



**Integrating Drones into Polish Airspace while keeping sky safe.
Performance-based regulatory environment for RPAS - are we ready?**

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New Basic Regulation (EU)

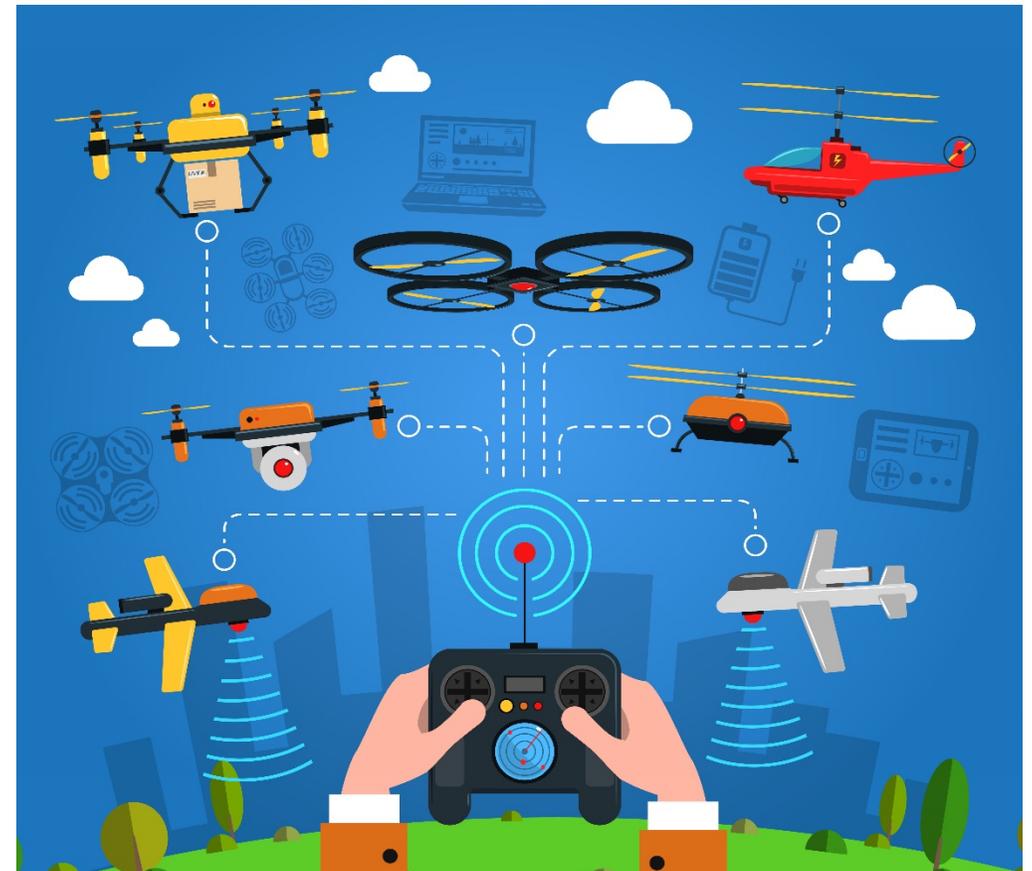
„...lay down, where possible, requirements and procedures in a manner which **is performance-based** and focuses on objectives to be achieved, while allowing different means of achieving compliance with those performance-based objectives”

... however legal certainty should be ensured!



EASA

European Aviation Safety Agency





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OPEN
Low risk
NO-PRE APPROVAL
LIMITATIONS : 25 kg;
Visual line of sight (VLOS),
height <120m; system of
zones
3 SUB-CATEGORIES: fly
over, close, far from
people
CE MARKING allows for
design requirements



SPECIFIC
Increased risk
Authorisation by NAA
based on specific
operation risk assessment
(SORA)
STANDARD SCENARIOS
Optional concept of
approved operator with
privilege



CERTIFIED
Risk as manned aviation
Certification of UAS and
operator and licenced
pilot (unless autonomous
flight)
EASA accepts application
in its present remit
Some systems (Datalink,
Detect and Avoid, ...) may
receive an independent
approval



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Background and principles for operations in **open and specific categories**

- Operation centric; **performance and risk based**
- Allows an open category with a significant scope
- Integrates both aviation and product legislation (CE marking)
- Cover commercial and hobby thus includes model aircraft
- Clarify the role of Member States and provide flexibility to them
- Includes registration of operators and certified unmanned aircraft, identification and geo awareness
- Contributes to security, privacy and environment protection
- Key role of cooperation:
 - Member States; Unmanned and Manned Aircraft Communities
 - EU Commission, other EU Agencies and EUROCONTROL
 - ICAO, JARUS, FAA, Transport Canada



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Principles for regulatory framework operations in **certified category**

When?

The risk of the operation cannot be adequately mitigated without the certification of the UAS and of the operator and without the licencing of the remote pilot, for example:

- UAS operations involving a UA with dimensions above 3 m or kinetic energy above 34 KJ, intended to be operated over open assemblies of people;
- UAS operations for the transport of people;
- UAS operations for the carriage of dangerous goods, which may result in high risk for third parties in case of accident.

What?

Certification process similar to those for manned aviation

Drones in POLAND

our experience



Over 100 000 drones



8325 licensed pilots



88 registred training facilities



The market value is over 70 000 000 \$

EU MAP



Polish legislation in place

our experience

The main areas of legal requirements for drones:

- Flight crew licensing (for the commercial user)
- Flight rules (VLOS, BVLOS)
- Certification of aircraft (above 25 kg)
- Safety promotion



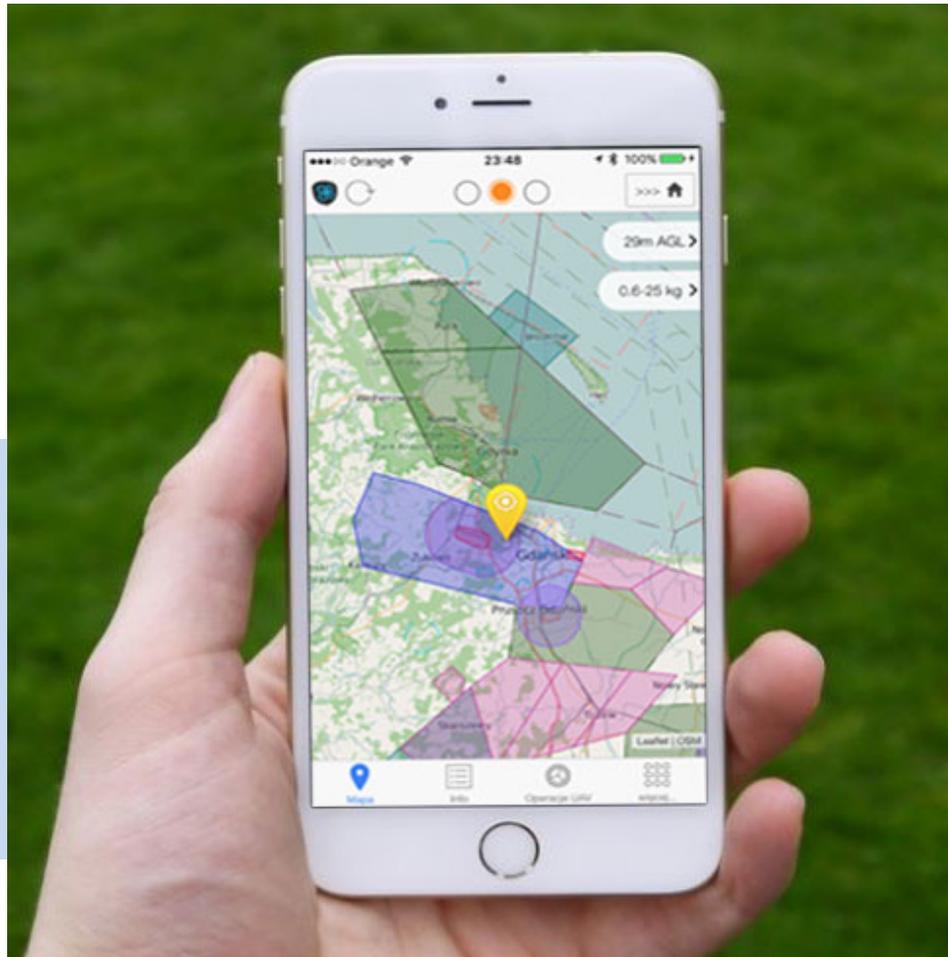
Safety promotion

Due to the increasing popularity of drones and their availability, the Polish Civil Aviation Authority, in the interest of civil aviation safety, has prepared the information campaign, aimed at drawing attention to the most important principles of safe flying drones.

SPORT AND RECREATIONAL FLYING WITH UNMANNED AERIAL VEHICLES



Technological **support**



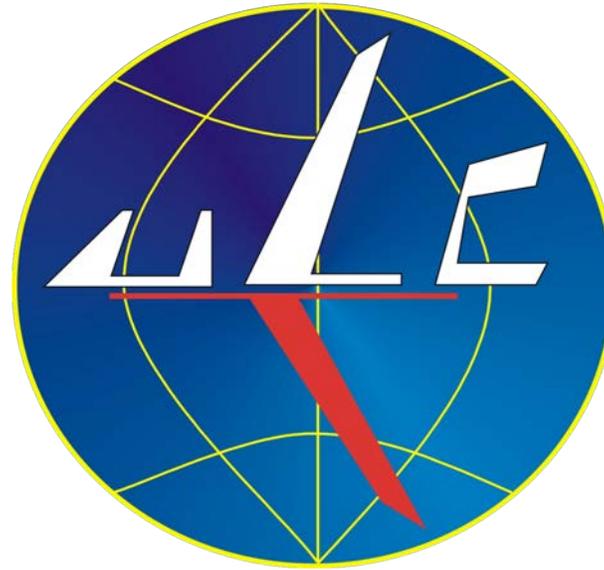
PANSA recognized the educational nature of the DroneRadar platform along with the raising of situational awareness of drone operators in the Polish airspace is an easy to use platform, for airspace visualization which enables the registration and monitoring of areas where RPAS flights take place. Integration with ANSP allows two way non-verbal communication.





Performance-based
regulatory
environment
for RPAS.
Are we ready?





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