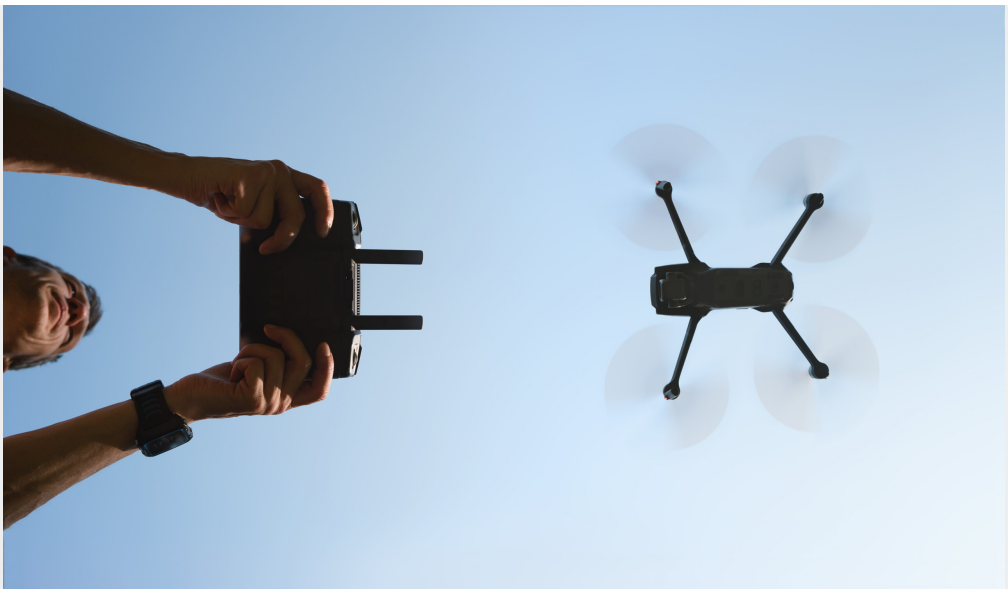
RULES AND REGS

Posted on 30.08.2023 by Rupert Dent



Category: Drones/UAS

EditionDUASFB 8

Editorial

How do we ensure operators stay interested and motivated enough to remain abreast of changing rules?

Welcome to Drone FEEDBACK Edition 8.

Summer is underway. New regulations from CAP 722 Edition 9.1 along with Acceptable Means of

Compliance / Guidance Material issued on 7th December are becoming bedded down in the Drone world. All applications for initial and renewal of Operational Authorisations are now being made under the new regulations.

What does this have to do with Human Factors I hear you say. Well, out and about talking to Drone users, I for one have had conversations with Drone pilots, who have made it clear to me that the regulations are becoming so complicated that they have an increasing tendency to just ignore

them, not bother with either Flyer or OA renewals, but just carry on with occasional use of their legacy Drone, when they have small tasks to perform.

As technology evolves and Drones become more and more capable, the regulations must accommodate their additional capabilities, to maintain or indeed improve on the levels of safety. How do we deal with the Human Factors associated with ensuring the Drone community stays interested and motivated enough, to remain abreast of the rules? We cannot rely on the police alone to find transgressors.

Ideas on a postcard from wherever your holiday has taken you? Or alternatively respond to the recent CAA Call for Input: Review of UAS Regulations using the following link: Call for Input: Review of UK UAS Regulations – Civil Aviation Authority – Citizen Space (caa.co.uk)

CHIRP provides a vital safety net as another route to promote change when the normal channels of reporting aren't delivering results, you don't feel able to report through formal Occurrence Reporting systems, and for collecting reports with safety concerns that did not meet the threshold for normal reporting and would otherwise have gone unwritten. We rely on you to report Human Factors aviation-related safety concerns to us so that we can both help in their resolution and highlight relevant issues to others. Reporting is easy by using either our website portal or our App (scan the appropriate QR code shown or search for 'CHIRP Aviation' – avoiding the birdsong apps that come up!). In our reporting portal you'll be presented with a series of fields to complete, of which you fill in as much as you feel is relevant – not every field is mandatory, but the more information you can give us the better. Although you'll need to enter your email address to get access to the portal, none of your details are shared outside CHIRP, and we have our own independent secure database and IT systems to ensure confidentiality.

CHIRP's Mandate & Role
Guidance to Reporters
WHAT DO I REPORT?
Safety-related incidents or events involving:
Yourself
Other people
Your organisation or organisations you deal with
WHEN DO I REPORT?
When other reporting procedures are not appropriate or are not available
When you wish others to benefit from an important "Lesson Learned"
When you are concerned to protect your identity (but note that anonymous reports are not accepted)
When you have exhausted company/regulatory reporting procedures without the issue having been addressed
WHAT DO I NOT REPORT?
Incidents or events with no safety content
Issues involving personality clashes
Industrial relations and/or terms and conditions of employment problems
Incidents/events can include:
Errors/mistakes
Individual performance affecting safety
Health & Safety matters affecting operating procedures
Regulatory or Company policy/procedures
Unsafe practices
CHIRP
CHIRP: You report it; We help sort it
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There are no comments yet.