

## Technical Secretary Report to Bureau Meeting – December 2016 at Lausanne

The work of the Technical Secretary has proceeded normally following the Plenary Meeting in April 2016.

**Minutes:** On the 1<sup>st</sup> May, Technical Notices were issued for the early implementation of rules contained in the Sporting Code Volumes: F3 Helicopter, F4 Scale and F5 Electric. The Minutes of the Sporting Code section were produced efficiently with few issues impacting this process. Also in May, the Technical Secretary attended the F2 World Championships in Perth, Australia in my capacity as the Federal Secretary for the Model Aeronautical Association.

On the 1<sup>st</sup> July a revised version of the 2016 edition of the Volume EDIC was published. Two sections were added: F5D Energy Limiter and F5B REAL-TECT System.

**2017 Editions of Sporting Code Volumes:** The process of producing the 2017 Volumes has gone smoothly. Of note was the production this year of the first volume of the CIAM General Rules which replaced the ABR. The 1<sup>st</sup> Vice President undertook the work to restructure the General Rules and the revised organisation of information was long overdue. Locating information within the CGR will be more efficient. At the same time, all forms and documents which were previously annexes to the ABR have been referred to in the appropriate place but removed to the Documents section of the CIAM website for download. Many of these were updated at the same time. With the restructure of the CGR, the Records section will be removed to its own volume in 2017. With the kind assistance of the F3 Pylon Subcommittee Chairman, it too will be restructured and updated, with its presentation scheduled for Plenary 2017 for agreement by that meeting. All forms associated with records will be removed from 2017 and made available on the CIAM website.

In July 2017 the Minutes were available and 2017 Draft 0 Volumes were prepared and either dispatched to Subcommittee Chairmen to make their own Volume amendments or the Technical Secretary completed this work and it was sent later on to the Chairmen but still in good time for checking. An added complication this year for most volumes was the need to update all the old references to the ABR to the new location in the CIAM General Rules. A large chunk of information was also removed from CGR to be located back to the various disciplines to which it belonged. This resulted in a new section being added to Free Flight, and more changes than usual to other volumes. In summary, it has been a large and important revision year which will hopefully result in easier revisions in the years to come.

All Volumes have been finalised and are ready for upload to the website by the middle of December. With no WAG being held this year, there should be no delay in posting the 2017 Volumes before their date of implementation. The F3N – Helicopter manoeuvres that change every year will be available as usual at the Bureau meeting.

**Forms and Documents:** Since Plenary 2016, a major upgrade was done to the Model Specification Certificate to bring it up to date. The Registration of Competitions on the FAI Calendar form was also changed again and hopefully it is now free of ambiguity. There remains a need to amend the Record forms, particularly the Space forms which are not used very often, but when required this year for an Altitude record were discovered to be very out of date.

**Records:** Eleven records have been homologated in 2015 and there are currently three in transit to Australia for processing when I return home. This is about the same number as previous years. Record dossiers have all been prepared according to the procedure set out in the Sporting Code. Last year I remarked on an issue that was revealed during the analysis of a helicopter speed record; that there were two different maximum weights for helis in different places in the ABR and a third maximum weight in the Helicopter Volume. The Subcommittee Chairman has been consulted and along with a discussion about allowable maximum power for electric models when setting records, I hope we can reach consensus about the weight for helis in record attempts at our Bureau meeting.

**Proposals for Plenary 2017:** Subcommittee and country proposals were received by the Technical Secretary throughout November leading up to the 15<sup>th</sup> November deadline. Although most Subcommittee proposals were received early in November, the majority of NAC proposals arrived at the deadline. Altogether there were 156 proposals received; of these 1 proposal was withdrawn when it was pointed out to the NAC that the change was already instituted for 2017. These proposals were all downloaded, their file names amended where necessary, the proposal checked for validity (two-year cycle) and then the proposals were grouped, zipped and sent to Subcommittee Chairmen by the 19<sup>th</sup> November. The proposals for the CGR took a few days longer because there was one from

New Zealand which required clarification. Of note, are the few proposals for the CGR which have appeared again this year, having been defeated or withdrawn at 2016 Plenary. There is no rule against this practice, however, it shouldn't be encouraged. The Technical Secretary will now proceed to prepare the Proposals Section of the 2017 Plenary Agenda.

**Asia – Pacific Remotely Piloted Aircraft Systems (RPAS) Symposium:** This was held in Singapore, 31 May – 1 June 2016 and the Technical Secretary attended at the request of the Secretary General. Following is a report provided to FAI:

50 Companies and Countries and 150 people attended.

General agreement and consensus was reached that there should be a mixed approach to the whole RPAS issue as a 'one size does not fit all' policy exists due to regulatory frameworks being different in most countries.

Traditional methods of regulating manned aviation may not necessarily apply to unmanned aviation. This is seen already in training and licencing, and the different way this is being applied with RPAS training for people with no traditional aviation background.

ICAO spoke about the distinct difference between RPAS and UAS. RPAS is a fully certified aviation product. All RPAS are UAS; only a few UAS are RPAS (ICAO) The distinction is important and points to two broad segments of consideration. One is dealing with RPAS and the other dealing with the UAS (small uncertified drones). Work currently being undertaken with RPAS is very necessary and will continue into the future. At the same time, the struggle of regulators around the world dealing with small UAS flying in their airspace is understood.

There is a need for operations of RPAS within the existing regulatory framework and a greater integration within the current set ups. Integration needs to be made at a faster rate than what has happened traditionally with regulatory bodies. Presentation on some of the possible solutions for integration was made; GEO Fencing, avoid and detect, detect and avoid as well as other innovative solutions were posed as solutions for manageable interaction.

Airbus Helicopters presentation was a realisation that operations at lower levels in airspace are clearly required if you want to make flight paths for UAS in urban environments.

ICAO indicated that we should look at the future but deal with the current emerging issues. Solving these problems while looking at the future, understanding and drawing on experience from the past, will be the key to solving problems. New ideas should always be raised, embraced and dealt with within the current manned aviation framework, safety will always be paramount. Good ideas have to also be safe ideas.

It was raised that education and communication are a large part of this issue, and not just with the regulators and Industry but must include the general public as they are the ones who will be most affected by the small drones and UAS. Cooperation between the three is crucial.

Strive for harmonisation of operating procedures, practices and regulatory frameworks. As each country creates its own regulations they should also have knowledge of what is occurring internationally, especially with Industry and the emergence of new creative ideas. In most cases it is difficult to change a regulation once they are in place. Cooperation within the Industry is important and is something which should be embraced moving forward, to maintain processes and standards.

RPAS and UAS issues are one of those rare opportunities in aviation which challenge the skills of regulatory thinking as well as Industry and their involvement.

**General Work:** On several occasions I have been pleased to be able to offer editorial advice regarding correct English translation for documents that have been written or amended this year.