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From: General Secretariat of the Council  
To: Delegations

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Subject: COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN  
PARLIAMENT AND THE COUNCIL A new era for aviation Opening the  
aviation market to the civil use of remotely piloted aircraft systems in a safe  
and sustainable manner

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Delegations will find attached the questions proposed by the Presidency on the above mentioned Communication, in view of the Ministerial policy debate at the TTE Council on 8 October 2014.

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TRANSPORT COUNCIL 8 OCTOBER 2014

Communication from the Commission - A new era for aviation: opening the aviation market to the civil use of remotely piloted aircraft systems in a safe and sustainable manner

Questions proposed by the Presidency for a policy debate on remotely piloted aircraft systems

(RPAS)

- 1) *The overall objective of European research and development efforts, and regulatory initiatives is to accommodate the new technologies of RPAS. Also, RPAS should fly as 'normal' air traffic, integrated among 'normally piloted' aircraft in a non-segregated airspace which is open to all civil air transport.*
  - *Do you agree with this overall objective?*
  
- 2) *RPAS activities are a global market. A strong European market is the best instrument to make European companies cope with global competitors, hence the need for harmonizing European rules. For example, the current division of competence between EASA and Member States at 150 kg operating mass for unmanned aircraft appears to be artificial. At the same time, a good balance of rules should be found so that European rules do not lead to central management or heavy regulatory burden.*
  - *How could a solid partnership between EASA and the national authorities best be organised and how could the regulatory burden for both administrations and industry be kept as light as possible?*
  
- 3) *RPAS operations should not affect the fundamental freedoms of European citizens, who might feel concerned about privacy or security.*
  - *While the main focus of the future regulatory framework might be on safety, should specific rules on data protection or security be developed? Alternatively, should safety legislation merely facilitate the implementation of the existing framework on data and privacy protection or security?*