, Panamá, Paraguay, Perú, Dominican Republic, Uruguay and Venezuela))

EXECUTIVE SUMMARY

States are currently confronted with the extremely rapid growth of unmanned aviation operations, especially from small unmanned aircraft systems (UAS), popularly known as drones. This activity is reaching a point that its hazards and risks to manned aviation requires an immediate action by States. Therefore, ICAO should play an important role in providing to States the necessary standards and recommended practices to properly regulate and oversee this activity.

Action: The Assembly is invited to:

- a) urge the States to address the regulations and oversight of unmanned aviation as one of the most important priorities in their State Safety Programme;
- b) urge ICAO to expand its scope beyond international IFR operations of RPAS to include other UAS in the regulatory framework; and
- c) request the Council to identify the funds for the Secretariat to establish as a matter of priority, a permanent mechanism to address the increasing risks associated with the operation of small UAS.

<i>Strategic Objectives:</i>	This Working paper is related to the Safety Strategic Objective.
<i>Financial implications:</i>	For the inclusion of this task, the necessary resources should be identified within the regular programme budget for 2017-2019 and/or with voluntary contributions.
<i>References:</i>	

¹ English and Spanish versions provided by LACAC.

1. INTRODUCTION

1.1 Unmanned aviation is an increasing challenge for the States to address. In order to ensure safety, especially for manned aviation, the development of rulemaking, procedures, risk assessment and oversight activities has to be undertaken in a harmonized way across regions and globally.

1.2 ICAO has undertaken the necessary work to support seamless integration of remotely piloted aircraft systems (RPAS), as a subset of UAS, through the Remotely Piloted Aircraft System Panel (RPASP). However, the scope of the activity assigned to this expert group is limited to international IFR operations, leaving out the majority of current unmanned operations.

2. DISCUSSION

2.1 States need ICAO's support in developing provisions to address operations that are not international IFR in nature. It is important for the LACAC States that these operations are conducted in a harmonized manner not only in our region but throughout the world.

2.2 It is recognized that the complexity of the many disciplines involved in unmanned aviation requires States to establish multidisciplinary teams to enable successful regulation and oversight of this activities. ICAO methodology on how to constitute such teams and assign them progressive work programs will facilitate efficient allocation of limited resources.

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