

THE EUROPEAN AVIATION CLUB

Drones: who is in the cockpit?

This conference presents a unique opportunity to better understand the upcoming issues in regards to drones with a focus on legal, operational and commercial aspects.

VENUE: Hotel Bristol Stephanie, Avenue Louise 91-93, 1050 Brussels

<i>Monday 7th of December 2015</i>
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19.00 - 19.30: Welcome reception at the Hotel Bristol Stephanie, Brussels

19.30 - 21.30: Diner

During the diner there will be a presentation by our Keynote Speaker:

Mr. DOMINIC HAYES,

an EC guy droning on about radio regulations while you eat!

Domini is Spectrum Manager for the European Global Navigation Satellite System (GNSS) programs. European Commission; EU Satellite Navigation Programmes; Galileo and EGNOS - Applications, Security, International cooperation

Four weeks in Geneva may sound like fun, but some deadly serious discussions took place there recently to change the Radio Regulations.

Dominic will provide an update on the key decisions of interest to the aviation community.

<i>Tuesday 8th of December 2015</i>

CONFERENCE

09.00 - 09.30: Registration with welcome coffee or tea, mini croissants and Danish pastries, yoghurts and a fresh basket of fruit.

09.30 - 09.40: Welcome address by Prof. Rigas Doganis,
Chairman of the European Aviation Club

Chairman of the morning sessions: Prof. Mia Wouters, LVP LAW, University of Ghent

09.40 - 11.00: Integration of Drones at the International level

- Dr. Ludwig Weber, Senior Civil Aviation Policy and Management Adviser, Project Coordinator, International Civil Aviation Organization (ICAO)

- ICAO RPAS Programme and present status of work on SARPS.
- Safety issues: Airworthiness, Licensing, Operations, ATM integration.
- Security issues: Protection of Remote Pilot, Protection of command and control against cyber terrorism.
- The role of national regulations.

- Ms. Jacqueline Foster MEP, Rapporteur on the European Parliament Report on the Safe use of remotely piloted aircraft systems (RPAS) in the field of civil aviation.

Jacqui's responsibility has been to provide a direction and framework for the legislators and agencies to work from.

- Mr. Mike Lissone, RPAS ATM Integration Programme Manager, Eurocontrol and Secretary General of JARUS (Joint Authorities for Rulemaking on Unmanned Systems)

JARUS combines experts from the National Aviation Authorities and regional aviation safety organisations. Its purpose is to recommend a single set of technical, safety and operational requirements for the certification and safe integration of Unmanned Aircraft Systems into airspace and at aerodromes.

Mike will discuss the work of JARUS to date: what has been done so far and what can be expected.

- The impact and benefits to the present ATM environment.
- Performance data and how to get this. Despite the rapid developments in RPAS regulation and integration, there is still a need for data to support safety cases including data on performance, reliability of links and engines etc. How do we intend to get this data and use it?
- How is this all going to work, be integrated and still be safe? Is there a broader vision for RPAS than aviation, or are we just opening our skies to RPAS without knowing where to go?

- Mr. Allan Storm, International Staff - Aerospace Capabilities, Defence Investment Division, NATO Headquarters, Brussels

- Why, over the last decade, have remotely piloted aircraft (RPA) become a critical component in the application of airpower and one of the most "in demand" platforms in the military?
- The work of NATO in developing standards and integration into airspace, including quick snapshot to showcase RPAS flights to support the NATO Exercise "Trident Junction".
- Sense and Avoid Activities and studies: Some believe that the primary technical limitation impeding airspace integration is a Sense and Avoid (SAA) capability that replaces the manned

aircraft pilot's ability to see and avoid other aircraft. Is it the Holy Grail? And if so, how do we get it?

- What other ATM considerations need to be made?

Allan concludes with a personal view on what needs to be done, based on international engagement strategies.

11.00 - 11.15: Refreshment break with coffee and tea

11.15 - 12.00: Dealing with Drones at the European level

- *Mr. Filip Cornelis*, Head of Unit, Aviation Safety, DG Move, European Commission
Filip will speak about what is in the works at the EU level. The proposal for a general, high level drone safety framework should be tabled by the time of the conference.

- *Mr. Francis Schubert*, Chief Corporate Officer, Skyguide - Swiss Air Navigation Services
Advocates to keep the regulatory framework light! The integration of drones is a matter of technology, not of regulation.

- The fear of an invasion of the airspace open to civil aviation by zillions of drones must be relativized: most drones will never interfere with civil aviation traffic.

- The Air Navigation Systems must resist the temptation to export its practices into the small (EASA open) drones segment: on the contrary, that segment offers a unique opportunity to serve as a laboratory to test innovative solutions which cannot be validated in the civil aviation sector and which could then be used to significantly improve the performance of the latter.

12.00 - 12.45: How can we, how should we regulate Drones?

- *Mr. Stefan Ronig*, RPAS, Balloons & Airships Section Manager, EASA
Stefan will give an update on EASA activities related to drones

- Concept of Operation
- Consultation of A-NPA 2015-10
- Next Steps

- *Ms. Maria Dipasquantonio*, Senior International Program Manager, FAA Air Traffic International Organization

Maria will give an overview of FAA's UAS/RPAS Program:

- Proposed Small UAS Rule;
- Operator Certification and Responsibilities and FAA UAS Registration Process;
- Education and Outreach Initiatives and FAA UAS Center of Excellence;
- Pathfinder Program - a partnership with industry to explore next steps in unmanned a/c operations.

12.45 - 14.00: LUNCH

Chairman of the afternoon sessions: *Prof. Laura Pierallini*, Studio Legale Pierallini, LUISS University of Rome.

14.00 - 15.30: Apart from the immediate safety risk, mid-air collision with aircrafts, harm to people and damage to property and critical infrastructure, there are other public interests concerned such as privacy and security of the citizens, data protection etc.

- *Mr. Alan Meneghetti*, Locke Lord LLP

Alan speaks on cyber attacks, insurance and privacy concerns and will make some comments on the new Lloyds' Report.

- *Prof. Anna Masutti*, LS LexJus Sinacta, University of Bologna

Anna will present the European perspective on third-party liability and insurance.

- The current European position on Drones.
- How harmonized is third-party liability and insurance regulation in the EU?
- Where does the liability lie in the use of civil RPAS?
- Liability and insurance implications and consequences.
- Proposals for going forward.

- *Ms. Catherine Erkelens*, Bird & Bird

Catherine will speak on the implications of the processing of personal data carried out via drones and how to comply with the data protection legal framework. The purpose limitation principle, the proportionality principle, the data quality principle and the data minimisation principle will be addressed. Positions taken by data protection authorities will be analysed.

- *Ms. Ulla Norrhall*, Claims Lawyer Aviation, Munich Re

- Do you have to / should you / can you buy Drone Insurance?
- New ground for the insurance industry, still under development.

15.30 - 15.45: Refreshment break with coffee and tea

15.45 - 16.45: View of the manufactures. Drones headed for commercial use.

- *Ms. Mildred Trögeler*, Director Technical & Regulatory Affairs, Boeing

Mildred will give a global perspective on a measured regulatory approach that focuses on safety and keeps up with evolving technology and market needs.

- *Mr. Patrick Rudloff*, Head of EU and NATO Affairs, Airbus

Patrick explains Airbus rationale for being a key actor in RPAS at large.

Airbus is fully supportive of the European Commission and Parliament's first recommendation but there is a further

- Need to speed up the various on-going processes
- Need for coordination
- Need for a full endorsement of EASA's role

- *Mr. Luc Lallouete*, Director of SESAR Program, Thales

16.45 – 17.45: Belgian, UK and Spanish national regulations

- *Mr. David Kendrick*, Head Airline Licensing & Consumer Issues, UK Civil Aviation Authority

UK code and the national rules introduced by the CAA. Possible legislation gaps and enforcement challenges.

- *Mr. Enrique Navarro*, Clyde & Co

Spanish regulation for Drones and the new compulsory liability insurance law.

- *Ms. Sarah Moens*, Crowell & Moring

Sarah will give an overview of the draft Royal Decree regulating the private and commercial use of drones in Belgium.

17.45 - 18.00: Closure of the conference by Prof. Dr. Pablo Mendes de Leon, Director, IIASL, University of Leiden.

18.00: Networking drink