



EASA

European Aviation Safety Agency

Unmanned Aircraft: Regulatory Framework in the EU

EASA team

High Level Conference on Drones

Warsaw 24 November 2016

Your safety is our mission.

An agency of the European Union 

TE.GEN.00409-001



Achievements after Riga declaration (I)

- Draft Basic regulation (12/2015): EU competence to regulate all unmanned aircraft
- EASA technical opinion (12/2015): operation centric concept:
 - 3 categories (open, specific and certified)
 - Performance based, risk based and proportionate
- Support to the discussions on draft Basic Regulation
 - Development of a **road map** (01-06/2016)
 - **Prototype Regulation** (08/2016):
 - Provides clarity on how the “open” and “specific” categories could be implemented
 - Integrates in a single IR both Aviation legislation and Product legislation
 - Clarifies the role of and the flexibility for Member States
 - Next steps: a formal rulemaking procedure supported by expert group (NPA planned for March 17)
 - **Communications through workshops**: 4 with MS; 2 with Stakeholders; 1 high level meeting



Achievements after Riga declaration (II)

- 2 task forces set-up: reports published:
 - Geo limitation (e.g. Geo fencing)
 - Collision with manned aircraft
- Close cooperation with EC DG-MOVE and DG-GROW:
 - workshops and prototype regulation
- Further cooperation with EDA (Air Traffic Integration) and SESAR joint undertaking (Air Traffic Integration and Research)
- Continuation of international cooperation:
 - Active participation in ICAO (e.g. Small UAS group; CONOPS)
 - Active participation in JARUS (Joint Authorities for the Regulation of Unmanned Systems) noting good progress made
 - Close contacts maintained with FAA



EASA “Prototype” Regulation for “open” and “specific” category



European Aviation Safety Agency

‘Prototype’ Commission Regulation on Unmanned Aircraft Operations

22 AUGUST 2016

Legal notice: This document presents a ‘prototype’ regulation for to the operation of unmanned aircraft in the ‘open’ and ‘specific’ categories. Its sole purpose is to inform and consult stakeholders in view of the ongoing negotiations with the Parliament and the Council on the review of Regulation (EC) No 216/2008 and in view of giving indications on the possible direction that EASA will take on its implementation, after appropriate consultation, in a notice of proposed amendment (NPA) planned for the end of 2016. It represents the current views of EASA; however, it does not constitute any formal commitment on behalf of EASA nor of the European Commission.

Article 1 and 2: Scope and definition

Article 3: Categories of Operations

Article 4: Principles

Article 5: Open Category

Article 6: Specific Category

Article 7: Safety Critical Services

Article 8, 9: Competent Authority

Article 10: Exchange of Safety Information

Article 11: Means of Compliance

Article 12: Airspace Areas and

Special Zones for UA Operations

Article 13: Immediate Reaction to a Safety problem

Article 14: Applicability

Article 15: Transitional Provisions

Article 16: Entry into Force

Subcategories definition

Registration

Identification

Geo-limitation

Injury criteria

No pre
authorisation
required

Subpart A

Subpart B

Registration

Identification

Risk Assessment

Geo-limitation

Standard Scenarios

LUC

Mutual Recognition

Low risk

Declaration

High risk

Authorisation

Light Operator Certificate: Privileges to self authorise
(Subpart C) operations in specific category



EASA “Prototype” Regulation for “open” and “specific” category: flexibility for MS



European Aviation Safety Agency

‘Prototype’ Commission Regulation on Unmanned Aircraft Operations

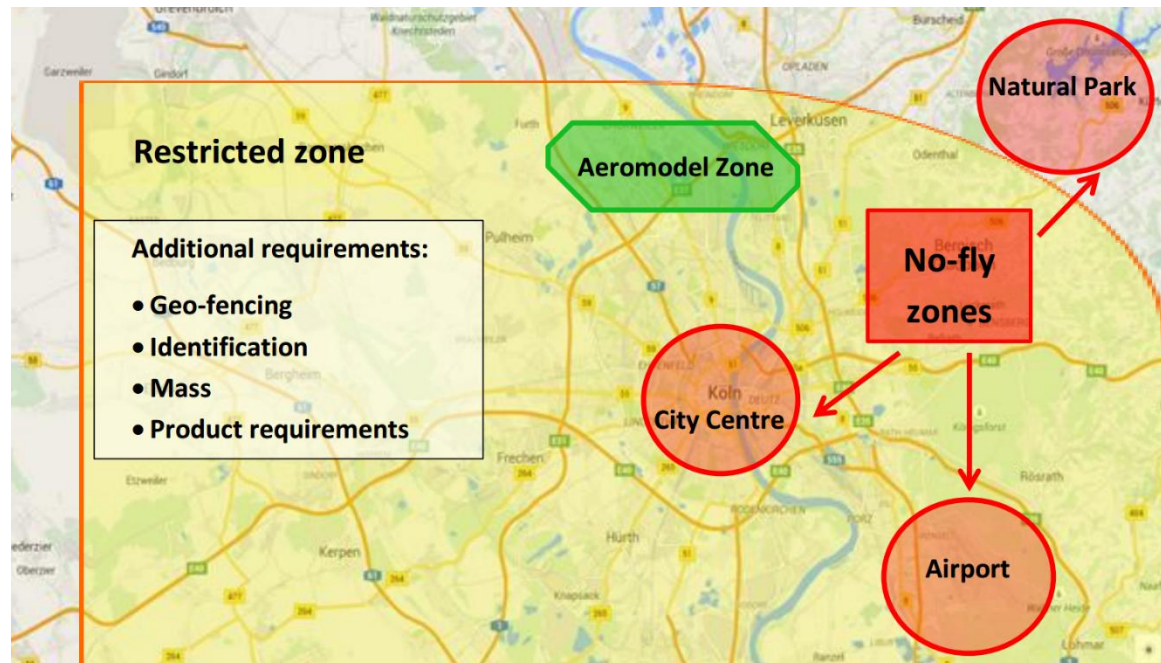
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Defined by Member States



Workshop on October 24 and Expert group priorities

- Participation of the European Commission, Member States, unmanned aircraft and aviation community and model associations
- Main results of discussion:
 - An Expert Group, made of representatives of Member States, unmanned aircraft community and the aviation community and model associations, will support EASA to develop changes to the final UAS regulation. The initial topics the group will focus with priority are:
 - scope of open and specific categories;
 - minimum age and pilot competency assessment, exploring the need for a certificate;
 - model Aircraft and homebuilt;
 - review of open sub-categorisation.
 - Consistency needs to be ensured with AVIA ad Parliament discussion



Next steps

UAS “open” and “specific” category: expected timeline

- 21 November 16: first meeting of Expert Group (more planned every 2 months)
- March 17: EASA publishes NPA
- End 17: possible adoption of new Basic Regulation
- End 17: EASA issues Opinion for new IR

UAS “Certified” category: start 2017; Estimate completion by Q4 2018

- 2 options will be investigated:
 - Amend the existing manned regulation to accommodate UAS peculiarities
 - Develop a stand alone IR also for UAS “certified” category

Further important work:

- Development of programme of standards
- Research notably on UTM (Unmanned Aircraft Traffic Management)
- Education/ Awareness



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**Questions and comments are
welcome**

**Prototype regulations available
at**

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

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