



# ***EMSA RPAS activities***

- Panel 8: How to speed up the drone operations into the European Sky – Ongoing applications

Leendert Bal /  
Head of Department Operations

Warsaw, 24 November 2016

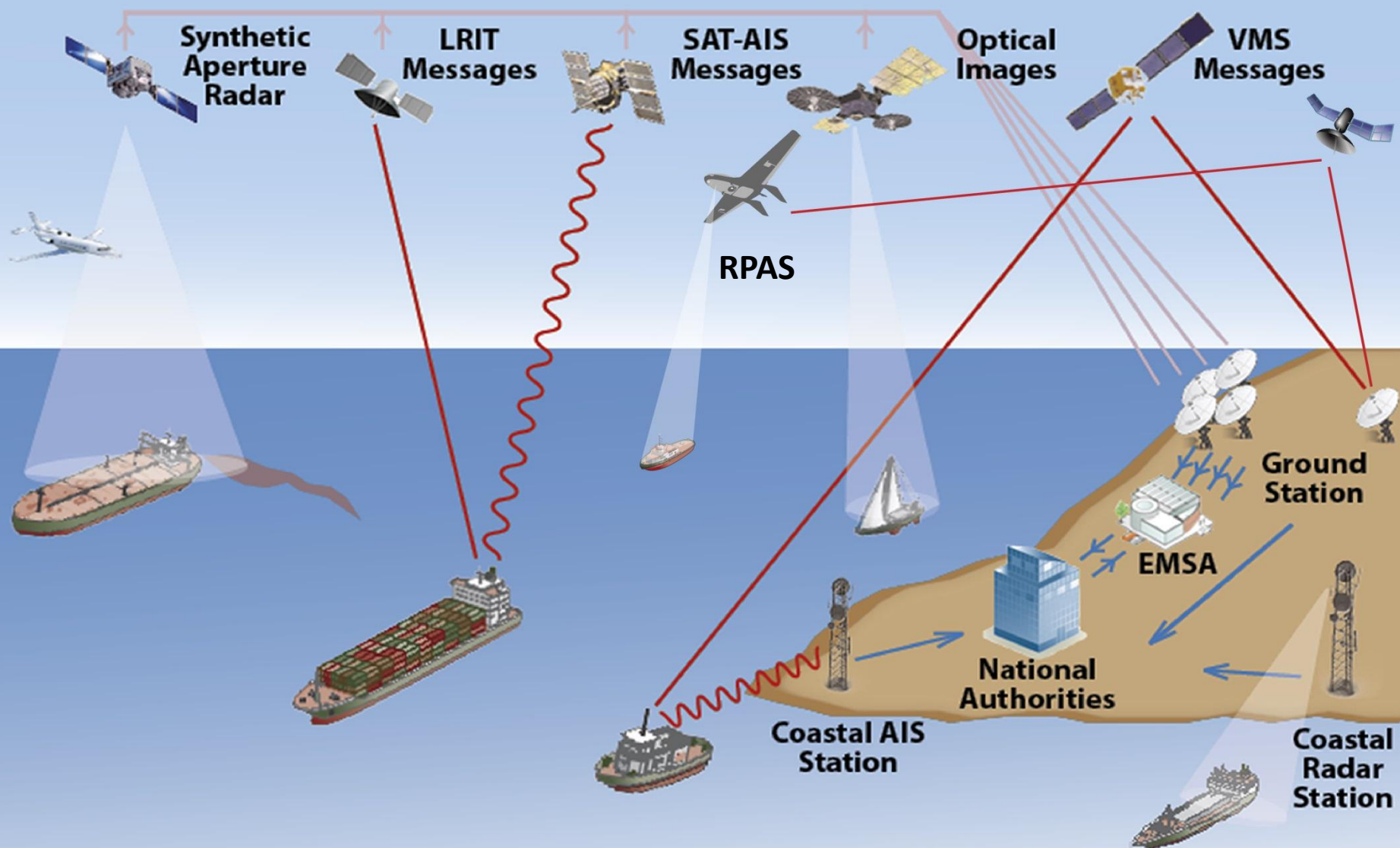
# European Maritime Safety Agency

## Regulatory Agency of the European Union

- Own legal identity
- Maritime safety, security, prevention and response to marine pollution by ships, oil and gas installations
- Technical and operational support to EU Member States and Commission
- ~250 staff, 24 nationalities
- ~100 staff in Operations Department
- Annual overall budget: ~74 million Euros
- HQ Lisbon, Portugal

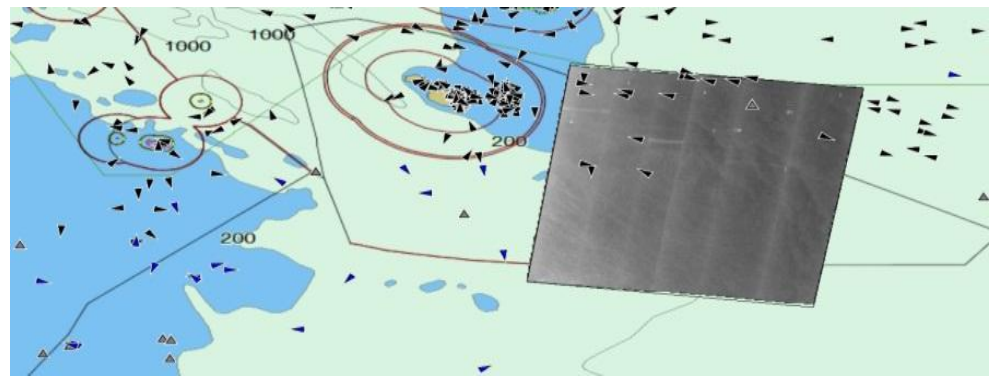


# Multiple sources for the “maritime picture”



# RPAS: Operational Added Value

- To be integrated in surveillance chain: used in combination with satellites and MPA,
- More flexible than orbiting satellite: suitable for routine monitoring and event related action (pinpointing)
- Small boat detection capability
- Information will enrich the “maritime picture”
- Emissions monitoring: safer in situations with gas and/or explosion danger
- At-sea operation is relatively safe





# Working towards RPAS services

- User-benefit analysis with user needs survey completed
- Prepared and launched 4 procurement processes for:
  - RPAS services (pollution and emission monitoring)  
(value 10 million Euros) contracts awarded
  - RPAS services (supporting all Coast Guard functions)  
(value 67 million Euros) contracts expected January '17
  - RPAS Data Centre  
(value 520.000 Euros) contract expected December '16
  - RPAS demonstration (EP Coast Guard Pilot Project)  
(value 310.000 Euros)  
procurement to be launched



# EMSA'S PORTFOLIO OF RPAS SERVICES for EU MEMBER STATES: first contracts



**Pollution monitoring:  
1 contract:**



**Emission monitoring:  
3 contracts:**





## Outstanding issues to overcome:

- Regulatory issues (lack of EU-wide certification, common procedure for obtaining permit to fly, cross border ATC, etc.): difficult: labour and time intensive, ad hoc approach per mission
- Some technical issues:
  - de-icing needed for services in the north
  - satellite communications expensive and not always available, big equipment
- Due to military background of larger platforms:
  - No “sense and avoid” software/standards;
  - Not competitive (too expensive): civil business case is to be competitive with manned aircraft

# Suggestions for Warsaw Declaration



- Civil drone services market should be enabled not blocked by safety rules
- Special status for *governmental* RPAS services
- Harmonisation and standardisation urgently needed for: “see and avoid” capability, procedure for permission to fly, cross border ATC, flexible use of airspace
- Create “*RPAS passport*” recognised by EU Member States: mutual recognition
- Industry should adapt to civil market conditions
- RPAS should not face restrictions for export to/use in Member States due to “dual use” qualification



## Next steps for EMSA

- Based on user requests organise the first RPAS services as of 2017
- Award contracts for RPAS supporting Coast Guard functions (67 MEURO), adding capacity as of mid-2017
- Establish RPAS Data Centre
- We wish to explore with EASA how an “RPAS passport” can be realised as a first step towards European certification and promote other steps facilitating RPAS operations in Europe



[emsa.europa.eu](https://emsa.europa.eu)

 [twitter.com/emsa](https://twitter.com/emsa)

 [facebook.com/emsa](https://facebook.com/emsa)

 **EMSA**  
European Maritime Safety Agency