



**Agenda Item 4A: Initiatives for the Development and sustainability of air transport in the Region**

**Development of Regionally Harmonized Standards and Provisions for the Safe and Efficient Integration of UAS and New Entrants**

(International Air Transport Association)

<b>SUMMARY</b>	
<p>The pace at which the Unmanned Aircraft System (UAS) industry and new entrants is growing in an unprecedented fashion. With such high growth rates, it is critical to find the balance between developing safety standards, smart regulations, and safe airspace integration. States should strongly consider harmonized regulations across the region on the use and integration of the UAS used for commercial purposes and new entrants.</p> <p>Action: The Meeting is invited to:</p> <ul style="list-style-type: none"> <li>a) Note the content of this working paper;</li> <li>b) agree on the lack of regionally harmonized regulations, provisions and standards concerning UAS and new entrants; and</li> <li>c) invite States to establish required regional framework through which, it would work with in collaboration with stakeholders to develop provisions on UAS and new entrants in the SAM region.</li> </ul>	
<b>References:</b>	
-	
<b>ICAO Strategic Objectives:</b>	This working paper relates to Strategic Objectives: Safety, Capacity, Efficiency and Economic Development.

**1. Introduction**

1.1 Recently, there has been an accelerated influx of automation; digital application, robotics, and artificial intelligence, allowing for the development of new vehicles and modes of operation. This technology, although disruptive to the status quo, can provide a positive transformation to the air transport sector if properly managed.

1.2 Concepts related to urban air mobility and medium-mile cargo delivery are transforming the transportation of goods, and people. Air travel is no longer perceived as a journey from airport A to airport B but rather a door-to-door integrated service. However, for such transformation to be sustainable,

it must remain safe, reliable, and cost effective. This can only be realized with a responsive regulatory framework that can move at the right pace and ensure a balance between safety standards and innovation.

## 2. Discussion

2.1. There is a need for regionally harmonized standards and regulations to keep pace as new airspace users develop their own technology as well as their supporting mechanisms. One of our main concerns is that such development might proceed without regional harmonization, standards, and safeguards in place. We can learn from existing trials and build upon these to better understand the appropriate regulatory framework to match requirements.

2.2. It is critical to define new entrants within the framework in which they operate and the interaction with existing operational airspace. The forecasted growth in the commercial use of UAS, indicates that segregation of UAS operations may not be sustainable in the long term. Therefore, the industry should collectively look at evolving from accommodation of airspace users to one of integration of airspace users.

2.2 Consistent collaboration with the UAS industry is needed to collect data, learn from trials, and further, to support development of regionally accepted requirements, provisions, and guidelines. There are several industry initiatives developing work on the safe and efficient operation of UAS. These initiatives can be coordinated and serve as an extended resource to progress concepts of operations and best practices for UAS and new entrants. Leveraging existing platforms supported by ICAO and IATA's Think Tank, could assist in the development of regional provisions, reducing the onus on States and ANSPs resources. Such work and potential development of provisions would be evaluated under the ICAO review process to ensure the integration of UAS and new entrants into civil airspace would not have a negative safety or operational impact on international commercial aviation.

2.4 Industry fully appreciates the positive impact that UAS can have on regional and global economies. The following are recommendations, which would be subject to validation by the ICAO RAAC:

- a. The work will be based on a pre-agreed regional scope;
- b. definition and performance requirements for UTM/ATM interface and transformation in ATM; and
- c. review of airspace classification and new flight rules.

## 3. Conclusion

3.1. The rapid proliferation UAS and airspace demands of new entrants requires a safe and efficient integration into existing airspace. It is necessary to develop appropriate regional provisions allowing for harmonized regulations by States.

3.2 IATA request the SAM Sates to consider implementation of harmonized provisions and standards on the use and integration of UAS used for commercial purposes and new entrants.