

High Level Conference on Drones

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Regulatory framework in the EU

From national to EU regulation : the French perspective



From national to EU regulation : the French perspective

- ① A flexible regulation built with industry
- ② How to introduce flexibility for Member States
- ③ Some key regulatory issues
 - ① Rules of the air
 - ② Remote pilots competencies
 - ③ Standard scenarios
- ④ What about UTM?



1 An innovative sector and a growth...

2905

Operators

5229

Drones

**CONSEIL POUR LES
DRONES CIVILS**

New Operators in
the business:

+78 %

Growth
year-to-year

92%

VTOLs



3%

CTOLs



< 4 Kg

82%

of the drone fleet



DSAC

120 +



distinct
Use Cases

Operators breakdown in France



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33% Aerial
imaging



16% Film-
making



12% Enginee-
ring

1245 €_{HT}

Average daily
rate for an aerial
photo report

609

Distinct RPAS
sources

25

Provide 65% of
overall drone fleet



More than

60

Training Centers

Data as of the 1st of
June 2016, courtesy
of



driven by cooperation between stakeholders

CONSEIL POUR LES DRONES CIVILS

- WG1 : improving the implementation of the French RPAS regulations
- WG4 : follow-up on european and international RPAS regulations
- WG5 : aeronautical information
- WG6 : study of a new scenario

Civilian Drones Council (Executive Committee)

- Coordinates the work of the technical committees
- speaks for the whole industry
- brings forward recommendations

Technical Committee 1 Operations, Regulations & Uses

Technical Committee 2 Technologies & Safety

- Technical roadmap
- Project development
- WG Tests
- WG Standardisation

Technical Committee 3 Support & promotion of the industry

- WG1 : Communication
- WG2 : insurance, data protection, privacy rights, social acceptability
- WG3 : Export
- WG4 : Financing

WG
Long Range
Operations

WG
Identification



Which kind of drones operation
should be allowed in which places?



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Daesh drone kills two Kurdish fighters, wounds two French soldiers



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Daesh drone kills two Kurdish fighters, wounds two French soldiers





- ✓ Safety and security are distinct concepts
- ✓ Provisions set to ensure appropriate safety and security may be intricately linked







Which kind of drones operation should be allowed in which places?

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- ✓ Very low level drones operations = civil aviation + image processing + relation with land
 - ✓ Huge majority of drones operations are VLOS. There is an important potential for BVLOS ; yet it should mainly be short range operations
- 



*'Prototype' Commission Regulation
on Unmanned Aircraft Operations*

Article 12

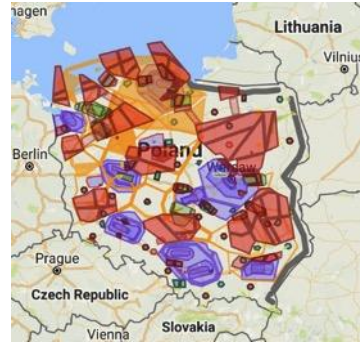
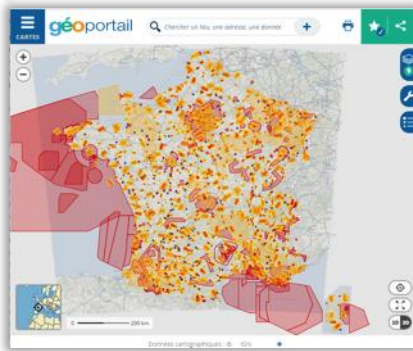
Airspace areas or special zones for UA operations

1. Based on the categories of operation and required mitigation measures, the competent authorities shall define airspace areas or special zones:
 - (a) where UA operations are not permitted without prior authorisation or are not permitted at all;
 - (b) where UA shall comply with defined technical or performance specifications, including mandatory equipment or functions that enable easy identification or automatically limit the airspace they can enter (geofencing);
 - (c) where UA operations shall comply with specified environmental standards.
2. The information on prohibited, restricted and special zones for UA operations, as well as on required authorisations, shall be made available in a manner and format acceptable to EASA.

MS should be entitled to allow in some places
UA flights depending on the type of activity

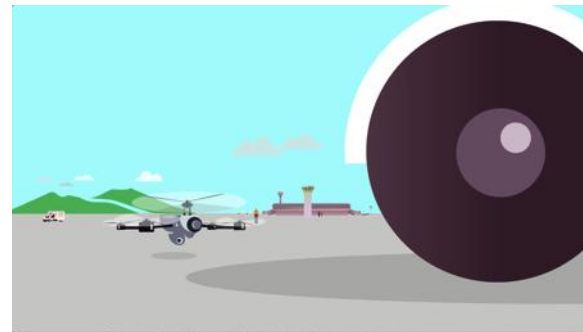


3 Focus on some regulatory issues. Rules of the air



- ✓ No fly zones and restricted fly zones may have other kind of attributes than traditional aviation prohibited and restricted zones
- ✓ Amendments of SERA is required

3 Focus on some regulatory issues. Pilot competencies



3 Focus on some regulatory issues. Pilot competencies

Pilot competencies is paramount in aviation safety

- requirements are needed in the Open category
- common provisions for pilots training and competencies should be established inside the specific category



3 Focus on some regulatory issues. Standard scenario

VLOS



- ✓ Standard scenarios in the specific category is an important mechanism
- ✓ It will prevent undue burden on industry and authorities
- ✓ It may ease transition from national rules to EU rules

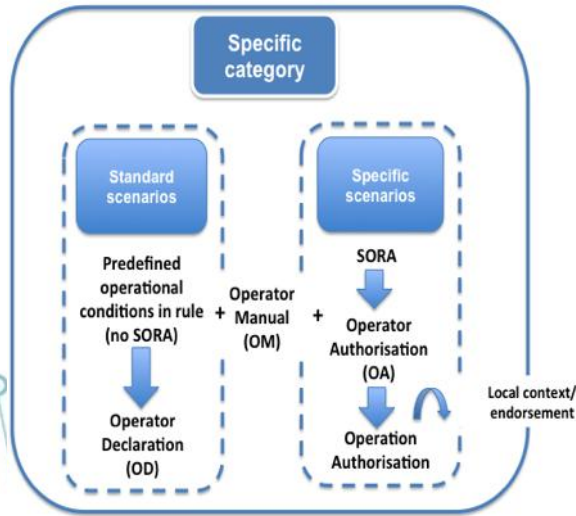
BVLOS



- ✓ It will facilitate mutual recognition



3 Focus on some regulatory issues. Standard scenario



- ✓ MS and industry shall be entitled to propose standard scenarios
- ✓ They should remain general and linked to the type of flight and not the type of activity
- ✓ Their number should remain limited

4 What about UTM?

- We have to assess the need for services, in qualitative and quantitative terms
 - to set priorities,
 - to understand the business model,
- We must bring on board end users, including SMEs, and Air Forces,
- Let us focus first on short term needs :
 - ✓ registration,
 - ✓ electronic identification,
 - ✓ aeronautical information for UAS users and geofencing,
 - ✓ management of flights authorizations,
 - ✓ standardization of frequencies usage,
e.g.. planning services and optimization of flight routes still requires R&D.
- Urban UTM ? : first the needs must be assessed and UAS “airworthiness” should be ensured
- There is an urgent need to define solutions and standards, easy to implement, to identify an EU catalyzer” for such a definition and implementation program



