

For Immediate Release
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Drone/UAV Industry Leaders InDro Robotics Welcomes New Transport Canada Regulations

Vancouver, BC – **Transport Canada Minister Honourable Marc Garneau** announced long-awaited new regulations in Ottawa for the rapidly-growing Remotely Piloted Aircraft Systems (RPAS) or 'drone' industry. The new laws introduced Wednesday morning in Canada Gazette II 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.

"These new regulations will help to address key industry needs with two new Pilot Permit/Certificate categories, a registry system for all pilots and their drones, and clarity around safety and equipment requirement standards for commercial operators," says **Philip Reece , CEO of InDro Robotics.**

Drone pilots will need to take online exams through the new **Transport Canada** portal. Operators seeking the 'Advanced Operator' Certificate will also need to register their drones then pass a 'Safety and Knowledge Demonstration' test for an Accredited Flight Examiner.

InDro Robotics is one of a handful of companies recognized by Transport Canada as a 'fully-compliant operator,' which means that InDro Robotics' Accredited Trainers and RPAS/drone Pilots can apply to become some the first Flight Examiners for Transport Canada. "Transport Canada will also provide education campaigns, testing systems and a list of Accredited Training Organizations," says Reece, "which ensures that drone operators can follow a similar path for boaters and vehicle drivers. Everyone will need to learn the new regulations then demonstrate that they have adequate knowledge to operate their vehicle safely," says Reece.

In addition to the mandatory new Pilot Certification and drone registration system, January's new RPAS/drone laws announced in Canada Gazette II helped to clarify some industry-specific terminology in the updated regulations, including:

- Once registered, all aircraft (drones) must be marked with an identification number.
- The two Pilot Certification 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) and must keep the aircraft within Visual Line of Sight (VLOS) at all times. 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. 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 still must remain under 400 ft and keep the aircraft within Visual Line of Sight (VLOS). They may fly closer to aerodromes (heliports and airports) with approval from the Air Traffic Control. They can fly over people and closer than 30 m to people if they meet safety assurance guidelines, which requires using aircraft (drones) for which a manufacturer has declared that their design meets new RPAS/drone safety assurance standards.

- All Certified operators will be able to fly at night assuming they follow other laws, which include (but are not limited to) respecting privacy, environmental, existing aviation laws and respecting 'human factors' (not being fatigued or under the influence of drugs or alcohol).
- The requirement for a minimum of \$100,000 of liability insurance was 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 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: www.Canada.ca/drone-safety and in Canada Gazette II . Transport Canada also recommends that applicants take a course from an Accredited Training Organization to learn the new regulations and required operating/safety procedures before attempting the Basic or Advanced Operator exams.

"It's important to note that small RPAS/drone pilots will still need to fly within Visual Line of Sight (VLOS) unless granted permission through Transport Canada's permit process of issuing Special Flight Operations Certificates (SFOCs)," says **Reece**, who also sits on the Board of Directors of Canada's national drone industry association, **Unmanned Systems Canada/Systèmes Télécommandés Canada**.

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

"We will need time for a dive deep into the details of the new regulations to assess their impact," says **Kristin Kozuback** , Sales and Marketing Manager for InDro Robotics. "But after an initial review, we anticipate that a Pilot Certification system, more clearly-defined aircraft safety standards, and reduced SFOC paperwork time for those using compliant equipment will be a huge benefit."

"From a national perspective, a more predictable and clear regulatory framework can help to boost both investor and industry confidence in our sector," continued Kozuback, who also volunteers as Director on the Board of **Unmanned Systems Canada/Systèmes Télécommandés Canada**. "Regulatory stability helps more than just the InDro Robotics pilots flying for clients across Canada and training graduates who now work in research, small business, industry and the public sector. Although some may have to upgrade their equipment to meet new stringent compliant aircraft standards or take recurrent training to pass the new Certification exams before June 1st, I think this is an important step to help maintain Canada's strong record of aviation safety that has earned us international respect."

Reece added, "Most importantly, maybe now we can all shift more attention to building on the lessons we are learning from our Beyond Visual Line of Sight (BVLOS) projects for Transport Canada. That body of work is helping to define and standardize the next set of regulations to enable BVLOS long-distance missions. Supporting BVLOS flights will literally 'open up the skies' for a whole new level of drone operations, especially for industry, researchers and first responders."

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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 and equipment solutions for government and industry clients. InDro Robotics is recognized by Transport Canada as an Accredited Training Organization and the first company to meet all three industrial compliance standards (Compliant Equipment, Compliant Training and Operating Procedures, and Compliant Operator/Pilot status) for remotely-piloted /unmanned aerial vehicles. In 2018, this strong reputation for due diligence, safety-focused operations, and industry collaboration earned InDro Robotics permission from Transport Canada to conduct BVLOS (Beyond Visual Line of Sight) trial flights. InDro Robotics Inc. is a proud member of the INDROCORP Group of Companies.

Links to Other Resources

- Gain national insights the *Unmanned Systems Canada/Systèmes Télécommandés Canada (USC-STC)* press release (both Philip Reece and Kristin Kozuback are USC-STC Directors)
- Transport Canada's RPAS / Drone Safety page <http://canada.ca/drone-safety>
- Canadian Aviation Regulations - *Canada Gazette !!* (RPAS/drone section starts on page 54)