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Drone/UAV Industry Leaders Welcome New Transport Canada Regulations

Vancouver, BC - **Transport Minister Honourable Marc Garneau** announced much-awaited new regulations in Ottawa for the rapidly-growing Remotely Piloted Aircraft Systems (RPAS) or 'drone' industry. The new laws introduced Wednesday morning with the release of *Canada Gazette II* will impact all operators who fly drones in the 'small RPAS' weight category (between 250g and 25 kg), regardless of whether they fly drones recreationally or commercially.

"All small RPAS/drone pilots will still need to fly within Visual Line of Sight (VLOS) unless granted permission through Transport Canada's existing permit process," says **Philip Reece**, CEO of InDro Robotics and a member of the board of directors of Canada's national drone industry association, Unmanned Systems Canada, "but these new regulations will help to address key industry needs such as two operator/pilot permit categories, a registry system for all pilots and their drones, and clarity around safety and equipment requirement standards for commercial operators."

Drone pilots will need pass an online test administered through a new Transport Canada portal. Operators seeking the 'Advanced Operator' permit will need to demonstrate their flying skills and knowledge of aviation safety emergency procedures for an accredited Flight Reviewer. InDro Robotics is one of a handful of companies recognized by Transport Canada as a 'fully-compliant operator' which means that InDro's RPAS/drone instructors and pilots will be trained as approved Flight Reviewer to assess the skills of operators seeking 'Advanced Operator' permits. InDro offers in-person and/or online ground school programs to prepare students for the comprehensive 'Advanced Operator' test.

Transport's plan to introduce Basic and Advanced RPAS/drone pilot certificates/permits is similar to other industries in that drone flyers will need to register their vehicles, and then depending on the weight of the aerial vehicle and its intended use, take the test to earn appropriate pilot permits."

In addition to the mandatory new pilot permit and registration system, the RPAS/drone laws announced in *Canada Gazette II* help to clarify some industry-specific terminology and provide updated or new regulations, including:

- All aircraft (drones) must be registered by the owner then marked with an identification number.
- Two categories - Basic and Advanced Operations - are based on the level of risk drone flights pose to people, property and manned aviation.
 - For the Basic Operations category, operators will be able to fly in Class G airspace ONLY under 400 ft (approximately 122 m). They cannot fly directly over people, must maintain a distance greater than 30 m from people, and must stay 1 NM (Nautical Mile)

from heliports and 3 NM from airports. Operators must keep the aircraft within Visual Line of Sight (VLOS) at all times. Aircraft (drones) will not need to meet specific design standards.

- For Advanced Operations category, operators can fly in Class G airspace and more restricted airspaces (Classes C to F) but must remain under 400 ft. They can fly over people and closer than 30 m to people if they meet the safety assurance guidelines. They may fly closer to aerodromes (heliports and airports) with approval from the Air Traffic Control. Operators must keep the aircraft within Visual Line of Sight (VLOS) at all times. They must use aircraft (drones) for which a manufacturer has declared that their design meets new RPAS/drone safety assurance standards.
- All operators will be able to fly at night, assuming they have an RPAS/drone pilot permit and follow other laws which include, but are not limited to, respecting privacy, environmental, and existing aviation regulations (including 'human factors' such as not being fatigued or under the influence of drugs or alcohol).
- The requirement for a minimum of \$100,000 of liability insurance has been removed. During Transport Canada's RPAS/UAS Task Force Regulatory Update presentation at the [Unmanned Systems Canada National Conference and Trade Show](#) in Vancouver, BC in November 2018, it was explained that the market will determine the level of insurance that individuals want or require to protect themselves and their assets. Most commercial operations already purchase much higher levels of aviation liability insurance to work in urban areas, in many industries and/or for certain job sites.

The full list of RPAS/drone regulations is available through the Transport Canada Drone Safety website: Canada.ca/drone-safety and in [Canada Gazette II](#).

"We will need time to dive deep into the details of the new regulations to assess the impact for our design teams, trainers and our clients," says Indro's Sales and Marketing Manager, **Kristin Kozuback**.

"But after an initial review, we look forward to seeing how these new regulations set new safety standards for the industry and, hopefully, reduce paperwork time for commercial operators who use compliant equipment and operating procedures."

The **Honourable Marc Garneau** responded to questions regarding reducing the administrative burden and paperwork process for professional operators, "With the new rules, there will be a much smaller group that will be required to maintain these Special Flight Operations Certificates."

"These regulations are good news for the industry," says Kozuback, "since Transport Canada Officers should now be able to more quickly review and process applications for our InDro pilots flying for clients and training graduates working for government agencies or industry who need special permission to fly within urban centres and more complex environments."

Reece added, "Maybe most importantly, we can all shift more attention now to building on the results and lessons we are learning from our Beyond Visual Line of Sight (BVLOS) projects for Transport Canada. That work will help to maintain Canada's strong aviation safety standards as we define and standardize the next set of regulations for BVLOS operations by flying long-distance missions. That will really open the skies for good drone work."

Media Contact:

Philip Reece, CEO and Founder, InDro Robotics Inc.

Email: philip@indrorobotics.com

Direct line: 250-537-6956

About InDro Robotics Inc.

www.indrorobotics.com

InDro Robotics provides a full-range of unmanned and remotely-piloted aerial, water and land vehicle services, training programs and equipment solutions for government and industry clients. InDro is recognized by Transport Canada as the first company to meet all three industrial compliance standards (Compliant Equipment, Compliant Operating Procedures and Compliant Operator/Pilot status) in the unmanned aerial vehicle sector. In 2018, this strong reputation for due diligence, safety-focused operations, and industry collaboration earned InDro permission from Transport Canada to conduct BVLOS (Beyond Visual Line of Sight) trial flights.

Transport Canada Resources

New RPAS/Drone regulations / Drone Safety page <http://canada.ca/drone-safety>

Full regulations (starting on page 54) of [*Canada Gazette II*](#)