

UAVs - Watching Brief Update for TC

Air Pilot Strategy approved by Court in July:

“4.1.6 And finally, the rapid increase in the use of Unmanned Air Vehicles be it for defence and security, or the “hobbyist” demands that regulation, technology and education need to be put in place to de-conflict the multiplicity of users of (increasingly congested) airspace”

DfT response to DAA following our input to earlier consultation:

Subject: Publication of the drones consultation response

Date: 22 July 2017 at 09:51:27 BST

Dear consultation respondent,

Many thanks for your response to our consultation entitled ‘Unlocking the UK’s high-tech economy: consultation on the safe use of drones in the UK’.

We are pleased to tell you that we have today published the Government’s response to this consultation, which summarises the responses received and sets out what measures the Government will take going forward. You can find the press release for this announcement [here](#).

The Government’s response to the consultation can be found [here](#), it details information on responses including the:

- *number of responses*
- *types of bodies and person responding*
- *overall results*

It also gives the next steps to be taken by Government to:

- *implement a registration scheme and mandatory competency tests for all users of drones weighing 250 grams and above*
- *bring forward work to create an authoritative source of UK airspace data, which will facilitate the implementation of geo-fencing and build greater awareness of airspace restrictions amongst drone users*
- *explore further measures such as increasing penalties, creating new offences and reviewing the powers available to law enforcement agencies to enforce relevant law*

You may also be interested in the outcomes of the Government’s safety research being published today, as it influenced the outcomes of this consultation. The safety research was sponsored by the Department for Transport, the Military Aviation Authority and BALPA, the pilots’ union. It examined the impact of a drone hitting helicopter and airliner windscreens. It showed that drones of 400g could critically damage helicopter windscreens. For airliners a drone of 2kg or more could critically damage the windscreen when the plane is flying at a high speed, not commonly flown for take-off or landing. A summary of the results can be found [here](#).

Many thanks again for participating in our consultation!

The Drone Policy team



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UK Government news release

“Drones to be registered and users to sit safety tests under new government rules” - also dated 22 July 2017-08-17 <https://www.gov.uk/government/news/drones-to-be-registered-and-users-to-sit-safety-tests-under-new-government-rules>

EASA Drone NPA 2017-05 Reminder

NPA closes 15 Sep 17 (extended from 12 Aug 17)

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2017-05>

CAP 1559 - explains the NPA background and EASA documentation & response process

<http://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=7923>

DAA 20 Aug 17