



EASA
European Aviation Safety Agency

Overview on RPAS FOR DOA Workshop

EASA Drone Team

Shaping an innovative regulatory
framework

19 November 2015

Your safety is our mission.

An agency of the European Union 

TE.GEN.00409-001



What is a drone?



From small consumer devices
used for recreation to large aircraft



Extension of Scope of EASA to smaller drones

- Current scope of EASA are unmanned aircraft with a mass higher than 150 kg and not used for “state” operation.
- Impact Assessment on proposed changes to include all(!) unmanned aircraft in the scope of EASA (not used for “state” operation) run by the Commission.
- Basic regulation change intended to be included in the “aviation package” proposed by the Commission in December 2015.



Pillars of proposed approach



Operation centric



Risk based

- 3 categories: open, specific, certified



Commercial/Non commercial
Whole weight range



Categories of Operation



OPEN:

Low risk

No involvement of
Aviation Authority

Limitations : Visual line
of sight, Maximum
Altitude, distance from
airport and sensitive
zones



SPECIFIC

Increased risk

Operations
Authorisation with
operations manual

Specific qualification of
drone, personnel,
equipment based on
safety assessment



CERTIFIED

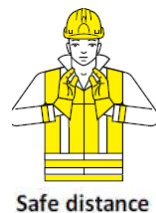
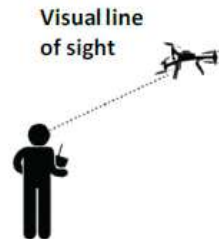
Regulatory regime
similar to manned
aviation

EASA and Authority
Certificates



“Open” category

Geo-fencing



Safe distance



Identification

Never > 12



A0	< 1 kg
A1	< 4 kg
A2	< 25 kg



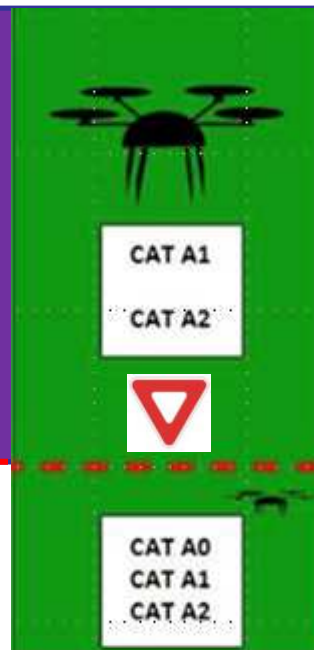
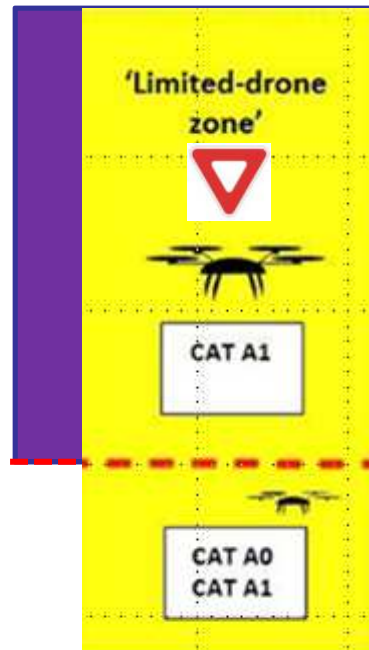
150 m

Product safety directive



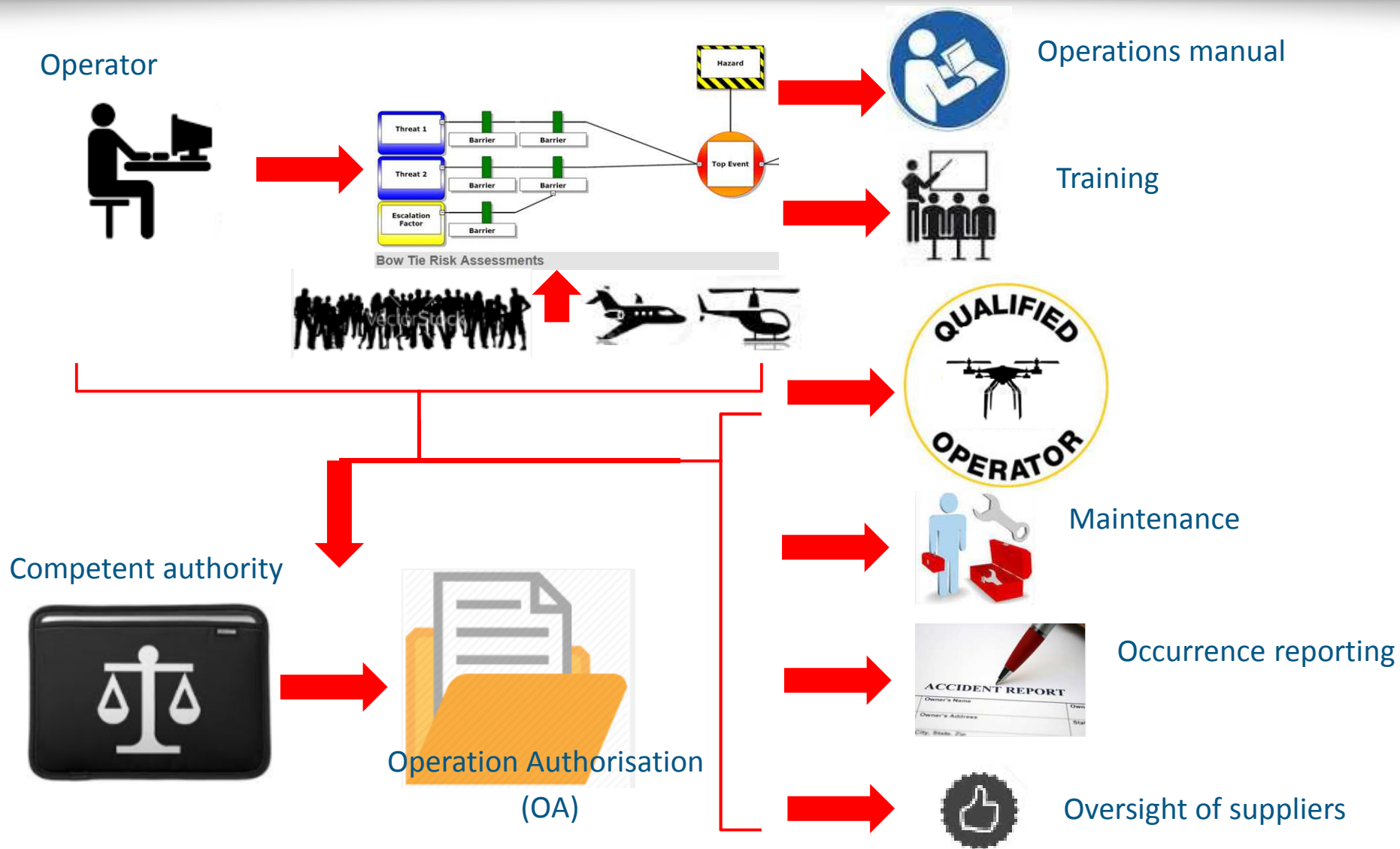
PILOT COURSES

50 m





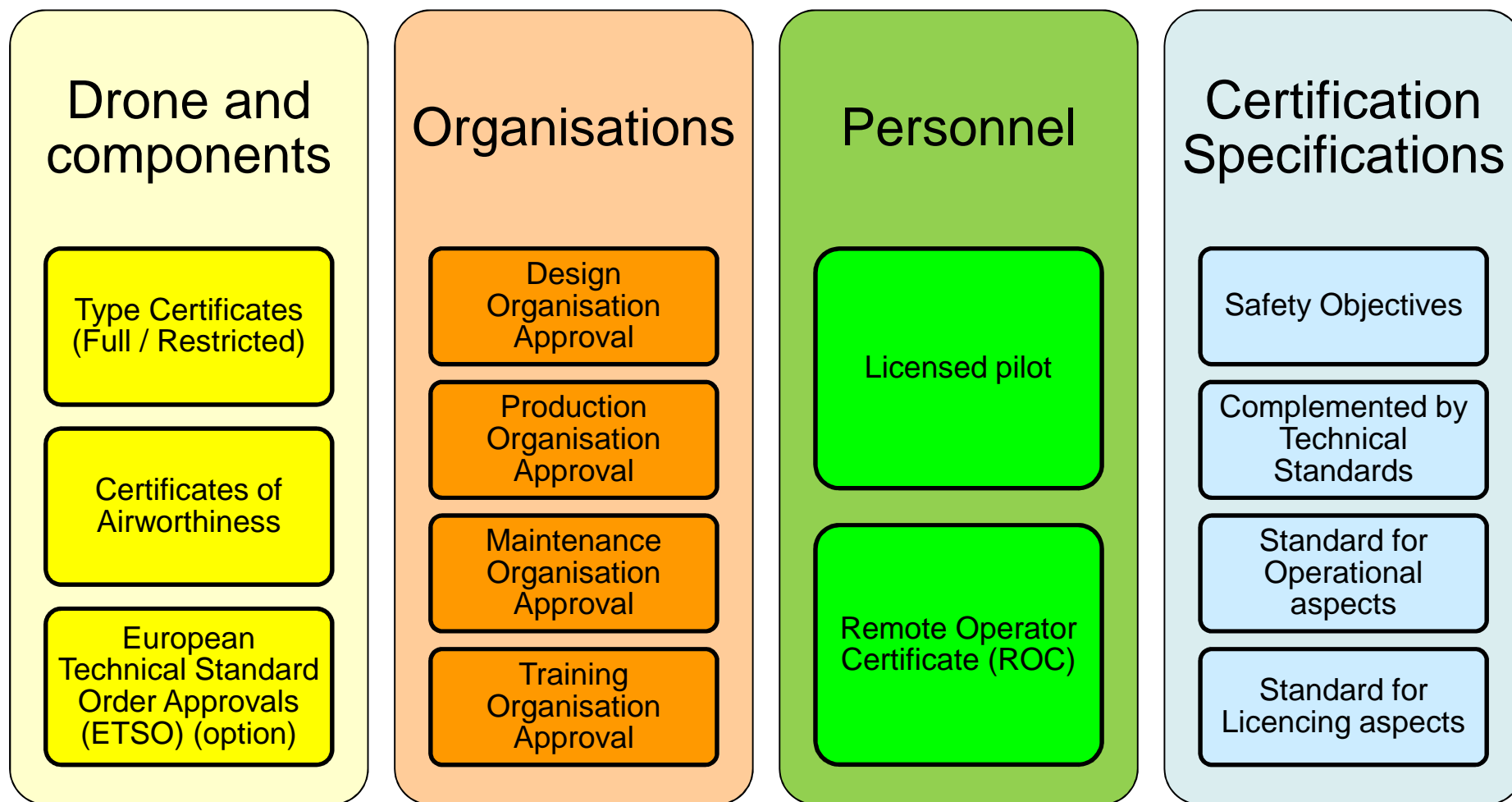
Specific category





“Certified” category

Implementing rules included in existing rules for manned aviation





Public Consultation A-NPA 2015-10

- A communication document (simplified version of the NPA) has been translated in all EASA languages:
 - <http://easa.europa.eu/easa-and-you/key-topics/civil-drones-rpas>
- Comments period until **28th of September 2015**:
 - <http://hub.easa.europa.eu/crt/docs>



A-NPA - Overview of the comments

- 3400 comments received from 250 + respondents representing the drone community and more generally a broad range of aviation stakeholders:
 - What is a drone: 110
 - Regulatory framework: 585
 - Open category: 1470
 - Mass and sub-categorisation: 431
 - Technology: 291
 - Limitations: 223
 - Specific: 505
 - Certified: 156



A-NPA – Opinion - Next steps(I)

- Review of comments (done) and drafting of technical opinion (on-going) in small internal team
- Internal consultation with EASA Drone Focal Group
- External Consultation and Coordination
 - Close coordination with the Commission
 - Ad-hoc meeting with Authorities Drone experts was held on 12 November.
 - Several presentations are organised in the coming weeks: DOA workshop, Conference CIV-OPS; Conference European Aviation Club; Meeting of the Safety Standard Consultative Committee



A-NPA – Opinion - Next steps(II)

- A “technical opinion” will be sent to the Commission in December:
 - No legal text as it is intended to:
 - be the “foundation” for further work
 - Illustrate the articles and essential requirements on drones included in the draft revision of the Basic regulation
 - Serve as guidelines for States that have no rules for small Unmanned aircraft or plan to modify their existing ones
- Will contain the revised proposals together with a simplified CRD and the rationale to modify the proposals



A-NPA – Opinion - Timeline

Review of comments	end 02/11
Drafting opinion	end 27/11
Int. and ext. consultation	end 08/12
Steering Committee	on 13/11 and 27/11
Proofreading/Approval	end 14/12



Update JARUS/ICAO

➤ JARUS

- Work continues to be market driven – focus on small vehicles
- Work is progressing on schedule.
- Work on an ATM Conops will start for low altitude operations
- Next meeting in Madrid in Q2 2016

➤ ICAO

- Focus continues to be on international IFR traffic
- Little or no harmonisation with other fora.
- Next RPAS panel in December 2015
- European coordination meeting organised for 11 November 2015



Rulemaking working method

- Proposed process:
 - EASA internal drafting of Implementing Rules using JARUS material as far as available
 - Amount of external consultation depending on maturity of JARUS deliverables and stakeholder involvement in JARUS process
 - Establishment of Working Group only when consultation is controversial
- Working Group only when EASA and JARUS path is different
 - Milestones coordinated with JARUS



Safety Promotion

- Safety promotion is needed to reach recreational users





EASA
European Aviation Safety Agency

Thank you for your attention!

**Comments and reactions
welcome**

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