



EASA
European Aviation Safety Agency

Unmanned Aircraft: Prototype rules: general introduction.

EASA team

**Workshop with Member States and Stakeholders
14 October**

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An agency of the European Union 

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General objective: meet the political agenda

- Draft Basic regulation (12/2015): EU competence for all unmanned aircraft
 - Proposes a tool-box.
- EASA technical opinion (12/2015): operation centric concept:
 - 3 categories (open, specific and certified)
 - Performance based, risk based and proportionate
- Roadmap developed in cooperation with the Commission and Member States (June 2015):
 - In addition to regulation, covers e.g. research and safety promotion
- Cooperation with ICAO (International Civil Aviation Organisation); JARUS (Joint Authorities for the Regulation of Unmanned Systems); SESAR joint undertaking (SJU) and European Defence Agency (EDA)



EASA “Prototype” Regulation



European Aviation Safety Agency

‘Prototype’ Commission Regulation on Unmanned Aircraft Operations

22 AUGUST 2016

Legal notice: This document presents a ‘prototype’ regulation for 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.

PROTOTYPE



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Delivering Effective Regulation



OPEN



SPECIFIC



**CERTIFIED: not
addressed by
prototype regulation**



“Prototype” Regulation: Objectives

CATEGORIES



- Provide clarity on how the “open” and “specific” categories of the operation-centric risk-based concept could be implemented
- Integrates both Aviation legislation and Product legislation
- Clarify the role of and the flexibility for Member States
- Will be followed by a formal rulemaking procedure:
 - Please see next slides



Formal rulemaking process (I)

- Includes 8 subtasks to develop amendments to all affected regulations:
 - Initial Airworthiness (EU) No 748/2012;
 - Continuing Airworthiness (EU) No 1321/2014;
 - Aircrew (EU) No 1178/2011;
 - Air Operation (EU) No 965/2012;
 - ATM/ANS oversight (EU) No 1377/2016;
 - ATCO licensing (EU) No 2015/340;
 - Airspace Usage Requirements (EU) No 1332/2011;
 - SERA (EU) No 923/2012;
 - Third Country Operator (EU) No 452/2014;
 - Aerodromes (EU) No 139/2014
- EASA drones Steering Committee on October 10:
 - asked to explore the possibility of issuing one NPA for “certified” instead of the 16 NPA envisaged in TOR
 - agreed to the set-up of an “Expert Group”.
- Subsequent to the meeting, EASA ED and DG Move DG agreed to postpone publication of NPA “open and specific” to end March 2017



Formal rulemaking process (II)

- Establish an “expert group” of around 15/16 people with the following characteristics:
 - According to Art 4.3 of Management Board Decision N° 18-2015
 - Chaired by EASA ; DG Move and DG Grow join
 - Balance between Authorities and the Stakeholder Communities
 - Representation from UAS community; Model Aircraft community and Manned Aircraft community.
- Purpose:
 - Review and provide inputs on drafts prepared by EASA
- Timeline:
 - Kick-off 2n Half of November (e.g. 21), then meetings in December?, January and February
- NPA for open and specific categories
 - Publication end March 2017



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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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