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# DEVELOPMENT OF THE EDUCATIONAL SYSTEM: EUROPEAN VECTOR

**MATERIALS**  
OF THE V INTERNATIONAL RESEARCH  
AND PRACTICAL INTERNET CONFERENCE

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PEDAGOGY AND PSYCHOLOGY

USING DRONES IN CRITICAL INFRASTRUCTURE: TECHNOLOGY, ETHICS,  
LAW

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The combat use of unmanned aerial vehicles in itself is not much different from the use of combat aircraft and does not contradict the norms of current international law. There is no direct ban on the military use of unmanned aerial vehicles. Therefore, as experts believe, the need for legal regulation here is not related to the fact of using drones, but to the legal grounds for their use in military campaigns conducted by the armies of NATO member countries in Afghanistan, Lebanon, Pakistan, Yemen, Syria, Libya, which contradicts the norms of modern international law, as well as numerous cases of abuse of force leading to civilian casualties. Any activity related to the military use of UAVs must be carried out in accordance with the norms of international humanitarian law, as well as the legal regulation of human rights [5]. A comprehensive analysis of the legal consequences of these operations is currently needed to legally regulate the use of drones for military purposes [5]. Moreover, today almost any reconnaissance UAV can be modified into a strike version, and the use of unmanned vehicles for non-military purposes and at critical infrastructure facilities will only intensify, and it will be increasingly difficult to separate military and non-military actions.

It is already clear that on the ground - on the roads - the future belongs to unmanned vehicles. It is autopilots, not human drivers, that will determine a higher level of road safety. If this level is high enough, insurance companies will inevitably support this situation and will now take more money from human drivers, not from autopilots. If there are more accidents from people than from autopilots, then public opinion will change in favor of unmanned vehicles, and people themselves will ask to ban people from driving. Accordingly, the focus of ethical discussions will change - the discussion will be about whether to ban people from driving [2]. Most likely, on the same basis, sooner or later, the question of whether it is possible to entrust the decision to hit a target not to the drone operator, but to the UAV itself, will be decided in the sky in favor of drones. People delegate to them the right to kill, select targets and the right to independently conduct air battles. Such elimination of a person will radically resolve the ethical conflicts associated with the work of drone operators and the public resonance from revelations. In the meantime, many famous people are against this, in particular, Stephen Hawking signed an open letter demanding a ban on programs (and drones) [5].

The viciousness of this situation is that, all the same, someone will decide how to divide the whole world into “good” and “bad” guys, and against whom the weapons of combat drones will be directed, as well as into whose hands this technology will fall. After all, due to the general availability and ease of control of drones, such weapons can be used not only for anti-terrorist purposes, but also for terrorist purposes. It remains to hope that, despite all the high-tech flying drones, they are quite vulnerable, like any technology, and a whole arsenal of methods for successfully combating this technology is proposed, ranging from the most complex technological methods, right up to the curious proposals for catching small copters by others using nets. [1].

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