

# › “Regulating Drone Operations

› -

## › An ANS perspective”

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› 7<sup>th</sup> Florence Air Forum

› Regulating Drones

› Creating European Regulation that is smart and proportionate

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# EASA Regulatory Framework

## Domestic regulatory framework

## EU Aviation regulatory framework

### OPEN



- No involvement of Aviation Authority
- LIMITATIONS: Visual line of sight, max altitude, distance from airport and sensitive zones

### SPECIFIC

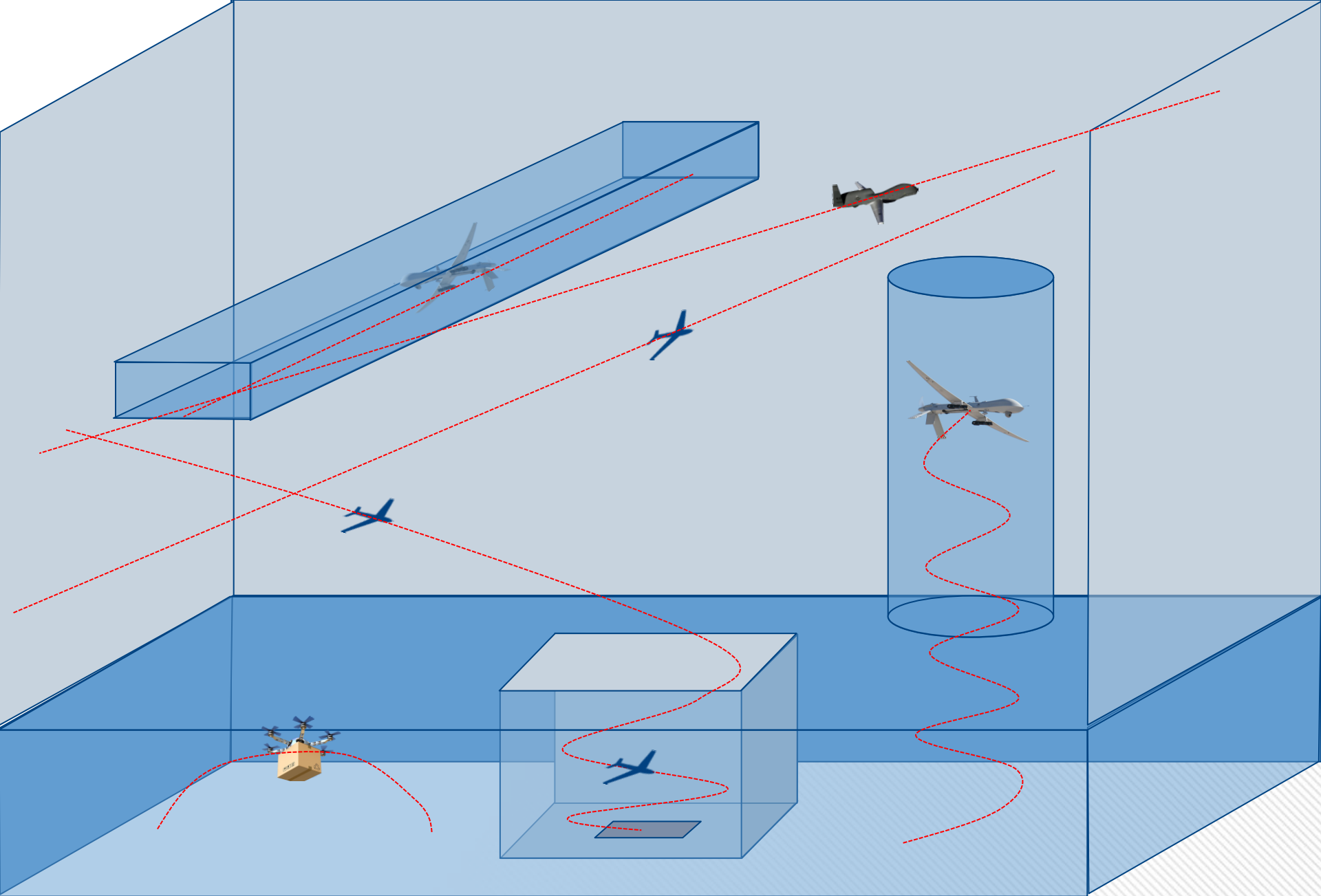


- NAA Authorisation
- Specific qualification of drone, personnel, equipment, based on safety assessment

### CERTIFIED

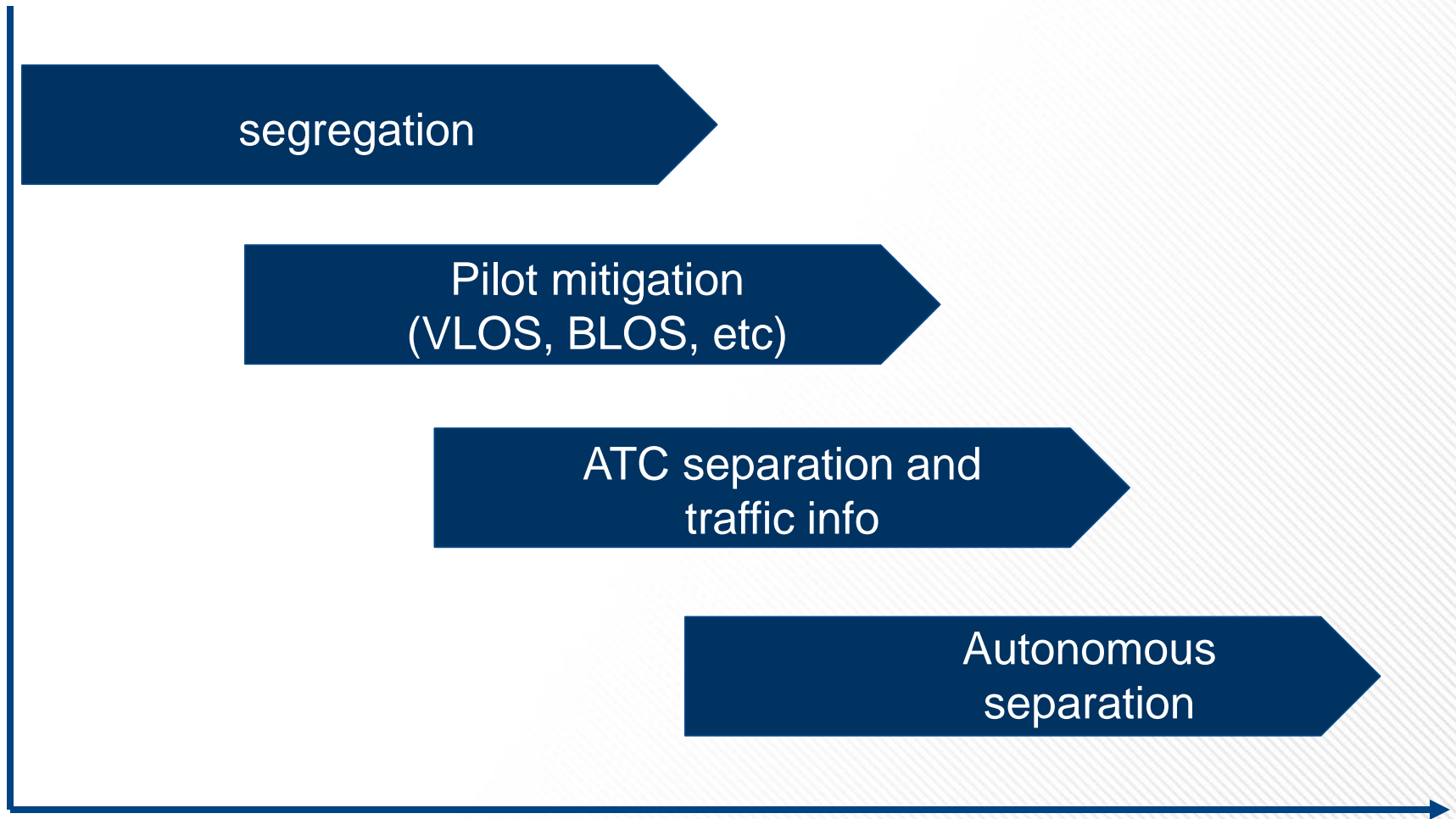


- Regulatory regime similar to manned aviation
- EASA and Authority Certificates





# Towards the Full Integration of Drones into the ANS System



# Conclusions: If technology is right, regulation is light!

- › Unique opportunity for regulators to make it right from the start
- › From ANS perspective, drones integration in civil aviation airspace is a matter of technology before being a matter for regulation
- › Drone «status» to remain largely irrelevant to ANS system
  - Autonomous devices not to interfere with civil traffic
  - RPAS in civil airspace to be treated by ANS as «ordinary» aircraft, to the farthest extent possible
- › Regulation by exception, focusing on:
  - new types of operations
  - Intrinsic specific features
- › Open segment to inspire developments in the civil aviation airspace, rather than duplicating ATM legacy practices in the open segment