

**54th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Ulaanbaatar, Mongolia
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**AGENDA ITEM 6: TECHNICAL AND REGIONAL
 COOPERATION**

REGIONAL COLLABORATION TO MANAGE SUAS OPERATIONS

(Presented by Indonesia)

SUMMARY

This paper presents the need for efforts by the Asia Pacific countries to provide input into the regulation of SUAS (Small Unmanned Aircraft System) operation already applicable in their respective countries to ICAO through the ICAO UAS Toolkit website, in order to obtain a regulation that can be applied regionally.

Furthermore, to raise the importance of general aviation knowledge for SUAS operator / community to enhance safety awareness.

REGIONAL COLLABORATION TO MANAGE SUAS OPERATIONS

1. INTRODUCTION

1.1 The growth of SUAS operation in Indonesia is significant, it can be seen by the number of permits released for SUAS operation. In 2015 it was 32 permits, while in 2016 increased up to 100% as many as 62 permits were released. Currently, in 2017 until the month of June, there are 47 applications for UAS operation.

1.2 The regulation for SUAS operation in Indonesia was established in 2015, which included operating licenses, certification of the SUAS and UAS Pilots as well as the sanctions and insurance liability incurred.

1.3 SUAS operating management in Indonesia involves ANSP for operational recommendations with approval from the DGCA for civilian territory and the Military approval for military areas.

1.4 There are differences in Regulations applied for SUAS operation in every Asia Pacific countries, due to differences in the perception of specifications of weight and type of SUAS. Therefore, it is necessary to give inputs in order to make a regional SUAS regulation.

1.5 The proposed Regional SUAS Regulation shall include the obligation to provide general aviation knowledge and technical hazard of SUAS to SUAS operators / communities.

1.6 The obligation to provide general aviation knowledge (including danger to aircraft engines, aircraft approach area, introduction of air traffic management, restricted, prohibited and danger areas, etc.) to SUAS operators / communities is an effort to raise safety awareness.

2. DISCUSSION

History of Regulation for SUAS operation in Indonesia

2.1 Ministerial Decree no. 90 dated 12 May 2015 contains UAS management and operating licenses

2.2 Ministerial Decree no. 163 (CASR 107) dated 22 October 2015 contains the regulation for airworthiness certification and SUAS pilot certification

2.3 Ministerial Decree no. 180 dated 18 November 2015 replacing Ministerial Decree no. 90, contains the regulation and permission of UAS operation along with airspace classification

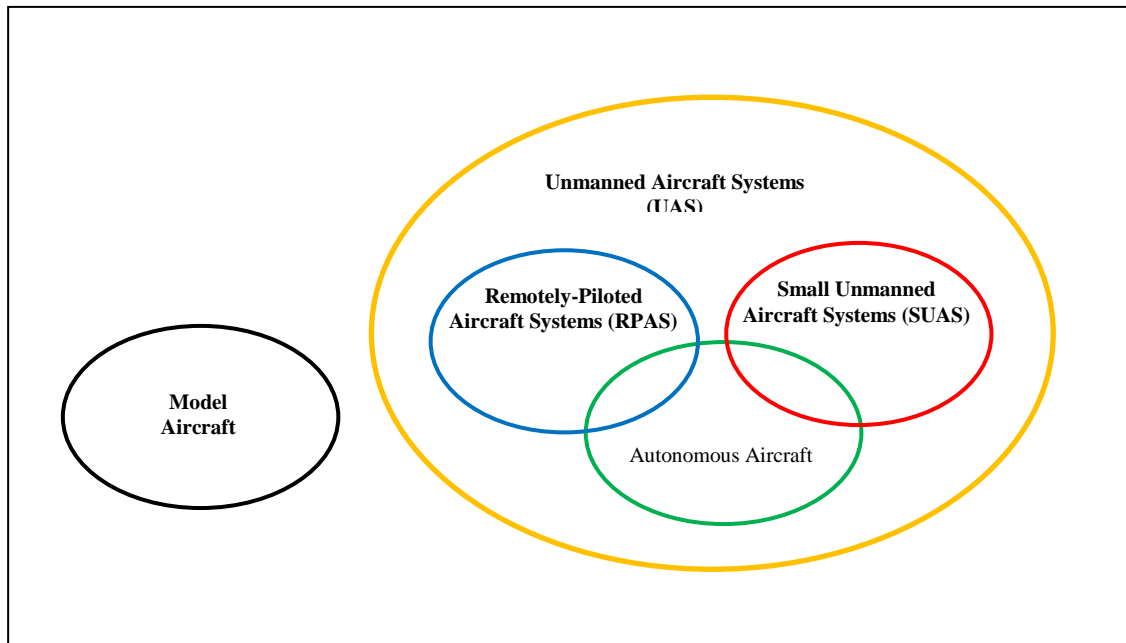
2.4 Ministerial Decree no. 47 dated 21 April 2016 contains explanation on the insurance coverage, provision of administrative / criminal sanctions and coercion measures including taking down the unmanned aircraft by DGCA or Military.

2.5 Management of SUAS operation in Indonesia is carried out by firstly obtaining recommendation for UAS operation from Air Navigation Service Provider (AirNav Indonesia), and then the recommendation shall be the basis for the government (DGCA) to issue operating licenses and subsequently becomes the basis of NOTAM issuance as information and awareness for airlines and flight crew.

Regulation of SUAS operation in Asia Pacific region

2.6 There are differences in regulation for the SUAS operation in Asia Pacific countries, due to the varying definitions and specifications of UAS weight, type, allowed heights, Visual Land of Sight (VLOS), etc.

2.7 Regional Regulations for the operation of SUAS shall begin with a single perception of the type of UAS, since specifications of UAS will affect the regulation.



2.8 Encourage all States to actively participate in the ICAO UAS Toolkit by reporting UAS operating regulations that have been enacted in their respective countries to guide other countries in the making of regulations and as a consideration of ICAO in making regional regulations.

2.9 UAS operator / community in majority are ordinary people with little aviation knowledge, however they become part of aviation community. Therefore providing education to UAS operator / community regarding general aviation and the hazards of UAS operation is essential. The government should facilitate such program, which can be carried out in electronic or face to face mechanism.

2.10 Obligations to educate UAS operator / community is proposed to be included into regional regulations with the aim of generating safety awareness.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) Each country reports the applied UAS operating regulation to ICAO (ICAO UAS Toolkit) as guidance to create regulations by other countries and considered by ICAO APAC in making a regional regulation.
- b) The obligation to educate UAS operator/community with general aviation knowledge and technical hazards of UAS operations through electronic or face-to-face mechanisms to be included in regional regulations for safety awareness purposes.