

# DRONE ENABLE

An aerial view of the Montreal skyline under a clear blue sky. Three drones are shown in flight, connected by yellow dotted lines that trace a path across the city. The drone on the right is the largest and carries a brown cardboard box. The drone on the left is a smaller, white quadcopter. A third, even smaller drone is visible in the middle ground. The city below is a dense collection of buildings, with green trees in the foreground.

Welcome to Montréal!

Day 1

5 — 7 DECEMBER 2023

ICAO Headquarters, Montréal, Canada



# DRONE ENABLE

WIFI: Public@Intl.CivilAviation

Password: ICAOTRANSFORMATION2023



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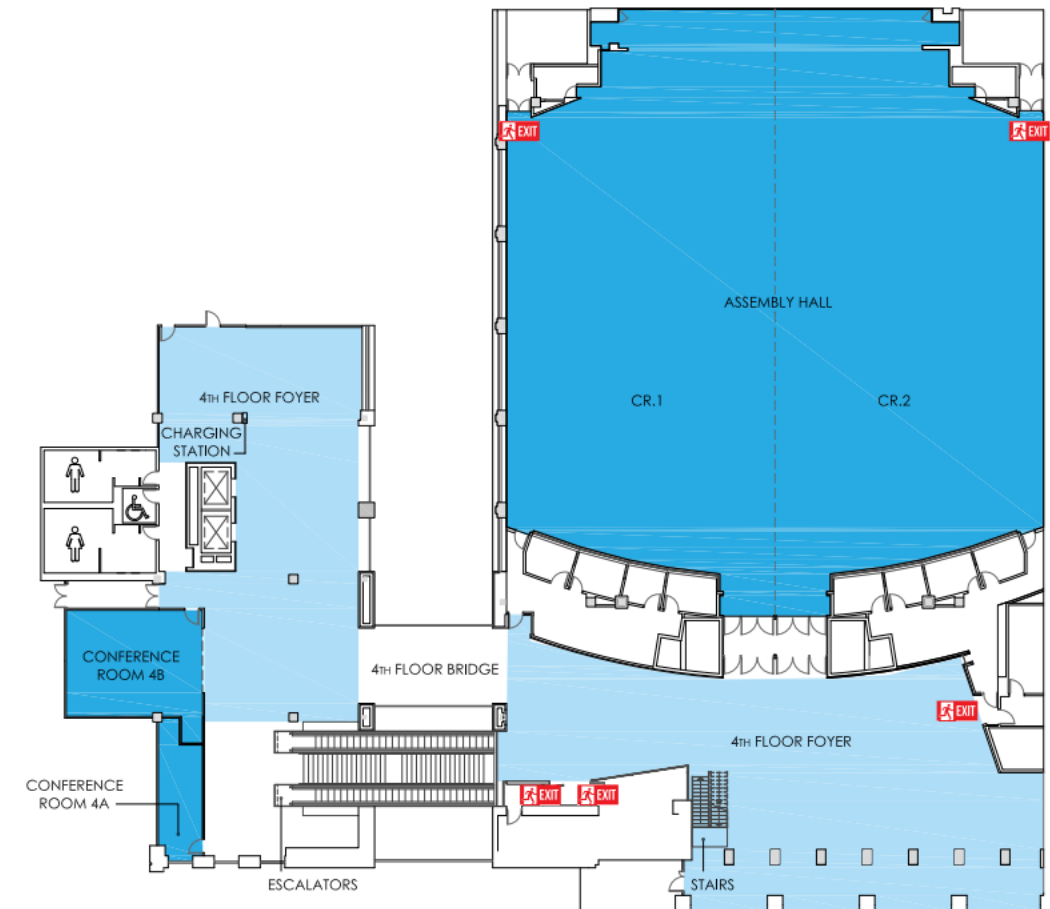
# Administrative notes

## Emergency procedures

In the very unlikely event of an emergency, I would like to identify to you the emergency exits of this conference room and foyer.

1. Two **emergency exits** are located at the back of the room on the right and left-hand side;
2. The main doors of the conference room can also be used to exit;
3. Once you have exited the conference room, one **emergency exit** is located a left-hand side of the Foyer (Saint-Antoine Street) and two **emergency exits** are located behind the glass doors of the Foyer;
4. Please familiarize yourself with the Evacuation Plan of the building located beside each exit door;
5. Use the stairwells for evacuation, not the elevators;
6. Evacuate the building immediately upon hearing the fire alarm;
7. Follow instruction from the fire wardens;
8. The meeting point is located at Square Victoria.

ICAO Conference Centre 4th Floor





## Administrative notes

### Medical procedures

#### ICAO Medical Clinic (MedClinic)

- Wearing face masks is optional
- COVID-19 antigen tests are available at the ICAO Medical Clinic (Suite 4.25)
- A list, tailored for panel attendees, of local clinics and COVID testing facilities is available at the MedClinic

#### ICAO MedClinic

Suite: 4.25

Telephone: +1 (514) 954-8219 ext. 8024

E-Mail: [medcen@icao.int](mailto:medcen@icao.int)

Medical Clinic hours: Monday to Friday 08:00 to 16:00 hours





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All (27) Videos (25) Collections (2)

- Drone Enable 2023: UTM as an ... (1:32:22)
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- DRONE ENABLE Symposium (5 seasons)
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- UTM Deployment Best Practice... (2:27:18)
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- UAS-AG Update on Current Acti... (1:22:13)
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ICAO TV WEBCASTING



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ICAO Headquarters, Montréal, Canada

Day 1 – Tuesday, 5 December 2023

**Welcome Remarks**

**Secretary General of the  
International Civil Aviation Organization (ICAO)  
Mr. Juan Carlos Salazar**



A large banner image featuring a city skyline at dusk. Three drones are shown in flight, with yellow dotted lines indicating their paths. The central text is in large, bold, yellow letters.

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**5 — 7 DECEMBER 2023**  
ICAO Headquarters, Montréal, Canada

Day 1 – Tuesday, 5 December 2023

## Keynote Address

**H. E. Captain Sulaiman Saleh Almuhaimeedi,  
Executive Vice President, Safety and Aviation Standards,  
General Authority of Civil Aviation, Saudi Arabia**



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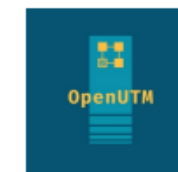
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ICAO Headquarters, Montréal, Canada

## Thank you to our Exhibitors

 INTERNATIONAL PAVILLION



 INTERNATIONAL PAVILLION





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ICAO Headquarters, Montréal, Canada

Day 1 – Tuesday, 5 December 2023

**ICAO Unmanned Aircraft Systems (UAS)/UAS Traffic  
Management (UTM)/Remotely Piloted Aircraft System (RPAS)  
Update**





# COFFEE BREAK

Please be back at 10:50 AM



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*How to join Q&A sessions?*

**Scan QR on side screens or visit [slido.com](https://www.slido.com) and enter the number of the session**

**Join by QR code or at [Slido.com](https://www.slido.com)  
with the code #1250476**



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ICAO Headquarters, Montréal, Canada

Day 1 – Tuesday, 5 December 2023

## RFI Topic 1 Session 1

What solutions are needed or being developed to address  
CNSS requirements in low-level airspace?

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A promotional banner for a drone-related event. The background is a blue-tinted aerial view of a city with several drones flying. Dotted yellow lines connect the drones, suggesting a flight path or network. The text is overlaid on this background.

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## ICAO UAS Model Regulations



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## Open

## Specific

## Certified

### Regulated low-risk

Visual Line-of-sight  
Weight limits (<25kg)  
Altitude (<500ft)

Photography  
Inspections  
Recreational

### Operations centric-risk based

Complex Visual Line-of-sight or  
Beyond Visual Line-of-sight  
Greater weights  
Higher altitudes

Long route/linear inspections  
Agricultural inspection/spraying  
(distances/dangerous goods)  
Delivery services

### Traditional approach

Integrated operations  
International/IFR  
Certificated aircraft,  
pilots, and operators

Similar to conventional  
aviation





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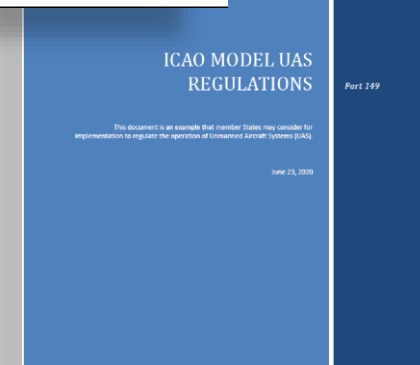
Open category: **Part 101**

Specific category: **Part 102**

Approved Aviation Organizations: **Part 149**

Advisory Circulars (means of compliance):

- **AC 101-1**
- **AC 102-1**
- **AC 102-37: Dangerous Goods**



A large banner image showing a cityscape at dusk with several drones flying in the sky. Dotted lines connect the drones, suggesting a flight path or network. The text 'DRONE ENABLE' is prominently displayed in yellow.

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## *Overview*

### **Compilation of existing UAS regulations**

- Vanuatu, New Zealand, Australia, Canada and the U.S.

### **Model Regulations address:**

- remote pilot licensing, standard operating conditions, SMS requirements, operational risk assessments

### **Prescriptive and performance-based regulations**

### **Guidance material provides best practices**



A background image showing a cityscape at dusk or dawn. Three drones are flying in the sky, with yellow dotted lines indicating their flight paths. The largest drone is on the right, carrying a package. Two smaller drones are on the left, one carrying a package. The text 'DRONE ENABLE' is written in large, bold, yellow letters across the top of the image.

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## *Part 101*

*A means to established a basic regulatory framework for less complex/lower risk UAS ops*

### *Subpart A – General Provisions*

- *Definitions, Compliance, Accident Reporting*

### *Subpart B – Operating Rules*

- *Establishes the “Standard Operating Conditions”*



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## *Part 102*

*Provides a means to approve more complex/higher-risk operations taking an operations-centric, risk-based approach*

*Subpart C – UAS Remote Pilot Certification*

*Subpart D – UAS Authorization or UAS Operator Certification (UOC)*

*Subpart E – Requirements for Manufacturers*





# LUNCH BREAK

Please be back at 1:50 PM