RPAS IN BELGIUM
Drones worden aan banden gelegd

Mouscron vu du ciel grâce au quadricoptère

Het is wat met de drones tegenwoordig. Deze zoner is er niet gewoon aangetroffen boven het koninklijk domein van Fontaine in de provincie Namen, zo meldde VTM gestreept in het programma 'Royalty'.

Het ging om een cameradrone van een fotograaf van de kranten van Stadspresse.

En gestreept stortte een cameradrone neer op twee meter van het podium waar Angela Meriol een toespraak hielt.

Zou de wetgever al rekening houden met de luchtFoto's maken van mijn zomerse bungalowman?

Koen Meuleman (VITO) en Karen Ongena (IP PORTA)

Drones zitten ook in uw tuin
INDEX

- The association
- Operations
- Terrains
- Current regulations
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- Future
THE ASSOCIATION

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THE ASSOCIATION

- 4th of July 2012
- Six founding members
- Ten members in total

- To interact with several stakeholders;
- Communication with press, national and regional politics.
THE ASSOCIATION

- Founding members:
THE ASSOCIATION

- 52 members (end 2013)
  - 9 Manufacturers
  - 1 Distributor
  - Service providers:
    - 27 Flying
    - 4 Non-flying
  - 1 R&D Institute
  - 1 Insurance agency
  - 1 Administration company
  - 1 Accredited Training Organisation
THE ASSOCIATION

- 7 lectures in 2013:
  Privacy; Incident reporting; Air Traffic Control; Insurances;...

- Present on fairs & exhibitions
THE ASSOCIATION

- Several Working Groups:
  WG Legislation; WG Safety; WG Licensing

- 2 General Assemblies a year
OPERATIONS

- Brussels FIR B-series NOTAM
OPERATIONS

- Real-time black carbon measurements with AE-51 Aethalometer

Harbour of Antwerp
OPERATIONS

- Detection of diseases in Orchards
OPERATIONS

- Mapping
OPERATIONS

- Train disaster Wetteren
  - 500m perimeter for toxic acrylonitrile
  - Urgent mapping
  - BLOS
  - Collaboration between several administrations and rescue services
TERRAINS

- 1 private test terrain (2011)
  - Production – testing
- 2 training terrains
- 2 demonstration terrains (in progress)
- Use of model aircraft sites
CURRENT REGULATIONS

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CURRENT REGULATIONS

- Case-by-case:
  - Research & Development (testing)
  - Training
  - Demonstration

- Prohibition for commercial work
  - When performing commercial work = aerial work permission. Current legislation is not fitted for RPAS.
CURRENT REGULATIONS

- Illegal activities:
  - Unsafe operations
  - No growth of technology
  - Unfair competition
  - No privacy concerns
CURRENT REGULATIONS

- International Civil Aviation Organisation (ICAO)
  - Annex 2: An operation can take place when?
    - The RPAS has an Airworthiness Certificate
    - A licensed pilot will operate
    - The company has a valid RPAS operator certificate
    - With the proper authorization
  - But only valid for international flights
    However annexes are taken over for domestic regulations
CURRENT REGULATIONS

- European Commission
  - EC785/2004: Insurance regulation
    - Only for commercial operations
  - EC wants single market for RPAS

- European Aviation Safety Agency (EASA)
  - NPA for >150kg
  - « 500ft AGL as physical separation »
  - RPAS must adhere to ATM principles and rules
STAKEHOLDERS
STAKEHOLDERS

- Belgian Civil Aviation Authority

RPAS point of view:

- Safety first! For people in the air and on the ground
- Correct economic business case
- Development of technology
- Coordination with other stakeholders
- In line with European regulations
STAKEHOLDERS

- Belgian’s Air Navigation Service Provider for civil aviation

- RPAS Point of view:
  - They do not allow aircraft in their controlled airspace without being seen / without special needs:
    - Detect and avoid capability
    - Radiotelephony capability
    - Assured Airmanship
STAKEHOLDERS

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STAKEHOLDERS

- Belgian Defence – Air Component
  - Belgian’s Military Aviation Authority
  - Military Air Navigation Service provider

- RPAS point of view:
  - Safety first!
  - Military aviation has priority in military airspace
  - Permission or coordination prior flight
STAKEHOLDERS

- Royal Belgian Aeroclub (VML)
  - Association of all Aeroclubs, recreational flights, model aircraft, ...

- RPAS point of view:
  - Safety first!
  - RPAS regulations should not interfere with model aircraft regulations. However there must be a basis for model aircraft and RPAS.
  - Radio regulations
STAKEHOLDERS

- Federal Police - Air Support Unit

RPAS Point of view:

- Safety first!
- RPAS visible for police helicopters at very low altitude
- Operational air traffic
- No time to check NOTAMs when scrambled
STAKEHOLDERS

- City associations
  - Represent cities to other authorities
  - Support cities in administration

- RPAS point of view:
  - Local authorities must be informed about public flights
  - Privacy concerns
STAKEHOLDERS

- Belgian Institute for Post and Telecommunication

RPAS point of view:

- Waiting for ITU for new and approved RPAS frequencies (2015!)
- Waiting for EU for new and approved RPAS frequencies
- Collaborating on a case-by-case basis
INCIDENTS
INCIDENTS

- Near miss Antwerp International
  - Final approach
  - Few meters between aircraft & RPAS
  - Judicial research
FUTURE

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FUTURE

- Legislation must cover all types of UAS:
  - Rotary / Multicopter
  - Fixed wing
  - Lighter-than-air
  - Light
  - Heavy
  - Open/closed source autopilots/payload
FUTURE

- Mutual recognition of BCAA permissions and procedures:
  - Enables companies to go abroad
  - Enables BCAA to recognize foreign certificates
    - decrease of expenses
  - But requires a similar level of regulation as EU-countries

- Fast deployment possibilities:
  - Not only for emergency services
FUTURE

- Airworthiness standards are not available:
  - Safety must be built on several pillars
FUTURE

- Charges:
  - Acceptable for the industry (small/medium/large)
  - In proportion to manned aviation
  - Allow growth for unmanned business
FUTURE

- Registered RPAS
- Law and regulations in effect
- Visual Line Of Sight (VLOS) & Beyond Line Of Sight (BLOS)
- RPAS License:
  - Via an Accredited Training Organisation
  - Manufacturer
- Medical License Class 3
- Logbook
SAFETY FIRST!

- THANK YOU FOR YOUR ATTENTION -

? QUESTIONS ?

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