

Response to the Australian Government Issues Paper titled “Towards a National Aviation Policy Statement.”

This paper is in response to the Australian Government Issues paper “Towards a National Aviation Policy Statement” and represents the collective views of UATAR Working Group 27 members.

The objective of WG27 when it was established in 2006 was to address as an industry group impediments to the growth and development of a local UAS industry. WG27 members consist of UAS Operators, Aviation Insurance Brokers, UAS research interests and a nationally registered aviation training Organisation.

The Working Group has become the unified voice to represent the growing local industry. The release of the Issue’s Paper is viewed by the group as a promising step, and serves as a timely forum to table the views of the local UAS industry.

If it was not for the vision and forward thinking of CASA back in 1996 when it achieved worldwide acclaim for being the first to develop and implement regulations governing the use of UASs none of the current level of activity and investment would have occurred.

However it is necessary for earlier regulatory development conducted in 1996 to keep pace with the continued growth and complexity of UAS technology. This should be the responsibility of UAS operators and industry

While larger UAS fit well into a large portion of existing regulations, there are gaps between the capabilities of smaller UAS (30kg and less). Many of these gaps can be addressed by developing and adopting a small UAS ‘Best Practice Guide’ that could supplement earlier UAS regulations developed by CASA.

Such a document would cover areas of small UAS training, qualification and certification of controllers, systems, operators and small UAS operations. This should be achieved by a commitment to study further a revised regulatory environment that addresses all classes of UAS systems micro, small and large.

Working Group 27 is firmly of the view that:

- UAS technology is one of the next big steps forward in aviation’s evolution.
- UAS technology can greatly reduce aviation emissions and play a significant role for the wider aviation community to reduce climate change.
- UAS technology can reduce aircraft noise which remains a sensitive issue in the industry.
- UAS technology has potential to create new opportunities for rural and remote communities

In response to the development of a National Aviation Policy Statement, Working Group 27 requests:

- Recognition of the fact that an Australian UAS Industry does exist and should be a growing component of the wider local aviation community.
- A commitment to work with the local UAS industry.
- The establishment of a UAS program office within CASA and ATSB.
- An undertaking to work with the UAS industry to collaboratively explore the regulatory issues through funded and resourced studies and projects to collect the best available information to support the best – and safest – decisions. The results will then be used to provide valuable information for future regulatory guidance.

As a conclusion, the group would like to express its willingness to cooperate and contribute to the development of a comprehensive regulatory framework for UAS, which is a key challenge under the National Aviation Policy Statement, in addressing safety regulation and regulatory reform.



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