



**EASA**  
European Aviation Safety Agency

# Model aircraft and prototype regulation

EASA Team

Expert Group meeting

21 November 2016

**Your safety is our mission.**

An agency of the European Union 

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## *One of the most contentious items*

- A lot of adverse comments received in the mail box
- Petition launched by the International Drone Racing Association (IDRA); Petitions also presented to UK Parliament
- Steps taken:
  - Meeting with Europe Air Sport (EAS) and Federation Aeronautique Internationale (FAI) management on September 23
  - Planning a video conference with IDRA President on November 25
  - Considering meeting with the Union of Model Aircraft Associations to be created on October 28
- Key role of Article 15
  - Rationale for Article 15 is explained in the next slides



## *Why are model aircraft in the prototype regulation?*

- The development of unmanned aircraft is exponential in particular with the hobbyists
- Experience shows that incidents are often due to individuals without commercial interest less familiar with the aviation system
- So commercial and non commercial activities must be covered to avoid creating a safety gap
- Finding a definition that would allow to clearly separate unmanned aircraft and model aircraft is difficult
- Model aircraft are covered by the basic regulation proposals (a model aircraft is indeed an unmanned aircraft) and therefore included in the prototype regulations



## *Model aircraft have a good safety record*

- Experience shows that model aircraft have a good safety record
- This is due to their organisation in associations and clubs and to their safety culture
- So EASA has proposed a special treatment for model aircraft:
  - article 15 of the cover regulation
  - Key provision of the prototype regulation as it allows to reconcile conflicting factors



## Article 15

- Article 15 says that within 3 years, associations and clubs, with proven satisfactory safety records, performing operation under national systems before this Regulation enters into force, must obtain an authorisation from the National Authority:
  - Based on their existing organisation, structures and procedures
  - Does not require a risk assessment
  - Defines the conditions and deviations from Sub-part B (Specific Operations)
- The intention is to „grandfather“ the existing operation under the current conditions and limitations



## *Highlight of the comments/ issues (I):*

- Need to review significantly article 15 to reflect better the intent: Agreed
  - See dedicated slide
- Exclude models from: Not the preferred solution
  - Accurate definition of model aircraft is difficult to draft.
- Address the case of individual practitioners: Agreed
  - Robust training required to compensate for the lack of geo-fencing and e-identification. Modalities yet to be defined
- Address the case of homebuilt/kits drones up to 25 kg: Agreed with two possibilities:
  - Under article 15 or
  - Consider new sub-category where effective training to compensate for lack of requirement on geo-fencing or e-identification
  - See discussion on open category



## *Highlight of the comments (II):*

- How to handle home built aircraft above 25kg?
  - Under article 15 or
  - Specific authorisation



# *Proposal for a revision to article 15*

- Additional provisions for recreational operations conducted under the authority of National Organization (s):
- For recreational operations of UA, such as leisure flights, air displays, sport or competition activities, conducted under the authority of National Organization (s) with proven satisfactory safety records and performed under appropriate national system, the following provisions shall apply:
  - 1. By [3 years after entry into force of this Regulation — estimate 2021], the competent authority shall issue an operational authorization to National Organization (s) and therefore applied to associations or clubs operating under the authority of it, for the operations which would otherwise require an authorisation according to Subpart B of Annex I to this Regulation.
  - 2. An operational authorisation issued under this article can be issued without the need to conduct the operational risk assessment referred to in UAS.SPEC.60.
  - 3. An operational authorisations issued under this Article shall define the conditions, limitations and deviations from the requirements of Annex I and Annex II to this Regulation.





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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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