

**Regulatory area
to be addressed****Federal Aviation Administration / Transport Canada**

Aviation Safety: Transport Canada (TC) and the Federal Aviation Administration (FAA) will continue to collaborate in the area of aviation safety, with a specific focus on unmanned aircraft systems (UAS).

UAS is a rapidly growing sub-sector of the aviation industry, which provides a unique opportunity respecting technology and innovation, but also introduces new safety challenges to the aviation system. The challenges confronted by many States, including Canada and the United States, is the development of a regulatory framework, supported by effective program implementation, compliance and enforcement, to safely integrate UAS into the respective domestic aviation systems.

To achieve this objective, TC and the FAA will build upon its existing bilateral relationship and work through international fora to further information sharing with respect to: the development of regulations; existing and future research and development (R&D) initiatives; common approaches to program implementation; as well as leveraging opportunities to broaden stakeholder engagement.

This work plan consists of four work streams consisting of policy, regulatory and programming cooperation: A. UAS operations in the Arctic and Northern Regions; B. Sharing Research and Development to inform Future Rulemaking; and C. Stakeholder Outreach, Compliance and Enforcement; and D. Consultation on Rulemaking Activities.

Work stream A**Collaboration on UAS in Northern/Arctic Regions**

The Arctic represents one of the harshest environments and vastly unexplored regions of the world, with many of its areas only accessible through high-risk manned aviation or marine operations. In an effort to further scientific activities and search and rescue (SAR) missions, States are looking to UAS as a means to fulfil unmet scientific needs and to augment SAR capacity. In this context, both Canada and the US share an interest and responsibility in ensuring the safe operation of UAS in the unique operational circumstances of the North. To this end, TC and the FAA will continue to collaborate through the sharing of information bilaterally, as well as through the Arctic Council's Arctic Monitoring and Assessment Programme (AMAP) UAS Expert Working Group.

REGULATORY COOPERATION COUNCIL – WORK PLAN

Further, TC and the FAA will coordinate their participation at Northern-themed UAS conferences to further productive collaboration to address regulatory and operational challenges in this unique operational environment.

Department/Agency	 United States	 Canada
	Federal Aviation Administration	Transport Canada

Planned initiatives and sub-deliverables		Date
Participation in Northern UAS Information Exchanges		January 2015- January 2020
	<ul style="list-style-type: none"> • Participation and exchange of information at Alaska UAS Interest Group Conference, including communications with stakeholders on unique Arctic commercial UAS land and maritime applications. • Sharing of experiences and lessons learned on north slope UAS activities. 	September 2015 Ongoing
Participation in the Arctic Monitoring and Assessment Programme UAS Expert Working Group		January 2015- January 2020
	<ul style="list-style-type: none"> • Participate in monthly AMAP UAS Expert Working Group teleconferences and at the annual face-to-face meeting. 	Monthly / June 2015
	<ul style="list-style-type: none"> • Support efforts to publish the UAS Expert Group White Paper on UAS best practices for UAS scientific operations across Arctic countries. 	June 2015
	<ul style="list-style-type: none"> • Support the development of an operations manual for implementation by UAS operators conducting UAS environmental/scientific monitoring across Arctic countries. 	TBD (Subject to the Arctic Council's decision on the White Paper)
	<ul style="list-style-type: none"> • Collaborate on the identification of UAS search and rescue requirements for operations across Arctic countries. 	Summer 2015

Work stream B

Exchange and Promotion of UAS Research and Development to Assist in Future Rulemaking

The UAS industry continues to evolve and is seeking opportunities beyond visual line of sight operations (BVLOS). The key is the development of technologies that provide a level of reliability equivalent to manned aircraft that would permit greater UAS operations without introducing increased risks to airspace users and people and property on the ground.

In response to this growing demand for BVLOS operations, both aviation authorities are supporting the establishment of UAS research and development test sites. Although advancements in research and development are key to the full realization of UAS integration into the airspace system, it poses significant challenges for aviation authorities that are developing regulatory frameworks capable of accommodating both present and future technologies.

In addition to technological growth, aviation authorities have acknowledged the need to share information on the outcome of R&D projects, as well as seeking opportunities to collaborate on future R&D projects. By doing so, States would be better positioned to leverage their limited technical resources, improve efficiencies, advance a more cost effective approach to R&D and mitigate the duplication of effort between States.

To achieve this objective, TC and FAA will share information respecting R&D with a particular focus on BVLOS UAS, sense-and-avoid systems, and human factors, along with other newly-emerging issues. In addition to improving bilateral information exchanges, TC and the FAA will participate in international efforts to share information on R&D. This information exchange will assist each regulator in aligning their respective future regulatory regimes to address current and future technology.

	 United States	 Canada
Department/Agency	Federal Aviation Administration	Transport Canada

Planned initiatives and sub-deliverables		Date
Joint Authorities for Rulemaking on Unmanned Systems (JARUS) research and development activities		January 2015 – January 2020
	• Participate in Joint Authorities for Rulemaking on	May 2015

REGULATORY COOPERATION COUNCIL – WORK PLAN

	Unmanned Systems (JARUS) European meeting, focused on exchanging information on UAS technical research and development efforts, in order to share outputs and eliminate the duplication of efforts.	
	<ul style="list-style-type: none"> • Open a new JARUS Regional Office of Americas in Washington, D.C. to focus on specific goals that benefit the Americas (including Canada and the U.S) regional needs in order to safely integrate UAS into airspace and at aerodromes. 	Summer 2015
Reciprocal Site-Visits to UAS Test Centres		January 2015 – January 2020
	<ul style="list-style-type: none"> • Bilateral UAS test site visits: Transport Canada to visit a U.S. UAS Test Site and the FAA to visit a Canadian UAS Test Centre. 	TBD
	<ul style="list-style-type: none"> • Comparison of operational frameworks associated with the development and operation of test sites in both countries in order to identify and share best practices. 	TBD

Work stream C	<p>Outreach, Compliance and Enforcement</p> <p>The FAA and TC will seek opportunities to take a more holistic and systematic approach to regulatory cooperation by leveraging the use of a wider range of tools to improve aviation safety with respect to UAS.</p> <p>The FAA and TC will share approaches to regulatory implementation, including information sharing in the areas of domestic UAS safety awareness and promotion campaigns; concepts for training inspectors; compliance and enforcement strategies, including exploring partnerships with law enforcement agencies; as well as general lessons learned and best practices.</p> <p>The objective is to further contribute to the development of a strong safety regime that safeguards other airspace users and protects people and property on the ground.</p>
----------------------	---

	 United States	 Canada
Department/Agency	Federal Aviation Administration	Transport Canada

Planned initiatives and sub-deliverables		Date
Information Exchange Regarding Outreach, Compliance, and Enforcement		January 2015 – January 2020
	<ul style="list-style-type: none"> Combine efforts on bilateral webinar discussions with stakeholders. Possible topics to include: enforcement issues/challenges regarding unauthorized UAS operations, compliance strategies in conjunction with UAS regulatory initiatives, public outreach campaign efforts and strategies on UAS. 	Ongoing
	<ul style="list-style-type: none"> Outreach to stakeholders at ICAO RPAS symposium. 	March 2015
	<ul style="list-style-type: none"> Coordinated stakeholder engagement at UAS annual conferences (e.g. AUVSI, UVSI, USC and TAAC). 	May 2015
	<ul style="list-style-type: none"> Conduct meetings to discuss the leveraging of existing training curriculums to support the development of structured training courses for Inspector training on UAS. 	TBD
	<ul style="list-style-type: none"> Partnering of agencies to create a mutual outreach plan to target the general aviation community to provide education with respect to the conduct of 	TBD

REGULATORY COOPERATION COUNCIL – WORK PLAN

	UAS activities in the airspace.	
	<ul style="list-style-type: none">• Comparison of protocols used by law enforcement agencies to enforce federal aviation legislation and to assist in investigation of unauthorized UAS activities.	Ongoing

Work stream D

Consultation on Small UAS Rule-Making Activities and Forward-Looking Collaboration on Future UAS Rules

The FAA recently released the Small UAS Notice of Proposed Rulemaking (NPRM). Transport Canada recently issued two regulatory exemptions addressing the use of UAS under 2kg and 25kg respectively, and has plans to bring new small UAS rules through the Canadian regulatory process in the near-term. These steps in each country’s respective rule-making process are interim in nature, and present significant opportunities for collaboration and feedback on small UAS regulation, prior to the codification of the respective final versions of these rules.

While each respective rule-making process requires that NPRMs and NPAs be kept confidential prior to public release, the period following public release presents an excellent opportunity for each organization to provide comments and feedback on proposed rules to its counterpart.

	 United States	 Canada
Department/Agency	Federal Aviation Administration	Transport Canada

Planned initiatives and sub-deliverables		Date
Consultation on Small UAS Rule-Making Activities		January 2015 – January 2020
	• FAA to publicly release the Small UAS NPRM.	February 2015
	• Transport Canada to provide feedback, suggestions, and comments on the FAA Small UAS NPRM to the FAA.	Spring 2015
	• Transport Canada to publicly release the Notice of Proposed Amendment (NPA) on Small UAS.	Spring/Summer 2015 (estimated)
	• FAA to provide feedback, suggestions, and comments on the Transport Canada NPA on Small UAS to Transport Canada.	Summer 2015
	• Transport Canada to publish its proposed Small UAS regulation in Canada Gazette I (CGI).	2016
	• FAA to provide feedback, suggestions, and comments on the Small UAS regulation to Transport Canada.	2016

REGULATORY COOPERATION COUNCIL – WORK PLAN

Forward-Looking Collaboration on Future UAS Rules		January 2015 – January 2020
	<ul style="list-style-type: none"> • FAA and TC to continue to consult each other and provide comments on new publicly-released UAS-related NPRM and NPAs at the appropriate times in each respective rule-making process. 	Ongoing
Future Rulemaking Activities		January 2015 – January 2020
	<ul style="list-style-type: none"> • Conduct 2 meetings per year to review potential future UAS rulemaking activities and how authorities can effectively cooperate in the development of such rulemakings pursuant to their bilateral agreement (Rulemaking Cooperation Guidelines). 	Ongoing