

# THE EUROPEAN AVIATION CLUB

at 9:00 on 8<sup>th</sup> December 2015 , Hotel Bristol Stephanie, Brussels

## Drones: who is in the cockpit? CONFERENCE:

**09.30: Start of the Conference**

**Here is a preview of the presentations under discussion at the conference:**

→ **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
  - Role of national regulations
- *Ms. Jacqueline Foster MEP, Conservative MEP- North West England, Deputy Leader of the Conservatives in the European Parliament, Conservative Spokesman - Transport & Tourism*
- *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, 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, remotely piloted aircraft (RPA) have 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 thought of?

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

#### → **How can we, how should we regulate Drones?**

- *Mr. Stefan Ronig, RPAS, Balloons & Airships Section Manager, EASA*
- *Ms. Maria Dipasquantonio, Senior International Program Manager, FAA Air Traffic International Organization*

Maria will basically 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

#### → **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 Ltd.*

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 they could then be used to significantly improve the performance of the latter

→ **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*

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

→ **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 citizens, data protection etc.**

- *Mr. Alan Meneghetti, Locke Lord LLP*

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

- *Prof. Anna Massutti, LS LexJus Sinacta, Professor of Air Law at the University of Bologna*

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*

Will speak on the implications of the processing of personal data carried out via drones will be discussed. It will be discussed how to comply with the data protection legal framework. The purpose limitation principle, the proportionality principle and the data quality and data minimisation principles 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 a Drone insurance?
- New ground for the insurance industr, still under development

→ **Belgian, UK and Spanish national regulations will be discussed, with**

- *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.

## **18.00: Closure of the conference followed by a drink**

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

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The full programme will be available shortly on: [www.europeanaviationclub.com](http://www.europeanaviationclub.com)