

List of recommendations

Recommendation 1

8.10 The committee recommends that the Civil Aviation Safety Authority draw on the growing body of international empirical research and collision testing on remotely piloted aircraft systems below 2kg to immediately reform Part 101 of the Civil Aviation Safety Regulations 1998.

Recommendation 2

8.20 The committee recommends that the Australian Government introduce a mandatory registration regime for all remotely piloted aircraft systems (RPAS) weighing more than 250 grams. As part of registration requirements, RPAS operators should be required to successfully complete a basic competence test regarding the safe use of RPAS, and demonstrate an understanding of the penalties for non-compliance with the rules.

Recommendation 3

8.26 The committee recommends that the Australian Government develop a tiered education program whereby remotely piloted aircraft system (RPAS) users progressively unlock RPAS capabilities upon completion of each level of training. Three tiers are proposed as follows:

- purchase of the RPAS – mandatory registration requires user to demonstrate knowledge the basic rules for flying RPAS, and the penalties for non-compliance (as described in Recommendation 2);
- recreational use of RPAS – second tier requires user to demonstrate an advanced understanding of aviation rules and safety before unlocking additional capabilities; and
- commercial use of RPAS – final tier requires user to demonstrate comprehensive aviation knowledge before obtaining commercial operator licence and unlocking full RPAS capability.

Recommendation 4

8.29 The committee recommends that the Civil Aviation Safety Authority, in cooperation with the Australian Federal Police and other relevant authorities, prohibit the use of remotely piloted aircraft systems in the airspace above significant public buildings, critical infrastructure and other vulnerable areas.

Recommendation 5

8.31 The committee recommends that the Department of Infrastructure, Regional Development and Cities, in cooperation with the Civil Aviation Safety Authority, work with manufacturers of remotely piloted aircraft systems (RPAS)

to develop future solutions to RPAS safety, including the implementation of technical restrictions on altitude and distance for 'off-the-shelf' RPAS.

Recommendation 6

8.37 The committee recommends that the Department of Infrastructure, Regional Development and Cities, in cooperation with the Civil Aviation Safety Authority, develop appropriate airworthiness standards for remotely piloted aircraft of all sizes and operations. At a minimum, fail-safe functions such as 'return to home' and safe landing functionality, and forced flight termination, should be mandated.

Recommendation 7

8.38 The committee recommends that the Australian Government develop import controls to enforce airworthiness standards for foreign manufactured remotely piloted aircraft systems.

Recommendation 8

8.44 The committee recommends that the Department of Infrastructure, Regional Development and Cities, in collaboration with the Civil Aviation Safety Authority, develop a whole of government policy for remotely piloted aircraft safety in Australia, and establish appropriate coordination and implementation mechanisms with relevant departments and agencies to implement the policy.

8.45 As part of a whole of government policy approach, the committee further recommends that the Australian Government explore cost-effective models to develop and administer new regulatory initiatives for remotely piloted aircraft systems, including a mandatory registration regime and tiered education program. The harmonisation of state and territory privacy laws should also be considered.

Recommendation 9

8.50 The committee recommends that, as part of a whole of government approach to remotely piloted aircraft systems (RPAS) safety, the Civil Aviation Safety Authority work with Airservices Australia and other relevant agencies to implement a comprehensive research and data gathering regime. Information should be collated and centralised in a way that allows for the examination of RPAS registrations, operations, trends and incidents, to provide an evidence base on which to assess the efficacy of current regulations, and to inform the development of future policy and regulations.

Recommendation 10

8.64 The committee recommends that, following the development of a whole of government policy approach to RPAS safety, including the establishment of a national registration system, the Civil Aviation Safety Authority (CASA) work with state and territory enforcement bodies to implement a nationally consistent enforcement regime for remotely piloted aircraft systems. Under this regime,

enforcement bodies would be delegated powers to provide on-the-spot fines and report infringements of the regulations directly to CASA.

