



EUROCONTROL vision on RPAS integration

ICAO RPAS Symposium
Workshop 4: civil-military

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The military: a nearly one-century experience in RPAS

From early tests to combat drones + radio plane aerial targets



Early experimentation by Reginald Denny



BAE Systems QF-4E



Source Kenneth Katz 2013

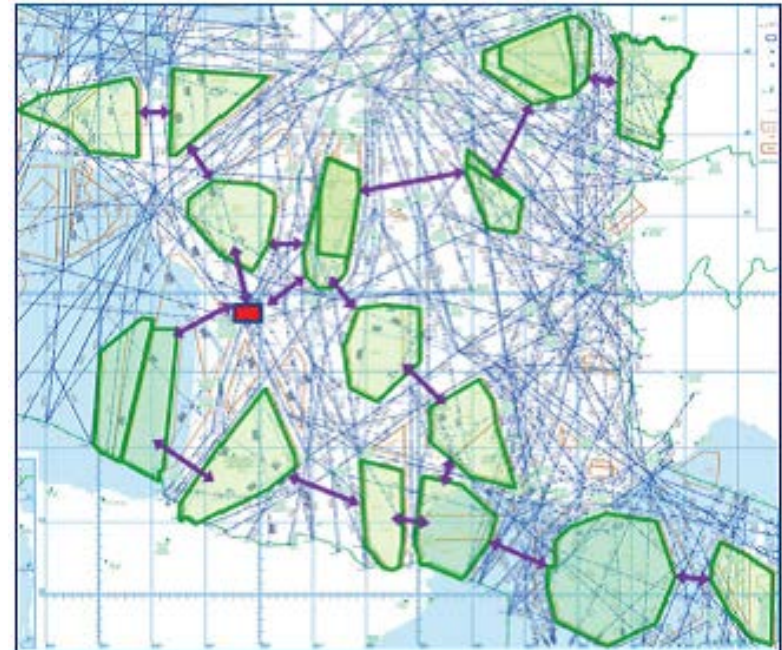
Military operators have a unique experience in RPAS operations

- A comprehensive operational and technical experience (in segregated or urban areas, mixed traffic) with thousands of qualified military RPAS pilots accross the world
- Large and stable RPAS fleets
- The full scope of sizes, weight, capabilities and performance



Military RPAS: the recurring challenges

- Some difficulties to speak one voice at the institutional level
- The on-going issue of airspace access, civil-military coordination, certification of air assets and flying rules



Military RPAS: the recurring challenges

- The States (a lot of States...)
 - What is « the military » ? Who do I call to contact “them” ? What about the military “representatives” in the RPAS WGs ? Who are they representing ?
- How to use this unique experience ?
 - Classified systems and data
 - Non harmonized military regulations and rules
- Military organizations still struggling to coordinate between themselves and with the civil
- The permanent issue of ICAO and the State aircraft : understanding of article 3 and the « due regard »
- Its role in Air defense against RPAS low level intruders
 - who has jurisdiction ? RPA airborne and remote pilot on the ground (or not...)

EUROCONTROL activity threads in RPAS

Two threads of activities



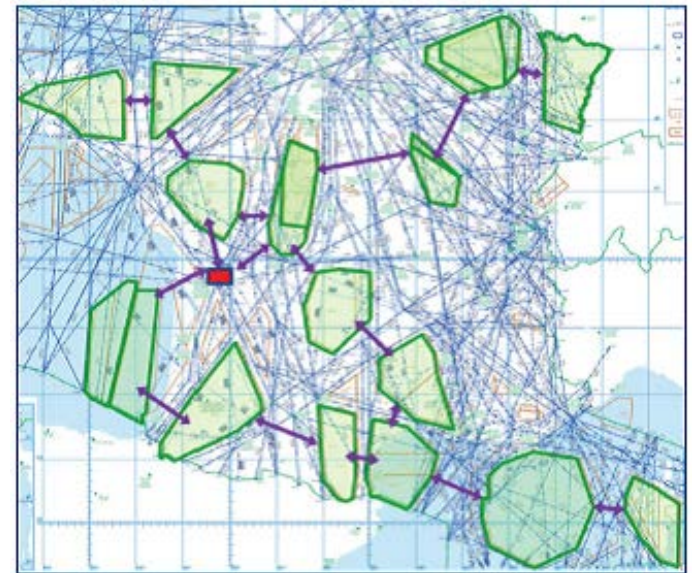
Activity 1: Work on accommodation

Activity 2: Prepare for integration

Activity 1: Accomodation

Short term: Accommodate heavy military RPAS in the current airspace philosophy

- Refine RPAS OAT rules,
- Progress on generic Standard operating procedures,
- Build trust between civil ANSP, regulators and military authorities and operators



Activity 2: Integration in mixed mode operations

Long/middle term (outside of theatres of operation or reserved areas)

- Main Principle
 - Follow GAT rules as long as
 - The military has built a transparent partnership with civil authorities to develop rules
 - The military missions can be fulfilled
 - Apply harmonized OAT rules to address the « irreconcilable differences »
(formation flights ...)
- Develop an efficient dual DAA technical solution
- For larger RPAS, the civil market does not seem to be mature enough: the military is THE reference.



International and national rules are currently being developed (States, JARUS, ICAO...)

Such development shall

- NOT exclude the military RPAS
- Benefit from the military excellence in the RPAS domain

BUT

- Which real influence the military have in those relevant structures and these working groups ? What to do to improve this situation ?
- Which course of action when there is no common view among the military (sometimes within the same State...)
- How to benefit from military experience and to access data ?

Conclusion : More military-military and civil-military cooperation, less politics

We have with RPAS a unique opportunity to have a good start by having worldwide applicable standard and rules satisfactorily applicable to civil and military.

Let's not waste that opportunity.

- Improve and strengthen cooperation between the military and the civil organisations
- Clarify the responsibilities between the organisations: there is still some overlap in R&D, or in the development of rules.
- Ensure that the future RPAS rules allow mixed operations and do not impede them.