Basic information

2014/2243(INI) INI - Own-initiative procedure	Procedure completed
Safe use of remotely piloted aircraft systems (RPAS), commonly known as unmanned aerial vehicles (UAVs), in the field of civil aviation **Subject** 1.20.09 Protection of privacy and data protection 3.20.01 Air transport and air freight 3.20.01.01 Air safety 3.40.05 Aeronautical industry, aerospace industry	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
TRAN Transport and Tourism	FOSTER Jacqueline (ECR)	15/12/2014
	Shadow rapporteur MUSELIER Renaud (PPE) ZEMKE Janusz (S&D) VAN MILTENBURG Matthijs (ALDE) KONEČNÁ Kateřina (GUE/NGL) ŠKRLEC Davor (Verts/ALE) PAKSAS Rolandas (EFDD)	

Committee for opinion	Rapporteur for opinion	Appointed
ITRE Industry, Research and Energy	The committee decided not to give an opinion.	
LIBE Civil Liberties, Justice and Home Affairs	POST Soraya (S&D)	05/02/2015

European Commission

Commission DG	Commissioner
Mobility and Transport	BULC Violeta

Key events

Date	Event	Reference	Summary
08/04/2014	Non-legislative basic document published	COM(2014)0207	Summary
15/01/2015	Committee referral announced in Parliament		
15/09/2015	Vote in committee		
25/09/2015	Committee report tabled for plenary	A8-0261/2015	Summary
29/10/2015	Decision by Parliament	T8-0390/2015	Summary
29/10/2015	Results of vote in Parliament		
29/10/2015	Debate in Parliament		
29/10/2015	End of procedure in Parliament		

Technical information

Procedure reference	2014/2243(INI)
Procedure type	INI - Own-initiative procedure
Procedure subtype	Initiative
Legal basis	Rules of Procedure EP 55
Other legal basis	Rules of Procedure EP 165
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/8/02303

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee draft report		PE554.997	19/06/2015	
Amendments tabled in committee		PE565.046	24/07/2015	
Committee opinion	LIBE	PE549.364	03/09/2015	
Committee report tabled for plenary, single reading		A8-0261/2015	25/09/2015	Summary
Text adopted by Parliament, single reading		T8-0390/2015	29/10/2015	Summary

European Commission

Document type	Reference	Date	Summary
Commission document (COM)	COM(2014)0207	08/04/2014	Summary

National parliaments

Document type	Parliament/Chamber	Reference	Date	Summary

Contribution	UK_HOUSE-OF-LORDS	COM(2014)0207	26/03/2015	

Safe use of remotely piloted aircraft systems (RPAS), commonly known as unmanned aerial vehicles (UAVs), in the field of civil aviation

2014/2243(INI) - 08/04/2014 - Non-legislative basic document

PURPOSE: to open the aviation market to the civil use of remotely piloted aircraft systems.

BACKGROUND: the Commission considers that opening the European market for remotely piloted aircraft systems (RPAS) - or the civilian use of drones - is an important step towards the aviation market of the future. The European Summit of 19 December 2013 called for action to **enable the progressive integration of RPAS into civil airspace from 2016 onwards**.

RPAS technology has matured rapidly in past years and is ready to make the shift from being purely military equipment to becoming a reliable new technology for civil use.

Member States are beginning to authorise RPAS operations in non-segregated airspace to respond to market demand. In the short term, the most promising market lies in areas such as infrastructure monitoring or photography; in a longer term future, it may be the transport of goods and eventually people.

According to an industry source, the global budget forecast in terms of research and development (R&D) and procurement, including military and governmental, is expected **to grow from currently $5.2 bn to about $11.6 bn per year in 2023**. The number of jobs created through new RPAS activities in the US is estimated to exceed 100,000 by 2025. For Europe, **about 150,000 jobs by 2050** are forecast.

Currently, the US and Israel dominate the global RPAS manufacturing sector. Other non-EU countries, such as Brazil, China, India and Russia, also show potential to become strong competitors. A **strong common EU market** should offer a solid basis to compete at the global level.

CONTENT: the Communication responds to the call of the European manufacturing and service industry to remove barriers to the introduction of RPAS in the European single market. It sets out the Commission's views on how to address RPAS operations in a European level policy framework which will enable the progressive development of the commercial RPAS market while safeguarding the public interest.

The European strategy aims at **establishing a single RPAS market** to reap the societal benefits of this innovative technology and at dealing with citizens' concerns through public debate and protective action wherever needed.

The Commission recalls that RPAS applications can only develop if the aircraft can **fly in non-segregated airspace without affecting the safety** and the operation of the wider civil aviation system. To this end, the EU should:

- **put in place an enabling regulatory structure** to which the major players at the European and national levels can contribute. The European Aviation Safety Agency (EASA) is best placed to develop common rules, using the proven EASA consultation process;
- **increase and coordinate R&D efforts** in order to keep lead times for promising technologies as short as possible (e.g. command and control; detect and avoid technologies; security protection against attacks; contingency procedures; human factor issues such as piloting). The SESAR Joint Undertaking (SJU) (CE SESAR) is the R&D platform building the future air traffic management system of the Single European Sky. So it is uniquely placed to coordinate this R&D);
- **ensure that RPAS operations do not lead to fundamental rights being infringed**: the progressive integration of RPAS into the airspace from 2016 onwards must be accompanied by adequate public debate on the development of measures which address societal concerns including safety, privacy and data protection, third-party liability and insurance or security;
- **support market development and European industries** by recourse to existing EU instruments such as the Horizon 2020 and COSME programmes.

This strategy should **provide adequate legal certainty and offer a reliable timing**, so that industry can take investment decisions and create employment. As the RPAS market is global by its very nature, the EU will also coordinate with international partners.

The European Commission also intends to bring forward, where appropriate, legislative proposals to remove legal uncertainties that hinder the development of the European market.

Safe use of remotely piloted aircraft systems (RPAS), commonly known as unmanned aerial vehicles (UAVs), in the field of civil aviation

2014/2243(INI) - 29/10/2015 - Text adopted by Parliament, single reading

The European Parliament adopted by 581 votes to 31, with 21 abstentions, a resolution on safe use of remotely piloted aircraft systems (RPAS), commonly known as unmanned aerial vehicles (UAVs), in the field of civil aviation.

Stressing the global dimension of piloted aircraft systems and that all the Member States have some RPAS activities, either in manufacturing and/or operationally, Members considered that the RPAS sector **urgently requires European and global rules** in order to ensure cross-border RPAS development.

The absence of harmonised rules at EU level might impede the development of a European drone market, given that national authorisations are generally not mutually recognised among the Member States. According to Parliament, a **clear European legal framework** is needed to ensure investment and development of a competitive European RPAS sector. Moreover, this framework might assist the discussions on global rule making for the use of drones.

Key issues: recalling the economic importance of this sector, Parliament stressed that all EU policies should take account of the following aspects:

- the need to put in place suitable policies to **protect privacy and ensure data protection, safety and security**, which are proportionate to their aim while not imposing an unnecessary burden on SMEs;
- the establishment of a clear distinction between **professional and recreational use** of remotely piloted aircraft;
- the fact that **safety and security** are paramount for any RPAS operations and rules and that they must be commensurate with the risks

In this regard, the resolution supports the **five essential principles** for future RPAS development set out in the Riga Declaration, that is:

1. RPAS need to be treated as new types of aircraft with **proportionate rules based on the risk of each operation**;
2. EU rules for the **safe provision of RPAS services** need to be developed to enable the industry to invest;
3. **technology and standards** need to be developed to enable the full integration of RPAS into European airspace;
4. **public acceptance** is key to the growth of RPAS services;
5. the operator of an RPAS is **responsible** for its use.

Stressing the importance of **'out-of-sight' flights** for the development of the sector, Members considered that European legislation should favour this modus operandi. The question of identifying drones, of whatever size, being crucial, Members underlined that solutions should be found which take into account the recreational or commercial use to which drones are put.

Future solutions: Parliament supported the development of **a clear, harmonised and proportionate European and global regulatory framework on a risk-assessed basis**, which avoids disproportionate regulations for businesses that would deter investment and innovation in the RPAS industry, whilst adequately protecting citizens and creating sustainable and innovative jobs.

Thorough risk assessment should be based on the **'concept of operations' established by the EASA** and should take into account characteristics of the RPAS (weight, scope of operation, speed) and the nature of their use (recreational or professional).

Concerned over potential illegal and unsafe uses of RPAS, Members called on the Commission to **support the development of the necessary technology** to ensure safety, security and privacy in the operation of RPAS.

Parliament considered that future European and global rules on RPAS should address the following points:

- rules at EU and national level should **clearly indicate the provisions applicable to RPAS** in relation to the internal market and international commerce (production, sale, purchase, trade, and use of RPAS) and the fundamental rights of privacy and data protection;
- any person operating an RPAS should be made aware of the **basic rules applicable to the use of RPAS**, and that those rules should be specified in a notice for purchaser;
- **training** provided to professional users and owners of RPAS should include specific training on data protection and privacy;
- RPAS flying beyond visual line of sight (BVLOS) must be equipped with '**detect-and-avoid' technology** in order to detect aircraft using the same airspace, ensuring that RPAS do not put at risk the safety of manned aircraft, and in addition, take into account densely-populated areas, no-fly zones, such as airports or nuclear plants;
- RPAS should be equipped with an **ID chip** and registered to ensure traceability, accountability and a proper implementation of civil liability rules;
- the use of RPAS by **law enforcement and intelligence services** must respect the fundamental right to privacy, data protection, freedom of movement and freedom of expression.

Taking into account the expected economic spin-offs from this sector, the EU should **favour the development of European technologies**, for example through Horizon 2020.

In addition, the **Joint Authorities for Rulemaking on Unmanned Systems** (JARUS) which is an international voluntary membership body comprising national civil aviation authorities from 22 states (EU and non-EU countries) and regulatory agencies/bodies could ensure that any future EU rules will be **coordinated with international arrangements** in other countries, through a process of mutual recognition

Members called on the TRAN and LIBE committees to **arrange a joint hearing** with representatives of industry, national privacy protection organisations, the European Data Protection Supervisor, the Commission, and NGOs working in the area of fundamental rights.

Safe use of remotely piloted aircraft systems (RPAS), commonly known as unmanned aerial vehicles (UAVs), in the field of civil aviation

2014/2243(INI) - 25/09/2015 - Committee report tabled for plenary, single reading

The Committee on Transport and Tourism adopted an own-initiative report by Jacqueline FOSTER (ECR, UK) on the safe use of remotely piloted aircraft systems (RPAS), commonly known as unmanned aerial vehicles (UAVs), in the field of civil aviation.

Stressing the global dimension of piloted aircraft systems and that all the Member States have some RPAS activities, either in manufacturing and/or operationally, Members considered that the RPAS sector **urgently requires European and global rules** in order to ensure cross-border RPAS development.

A **clear European legal framework** is needed to ensure investment and development of a competitive European RPAS sector. Moreover, Members believed that this framework might assist the discussions on global rule making for the use of drones.

Key issues: recalling the economic importance of this sector, Members stressed that all EU policies should take account of the following aspects:

the need to put in place suitable policies to **protect privacy and ensure data protection, safety and security**, which are proportionate to their aim while not imposing an unnecessary burden on SMEs;

the establishment of a **clear distinction between professional and recreational use** of remotely piloted aircraft;

the fact that **safety and security** are paramount for any RPAS operations and rules and that they must be commensurate with the risks.

In this regard, the report supports the **five essential principles** for future RPAS development set out in the Riga Declaration:

1. RPAS need to be treated as new types of aircraft with **proportionate rules based on the risk of each operation**;
2. EU rules for the **safe provision of RPAS services** need to be developed to enable the industry to invest;
3. **technology and standards** need to be developed to enable the full integration of RPAS into European airspace;
4. **public acceptance** is key to the growth of RPAS services;
5. the operator of an RPAS is **responsible** for its use.

Stressing the importance of **'out-of-sight' flights** for the development of the sector, Members considered that European legislation should favour this modus operandi.

In the long term, technical and regulatory solutions should preferably enable RPAS to use the airspace alongside any other airspace user without imposing on the latter new equipment requirements.

Future solutions: Members considered that future European and global rules on RPAS should address issues relating to:

- airworthiness;
- certification specifications;
- commercial and recreational use;
- the identity of the drone and the owner/operator;
- the approval of training organisations for pilots;
- training and licensing of pilots;
- operations;
- liability and insurance;
- data protection and privacy; 'geo-fencing';
- no-fly (exclusion) zones.

Furthermore, the report concentrated on the following points:

- **training** provided to professional users and owners of RPAS, it includes specific training on data protection and privacy;
- RPAS flying beyond visual line of sight (BVLOS) must be equipped with '**detect-and-avoid' technology** in order to detect aircraft using the same airspace, ensuring that RPAS do not put at risk the safety of manned aircraft, and in addition, take into account densely-populated areas, no-fly zones, such as airports;
- Taking into account the expected economic spin-offs from this sector, the EU should favour the **development of European technologies**, for example through Horizon 2020;
- RPAS in line with a risk-based approach should be equipped with an **ID chip** and registered to ensure traceability, accountability and a proper implementation of civil liability rules;
- the use of RPAS by **law enforcement and intelligence services** must respect the fundamental right to privacy, data protection, freedom of movement and freedom of expression;
- the data protection authorities of the Member States should **share existing specific data protection guidance** for commercial RPAS.

In addition, the **Joint Authorities for Rulemaking on Unmanned Systems** (JARUS) which is an international voluntary membership body comprising national civil aviation authorities from 22 EU and non-EU countries and regulatory agencies/bodies could ensure that any future EU rules will be **coordinated with international arrangements** in other countries, through a process of mutual recognition.

Members took the view that the Parliament must establish its position prior to the Commission's adoption of its aviation package, thereby responding to the industry call for clear guidance. They called on the TRAN and LIBE committees to **arrange a joint hearing** with representatives of industry, national privacy protection organisations, the European Data Protection Supervisor, the Commission, and NGOs working in the area of fundamental rights.