



HIGHLIGHTS

1st Plenary Meeting 2016 – Madrid 11-15 April 2016

JARUS organises two **Plenary Meetings** per year and the first one in 2016 was hosted in Madrid from 11th to 15th April 2016. The Spanish Aviation Safety and Security Agency welcomed 87 participants representing 28 countries¹, as well as the Stakeholder Consultative Body (SCB).²

- For the first time, **SCB representatives** representing 10 different organisations³ attended the JARUS Plenary Meeting. This a global forum representing the Industry willing to share expertise and update JARUS on the latest developments in technologies to create appropriate standards and regulations. The SCB Terms of Reference were discussed and it was agreed that for the time being SCB votes will be recorded in parallel to the JARUS voting, but not be included in the poll for decision making. The JARUS proposals for approval might need to be revised/reconsidered in case all SCB votes are against the JARUS proposal. SCB are welcome to contribute to the Working Groups and a Call for Experts will be launched.
- Briefing on the collaboration between **JARUS WG-6 and EUROCAE WG-73** on the AMC RPAS 1309 document. Established in June 2015, it aimed to review and analyse the two different approaches and find an agreement/conciliation on the way forward. The final report with a joint conciliation statement was issued in November 2015 and this is available at <http://jarus-rpas.org/content/jar-doc-04>. The results will be reflected when the issue 3 of the JARUS AMC RPAS.1309 will be released.
- Presentation of **EUROCONTROL ATM CONOPS**: the draft document paper was submitted to the JARUS Members to get initial comments regarding the conceptual part of the document. It was agreed to continue the work and consolidate the comments to be received.
- **ICAO** has organised an advisory group, including also operators, to start writing guidance material for the nominated States. A generic toolkit should be available in September on the public pages of the ICAO website would be developed for consultation by the States.

¹ Australia, Austria, China, Croatia, Czech Republic, Denmark, Estonia, Finland, France, Germany, Ireland, Israel, Italy, Japan, Latvia, Malta, The Netherlands, Norway, Romania, Russia, Singapore, South Africa, Spain, Sweden, Switzerland, Turkey, United Kingdom and USA

² See also Press Release date 25 April 2016 at <http://jarus-rpas.org/press-release>

³ AIA, ASD, AUVSI, CANSO, COCESNA, EUROCAE, IFATCA, IATA, IAOPA, IBAC, IFALPA, RTCA, UVS and nominated At-Large members.



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- Briefing from the **European Global Navigation Satellite Systems Agency** (GSA) on Galileo and EGNOS programmes and related benefits for the aviation sector and in particular for UAS.
- Presentation from **Air Space Drone** “Fly Safe” on their activities on the integration of UAS in the air space linked to identification, location and detect & avoid. ASD proposes a unique solution to cover these three aspects: an autonomous GPS device with fitted battery and a memory in case of disconnection, which can be used in any drone.
- The “JARUS Membership Policies and Procedures” was approved and it is now available at <http://jarus-rpas.org/membership-policy>.

WORKING GROUPS

The following Working Groups (WGs) met to further progress with the ongoing tasks:

- **WG-1: Flight Crew Licencing**
 - FCL Guidance Material for internal consultation ready in May 2016.
- **WG-2 Operations**
 - Election of the two new Ops Groups with two co-rapporteurs and creation of two sub-groups A (Operations) and B (Organisations).
 - New scope: the priority is to develop operational requirements for category A and B.
- **WG-3 Airworthiness**
 - Focused is to develop design requirements for unmanned aircraft, which can be used in the certified category and in the specific category when required by the SORA.
 - Following comments received, the draft CS-LUAS to be reviewed.
- **WG-4 Detect and Avoid**
 - A deliverable on Safety objectives for D&A ready for internal consultation in April.
 - The Plenary asked the WG-4 Leader to consider Category A & Category B.
- **WG-6 Safety and Risk Management**
 - Internal consultation for Specific Operation Risk Assessment (SORA) to start in April. Industry is providing valuable advice on the level of detail to be presented.
- **WG-7 Concept of Operations (CONOPS)**
 - UAS Operational Categorization paper available for internal consultation in April 2016 and in June 2016 for external consultation.



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UPDATE FROM JARUS MEMBERS

EASA: in December 2015, the new European Union aviation strategy has been presented to harmonise the approach for Unmanned Aircraft. An extended scope of the EASA Basic Regulation is expected. The approach taken is operation centric: three categories have been identified (open, specific and certified). A task force on geofencing has also been established.

FAA: presentation of the Types of UAS Operations. A draft Notice of Proposed Rulemaking (NPRM) for a Small UAS rule is under public consultation. So far, more than 4000 comments have been received and it should be finalised in the coming months. US Registration requirements became effective on 21st December 2015 for small UAS (< 55 lbs) flown outside and more than 400,000 UAS have been registered so far. Great importance is given to outreach and education campaigns.

Denmark: currently main concerns are privacy, enforcement and security. Operational rules are under discussion in Parliament. Cooperation with police force is important for enforcement and a road sign logic is the best way to make the rules easy to understand to everyone.

Malta: a product safety directive is foreseen.

Spain: a new interim regulation framework was introduced in 2014 with basic requirements to allow aerial works with limited conditions for two categories: > 25 kg certification and registration with AESA issuing administrative authorisation, <= 25 kg declarative regime with identification. For pilots, at least 18 years old, theoretical knowledge + medical requirement.

Czech Republic: presentation of dummy-head crash tests with 5 different RPA performed by the Czech Technical University (Prague) and coordinated by the CZ CAA. The aim was to get some useful data to determine a threshold for “A0 - harmless” category which could be allowed to fly over populated areas without any airworthiness assessment.

Italy: update on the RPAV regulation (Issue 2 Rev 1) to support the safety development and law enforcement. Two classes have been identified: below 25 kg (category A & B) and above 25 Kg for category C. As of July 2016 < 25 kg should be equipped also with an Electronic Identification Device.

Japan: update on Japans' safety rules for unmanned a/c, which came into force is December 2015 and exclude those lighter than 200g. A permission by the responsible Ministry might be required for the identified airspaces (above 150m, near aerodromes/obstacles and above populated area).



Joint Authorities for Rulemaking on Unmanned Systems

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Plenary Meetings: planning 2016-2017

- 2nd JARUS Plenary in 2016: 12-16 September 2016 in Washington, hosted by the FAA;
- 1st JARUS Plenary in 2017: spring, candidate host Romanian CAA;
- 2nd JARUS Plenary in 2017: autumn, candidate host the South Africa CAA.