


AW-Drone project

Status on drone regulation

Drone project team
19 September 2019

Your safety is our mission.

Performance-based, risk-based & operation centric regulation



Commission Delegated Regulation (EU) 2019/945
 &
Commission Implementing Regulation (EU) 2019/947

NO-PRE APPROVAL
 LIMITATIONS: 25 kg, Visual Line of Sight (VLOS), height <120m, system of zones
 3 Sub-categories: close, far from people, standard scenario, LUC

General public / recreational purpose
 Model Flying, Photographers

BVLOS operations (linear inspections, aerial work, ...)
 Transport of goods




NPA planned for Q3 2020

CERTIFIED - Risk as per standard scenario
 operator and licensed pilot (unless autonomous flight)
 [by the NAAs]

Air Taxi
 International IFR (cargo, passengers)
 Package delivery over people

Performance-based, risk-based & operation centric regulation



CE marking
NO-PRE APPROVAL
LIMITATIONS: 25 kg, Visual Line of Sight (VLOS), height <120m, system of zones
3 Sub-categories: fly over, close, far from people

General public / recreational purpose
Model Flying, Photographers



SPECIFIC - Increased risk
Authorisation by NAA based on specific operation risk assessment (SORA)
Declaration in case of standard scenario; LUC

BVLOS operations (linear inspections, aerial work, ...)
Transport of goods



NPA planned for Q3 2020
operator and licensed pilot (unless autonomous flight) [by the NAAs]

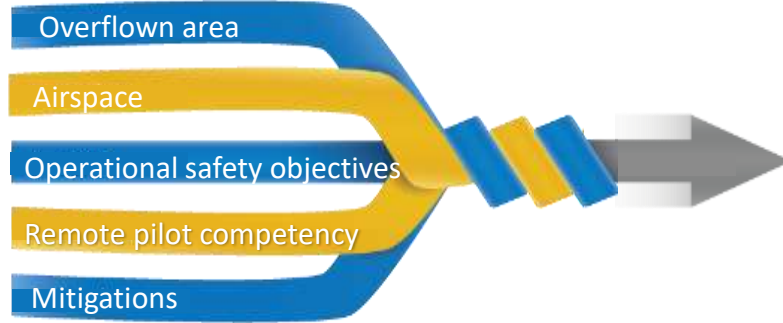
Air Taxi
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Specific category – Risk assessment



SORA

(Specific Operation Risk Assessment)



Safe and secure flight

- Flight conditions
- Operational limitations,
- Remote pilot and other personnel competencies
- Technical requirements of the UAS
- Security and privacy



AMC and GM for open and specific category

- By September 2019 publish an EASA Decision including:
 - Revise AMC/GM published with the Opinion 01/2018 (and consulted through NPA 2017-05) to check consistency with latest versions of the IA/DA
 - Create new GM to include the result of the discussions held during last EASA committee
 - Publish the JARUS Specific Operation Risk Assessment (SORA) as AMC to Article 11 after adaptation of the document to EASA language
 - Publish the first predefined risk assessment discussed at the workshop in July 2018 and reviewed by JARUS WG6 as AMC to the specific category
- In 2020 publish an additional EASA Decision including :
 - Standards recognized as AMC for SORA Operational safety objectives (OSOs) and mitigations

Opinion on standard scenarios (STS)

- STSs based on declarations and will be Appendices to the IA
- 2 STS (based on scenarios already used in some MS)
 - VLOS, Below 120m in urban environment, with UA MTOM<25kg
 - BVLOS (using visual observer), Below 120m in sparsely populated area environment, range <2km, with UA MTOM<25kg
- Compliance with technical requirements ensured through CE mark
- Applicability:



Publication of EASA Opinion expected by Q4 2019
Adoption of amendment expected by end of 2020

U-space

- Airspace volume designated by the MS where U-space services are provided.
- Essential services:
 - E-identification
 - Geo-awareness
 - Traffic information
- Consultation with Advisory Bodies 1-23 October
- EASA's Opinion by end of 2019

Building blocks



NPA#1 certified category: three types of operations



Operations type #1: IFR operations of certified UAS cargo flying in airspace classes A-C and taking-off and landing at aerodromes under EASA's scope



Operations type #2: UAS Operations in urban environment using pre-defined routes in volume of airspaces where U-space services are provided. This includes operations of UAS VTOL type carrying passengers (i.e. air taxis) and small UAS cargo providing delivery services.



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Operations type #3: Operations as in type#2 conducted with Manned VTOL.

NPA#1 certified category planning

- EASA is developing a concept paper that may be published by the end of 2019
- NPA planned to be published in Q3 2020
- Opinion planned to be published in Q3 2021

Questions?



Check for more [details](#)

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An Agency of the European Union 