

Editorial



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Dear readers,

The topic I will mention today is unmanned aircraft system (UAS). Even though the word “dron” can be formally used already, I am personally still with UAS. Occasionally, mankind is able to make a revolution in some area of its own activity, and one of these revolutions is happening right now. In aviation, this new part – UAS – emerged and it needs quick response. Historically, aviation has been very conservative, and it still is. The introduction of any new systems, technologies and generational renewal of airliners lasted around 20 years. Therefore, the arrival of UAS into aviation is a major change. Indeed, over the last five years, the UAS has come to the forefront of everything in aviation, and long-established aviation practices need to be changed. The technologies of which UAS are made are closer to personal electronic devices than to aircraft, as we know it, resulting in a shortening of intergenerational renewal from twenty to two years. To adapt, respectively to create new legislation for this new aviation part, which would not deteriorate the operational safety of aviation, is now priority number one, and is addressed by all stakeholders around the world. The question is whether we can outrun the current technological lead by regulation?

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