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|  | **COMMENT RESPONSE DOCUMENT** |
| **EASA SC-RPAS.HF-01** **[Published on the 10-Mar-2016 and officially closed for comments on the 01-Apr-2016]** |

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| ***Commenter 1 :Airbus DS (Mr. Labonde) – date 31-03-2016*** |

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| ***Comment # 1*** **Paragraph No:** b) The design of the RPAS Ground Control Station (GCS), must adequately address the foreseeable performance, capability and limitations of the crew.**Comment:** “Although the requirements are clear and unambiguous it should be beneficial to include the corresponding Acceptable Means of Compliance to guide the applicants through the entire certification process. This guidance is especially important in the design phase where key decisions are taken which might have a further impact. As an example, the MoC could require the involvement of the authorities from the beginning which would definitely help the applicants avoid potential issues.”**Justification:** None**Proposed Text (if applicable):** None |
| ***EASA response:*** Noted. Due to the novelty of remotely piloted aircraft systems, AMC will be provided to applicants on a case by case basis. |