

RPAS - Definition Phase 2nd Workshop

SESAR JU – Thursday November 6th

Moderators:

- Denis Koehl (DK)
- Mike Lissone (ML)

This workshop was mainly dedicated to present the progress reports on the 7 on-going RPAS activities identified to refine RPAS DoW for SESAR 2020. The workshop was divided as follows:

Update on European Commission RPAS Activities	Koen De Vos
Update on EASA/JARUS RPAS Activities	Eric Sivel
EDA's on-going and foreseen RPAS Activities	Jean-Youri Marty
ASD's Contribution into SESAR RPAS Definition Phase	François Rivet
RPAS Definition Phase - Work already undertaken - Expectations for the Workshop	Mike Lissone
Activity #1: 2013-2018 - IFR/VFR & BVLOS - D&A (progress report)	Frisk Gunnar (Saab)
Activity #2: 2020 - IFR/VFR & (B)VLOS - Comms C2 data link (progress report)	Petr Kanovsky (Honeywell)
Activity #3: 2013-2016 - IFR/VFR & BVLOS - Airspace Access and Airport Operations (progress report)	Eduardo Garcia (CANSO)
Activity #4: 2014-2018 - IFR/VFR & (B)VLOS - Contingency (progress report)	Fredrik Nordstroem (ASD)
Activity #5: 2014-2019 - IFR/VFR and BVLOS - Human Factors (progress report)	Edgar Reuber (Eurocontrol)
Activity #6: 2013-2018 - Security (progress report)	Denis Koehl (SESAR JU)
Activity #7: 2013-2016 - Demonstrations of best practices (progress report)	Mike Lissone (SESAR JU)
Next steps expectations and Timeline update	Mike Lissone

Presentations from SESAR SJU, EASA and DG MOVE had the same approach;

- RPAS should not be accommodated but integrated.
- Regulations have to be fair and proportionate enough to allow flying drones of all sizes.
- Rules and regulations to be put in place have to ensure that the safety of other airspace users, third parties on the ground and privacy issues have to be well defined.
- Preparation of an impact assessment in order to open up the market so that Industry can start operating with the right technology.
- Industry is the best one to write the standards so it is fundamental that we all work together on this.

Presentation from EDA;

- RPAS have proven their value in their operations. Therefore, the roadmap includes four actions; 1)RPAS certification that supports the harmonization of national certification processes of military RPAS among their Member States and their synergies with EASA and EC, 2) the signature of a Joint Investment Programme RPAS ATI (Air Traffic Insertion) with Member States to meet what the Definition Phase will produce, 3) Future

European RPAS Male Programme and 4) the Establishment of a MALE RPAS community.

- Their objective is to clarify the regulatory framework that military RPAS will have to comply with and bring their contributions to technical solutions to meet future requirements.

Nevertheless, DK commented that all this planning is fine if it was “civil driven”.

Presentation from ASD;

- They thanked SJU and EUROCONTROL for the efficient management fostering a high commitment from all stakeholders and the positive progress made by the RPAS Definition Phase addressing 7 activities.
- It was highlighted the investment provided by the manufacturing industry and the need to launch an “European RPAS Business” study with an external consultancy plus the importance of establishing a RPAS steering group composed of all relevant actors involved in the RPAS integration process as all this will ensure a proper coordination to make a safe integration of all RPAS into airspace.

DK gave the floor to ML who summarized the whole Definition Phase. He reminded that RPAS operations have to be safely integrated into European aviation and ATM from 2016 onwards. The objective was to integrate RPAS and R&D activities into the SESAR 2020 programme and into the ATM master plan up to the detail “DoW level” and insisted that it has to be done before the end of 2014. He also explained that the material used was the R&D roadmap, the 14 R&D activities based on the types of operations and this laid to identifying seven RPAS activities that have to be linked to the SESAR 2020 projects except for PJ 13 AVS project that needs some balance (it is a mix of GA, helicopters and RPAS)

Progress reports from all 7 RPAS activities needed some refinement and synchronising between one another and also with PJ 13 from SESA 2020 programme but there were no questions on the way the activities have been structured.

The final presentation SJU was on demonstration projects in order to have a picture of what exists already and what needs to be tackled. Actually there are nine RPAS Demonstration Projects on-going as well as live trials using existing technology and procedures; DEMORPAS, INSURE, RAID, MedALE, TEMPAERIS, ODREA, CLAIRE, AIRICA and ARIADNA.

Conclusion:

- RPAS have to comply with the Rules of the air and the two layers with regard to D&A,
- There is a lot of traffic under 500 feet and CAAs do not see any involvement but in five years’ time there will be a thousand of RPAS flying, therefore, they will be involved one way or the other. Identification of light RPAS is an issue, whereby CAA will have to provide approvals if this action was required.
- cyber security is a big concerned as well as privacy and the liability aspects

NOTE: *All presentations are uploaded in the SJU web site*

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