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**LEGAL REGULATION OF CARGO DELIVERY BY MEANS OF UNMANNED AERIAL VEHICLES**

**Annotation**: The article deals with the problems of cargo delivery legal regulation by means of unmanned aerial vehicles. Pursuant to the Russian law, the author provides legal acts regulating the activities of drones and the contradictions arising from these acts.

**Keywords:** regulatory legal act, unmanned aerial vehicles, problems of legal regulation, administrative law

The unmanned aerial vehicles have become a present trend in many economically developed countries (USA, Japan, Singapore, China, continental European countries, Australia). The authorities of these countries, realizing all the advantages of UAVs and the associated risks, are currently actively studying legal problems in the field of intelligent transport systems application. Russia also seeks to develop its advanced technologies and adapt legislation to them.

An unmanned aerial vehicle is an aircraft controlled and operated by a pilot outside the aircraft (remote pilot). Nowadays unmanned aerial vehicles are given more and more functions. So, along with the fact that they are used in the agrarian military spheres, now drones are tested in the field of cargo delivery.

For example, the online retailer Amazon received permission from the US Federal Aviation Administration (FAA) to use drones to deliver packages to customers. Permission was granted for the service of the Prime Air Company. Currently Amazon will be able to begin delivering orders to customers on a commercial basis in test mode.

At the end of June 2020, Industrial Drones announced the imminent start of sales of the Braeron unmanned aerial vehicle. The manufacturer has sent applications for state registration of the drone, which may become the first officially registered heavy drone in the Russian Federation, if the Federal Air Transport Agency makes the appropriate decision. The maximum take-off weight of Braeron is declared at 600 kg for agricultural purposes and 640 kg for logistics. This industrial unmanned aerial vehicle is capable of carrying loads of up to 200 kg over distances of up to 300 km.

Legal questions about the existence of regulatory legal act that secure the features of contractual regulation of the carriage of goods by unmanned aerial vehicles arise from news on the Internet.

It should be noted that the transportation of goods by means of unmanned aerial vehicles is a reality that awaits us in the near future. However, in Russia, the lack of clear regulation in the field of cargo delivery by means of unmanned aerial vehicles remains a problem, as in most countries, especially in autonomous mode. All legal regulation of drones is only reduced to its concept and registration rules, as well as responsibility for violation of such rules. However, from a civil law point of view, there is no regulation: for example, the procedure for acceptance and delivery of goods, the carrier's liability for the damage caused to the goods.

The owner submits an application to the Federal Air Transport Agency with the attachment of a photograph of his unmanned aircraft for registration; this regulatory provision is spelled out in the legislation.

The responsibility arises for violation of the airspace under the article 11.4 of the Code of administrative violations of the Russian Federation, the owner of the drone may be fined or punished by receiving an administrative suspension of activity for violating the airspace use rules. However, from the point of view of public law, this area is more regulated. For example, in case of causing real harm as a result of improper use of drones in order to increase the responsibility of the perpetrators, as well as to prevent such actions, it should be classified under the article 263.1 of the Criminal Code of the Russian Federation.

The specific features of the cargo carriage by means of unmanned aerial vehicles contractual regulation still require significant changes in the air legislation, despite a number of additional amendments.

In conclusion, an improvement in the law-making base is required to regulate the activities of unmanned aerial vehicles, since at present there are significant gaps in the regulation of traffic with their use. Currently, drones are used in the civil law sphere, carrying out the transportation of goods, but at the same time legal regulation remains only in the sphere of administrative and criminal law.

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