

REGULATORY FRAMEWORK AND PROCEDURES FOR DRONE OPERATIONS

PRESENTATION BY FLIGHT SAFETY STANDARDS

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INTRODUCTION.

Unmanned industry is rapidly evolving and is a major advancement in aviation industry.

Mostly used for Surveys, medical, commercial, photography, military etc.

The complexity of unmanned industry is challenging the traditional aviation regulatory system.

Regulators world wide are struggling to catch up

The challenges range from civil aviation flight safety through state security to public privacy.

Clearing drones/ RPAS importation and authorizing their operations is the easy part of the challenge.

The most challenging task is to monitor their operations once authorized.

States are encouraged to establish and adopt performance based procedures to properly regulate the industry

There is need to establish a constant information exchange between states, industry and other stakeholders which is why we are here today.

Uganda CAA is Responsible for controlling Uganda Airspace for Civil aircraft operations.

An aircraft is any device used, or intended to be used, for flight(including drones)

THE RPAS/DRONES REGULATIONS.

States regulations are based on ICAO annexes issued from time to time.

ICAO has not yet issued annexes governing drone operations.

ICAO issued an RPAS manual in 2017 however and this is what states are currently using for guidance.

EAC - Uganda is part of the EAC and subscribes to CASSOA for development of regulations.

CASSOA – Regional Body set up to harmonies regulations in EAC.

CASSOA drafted regulations to be customized by the member states in sept 2017.

The draft Regulations have not yet been promulgated they were not addressing all the significant operation monitoring concerns.

A neighboring Country (Kenya) had issued the regulations and had to repeal them because of complications of implementation and enforcement.

Rwanda recently issued and is in monitoring their effectiveness.

Uganda is currently customizing/drafting our own in consultation with stake holders including CASSOA.

For now we are using a Tripartite committee (to be discussed in next slides) for authorizing drone operator applicants

.types of drones

Two types

1. VLOS – Visual Line of sight

- Pilot or RPA observer must maintain direct unaided visual contact with the remotely piloted aircraft.

2. BVLOS – Beyond Visual Line of Sight

- Can be operated beyond line of sight
- Must have ability to detect conflicting traffic or obstacles and take appropriate action to avoid them is essential.

NOTE: Currently, CAA is only handling VLOS operations and using provisional procedures.

THE CURRENT SITUATION.

Tripartite committee.

1. Office of the Chief of Defense Forces (CDF)
 - For General Security evaluation
2. Special force command (SFC)
 - National security assessment - military, presidential etc
3. Uganda Civil Aviation
 - Regulator, for Civil aircraft operation assessment and Authorization

How it works

- Application is sent to CDF.
- CDF reviews and calls committee for assesment.
- Review decision - Security clearance – letter of no objection or Objection.
- Once cleared – Then application can proceed to CAA

PROVISIONAL PROCESS FOR CAA AUTHORISATION TO OPERATE.

Applicant applies to CAA for an operations permit with the following;

- Fully completed CAA authorization application form
- CDF Security clearance letter of no objection
- URA importation clearance for the drone
- Drone operations manual and specifications.
- Pilot's drones training certificate or license and class III medical certificate (where applicable).
- Proposed Geographical location and map of the area of operations.
- A copy of third party insurance.
- Payment receipt for the authorization fee of Ushs 200,000 + 18% VAT

UCAA AUTHORISATION

On satisfying the previous requirements, UCAA issues the Applicant

1. A Drones Operations Permit.
2. Summary of information/particulars of the registered operator.
3. Specific operations conditions of the permit.

GUIDING PRINCIPLES FOR RPAS OPERATIONS.

- Operations only in Uganda Airspace
- No operations near or in controlled Airspace – eg Airports
- Minimal risk of hazards to persons, property or other aircraft.
- Constant positive control and observation (VLOS)
- Operations I.A.W relevant Operations manual.
- Communicate with local authority before use.
- Advise Air Navigation services before use (Contacts are provided)

CHALLENGES

- No ICAO Annexes for regulations development.
- Smuggling and unauthorized use of the drones.
- Differentiating between toys and drones
- Monitoring of operations.
- BVLOS have not been addressed yet.
- No penalties for violators – no law/regulation.

WAY FORWARD/RECOMENDATIONS

- Liaise with CASSOA to amend drafted regulations to include monitoring processes
- Finalize and customize regulations for Uganda
- Develop guidance and monitoring procedures.
- Industry sensitization – workshops, seminars etc.
- We should encourage ATOs to include drone piloting courses on their syllabus.

CONCLUSION

- Each drone requires approval/authorisation before use.
- Must Operating within the provisional guidance and rules.
- Must be safe and not hazardous to people and property.