



**EASA**  
European Aviation Safety Agency

# Model aircraft and prototype regulation

EASA Team

Workshop 24 October 2016

**Your safety is our mission.**

An agency of the European Union 

TE.GEN.00409-001



## *One of the most contentious items*

- A lot of adverse comments received in the mail box
- A petition launched by the International Drone Racing Association (IDRA) has reached 3000+ signature and is hoping for 5000
- Steps taken:
  - Meeting with Europe Air Sport (EAS) and Federation Aeronautique Internationale (FAI) management on September 23
  - Planning a meeting with IDRA President in November
  - Considering meeting with the Union of Model Aircraft Associations to be created on October 28
- Key role of Article 15
  - Rationale for Article 15 is explained in the next slides



## *Why are model aircraft in the prototype regulation?*

- The development of unmanned aircraft is exponential in particular with the hobbyists
- Experience shows that incidents are often due to individuals without commercial interest less familiar with the aviation system
- So commercial and non commercial activities must be covered to avoid creating a safety gap
- Finding a definition that would allow to clearly separate unmanned aircraft and model aircraft is difficult
- Model aircraft are covered by the basic regulation proposals (a model aircraft is indeed an unmanned aircraft) and therefore included in the prototype regulations



## *Model aircraft have a good safety record*

- Experience shows that model aircraft have a good safety record
- This is due to their organisation in associations and clubs and to their safety culture
- So EASA has proposed a special treatment for model aircraft:
  - article 15 of the cover regulation
  - Key provision of the prototype regulation as it allows to reconcile conflicting factors



## Article 15

- Article 15 says that within 3 years, associations and clubs, with proven satisfactory safety records, performing operation under national systems before this Regulation enters into force, must obtain an authorisation from the National Authority:
  - Based on their existing organisation, structures and procedures
  - Does not require a risk assessment
  - Defines the conditions and deviations from Sub-part B (Specific Operations)
- The intention is to „grandfather“ the existing operation under the current conditions and limitations



## *Highlight of the comments/ issues (I):*

- Need to review significantly article 15 to reflect better the intent:
  - Agreed . Priority task.
- Exclude models from prototype rules:
  - Not the preferred solution. Accurate definition of model aircraft is difficult to draft.
- Address the case of individual practioners:
  - Agreed. Robust training required though
- Address the case of homebuilt drones up to 25 kg:
  - Agreed. Two possibilities:
    - Under article 15 or
    - Consider new sub-category where effective training to compensate for lack of requirement on geo-fencing or e-identification



## *Highlight of the comments (II):*

- How to handle home built aircraft above 25kg?
  - Under article 15 or
  - Specific authorisation
- Tasks to be given to the expert group with priority on re-visiting Article 15



**EASA**  
European Aviation Safety Agency

**Questions and comments are  
welcome**

**Prototype regulations available  
at**

**<http://www.easa.europa.eu/easa-and-you/civil-drones-rpas>**

**Your safety is our mission.**

An agency of the European Union

