

# Dangerous Goods on RPAS and UAS

## NOTE

*For the IFALPA position on the transport of DG by air and one level of safety for all commercial flight operations, see [15POS06](#).*

## BACKGROUND

In a number of States, the Unmanned Aircraft industry is outpacing the regulatory structure and the number of RPAS (Remotely Piloted Aircraft Systems) and UAS (Unmanned Aircraft Systems) Operators is increasing rapidly. Many of these Operators have applied for, and received, permission to carry Dangerous Goods (DG) on RPAS and UAS vehicles on an individual case-by-case basis.

Whilst the transport of DG on manned aircraft is heavily regulated, in most States there is currently no set of regulations that controls how DG are transported by RPAS and UAS.

## POSITION

The carriage of DG by RPAS and UAS should only take place at a level of safety equivalent to the one guaranteed by the provisions of both ICAO Doc. 9284, Technical Instructions for the Safe Transport of DG by Air and Doc. 9481, the Emergency Response Guide for incidents involving DG.

In all cases, the Operator should conduct a Safety Risk Assessment in accordance with ICAO Annex 19 and Annex 6, Part I, Chapter 15, to account for any additional safety requirements as required by the type of RPAS operation.