



EASA
European Aviation Safety Agency

RPAS programme

13th November 2014

Your safety is our mission.

EASA is an agency of the European Union





Background and Objectives

Commission communication

- Performance based approach
- Use of JARUS
- Role of EASA



Strategy



Background and Objectives

➤ Background

- RPAS is becoming a political topic and has been set as one of EASA top objective
- More than 50 flow of activities on RPAS have been identified
- Rationalise flows by Sept





EASA RPAS Strategy

•RPAS Panel

Influence ICAO



- Operation centric safety objectives
- Flexible
- Understandable by non-aviation persons*
- Priority on Small RPAS – booming market*

Regulatory system objectives

- Start working on certification projects using special conditions

•*Link with military bodies*

Integrate lessons from C projects



- Develop high level rules
- Involve industry
- Coordinate Standards on detailed requirements*

Extensive use of JARUS





New regulatory approach



RPAS Operation Categorisation

Severity Likelihood	Minor 1	Minor 4	Major 3	Hazardous 2	Catastrophic 1
Frequent A	Green	Yellow	Red	Red	Red
Probable B	Green	Yellow	Red	Red	Red
Remote C	Green	Yellow	Red	Red	Red
Extremely Remote D	Green	Green	Yellow	Red	Red
Extremely Improbable E	Green	Green	Green	Yellow	Red

Low Risk
Medium Risk
High Risk

● Single Point or Common Cause Failure

	OPEN	SPECIFIC	REGULATE D
Airworthiness	Nothing	Risk mitigation	Certificates (TC, CofA)
Licensing	Nothing	Specific Training	Licence
Organisations	None	Industry attestation	Approval (ROC, etc.)
C2	Nothing	Specific Demonstrations	Certified (ETSO?)
D&A	Nothing	Industry attestation	Certified (ETSO?)



EASA Certification

- One section of the General Aviation Department responsible of the certification of RPAS, together with the certification other aircraft types
 - A dedicated section may be created depending of the evolution of the market and of the rules.
- Three applications are being handled now
 - Approval of the design is using the certification policy developed by EASA in 2009 which leads to the issue of TC or RTC.
- Considering for the future to base the design approvals on the risk and complexity of the operation.
 - Design approvals could range from Industry certificates to TC/ RTC issued by the Authority



Challenges



- Challenges
 - New industry
 - JARUS
 - Industry participation
- Budgets
- Need to obtain buy in from all parties involved.





Ongoing work



Short term action plan

Define a concept of operation and RPAS principles

- Proper RPAS regulatory segmentation
- Establish a corresponding regulatory structure

Review the flows and rationalise to accelerate implementation of the RPAS strategy.

Continue to update detailed planning to take into account streamlining of flows.

JARUS proposals for classification of RPAS by Q1 or Q2/15

Issue NPA on the smallest RPAS by the end of Q1 or Q2 or Q2/15



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Thank You

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