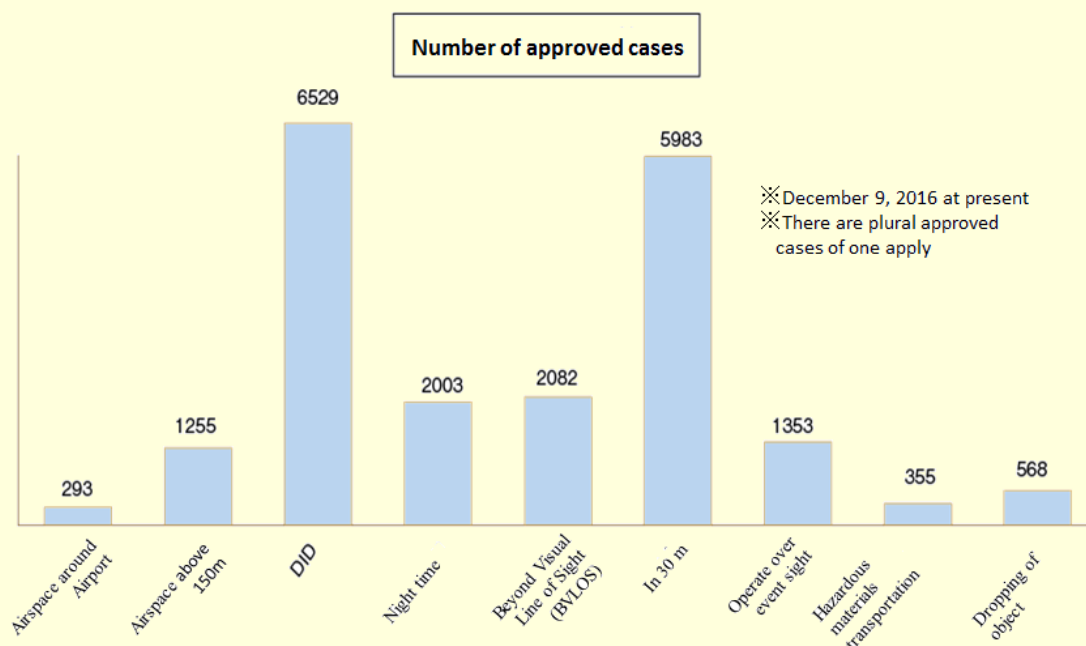


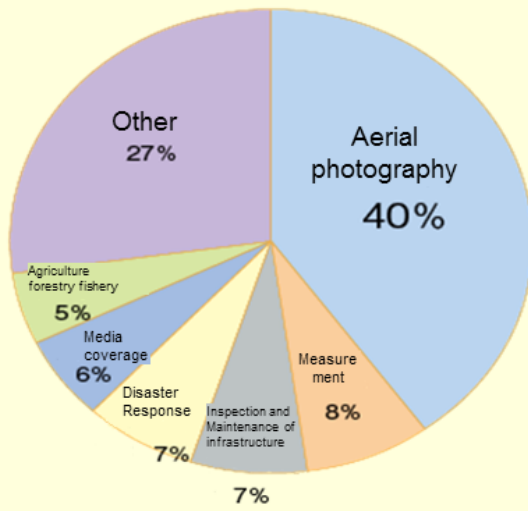
The First Anniversary of Amended Civil Aeronautical Act Enforcement related to the Unmanned Aerial Vehicle (UAV) and the Study of System in the Future

Status of Permission and Approval

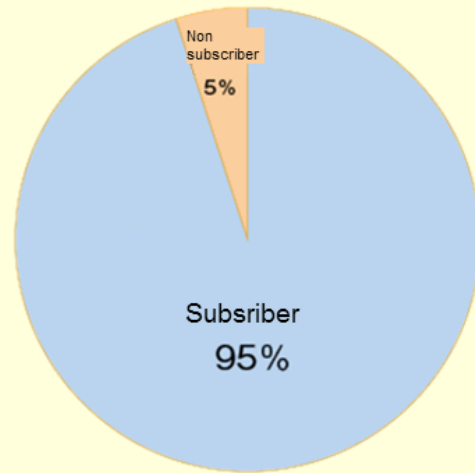
For UAV, 10,120 permissions and approvals were carried out within 1 year (December 10, 2015 ~ December 9, 2016) from the enforcement of the Amended Civil Aeronautical Act in which basic rules, such as flight operation airspace and method were determined. Based on the permission and approval items, there are majority aircraft fly over the Densely Inhabited District (DID) or the flights which cannot maintain certain distance (30m) from people or properties., For taking aerial photography is covered for 40% in purpose of flight. In addition, 95% of people who receive permission and approval take out insurance, and there is no harm to the third party caused by the flight of UAV prior to 2016.



Percentage by the purpose



Percentage of insurance



×December 9, 2016 up to now
× Confirmed things at the time of permission etc.

New System Design

The Public-Private Sector Conference with members of related departments, agencies, manufacturers, users was established in December 2015. There had been over vigorous discussion on various issues such as ensuring safety, promotion of utilization and technology development in the public and private sectors. In July 2016, system design for further safety of UAVs usage has been summarized and the study and development of the system which is based on this directionality has been continued.

Basic policy of system design toward securing further safety of UAV < Summary >

Basic stance

- Through operation of the amended Civil Aeronautical Act enforced on 10 December 2015, requirements concerning airframe, operator and operation control system have become more concrete ones and formulation of comprehensive rules including guidelines and activities of private associations has also progressed
- In order to correspond to rapidly progressing societal implementation of new technology and diversification of its usage, rules have been made or modified with expedition and flexibility but in a phased manner from where applicable

Basic policy of system design

<Basic flight rules>

- Enlighten as to prohibition of operation while drinking and pre-flight check, and prepare rules based on verification result of the effect
- Study to formulate a mandatory reporting system of accidents, a voluntary reporting system of small incidents/hazards, and gathering and analysis system of accident information

<Secure further safety of airframe, pilot and operation control system>

- Pilot training and flight manuals prepared by private associations are to be put on MLIT website provided that they comply with certain standards, and if they are actually utilized, review procedures will be streamlined partly.
- System will be introduced to fully provide goods delivery services in remote islands or mountain areas around 2018.
- In order to fully provide goods delivery services in urban areas in 2020s, type certification and pilot license system will promptly be studied and prepared.
- Even in case that permissions or approvals are not required, safety shall be enhanced through utilization of pilot training and flight manuals.

<Safety and harmonization between UA and aircraft>

- Investigative commission with participation of operators of UAV and manned aircraft will promptly be launched to prepare rules for collision avoidance between manned aircraft and unmanned aircraft, and amongst UAVs as well, by the end of FY 2016.
- Rules and countermeasures will be studied to prevent risks due to malfunction and operation mistake around airports.
- System to share flight information between operators of manned aircraft and unmanned aircraft will be established. NOTAM will be improved.

<Others>

- Prerequisite insurances shall be continued and safety awareness shall be maintained or improved.
- Publicity of guidelines and formulation of voluntary rules will be promoted with regard to privacy protection and flight over the land of the third party.
- Voluntary efforts to identify owners of UAV will be encouraged.
- Proper frequency system to support flight out of the Visual Line of Sight will be studied.