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Philippines Issues UAS Regulations



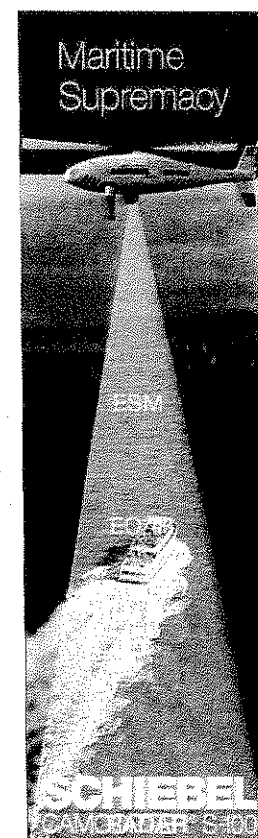
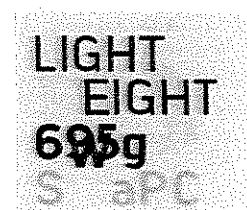
The Civil Aviation Authority of the Philippines (CAAP) recently issued a memorandum regulating the operation of unmanned aircraft vehicles (UAVs). Under the CAAP's Memorandum Circular No. 21 series of 2014 dated June 26, 2014, drone owners or operators are now required to register their equipment with the CAAP, and secure a certification to operate from the agency.

Under a memorandum provision, to be certified as a UAV controller, an applicant must:

- qualify for a radio operator's certificate of proficiency,
- have been awarded a passed rating in an aviation license theory examination,
- have been awarded a passed rating in an instrument theory examination,
- completed a training course on the operation of the type of UAV that he/she possesses to operate,
- have at least five hours experience operating UAVs outside controlled airspace.

The applicant must also first obtain at least one of these three certifications:

- a flight crew license with a command instrument training,
- a military qualification equivalent to a license,
- an air traffic control license.



The memorandum also requires the applicants to provide a detailed description of their UAV and their purpose for operating it.

"Any violation of the said memorandum will be dealt with accordingly as the aviation body imposes stiff penalties to regulate the operations of UAV specially on restricted areas like airports, crowded areas and 'no fly zone,'" said CAAP-Assistant Director General Capt. Beda Badiola, who is also the head of the agency's Flight Standard Inspectorate Service (FSIS).

Under the provisions of the Philippine Civil Aviation Regulations (PCAR), "any operators found violating rules will be fined between P300,000 to P500,000 per unauthorized flight depending on the grave of violations."

In its memo, CAAP defined a UAV controller as a person who performed a function that would be, if the UAV were a manned aircraft, a function of its flight crew.

The CAAP also defined a Large UAV as an unmanned airship with an envelope capacity greater than 100 cubic meters; a Micro UAV means a UAV with a gross weight of 100 grams or less; and Small UAV means a UAV that is neither a large UAV nor a micro UAV.

The memorandum also prohibited the flying of UAVs over populated areas, restricted areas such as airports and no-fly zones such as military training camps, and over Malacañang Palace.

"You know the potential of a UAV, you can just load a small bomb into it, fly to an airport or over crowded people. You see, these are terrifying so to speak, that is why as much as possible, we would like to be able to register this," said CAAP deputy director-general B/Gen. Rodante Joya in an interview aired on GMA News' "State of the Nation with Jessica Soho".

The report also said that while the memorandum was already in effect, some of its provisions would be refined and clarified as soon as the CAAP determines the approved areas where a UAV can be operated without a CAAP certification, and the limit on the altitude and range in which a UAV can be flown.

Enthusiasts

Drone enthusiast Jerry Cheng, meanwhile, said that while the intention of the memorandum was good, it made things difficult for drone flyers.

"Marami ang gumagamit niyan na frustrated pilot, na hindi afford kaya yan (drone) nalang. So mafo-force pa sila ngayon na kumuha ng pilot lessons, sobrang mahal yun. Sana gawing affordable yung pagkuha ng license (from CAAP)," Cheng said.

Cheng also pointed to the importance of drones in his photography business.

"Kapag professional photographer ka and you want aerial shots aakyat ka sa building, magrerent ka ng chopper, plane or aakyat ka sa puno. But right now, it's (drone) easier to launch, it's easier to control at instant siya, you don't need human effort," Cheng said.


Several photographers, researchers, geodetic survey firms and media entities are now using drones in obtaining aerial shots as it is more cost-efficient and easy to operate

Source: [GMA News](#)

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UK Launches Inquiry into Civil Use of Drones



The UK's House of Lords is holding an enquiry into the civil use of drones, to determine whether the conditions are right "for the industry to take off". In a call for submissions, aimed at gathering expert written and oral evidence as a precursor to its final report in March 2015, the Lords' EU subcommittee on the internal market, infrastructure and employment said that the increased use of drones throws up "a multitude of questions".

"How safe are they? Do drones pose a privacy risk? What are the economic benefits to the UK and EU of drones? Is the European industry falling too far behind the rest of the world? These are some of the issues" that the committee will address, in its investigation into "Remotely Piloted Aircraft Systems (RPAS)" – the official terminology for drones, known in the US as "Unmanned Aerial Vehicles" (UAVs).

Baroness O'Cathain, the committee's chair, said that "the rise of civilian use of drones across the EU is staggering. In the UK alone the number of permissions granted for civilian use of drones in congested areas went up 40 fold between 2006 and 2013.

"With this increase comes a raft of issues that need to be addressed, such as whether safety considerations are and should be standard across Europe and whether they need to be changed; the issue of correct controls being in place to protect European citizens' privacy and data; and if the European industry can become a global leader. Nevertheless, we must remember that too much regulation too early will kill off the industry in its infancy."

The inquiry will focus mainly on the European Commission's work on drones, and the deadline for submission of evidence is 19 September.

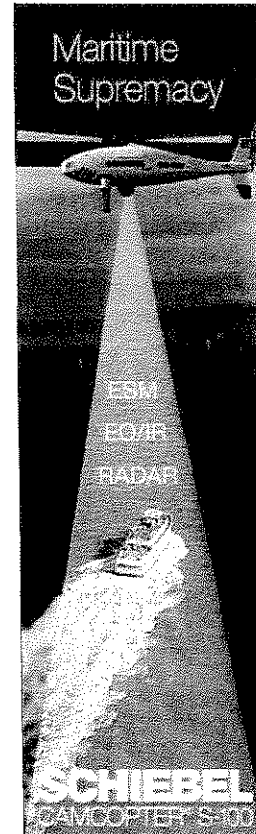
Source: [The Guardian](#)

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Posted in [Regulatory Matters](#) and tagged [drones](#), [RPA](#), [RPAS](#), [uas](#), [uav](#), [unmanned aircraft systems](#) on July 31, 2014 by [The Editor](#). [Leave a comment](#)

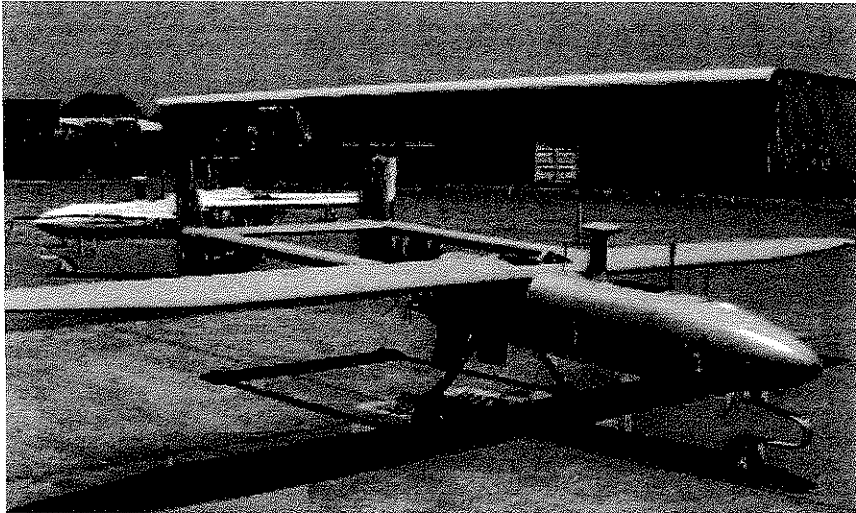


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South African Calls them RPAS



The South African Civil Aviation Authority (CAA) has decided its quest to legalise unmanned aerial vehicles (UAVs) in South Africa will see them called remotely piloted aircraft systems (RPAS).

"This notice serves as an update on the status of the development of regulations pertaining to remotely piloted aircraft systems (RPAS). The acronyms UAS (unmanned aircraft system), UAV (unmanned aerial vehicle) and remotely piloted aircraft systems (RPAS) are phrases and terms used interchangeably but generally describe the same sector of aviation," according to the Authority's website.

"These acronyms refer to an aircraft which does not have a pilot on board as well as its associated systems that enable the aircraft to fly. The term remotely piloted aircraft systems (RPAS) will be utilised by the CAA when referring to this particular sector of aviation".

The CAA has to regulate civil aviation activities to ensure "acceptable levels of aviation safety and security in South Africa and among operators".

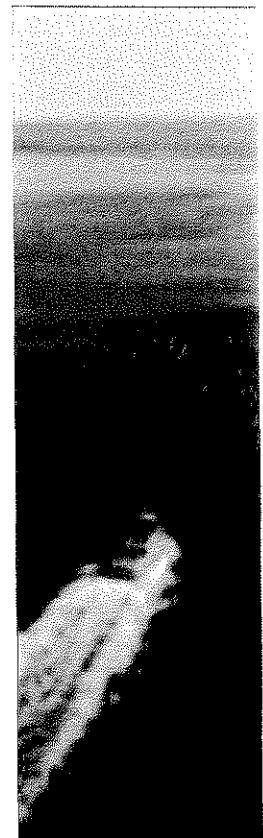
When it comes to RPAS operations locally, the CAA has not granted any approval to any entity or individual "due to the significant and real safety and security risks presented by this new sector of aviation".

CAA said it had made "considerable progress" as regards drafting an interim guiding document to help with RPAS authorisations.

"This document will provide certain standards for compliance by all prospective RPAS operators to operate RPAS in South African airspace. Further research will commence soon and will be done in collaboration with a State-owned entity.



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"Among others, the research will determine the feasibility and ease of use of the still to be set standards."

CAA will work on turning the interim guiding document into proposed RPAS regulations, technical standards and technical guidance material while research work is underway.

"On completion of the conversion process, CAA will make the draft regulations available for public comment and follow existing regulation development processes to promulgate the new regulations as part of the overall South African civil aviation regulations," the Authority said adding it envisaged the new regulations would be available soon after the end of the current financial year on March 31, 2015.

Adding to the alphabet soup of the CAA's RPAS, is the Commercial Unmanned Aircraft Association of Southern Africa (CUAASA).

Its aim is to serve promote, watch over, advance and mutually protect the interest of the commercial unmanned aircraft industry and to act as a link between the industry and government, government agencies and other public bodies within the Southern African region.

On its website CUASSA says it was formed to assist its members to obtain a sound legal basis for their operations in anticipation of a new legal framework for unmanned aerial system (UAS) operations in South Africa.

Source: Defence Web

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Posted in Regulatory Matters on July 31, 2014 by The Editor. 1 Comment

-- STUDY PROJECTS UAS SPENDING TO DOUBLE BY FISCAL 2024

SIMLAT DELIVERS TRAINING & SIMULATION SYSTEMS TO PRIORIA ROBOTICS MAVERIC UAS --

ONE COMMENT

John Monk

July 31, 2014 at 11:07

The International Civil Aviation Organization (ICAO) has chosen the name RPAS (Remotely-Piloted Aircraft Systems) for what we currently call UAS so that they can fit within the legal aviation framework that requires a pilot to be responsible for the actions of the aircraft.

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FAA on Track to Meet September 2015 Deadline



When Jim Williams, manager of the FAA's Office of Unmanned Aerial Systems Integration, spoke at the Delta AgTech Symposium at the Memphis, Tenn., Agricenter on Tuesday (July 8), UAS enthusiasts had their questions ready. Williams, a veteran of the aerospace industry and NASA who took over the Office of UAS Integration two years ago, had barely finished speaking when he was asked why the agency was taking nearly five years to write the regulations. "Why don't you just do your job?" a clearly frustrated questioner demanded.

"I am doing my job," said Williams. "Congress directed us to do a lot of work, but they did not exempt us from any of the procedures that they put in place that govern the rulemaking process. The bottom line is since I've come on board we've made it a priority for the agency, and we're moving faster than we ever have."

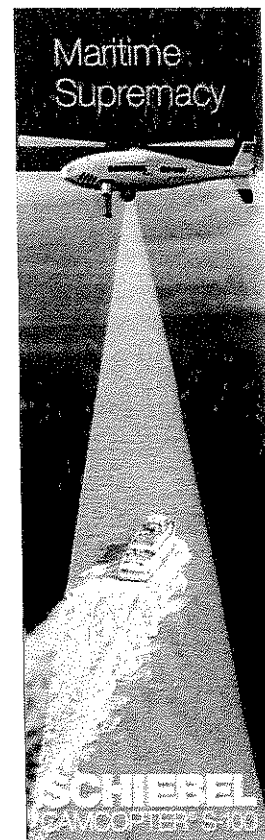
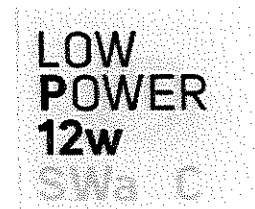
Williams said the FAA has been providing some exemptions by granting certificates of authority or COAs under a section of the FAA Modernisation and Reform Act of 2012. "We're doing that to try to jumpstart the industry to avoid having to wait to do anything until that rule comes out." The questioner also asked about one of Williams' presentation slides, which depicted a crop duster and a UAV in close proximity in a field. "I can't envision any situation in which a farmer would allow such a thing to occur," he said.

'Fly by themselves'

"I always thought the same thing you did – that you would never have an agricultural aircraft do an application on the same field where someone was doing a crop survey because the farmer would know," said Williams.

"What I didn't know until I talked to Stirling Wiggins (a National Agricultural Aviation Association representative who also spoke at the Ag Tech Symposium) was that aerial applicators fly low from where they take off to where they do their application and fly back. They don't go up to 500 feet and stay above; they follow the knap of the earth the whole time.

"So you could be surveying your crops – and most of these crop survey aircraft you tell them where the boundaries of the field are and they fly themselves. You're not controlling it like a model aircraft, it's doing its own thing."



Model aircraft hobbyists usually spend hours putting their machines together and learning to fly them. Once they start flying, they follow the FAA rules that such aircraft must be kept in sight by the operator at all times.

"When that airplane comes zipping across to its crop dusting field that's a mile away, and you just happen to be between it and the airport, you got to be watching out for it," he said. "These new high-tech 'drones,' as they're called, you don't have to know how to fly. You just tell them go up, and it goes up to 2,000 feet right into the path of an airplane."

The FAA is determined to avoid such mishaps. "If we have a manned aircraft vs. unmanned aircraft collision, then things are going to get ugly. What I'm trying to do is prevent that from happening."

Five-year Road Map

Williams said Congress provided a five-year roadmap for the agency when it passed the FAA Modernization Act in 2012. The Act requires the FAA to finalize the regulations for the "introduction of civilian unmanned aircraft systems into the national aerospace system."

The regulations are supposed to be in place by September 2015. For many UAV adherents that obviously won't be soon enough.

Currently, about 600 UAV or UAS operations, mostly conducted by the government through law enforcement agencies, have been approved by the FAA. The agency has also been moving to authorize some commercial operations along with the creation of six test range locations.

"We call the phase we're in now accommodation, and we're working toward integration where operations are a lot more routine, and people can get approved and move through the system as we intend them to," said Williams.

"In the long-term, which is also talked about in our roadmap, we're going to integrate the unmanned aircraft into that future national aerospace system which is being built under a collection of programs called NexGen."

The agency plans to release its initial interpretation of the rules in October or November of this year, says Williams. That will be followed by a public comment period of 60 to 90 days. The FAA must then assess those comments and write the final regulations.

Many comments expected

"If we receive 50,000 comments, and we believe it's possible we will, each of those must be given a disposition before we can proceed with writing the regulations," he noted. "But we plan to meet the 2015 deadline."


The six UAS testing sites, which will be located at the University of Alaska, the state of Nevada, New York Griffis International Airport, North Dakota Department of Commerce, Texas A&M University Corpus Christi and Virginia Tech, were approved late last year.

"We had 25 applications from 24 states, which, to me, is amazing because there was no federal money to go to the test sites," said Williams. "It was strictly just a declaration that they were official test sites."

Five of the test sites are now operational and the sixth - New York - is expected to be up and running in the fall.

Source: Delta Farm Press

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Posted in Regulatory Matters on July 14, 2014 by The Editor. 1 Comment

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ONE COMMENT

Ray

July 14, 2014 at 14:22

Unfortunately, there is an industry on hold until more regulations are in place. I was planning to enter the industry always below 200' AGL when I found out that my business would be subject to fines for even this low altitude. Why can't regulations be written at low altitudes and LOS first and then later expanded as an integration? Let some of us 'hobbyists' enter the low end of the market with real estate recordings and crop scans? The difference in a hobbyist and an industry is not so distantly related as implied by the largest industry partners. There is a low end that we can grow into.

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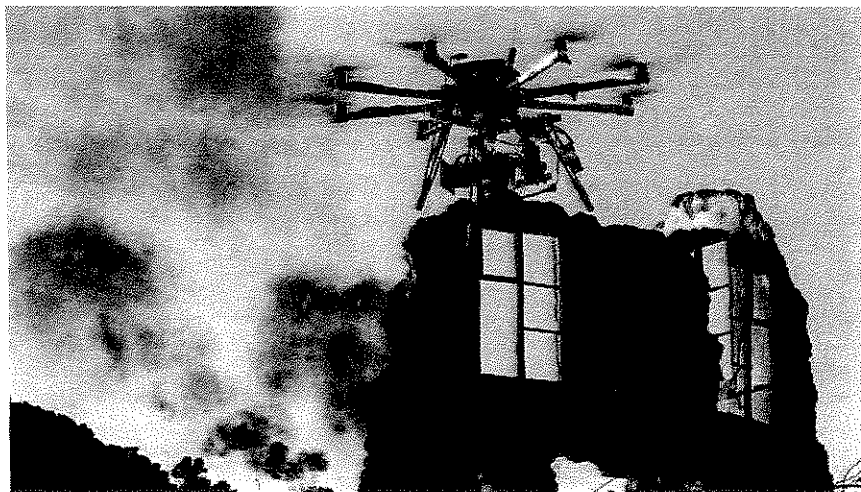
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Hollywood Society of Aerial Cinematographers for UAS



Hollywood's aerial filmmaking community is organizing under the newly named Society of Aerial Cinematographers, which kicked off with an education and training event last Saturday, held by camera gear provider and training facility AbelCine in Burbank.

Prompted by the growing interest in attaching cameras to unmanned aerial vehicles (UAVs) the new group was initiated by aerial cinematography enthusiast **Robert Rodriguez**, who is also director of technical operations for Technicolor Creative Services.

Opening Saturday's programme — attended by an estimated 100 people, many of whom were pilots — Rodriguez urged participants to learn about and get involved in issues surrounding drones for production, which he believes might be "at risk." He noted that the U.S. "is the only country" where UAVs for production are regulated. "This makes it difficult for people to market themselves as aerial cinematographers," he said, adding that with tax incentives already driving work out of the country "we don't need another piece to go."

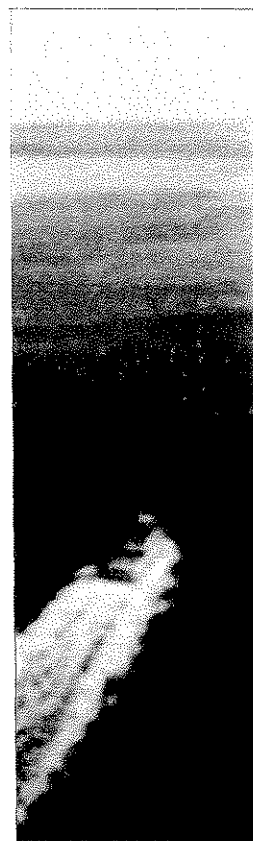
Currently, in order to conduct a commercial operation with an unmanned aircraft in U.S. airspace, users need a certified aircraft, licensed pilot and Federal Aviation Administration (FAA) approval, according to FAA spokesperson Les Dorr.

But speaking on Saturday, Rich Hanson, director of public relations and government affairs for the nonprofit Academy of Model Aeronautics (AMA), asserted that regulation of drones for production is more of a gray area, though there are a few specific agenda items with the FAA that need attention.

The first, he said, is a proposed FAA interpretive rule, that would create a "very narrow" definition for hobby and recreational UAVs, making production uses more clearly subject to regulation. Hanson related that the 30-day comment period for this interpretive rule ended on July 25, but the



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AMA has worked with the FAA to create a 60-day extension to allow filmmakers to better understand the issue and comment.

Rodriguez urged attendees to comment before the new Sept. 23 deadline.

The AMA's Hanson noted that, separately, the FAA is working on a small unmanned aircraft rule aimed at enabling all unmanned crafts of under 55 pounds to fly in U.S. airspace. He reported that the FAA target to put out the proposal is November, opening up a period for public comment. He projected that a final rule could be ready during 2016.

Recently, the FAA also said it would consider granting exemptions for certain low-risk commercial UAV applications, and has now closed the comment period for seven aerial production companies that applied for this exception. Those companies now await response.

Hanson was on hand to answer questions, but he warned that "unfortunately a large amount of public sentiment has built against this industry." He placed part of the blame with the FAA since "the equipment is out there and there's no education about what people can and can't do." But he also put some blame on operators, added that some do "crazy and dumb stuff and put it on YouTube."

Also in attendance was Michael Chambliss, business representative for the International Cinematographers Guild (IATSE Local 600). "We want to see [use of UAVs in production] done correctly ... and facilitate best practices and information."

The rest of Saturday's event was dedicated to education about key topics such as safety, and included a look at the gear itself.

Source: [Hollywood Reporter](#)

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Posted in [Non-Military & Commercial UAS](#), [Regulatory Matters](#) on July 30, 2014 by [The Editor](#).

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— SELEX-ES ASIO AND SPYBALL UAS READY FOR DELIVERY TO ITALIAN ARMY

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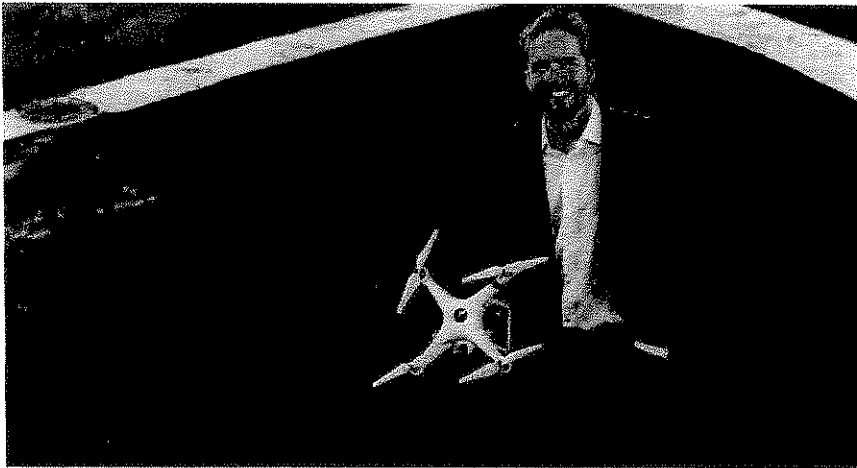
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SkyWard Secures \$1.5 Million to Deliver the First Commercial Drone Management Platform



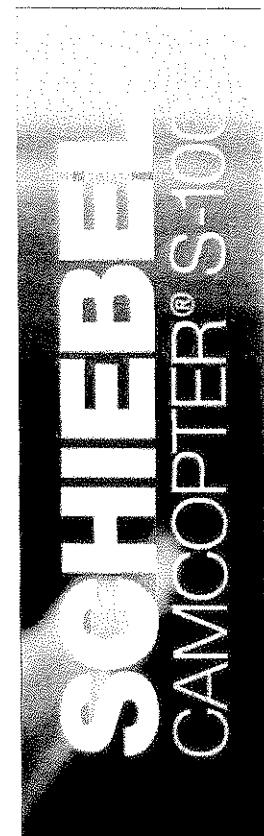
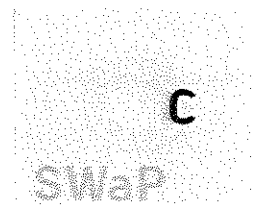
SkyWard, a pioneer in Drones as a Service (DaaS) software solutions, raised \$1.5 Million in Seed round financing to build the first operations management platform for commercial robotic aircraft. Voyager Capital led the round with participation from Draper Associates and Toivo Annus, founder and former head of engineering at Skype.

Aviation management has historically been highly fragmented, paper-based and slow. SkyWard is digitizing the environment to connect commercial operators, regulators, and insurers on a global platform that operates at the speed of the market.

"Commercial aerial robotics will be as common to our infrastructure as the smartphone – a physical extension of the internet which will allow users to exchange information, and even physical product like never before," said SkyWard CEO Jonathan Evans. "Aerial robotics is the next movement in search and rescue, environmental surveys, utilities inspection, precision agriculture, commerce and transit– our software allows stakeholders to manage operations in a safe and compliant way through a global digital platform."

The SkyWard system allows businesses to focus on flying rather than the time-consuming tasks of regulatory compliance, risk management, and manual record keeping. The software offers custom tools including a cloud-based workflow to stay in compliance, a GIS overlay map with up-to-date airspace rules and guidelines, automated flight logs, and a unique and secure digital identity that can be used with regulators and insurers around the world.

"SkyWard is in a position to influence the direction of the unmanned aerial market and deliver the solution required to make commercial drones a safe and viable business model," said Diane Fraiman, Voyager Capital. "Voyager is very excited to be part of their future success."



The SkyWard platform is a system for managing aerial robotics (AR) flight operations around the world. Unique, portable identities for drones and people give managers real-time visibility on assets in the field; customer requests can be efficiently dispatched; and flight operations can be tracked at all times. Logs for aircraft and personnel are automatically updated and the information flows seamlessly to the regulator and insurer as needed.

Photo: SkyWard CEO Jonathan Evans (PRNewsFoto/SkyWard)

Source: Press Release

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Posted in Business News on July 29, 2014 by The Editor. Leave a comment

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DON'T FLY DRONES HERE INTERACTIVE MAP →

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Don't Fly Drones Here Interactive Map



Just got your hands on a drone and can't wait to use it to shoot aerial photographs? First, make sure you only use it where it can legally fly. If you're not sure where to look for this info, there's a new website designed just for you. It's called [Don't Fly Drones Here \(DFDH\)](#), and is an interactive map that shows off limit areas of the US by shading them in with red.

Three of the current no-fly zones are: US national parks, US military bases, and a 5-mile radius around medium-to-large-sized airports.

DFDH is an effort to present no-fly zones around the country in an easily accessible format. You can find a full-sized version of the map [here](#).

The map is a work in progress, and the project is open to feedback and new data through its [Github](#) page. Also, keep in mind that this isn't a definitive legal map/guide, so it may be beneficial to double-check the information you receive before heading out with your drone and camera.

Source: [PetaPixel](#)

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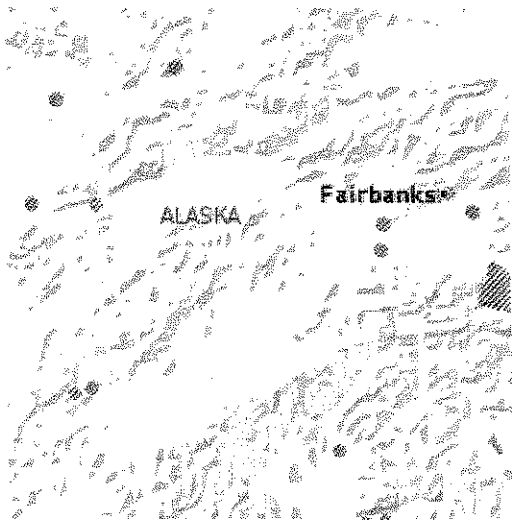
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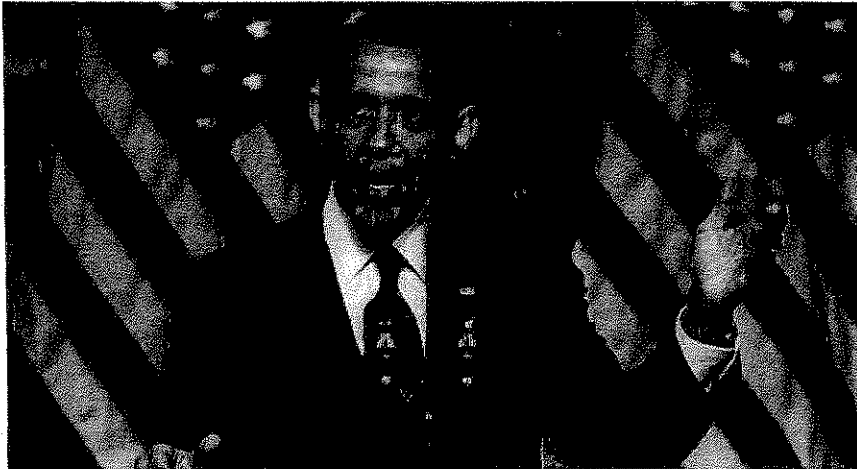
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Obama to Issue Executive Order on UAS Privacy



President Barack Obama plans to issue an executive order to develop privacy guidelines for commercial UAS operating in U.S. airspace, according to POLITICO. The order would put the National Telecommunications and Information Administration, an arm of the Commerce Department, in charge of developing the guidelines. NTIA would bring together companies and consumer groups to hammer out a series of voluntary best practices for unmanned aerial vehicles.

The FAA, which is working on a formal set of rules to allow commercial drones to operate in U.S. skies, has been criticized for not tackling issues around what kind of images and data drones can collect. Consumer groups and some lawmakers have said drones could violate people's privacy by peering into their homes and backyards.

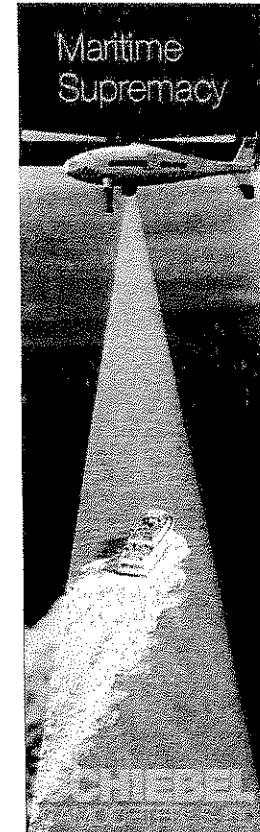
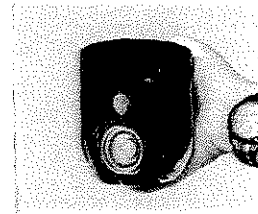
It's not clear when the President will issue the order. White House officials declined to comment, but confirmed government-wide efforts to coordinate policy on the issue.

"We don't have any details to share at this time, but there is an inter-agency process underway," said White House spokesman Ned Price.

FAA didn't immediately respond to a request for comment.

The FAA has said it will issue a rule on small commercial drone use by the end of the year. Congress set a September 2015 deadline for the agency to safely integrate drones into the nation's airspace, though an inspector general's report earlier this year cast doubt on the agency's ability to meet that timeline.

The NTIA process will not address government use of drones, though more than a dozen states have put limits on how law enforcement can use the technology, often requiring a warrant and



data deletion after a certain period of time. This year, a number of state legislatures began considering additional laws aimed at curbing private-sector drone use.

NTIA has experience with privacy issues in the tech sector. The agency convened meetings to work out industry codes of conduct for mobile apps and is now doing the same for facial recognition technology.

Source: Politico

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POLITICO

President Barack Obama to issue executive order on drone privacy

By: Erin Mershon and Kevin Robillard
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President Barack Obama plans to issue an executive order to develop privacy guidelines for commercial drones operating in U.S. airspace, POLITICO has learned.

The order would put the National Telecommunications and Information Administration, an arm of the Commerce Department, in charge of developing the guidelines. NTIA would bring together companies and consumer groups to hammer out a series of voluntary best practices for unmanned aerial vehicles.

The FAA, which is working on a formal set of rules to allow commercial drones to operate in U.S. skies, has been criticized for not tackling issues around what kind of images and data drones can collect. Consumer groups and some lawmakers have said drones could violate people's privacy by peering into their homes and backyards.

(Also on POLITICO: House GOP offers border fix plan)

It's not clear when the president will issue the order. White House officials declined to comment, but confirmed government-wide efforts to coordinate policy on the issue.

"We don't have any details to share at this time, but there is an inter-agency process underway," said White House spokesman Ned Price.

FAA didn't immediately respond to a request for comment.

The FAA has said it will issue a rule on small commercial drone use by the end of the year. Congress set a September 2015 deadline for the agency to safely integrate drones into the nation's airspace, though an inspector general's report earlier this year cast doubt on the agency's ability to meet that timeline.

(Also on POLITICO: Cruz: Obama using FAA in 'economic boycott of Israel')

The NTIA process will not address government use of drones, though more than a dozen states have put limits on how law enforcement can use the technology, often requiring a warrant and data deletion after a certain period of time. This year, a number of state legislatures began considering additional laws aimed at curbing private-sector drone use.

NTIA has experience with privacy issues in the tech sector. The agency convened meetings to work out industry codes of conduct for mobile apps and is now doing the same for facial recognition technology.

Josh Gerstein contributed to this report.

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