



2014/2243(INI)

24.7.2015

AMENDMENTS

1 - 153

Draft report
Jacqueline Foster
(PE554.997v01-00)

on safe use of remotely piloted aircraft systems (RPAS), commonly known as
unmanned aerial vehicles (UAVs), in the field of civil aviation
(2014/2243(INI))

AM_Com_NonLegReport

Amendment 1
Matthijs van Miltenburg

Motion for a resolution
Citation 1 a (new)

Motion for a resolution

Amendment

- having regard to the Treaty on the Functioning of the European Union, and in particular Article 4(2)(g) and Title VI and Article 16 thereof,

Or. en

Amendment 2
Matthijs van Miltenburg

Motion for a resolution
Citation 1 b (new)

Motion for a resolution

Amendment

- having regard to the Charter of Fundamental Rights of the European Union, and in particular Articles 7 and 8 thereof,

Or. en

Amendment 3
Matthijs van Miltenburg

Motion for a resolution
Citation 1 c (new)

Motion for a resolution

Amendment

- having regard to Directive 95/46/EC of the European Parliament and of the Council of 24 October 1995 on the protection of individuals with regard to the processing of personal data and on the free movement of such data,

Amendment 4
Matthijs van Miltenburg

Motion for a resolution
Citation 1 d (new)

Motion for a resolution

Amendment

- having regard to the opinion of the European Data Protection Supervisor on the Communication from the Commission to the European Parliament and the Council on "A new era for aviation - Opening the aviation market to the civil use of remotely piloted aircraft systems in a safe and sustainable manner",

Or. en

Amendment 5
Matthijs van Miltenburg, Izaskun Bilbao Barandica, Pavel Telička

Motion for a resolution
Citation 4 a (new)

Motion for a resolution

Amendment

- having regard to the Concept of Operations for Drones 'A risk based approach to regulation of unmanned aircraft' of the European Aviation Safety Agency

Or. en

Amendment 6
Dominique Riquet

Motion for a resolution
Recital A

Motion for a resolution

A. whereas small, radio-controlled model aircraft have been flown by enthusiasts for many decades; whereas during the last 15 years, there has been rapid growth in the use of RPAS, **more commonly known as** UAVs or drones; whereas in particular small RPAS, designed for both hobbyist and recreational purposes have become increasingly popular;

Amendment

A. whereas small, radio-controlled model aircraft have been flown by enthusiasts for many decades; whereas during the last 15 years, there has been rapid growth in the use of RPAS, **which come under the broader category of** UAVs or drones; whereas in particular small RPAS, designed for both hobbyist and recreational purposes have become increasingly popular;

Or. fr

Amendment 7

Dominique Riquet, Christine Revault D'Allonnes Bonnefoy

Motion for a resolution

Recital B

Motion for a resolution

B. whereas technology developed primarily for military purposes is now being applied commercially, pushing legislative boundaries; whereas today RPAS also provide significant benefits for different civil uses, **such as** safety inspections and monitoring of infrastructure (rail tracks, dams, and power facilities), **for** assessing natural disasters, precision farming operations and media **use**; **whereas the use of RPAS also provide significant environmental benefits**;

Amendment

B. whereas technology developed primarily for military purposes is now being applied commercially, pushing legislative boundaries; whereas today RPAS **used in a professional context** also provide significant benefits for different civil uses, **the added value of which increases with the distance between the aircraft and the remote pilot (BVLOS (beyond visual line-of-sight) operations)**; **whereas RPAS applications, which are highly varied and could extend to still more fields in the future, can be used, for example, for** safety inspections and monitoring of infrastructure (rail tracks, dams, and power facilities), assessing natural disasters, **(environmentally responsible)** precision farming operations, media **production, airborne thermography, or parcel delivery in isolated regions**;

Or. fr

Amendment 8

Matthijs van Miltenburg, Izaskun Bilbao Barandica, Pavel Telička

Motion for a resolution

Recital B

Motion for a resolution

B. whereas technology developed primarily for military purposes is now being applied commercially, pushing legislative boundaries; whereas today RPAS also provide significant benefits for different civil uses, such as safety inspections and monitoring of infrastructure (rail tracks, dams, and power facilities), for assessing natural disasters, precision farming operations and media use; whereas the use of RPAS also provide significant environmental benefits;

Amendment

B. whereas technology developed primarily for military purposes is now being applied commercially, pushing legislative boundaries; whereas today RPAS also provide significant benefits for different civil uses, such as safety inspections and monitoring of infrastructure (rail tracks, dams, and power facilities), for assessing natural disasters, precision farming operations and media use; whereas the use of RPAS also provide significant environmental benefits; ***whereas the rapid developments of new applications can be foreseen in the near future, which illustrates the innovative and dynamic nature of the RPAS industry;***

Or. en

Amendment 9

Christine Revault D'Allonnes Bonnefoy

Motion for a resolution

Recital B

Motion for a resolution

B. whereas technology developed primarily for military purposes is now being applied commercially, pushing legislative boundaries; whereas today RPAS also provide significant benefits for different civil uses, such as safety inspections and monitoring of infrastructure (rail tracks, dams, and power facilities), for assessing natural disasters, precision farming operations and media use; whereas the use

Amendment

B. whereas technology developed primarily for military purposes is now being applied commercially, pushing legislative boundaries; whereas today ***professional RPAS applications*** also provide significant benefits for different civil uses, such as safety inspections and monitoring of infrastructure (rail tracks, dams, and power facilities), for assessing natural disasters, precision farming operations and media

of RPAS also *provide* significant environmental benefits;

use; whereas the use of *professional RPAS applications* also *provides* significant environmental benefits;

Or. fr

Amendment 10
Renaud Muselier

Motion for a resolution
Recital B a (new)

Motion for a resolution

Amendment

Ba. whereas RPAS technology can replace direct human intervention in dangerous environments;

Or. fr

Amendment 11
Christine Revault D'Allonnes Bonnefoy

Motion for a resolution
Recital B a (new)

Motion for a resolution

Amendment

Ba. whereas there are two types of RPAS applications, namely professional RPAS applications and recreational RPAS applications; whereas these two categories, which are intrinsically different from each other, should be governed by separate regulatory frameworks;

Or. fr

Amendment 12
Renaud Muselier

Motion for a resolution

Recital B b (new)

Motion for a resolution

Amendment

Bb. whereas greenhouse gases could be reduced if aircraft with high fossil energy consumption were replaced, for certain tasks, by smaller, lighter electrically powered drones;

Or. fr

Amendment 13

Marie-Christine Arnautu

Motion for a resolution

Recital C

Motion for a resolution

Amendment

C. whereas current EU legislation stipulates that the European Aviation Safety Agency (EASA) is, in principle, the certifying authority for RPAS with a maximum take-off mass of more than 150 kg; whereas RPAS of 150kg or less fall under the jurisdiction of the Member State;

C. whereas ***all*** RPAS ***should*** fall under the jurisdiction of the Member ***States***;

Or. fr

Amendment 14

Matthijs van Miltenburg, Izaskun Bilbao Barandica, Pavel Telička

Motion for a resolution

Recital D

Motion for a resolution

Amendment

D. whereas RPAS regulations exist or are being developed in Austria, Denmark, France, Germany, Italy, Ireland, Spain and the UK¹; whereas approved flying schools in Denmark, the UK and the Netherlands, and more than 500 licenced

D. whereas RPAS regulations exist or are being developed in ***many members states***; whereas ***many*** approved flying schools, ***and*** licenced RPAS pilots are already operational;

RPAS pilots *in the Netherlands and the UK* are already operational;

1

<http://www.caa.co.uk/default.aspx?catid=1995&pageid=16012>

Or. en

Amendment 15
Evžen Tošenovský

Motion for a resolution
Recital D

Motion for a resolution

D. whereas RPAS regulations exist or are being developed in Austria, Denmark, France, Germany, Italy, Ireland, Spain and the UK¹; whereas approved flying schools in Denmark, the UK and the Netherlands, and more than 500 licenced RPAS pilots in the Netherlands and the UK are already operational;

1

<http://www.caa.co.uk/default.aspx?catid=1995&pageid=16012>

Amendment

D. whereas RPAS regulations exist or are being developed in Austria, **Czech Republic**, Denmark, France, Germany, Italy, Ireland, Spain and the UK¹; whereas approved flying schools in Denmark, the UK and the Netherlands, and more than 500 licenced RPAS pilots in the Netherlands and the UK are already operational;

1

<http://www.caa.co.uk/default.aspx?catid=1995&pageid=16012>

Or. en

Amendment 16
Davor Škrlec

Motion for a resolution
Recital D

Motion for a resolution

D. whereas RPAS regulations exist or are being developed in Austria, Denmark,

AM\1069846EN.doc

9/69

Amendment

D. whereas RPAS regulations exist or are being developed in Austria, **Croatia**,

PE565.046v01-00

EN

France, Germany, Italy, Ireland, Spain and the UK¹; whereas approved flying schools in Denmark, the UK and the Netherlands, and more than 500 licenced RPAS pilots in the Netherlands and the UK are already operational;

1

<http://www.caa.co.uk/default.aspx?catid=1995&pageid=16012>

Denmark, France, Germany, Italy, Ireland, Spain and the UK¹; whereas approved flying schools in Denmark, the UK and the Netherlands, and more than 500 licenced RPAS pilots in the Netherlands and the UK are already operational;

1

<http://www.caa.co.uk/default.aspx?catid=1995&pageid=16012>

Or. en

Amendment 17

Janusz Zemke, Boguslaw Liberadzki, Gabriele Preuß, Christine Revault D'Allonnes Bonnefoy

Motion for a resolution

Recital D

Motion for a resolution

D. whereas RPAS regulations exist or are being developed in Austria, Denmark, France, Germany, Italy, Ireland, Spain and the UK¹; whereas approved flying schools in Denmark, the UK and the Netherlands, and more than 500 licenced RPAS pilots in the Netherlands and the UK are already operational;

1

<http://www.caa.co.uk/default.aspx?catid=1995&pageid=16012>

Amendment

D. whereas RPAS regulations exist or are being developed in Austria, Denmark, France, Germany, Italy, Ireland, Spain, **Poland** and the UK¹; whereas approved flying schools in Denmark, the UK and the Netherlands, and more than 500 licenced RPAS pilots in the Netherlands and the UK are already operational;

1

<http://www.caa.co.uk/default.aspx?catid=1995&pageid=16012>

Or. en

Amendment 18

Christine Revault D'Allonnes Bonnefoy

Motion for a resolution

Recital D

Motion for a resolution

D. whereas RPAS regulations exist or are being developed in Austria, Denmark, France, Germany, Italy, Ireland, Spain and the UK¹; whereas approved flying schools in Denmark, the UK and the Netherlands, and more than 500 licenced RPAS pilots in the Netherlands and the UK are already operational;

1

<http://www.caa.co.uk/default.aspx?catid=1995&pageid=16012>

Amendment

D. whereas RPAS regulations exist or are being developed in Austria, Denmark, France^{1a}, Germany, Italy, Ireland, Spain and the UK¹; whereas approved flying schools in Denmark, the UK and the Netherlands, and more than 500 licenced RPAS pilots in the Netherlands and the UK are already operational;

^{1a} <http://www.developpement-durable.gouv.fr/Quelle-place-pour-les-drones-dans.html>

1

<http://www.caa.co.uk/default.aspx?catid=1995&pageid=16012>

Or. fr

Amendment 19
Dominique Riquet, Pavel Telička

Motion for a resolution
Recital E

Motion for a resolution

E. whereas all RPAS rules in place in Europe are tailored to assessing the risk of the operation; whereas such RPAS rules are ‘operator centric’ and do not take the ‘aircraft centric’ approach used in manned aviation; whereas the risk depends not only on the type of machine, but also on additional factors, such as the area overflown, the expertise of the operator and the particular type of operation;

Amendment

E. whereas all RPAS rules in place in Europe are tailored to assessing the risk of the operation; whereas such RPAS rules are ‘operator centric’ and do not take the ‘aircraft centric’ approach used in manned aviation; whereas the risk depends not only on the type of machine, but also on additional factors, such as the area overflown, **the altitude**, the expertise of the operator and the particular type of operation;

Or. fr

Amendment 20
Matthijs van Miltenburg, Izaskun Bilbao Barandica

Motion for a resolution
Recital E

Motion for a resolution

E. whereas all RPAS rules in place in Europe are tailored to assessing the risk of the operation; whereas such RPAS rules are 'operator centric' and do not take the 'aircraft centric' approach used in manned aviation; whereas the risk depends not only on the type of machine, but also on additional factors, such as the area overflown, the expertise of the operator **and** the particular type of operation;

Amendment

E. whereas all RPAS rules in place in Europe are tailored to assessing the **safety** risk of the operation; whereas such RPAS rules are 'operator centric' and do not take the 'aircraft centric' approach used in manned aviation; whereas the risk depends not only on the type of machine, but also on additional factors, such as the area overflown, the expertise of the operator, the particular type of operation **and the ability of the operator to deal with unforeseen circumstances**;

Or. en

Amendment 21
Renaud Muselier

Motion for a resolution
Recital E

Motion for a resolution

E. whereas all RPAS rules in place in Europe are tailored to assessing the risk of the operation; whereas such RPAS rules are '**operator centric**' and do not take the 'aircraft centric' approach used in manned aviation; whereas the risk depends not only on the type of machine, but also on additional factors, such as the area overflown, the expertise of the operator and the particular type of operation;

Amendment

E. whereas all RPAS rules in place in Europe are tailored to assessing the risk of the operation; whereas such RPAS rules are **determined according to the type of operation** and do not take the 'aircraft centric' approach used in manned aviation; whereas the risk depends not only on the type of machine, but also on additional factors, such as the area overflown, the expertise of the operator and the particular type of operation;

Or. fr

Amendment 22
Christine Revault D'Allonnes Bonnefoy

Motion for a resolution
Recital E

Motion for a resolution

E. whereas all RPAS rules in place in Europe are tailored to assessing the risk of the operation; whereas such RPAS rules are 'operator centric' and do not take the 'aircraft centric' approach used in manned aviation; whereas the risk depends not only on the type of machine, but also on additional factors, such as the area overflown, the expertise of the operator and the particular type of operation;

Amendment

E. whereas all RPAS rules in place in Europe are tailored to assessing the risk of the operation; whereas such RPAS rules are 'operator centric' and do not take the 'aircraft centric' approach used in manned aviation; whereas the risk depends not only on the type of machine, but also on additional factors, such as ***the specific application***, the area overflown, the expertise of the operator and the particular type of operation;

Or. fr

Amendment 23
Pavel Telička

Motion for a resolution
Recital E

Motion for a resolution

E. whereas all RPAS rules in place in Europe are tailored to assessing the risk of the operation; whereas such RPAS rules are 'operator centric' and do not take the 'aircraft centric' approach used in manned aviation; whereas the risk depends not only on the ***type of*** machine, but also on additional factors, such as the area overflown, the expertise of the operator and the particular type of operation;

Amendment

E. whereas all RPAS rules in place in Europe are tailored to assessing the risk of the operation; whereas such RPAS rules are 'operator centric' and do not take the 'aircraft centric' approach used in manned aviation; whereas the risk depends not only on the ***characteristics of the machine (weight, scope of operation and speed)***, but also on additional factors, such as the area overflown, the expertise of the operator and the particular type of operation;

Or. en

Amendment 24
Dominique Riquet, Pavel Telička

Motion for a resolution
Recital F

Motion for a resolution

F. whereas the potential for growth in this industry, from the manufacturer to the end user is immense, for both large businesses and the supply chain composed of thousands of SMEs alike; whereas it is imperative to maintain world class standards of manufacturing;

Amendment

F. whereas the potential for growth in this industry, from the manufacturer to the end user, is immense, for both large businesses and the supply chain composed of thousands of SMEs alike; whereas it is imperative to maintain world class standards of manufacturing ***while promoting European leadership;***

Or. fr

Amendment 25
Franck Proust, Renaud Muselier

Motion for a resolution
Recital F

Motion for a resolution

F. whereas ***the*** potential for growth ***in this industry***, from the manufacturer to the end user is immense, for both large businesses and the supply chain composed of thousands of SMEs alike; whereas it is imperative to maintain world class standards of manufacturing;

Amendment

F. ***whereas this industry operates in a high added-value service economy based on a complex value chain: design, manufacture, operation, training, and processing, storage, sharing, and exploitation of information;*** whereas, ***especially where Europeans are concerned, its*** potential for growth, from the manufacturer to the end user, is immense, for both large businesses and the supply chain composed of thousands of SMEs alike; whereas it is imperative to maintain world class standards of manufacturing ***and support European know-how and technology;***

Or. fr

Amendment 26

Matthijs van Miltenburg, Izaskun Bilbao Barandica, Pavel Telička

Motion for a resolution

Recital F

Motion for a resolution

F. whereas the potential for growth in this industry, from the manufacturer to the end user is immense, for both large businesses and the supply chain composed of thousands of SMEs alike; whereas it is imperative to maintain world class standards of manufacturing;

Amendment

F. whereas the potential for **economic** growth in this industry, from the manufacturer to the end user is immense, for both large businesses and the supply chain composed of thousands of SMEs alike **as well as innovative start-ups**; whereas it is imperative to maintain world class standards of manufacturing **and standards of operations**;

Or. en

Amendment 27

Dominique Riquet, Christine Revault D'Allonnes Bonnefoy, Pavel Telička

Motion for a resolution

Recital G

Motion for a resolution

G. whereas in recognition of the rapid development of this market, RPAS are rightly being incorporated into existing aviation programmes, such as the Single European Sky Air Traffic Management Research (SESAR) Joint Undertaking and Horizon 2020; whereas industry has already invested significant financial resources;

Amendment

G. whereas in recognition of the rapid development of this market, RPAS are rightly being incorporated into existing aviation programmes, such as the Single European Sky Air Traffic Management Research (SESAR) Joint Undertaking and Horizon 2020; whereas industry has already invested significant financial resources **and would be encouraged to redouble its investment effort if SMEs, which make up its largest part, were able to obtain financing more easily**;

Or. fr

Amendment 28

Matthijs van Miltenburg, Izaskun Bilbao Barandica, Pavel Telička

Motion for a resolution

Recital G

Motion for a resolution

G. whereas in recognition of the rapid development of this market, RPAS are rightly being incorporated into existing aviation programmes, such as the Single European Sky Air Traffic Management Research (SESAR) Joint Undertaking and Horizon 2020; whereas industry has already invested significant financial resources;

Amendment

G. whereas in recognition of the rapid development of this market, RPAS are rightly being incorporated into existing aviation programmes, such as the Single European Sky Air Traffic Management Research (SESAR) Joint Undertaking and Horizon 2020; whereas industry has already invested significant financial resources; ***additional funding for further Research and Development (R&D) will be crucial to supporting this new industry and the safe and secure integration of RPAS into airspace.***

Or. en

Amendment 29

Franck Proust, Renaud Muselier

Motion for a resolution

Recital H

Motion for a resolution

H. whereas even at this early stage, Member States, industry and the Commission have all recognised the potential of this market and are keen to stress that any policy framework must enable ***growth*** in order to compete globally;

Amendment

H. whereas even at this early stage, Member States, industry and the Commission have all recognised the potential of this market and are keen to stress that any policy framework must enable ***the European industry to grow*** in order to compete globally;

Or. fr

Amendment 30

Matthijs van Miltenburg, Izaskun Bilbao Barandica

Motion for a resolution

Recital I

Motion for a resolution

I. whereas this nascent market offers significant opportunities for **both** investment and job creation across the supply chain, whilst recognising at the same time that the public interest must be safeguarded;

Amendment

I. whereas this nascent market offers significant opportunities for investment, **innovation** and job creation across the supply chain, **and to the benefit of society**, whilst recognising at the same time that the public interest must be safeguarded, **covering in particular issues related to privacy, data protection, accountability and civil liability**;

Or. en

Amendment 31
Pavel Telička

Motion for a resolution
Recital I

Motion for a resolution

I. whereas this nascent market offers significant opportunities for **both** investment and job creation across the supply chain, whilst recognising at the same time that the public interest must be safeguarded;

Amendment

I. whereas this nascent market offers significant opportunities for investment, **innovation** and job creation across the supply chain, whilst recognising at the same time that the public interest must be safeguarded **and a high level of safety of the airspace must be maintained**;

Or. en

Amendment 32
Marian-Jean Marinescu

Motion for a resolution
Recital I a (new)

Motion for a resolution

Ia. Whereas, even recognising the RPAS economic potential, RPAS development shall be one of the most important challenges in the future looking at the

Amendment

*aviation industry safety, persons and
companies security and safety,*

Or. en

Amendment 33
Renaud Muselier

Motion for a resolution
Recital I a (new)

Motion for a resolution

Amendment

Ia. whereas the EU should, as quickly as possible, produce a legislative framework purely for civil use of RPAS;

Or. fr

Amendment 34
Renaud Muselier

Motion for a resolution
Recital I b (new)

Motion for a resolution

Amendment

Ib. whereas the European legislative framework must, on the one hand, allow industry to go on innovating and to develop under optimum conditions and, secondly, give the public an assurance that life and property, as well as personal data and privacy, will be effectively protected;

Or. fr

Amendment 35
Renaud Muselier

Motion for a resolution
Recital I c (new)

PE565.046v01-00

18/69

AM\1069846EN.doc

Motion for a resolution

Amendment

Ic. whereas such legislation should not be confined to revision of civil aviation regulations, but has to cover other areas, including the electromagnetic spectrum and the insurance system;

Or. fr

Amendment 36

Davor Škrlec

Motion for a resolution

Recital I

Motion for a resolution

Amendment

I. The international dimension

deleted

Or. en

Amendment 37

Davor Škrlec

Motion for a resolution

Paragraph 1

Motion for a resolution

Amendment

1. Notes that the US is seen by many as the leading market for the use of RPAS, albeit for military operations; stresses however that Europe is the leader in the civilian sector with 2 500 operators compared to 2 342 operators in the rest of the world;

deleted

Or. en

Amendment 38

Matthijs van Miltenburg, Izaskun Bilbao Barandica, Pavel Telička

Motion for a resolution
Paragraph 1

Motion for a resolution

1. Notes that the US is seen by many as the leading market for the use of RPAS, albeit for military operations; stresses however that Europe is the leader in the civilian sector *with 2 500 operators compared to 2 342 operators in the rest of the world;*

Amendment

1. Notes that the US is seen by many as the leading market for the use of RPAS, albeit for military operations; stresses however that Europe is the leader in the civilian sector, *and should do its utmost to boost its strong competitive position;*

Or. en

Amendment 39
Renaud Muselier

Motion for a resolution
Paragraph 1

Motion for a resolution

1. Notes that the US is seen by many as the leading market for the use of RPAS, albeit for military operations; stresses however that Europe is the leader in the civilian sector with 2 500 operators compared to 2 342 operators in the rest of the world;

Amendment

1. Notes that the US is seen by many as the leading market for the use of RPAS, albeit for military operations; stresses, however, that Europe is the leader in the civilian sector with 2 500 operators *(400 in the UK, 300 in Germany, 1 500 in France, 250 in Sweden, etc.)* compared to 2 342 operators in the rest of the world;

Or. fr

Amendment 40
Davor Škrlec

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Notes that Japan has a large number of RPAS operators and two decades of experience, mostly in RPAS precision

Amendment

deleted

farming operations, such as crop spraying; recalls that it was the first country to allow RPAS technology to be used in farming activities during the mid-nineties and the number of operators multiplied within a few years;

Or. en

Amendment 41

Davor Škrlec

Motion for a resolution

Paragraph 3

Motion for a resolution

Amendment

3. Notes that Israel has a very active manufacturing industry, but with a direct focus on military RPAS; underlines the fact that an integrated civil-military air navigation service now makes it easier to integrate RPAS into Israeli airspace;

deleted

Or. en

Amendment 42

Marie-Christine Arnautu

Motion for a resolution

Paragraph 3

Motion for a resolution

Amendment

3. Notes that Israel has a very active manufacturing industry, but with a direct focus on military RPAS; underlines the fact that an integrated civil-military air navigation service now makes it easier to integrate RPAS into Israeli airspace;

3. Notes that Israel has a very active manufacturing industry, but with a direct focus on military RPAS, ***which are being used against civilian populations in occupied Palestinian territories and, in all probability, in Syrian airspace, in breach of international law***; underlines the fact that an integrated civil-military air navigation service now makes it easier to integrate RPAS into Israeli airspace;

Amendment 43

Davor Škrlec

Motion for a resolution

Paragraph 4

Motion for a resolution

Amendment

4. Notes that Australia, China (where many of the very small RPAS are manufactured) and South Africa are among the 50 other countries that are currently developing RPAS;

deleted

Or. en

Amendment 44

Davor Škrlec

Motion for a resolution

Paragraph 5

Motion for a resolution

Amendment

5. Stresses that the global dimension of RPAS must be acknowledged and calls upon the Commission to take full account of this;

deleted

Or. en

Amendment 45

Davor Škrlec

Motion for a resolution

Subheading 1

Motion for a resolution

Amendment

State of play *in EU Member States*

State of play *on the global level and in EU*

Amendment 46

Davor Škrlec

Motion for a resolution

Paragraph 6

Motion for a resolution

6. Stresses that all Member States have some RPAS activities, either in manufacturing and/or operationally;

Amendment

6. Stresses that all **important States in the world and EU** Member States have some RPAS activities, either in manufacturing and/or operationally **as well as in managing problems that occur; therefore, urges the Commission to propose as soon as possible a legislative framework in terms of fair competition, safety, security, and data protection;**

Amendment 47

Dominique Riquet, Christine Revault D'Allonnes Bonnefoy, Pavel Telička

Motion for a resolution

Paragraph 7 a (new)

Motion for a resolution

7a. Notes that because there are no harmonised rules at EU level, the development of a European drone market might be impeded, given that national authorisations are generally not mutually recognised among Member States;

Amendment

Amendment 48

Renaud Muselier

Motion for a resolution
Paragraph 8

Motion for a resolution

8. Considers that the RPAS sector urgently requires competent authorities to create **global** rules in order to ensure cross-border RPAS development; underlines the fact that if no action is taken promptly, there is a risk that the economic potential and positive effects of RPAS will not be fully realised;

Amendment

8. Considers that the RPAS sector urgently requires competent authorities to create **European** rules in order to ensure cross-border RPAS development; underlines the fact that if no action is taken promptly, there is a risk that the economic potential and positive effects of RPAS will not be fully realised;

Or. fr

Amendment 49

Matthijs van Miltenburg, Izaskun Bilbao Barandica, Pavel Telička

Motion for a resolution
Paragraph 8

Motion for a resolution

8. Considers that the RPAS sector urgently requires **competent authorities to create** global rules **in order** to ensure **cross-border RPAS development**; underlines the fact that if no action is taken promptly, there is a risk that the economic potential and positive effects of RPAS will not be fully realised;

Amendment

8. Considers that the RPAS sector urgently requires **European rules in order to ensure cross-border RPAS development while fostering the set-up of** global rules; **considers that a clear European legal framework is needed** to ensure **investment and development of a competitive European RPAS sector**; underlines the fact that if no action is taken promptly, there is a risk that the economic potential and positive effects of RPAS will not be fully realised;

Or. en

Amendment 50

Marian-Jean Marinescu

Motion for a resolution
Paragraph 8

Motion for a resolution

8. Considers that the RPAS sector urgently requires competent authorities to create global rules in order to ensure cross-border RPAS development; underlines the fact that if no action is taken promptly, there is a risk that the economic potential and positive effects of RPAS will not be fully realised;

Amendment

8. Considers that the RPAS sector urgently requires competent authorities to create global, **harmonised** rules in order to ensure cross-border RPAS development; underlines the fact that if no action is taken promptly, there is a risk that the economic potential and positive effects of RPAS will not be fully realised **and a risk regarding safety and security**;

Or. en

Amendment 51
Davor Škrlec

Motion for a resolution
Paragraph 8

Motion for a resolution

8. Considers that the RPAS sector urgently requires competent authorities to create global rules in order to ensure cross-border RPAS development; underlines the fact that if no action is taken promptly, there is a risk that the economic potential and positive effects of RPAS will not be fully realised;

Amendment

8. Considers that the RPAS sector urgently requires **international as well as EU** competent authorities to create global rules **respectively European** in order to ensure cross-border RPAS development; underlines the fact that if no action is taken promptly, there is a risk that the economic potential and positive effects of RPAS will not be fully realised;

Or. en

Amendment 52
Renaud Muselier

Motion for a resolution
Paragraph 8 a (new)

Motion for a resolution

Amendment

8a. Believes that a European framework, if it were clear, effective, reliable, and put

in place without delay, might assist the discussions on global rule-making for the use of drones;

Or. fr

Amendment 53
Renaud Muselier

Motion for a resolution
Paragraph 8 b (new)

Motion for a resolution

Amendment

8b. Considers that future legislation of that kind will need to establish a clear distinction between professional and recreational use of remotely piloted aircraft;

Or. fr

Amendment 54
Dominique Riquet, Christine Revault D'Allonnes Bonnefoy, Pavel Telička

Motion for a resolution
Paragraph 9

Motion for a resolution

Amendment

9. Underlines the fact that safety and security are paramount for any RPAS operations and rules;

9. Underlines the fact that safety and security are paramount for any RPAS operations and rules; ***considers that the future European regulatory framework should be tailored to the specific risks associated with BVLOS flights (beyond the visual line of sight) without, however, acting as a deterrent to such flights;***

Or. fr

Amendment 55
Renaud Muselier

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Underlines the fact that safety and security are paramount for any RPAS operations and rules;

Amendment

9. Underlines the fact that safety and security are paramount for any RPAS operations and rules ***and that they must be commensurate with the risks;***

Or. fr

Amendment 56
Matthijs van Miltenburg, Izaskun Bilbao Barandica, Pavel Telička

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Underlines the fact that the subject of data protection and privacy is also key in order to facilitate the growth and the safe integration of RPAS into civil aviation, in line with Article 8 of the Charter of Fundamental Rights of the EU and Article 16 of the Treaty on the Functioning of the European Union (TFEU);

Amendment

10. Underlines the fact that the subject of data protection and privacy is ***key in order to promote broad public support for the use of civil RPAS, and is therefore*** also key in order to facilitate the growth and the safe integration of RPAS into civil aviation, in line with Article 8 of the Charter of Fundamental Rights of the EU and Article 16 of the Treaty on the Functioning of the European Union (TFEU), ***and therefore calls on the Commission to foster the development of standards on the concepts of privacy by design and privacy by default;***

Or. en

Amendment 57
Davor Škrlec

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Underlines the fact that the subject of data protection and privacy is also key in order to facilitate the growth and the safe integration of RPAS into civil aviation, in line with Article 8 of the Charter of Fundamental Rights of the EU and Article 16 of the Treaty on the Functioning of the European Union (TFEU);

Amendment

10. Underlines the fact that the subject of data protection and privacy is also key in order to facilitate the growth and the safe integration of RPAS into civil aviation, ***while strictly respecting Directive 95/46/EC on data protection and*** in line with Article 8 of the Charter of Fundamental Rights of the EU and Article 16 of the Treaty on the Functioning of the European Union (TFEU);

Or. en

Amendment 58

Matthijs van Miltenburg, Izaskun Bilbao Barandica

Motion for a resolution

Paragraph 12

Motion for a resolution

12. Stresses that in the short term, from an ATM perspective, operational procedures are already in place to allow RPAS to fly outside specific and restricted areas; ***recalls that many civil and military RPAS are flown using dedicated corridors by increasing the standard separation criteria normally used for manned aircraft;***

Amendment

12. Stresses that in the short term, from an ATM perspective, operational procedures are already in place to allow RPAS to fly outside specific and restricted areas;

Or. en

Amendment 59

Renaud Muselier

Motion for a resolution

Paragraph 12 a (new)

Motion for a resolution

Amendment

12a. Stresses the importance of ‘out-of-

sight' flights for the development of the sector; considers that European legislation should favour this modus operandi;

Or. fr

Amendment 60
Olga Sehnalová

Motion for a resolution
Paragraph 13

Motion for a resolution

13. Notes that the impact of RPAS on manned traffic is limited due to the small ratio of RPAS to manned aircraft; recognises, however, that air traffic management (ATM) pressures may increase due to the *welcome* growth of sports and recreational RPAS, *but* calls for this factor to be taken into account by the relevant authorities in order to ensure a continued efficient standard of ATM across Member States;

Amendment

13. Notes that the impact of RPAS on manned traffic is limited due to the small ratio of RPAS to manned aircraft; recognises, however, that air traffic management (ATM) pressures may increase due to the growth of sports and recreational RPAS, *which may in some circumstances pose a threat to air traffic safety*; calls for this factor to be taken into account by the relevant authorities in order to ensure a continued efficient standard of ATM across Member States;

Or. cs

Amendment 61
Matthijs van Miltenburg, Izaskun Bilbao Barandica, Pavel Telička

Motion for a resolution
Paragraph 13

Motion for a resolution

13. *Notes that* the impact of RPAS on manned traffic *is limited due to the small ratio of RPAS to manned aircraft; recognises, however,* that air traffic management (ATM) pressures may increase due to the welcome growth of *sports and recreational* RPAS, *but* calls

Amendment

13. *Recognises* the impact of RPAS on manned traffic; *notes* that air traffic management (ATM) pressures may increase due to the welcome growth of *civil use of* RPAS, *and* calls for this factor to be taken into account by the relevant authorities in order to ensure a continued

for this factor to be taken into account by the relevant authorities in order to ensure a continued efficient standard of ATM across Member States;

efficient standard of ATM across Member States;

Or. en

Amendment 62
Marian-Jean Marinescu

Motion for a resolution
Paragraph 13

Motion for a resolution

13. Notes that the impact of RPAS on manned traffic is limited due to the small ratio of RPAS to manned aircraft; recognises, however, that air traffic management (ATM) pressures may increase due to the welcome growth of sports and recreational RPAS, but calls for this factor to be taken into account by the relevant authorities in order to ensure a continued efficient standard of ATM across Member States;

Amendment

13. Notes that the impact of RPAS on manned traffic is limited due to the small ratio of RPAS to manned aircraft; recognises, however, that air traffic management (ATM) pressures may increase due to the welcome growth of sports and recreational RPAS, but calls for this factor to be taken into account by the relevant authorities **and by the future EU rules** in order to ensure a continued efficient standard of ATM across Member States;

Or. en

Amendment 63
Olga Sehnalová

Motion for a resolution
Paragraph 14

Motion for a resolution

14. Underlines the fact that in the long term, technical and regulatory solutions should preferably enable RPAS to use the airspace alongside any other airspace user without imposing on the latter new equipment requirements; notes that that there are a large number of small RPAS

Amendment

14. Underlines the fact that in the long term, technical and regulatory solutions should preferably enable RPAS to use the airspace alongside any other airspace user without imposing on the latter new equipment requirements; notes that that there are a large number of small RPAS

operating below 500 feet, together with manned aircraft; stresses that although ANSPs do not provide ATC services at these altitudes, they do have a responsibility to provide sufficient information for both types of aircraft to coexist in the same airspace; notes that EUROCONTROL is supporting states in creating a common understanding of the issues involved and in driving harmonisation as much as possible;

operating below 500 feet, together with manned aircraft, ***which means that the flight level at which unmanned aircraft may be operated should be clearly delimited***; stresses that although ANSPs do not provide ATC services at these altitudes, they do have a responsibility to provide sufficient information for both types of aircraft to coexist in the same airspace; notes that EUROCONTROL is supporting states in creating a common understanding of the issues involved and in driving harmonisation as much as possible;

Or. cs

Amendment 64
Renaud Muselier

Motion for a resolution
Paragraph 14

Motion for a resolution

14. Underlines the fact that in the long term, technical and regulatory solutions should preferably enable RPAS to use the airspace alongside any other airspace user ***without imposing on the latter new equipment requirements***; notes that that there are a large number of small RPAS operating below 500 feet, together with manned aircraft; stresses that although ANSPs do not provide ATC services at these altitudes, they do have a responsibility to provide sufficient information for both types of aircraft to coexist in the same airspace; notes that EUROCONTROL is supporting states in creating a common understanding of the issues involved and in driving harmonisation as much as possible;

Amendment

14. Underlines the fact that in the long term, technical and regulatory solutions should preferably enable RPAS to use the airspace alongside any other airspace user; notes that that there are a large number of small RPAS operating below 500 feet, together with manned aircraft; stresses that although ANSPs do not provide ATC services at these altitudes, they do have a responsibility to provide sufficient information for both types of aircraft to coexist in the same airspace; notes that EUROCONTROL is supporting states in creating a common understanding of the issues involved and in driving harmonisation as much as possible;

Or. fr

Amendment 65
Renaud Muselier

Motion for a resolution
Paragraph 14 a (new)

Motion for a resolution

Amendment

14a. Considers the question of identifying drones, of whatever size, to be crucial; underlines that solutions should be found which take into account the recreational or commercial use to which drones are put;

Or. fr

Amendment 66
Dominique Riquet, Christine Revault D'Allonnes Bonnefoy, Pavel Telička

Motion for a resolution
Paragraph 15

Motion for a resolution

Amendment

15. Believes that a clear, global, harmonised and proportionate regulatory framework needs to be developed on a risk assessed basis, which avoids ***burdensome*** regulations for businesses that ***would*** deter investment and job creation;

15. Believes that a clear, global, harmonised and proportionate regulatory framework needs to be developed on a risk assessed basis, which avoids ***disproportionate*** regulations for businesses that ***might*** deter ***innovation***, investment and job creation; ***underlines the need for future rules to distinguish between RPAS for professional use and those for recreational use;***

Or. fr

Amendment 67
Renaud Muselier

Motion for a resolution
Paragraph 15

Motion for a resolution

15. Believes that a clear, **global**, harmonised and proportionate regulatory framework needs to be developed on a risk assessed basis, which avoids burdensome regulations for businesses that would deter investment and job creation;

Amendment

15. Believes that a clear, harmonised and proportionate **European** regulatory framework needs to be **swiftly** developed on a risk assessed basis, which **takes account of different uses and** avoids burdensome regulations for businesses that would deter investment and job creation; **believes that this framework should be part of a long-term perspective, taking into account the possible future developments and other aspects of these technologies;**

Or. fr

Amendment 68

Matthijs van Miltenburg, Izaskun Bilbao Barandica

Motion for a resolution

Paragraph 15

Motion for a resolution

15. Believes that a clear, **global**, harmonised and proportionate regulatory framework needs to be developed on a risk assessed basis, which avoids burdensome regulations for businesses that would deter investment **and** job creation;

Amendment

15. Believes that a clear, harmonised and proportionate **European** regulatory framework needs to be developed on a risk assessed basis, which avoids burdensome regulations for businesses that would deter investment, job creation **and innovation in the RPAS industry;**

Or. en

Amendment 69

Davor Škrlec

Motion for a resolution

Paragraph 15

Motion for a resolution

15. Believes that a clear, global,

Amendment

15. Believes that a clear, global,

harmonised and proportionate regulatory framework needs to be developed on a risk assessed basis, which *avoids burdensome regulations for businesses that would deter investment and job creation*;

harmonised and proportionate *EU* regulatory framework, *to be proposed by the Commission and co-decided by the European Council and the European Parliament*, needs to be developed on a risk assessed basis, which *must define a clear scope in terms of weight, speed and altitude criteria and include i.a. performant safety and security rules, strict data protection as well as fair commercial competition*;

Or. en

Amendment 70
Christine Revault D'Allonnes Bonnefoy

Motion for a resolution
Paragraph 15

Motion for a resolution

15. Believes that a clear, global, harmonised and proportionate regulatory framework needs to be developed on a risk assessed basis, which avoids burdensome regulations for businesses that would deter investment and job creation;

Amendment

15. Believes that a clear, global, harmonised and proportionate regulatory framework needs to be developed on a risk assessed basis which, *without prejudice to the safety and security of RPAS*, avoids burdensome regulations for businesses that would deter investment and job creation;

Or. fr

Amendment 71
Janusz Zemke, Bogusław Liberadzki, Christine Revault D'Allonnes Bonnefoy, Gabriele Preuß

Motion for a resolution
Paragraph 15

Motion for a resolution

15. Believes that a clear, *global*, harmonised *and proportionate* regulatory framework needs to be developed on a risk assessed basis, *which avoids burdensome*

Amendment

15. Believes that a clear *and* harmonised regulatory framework needs to be developed on a risk assessed basis *to establish proportionate* regulations

regulations *for businesses that would deter investment and job creation*;

allowing drone operations as soon as practically possible. The regulations should adequately protect citizens and foster investment to create sustainable and innovative jobs and improve working conditions;

Or. en

Amendment 72

Pavel Telička

Motion for a resolution

Paragraph 15

Motion for a resolution

15. Believes that a clear, global, harmonised and proportionate regulatory framework needs to be developed on a risk assessed basis, which avoids burdensome regulations for businesses that would deter investment and job creation;

Amendment

15. Believes that a clear, global, harmonised and proportionate regulatory framework needs to be developed on a risk assessed basis, which avoids burdensome regulations for businesses that would deter investment and job creation; ***A thorough risk assessment should be based on the concept of operations categories established by EASA^{1 a} and should take into account inner characteristics of the RPAS (weight, scope of operation, speed) and the nature of their use (recreational or professional)***;

^{1 a} ***EASA, Concept of Operations for Drones - A risk based approach to regulation of unmanned aircraft, published in May 2015***

Or. en

Amendment 73

Georges Bach, Jacqueline Foster

Motion for a resolution

Paragraph 15 a (new)

Motion for a resolution

Amendment

15a. Insists that model aircraft, defined as non-human carrying aircraft operated under visual line of sight ("VLOS") conditions for the purpose of control and safe separation from other traffic, and used exclusively for non-commercial recreational, sport or competition purposes shall be excluded explicitly from the EU's forthcoming regulatory framework on RPAS.

Or. en

Amendment 74

Davor Škrlec

Motion for a resolution

Paragraph 15 a (new)

Motion for a resolution

Amendment

15a. Encourages the innovative technologies regarding the RPAS that have an enormous potential for job creations, in particular green jobs as it includes professions from a vast spectrum; encourages to develop and explore the great potential to involve SMEs with respect to the production services of specialised parts and materials; highlights the need to organize and promote centres for qualifications and training for specialized job positions in RPAS sector;

Or. en

Amendment 75

Janusz Zemke, Gabriele Preuß

Motion for a resolution

Paragraph 15 a (new)

PE565.046v01-00

36/69

AM\1069846EN.doc

Motion for a resolution

Amendment

15a. Supports the Commission's intention to remove the 150kg threshold and to replace it by an EU coherent and comprehensive regulatory framework, where there is place for national competent authorities, qualified bodies or associations to assume validation and oversight activities; the proportionality in the rules should be matched by the necessary flexibility in processes and procedures;

Or. en

Amendment 76
Olga Sehnalová

Motion for a resolution
Paragraph 16

Motion for a resolution

16. Considers that rules at EU and national level should clearly indicate the provisions applicable to RPAS in relation to the internal market and international commerce (production, sale, purchase, trade and use of RPAS); believes also that privacy, data protection and any other applicable law, such as criminal, intellectual property, aviation and environmental law should be specified in a notice for purchasers;

Amendment

16. Considers that rules at EU and national level should clearly indicate the provisions applicable to RPAS in relation to the internal market and international commerce (production, sale, purchase, trade and use of RPAS); believes also that privacy, data protection and any other applicable law, such as criminal, intellectual property, aviation and environmental law, **including those which relate to the many different risks and responsibilities associated with flying RPAS**, should be specified in a notice for purchasers;

Or. cs

Amendment 77
Matthijs van Miltenburg, Izaskun Bilbao Barandica, Pavel Telička

Motion for a resolution
Paragraph 16

Motion for a resolution

16. Considers that rules at EU and national level should clearly indicate the provisions applicable to RPAS in relation to the internal market **and** international commerce (production, sale, purchase, trade and use of RPAS); believes also that privacy, data protection and any other applicable law, such as criminal, intellectual property, aviation and environmental law should be specified in a notice for purchasers;

Amendment

16. Considers that rules at EU and national level should clearly indicate the provisions applicable to RPAS in relation to the internal market, international commerce (production, sale, purchase, trade and use of RPAS) **and the fundamental rights of privacy and data protection**; believes also that privacy, data protection and any other applicable law, such as criminal, intellectual property, aviation and environmental law should be specified in a **clear** notice for purchasers;

Or. en

Amendment 78
Davor Škrlec

Motion for a resolution
Paragraph 16

Motion for a resolution

16. Considers that rules at EU and national level should clearly indicate the provisions applicable to RPAS in relation to the internal market and international commerce (production, sale, purchase, trade and use of RPAS); believes also that privacy, data protection and any other applicable law, such as criminal, intellectual property, aviation and environmental law should be specified in **a notice for purchasers**;

Amendment

16. Considers that rules at EU and national level should clearly indicate the provisions applicable to RPAS in relation to the internal market and international commerce (production, sale, purchase, trade and use of RPAS); believes also that privacy, data protection and any other applicable law, such as criminal, intellectual property, aviation and environmental law should be specified in **EU legislation; encourages to consider the potential danger of theft of RPAS and subsequent criminal activities regarding to privacy and private data available, thus demonstrating the need to mitigate the consequences of such criminal actions**;

Or. en

Amendment 79

Janusz Zemke, Bogusław Liberadzki, Gabriele Preuß, Christine Revault D'Allonnes Bonnefoy

Motion for a resolution

Paragraph 16

Motion for a resolution

16. Considers that **rules at EU and national level** should clearly indicate the provisions applicable to RPAS in relation to the internal market and international commerce (production, sale, purchase, trade and use of RPAS); believes also that privacy, data protection and any other applicable law, such as criminal, intellectual property, aviation and environmental law should be specified in a notice for purchasers;

Amendment

16. Considers that **the EU rules** should clearly indicate the provisions applicable to RPAS in relation to the internal market and international commerce (production, sale, purchase, trade and use of RPAS); believes also that **the EU safety rules should contribute to the correct enforcement of** privacy, data protection and any other applicable law, such as criminal, intellectual property, aviation and environmental law; **the basic rules** should be specified in a notice for purchasers;

Or. en

Amendment 80

Claudia Tapardel

Motion for a resolution

Paragraph 16

Motion for a resolution

16. Considers that rules at EU and national level should clearly indicate the provisions applicable to RPAS in relation to the internal market and international commerce (production, sale, purchase, trade **and use** of RPAS); believes also that privacy, data protection and any other applicable law, such as criminal, intellectual property, aviation and environmental law should be specified in a notice for purchasers;

Amendment

16. Considers that rules at EU and national level should clearly indicate the provisions applicable to RPAS in relation to the internal market and international commerce (production, sale, purchase, trade, **use and discharge** of RPAS); believes also that privacy, data protection and any other applicable law, such as criminal, intellectual property, aviation and environmental law should be specified in a notice for purchasers;

Or. en

Amendment 81
Marie-Christine Arnautu

Motion for a resolution
Paragraph 16

Motion for a resolution

16. Considers that rules at ***EU and national*** level should clearly indicate the provisions applicable to RPAS in relation to the internal market and international commerce (production, sale, purchase, trade and use of RPAS); believes also that privacy, data protection and any other applicable law, such as criminal, intellectual property, aviation and environmental law should be specified in a notice for purchasers;

Amendment

16. Considers that rules at ***Member State*** level should clearly indicate the provisions applicable to RPAS in relation to the internal market and international commerce (production, sale, purchase, trade and use of RPAS); believes also that privacy, data protection and any other applicable law, such as criminal, intellectual property, aviation and environmental law should be specified in a notice for purchasers;

Or. fr

Amendment 82
Kateřina Konečná

Motion for a resolution
Paragraph 16 a (new)

Motion for a resolution

16a. Stresses that the number of cases of small RPAS being used to violate personal rights has skyrocketed; notes that such cases can only be prevented if an RPAS and the person controlling it can be identified on the spot; adds that this cannot be achieved unless only RPAS that meet pre-defined common standards as regards the technology which makes them identifiable are licensed for sale on the EU market;

Amendment

Or. cs

Amendment 83

Matthijs van Miltenburg, Izaskun Bilbao Barandica, Pavel Telička

Motion for a resolution

Paragraph 17

Motion for a resolution

17. Considers that industry **and regulators** must come together in order to avoid the 'chicken-and-egg' problem, whereby industry is reluctant to invest in developing the necessary technologies without certainty about how they will be regulated, while regulators are reluctant to develop standards until industry comes forward with technologies for authorisation;

Amendment

17. Considers that industry, **regulators and commercial operators** must come together in order to avoid the 'chicken-and-egg' problem, whereby industry is reluctant to invest in developing the necessary technologies without certainty about how they will be regulated, while regulators are reluctant to develop standards until industry comes forward with technologies for authorisation;

Or. en

Amendment 84

Renaud Muselier

Motion for a resolution

Paragraph 17

Motion for a resolution

17. Considers that industry and regulators must come together **in order** to avoid the 'chicken-and-egg' problem, whereby industry is reluctant to invest in developing the necessary technologies without certainty about how they will be regulated, while regulators are reluctant to develop standards until industry comes forward with technologies for authorisation;

Amendment

17. Considers that industry and regulators must come together to **guarantee legal certainty favouring investment and** avoid the 'chicken-and-egg' problem, whereby industry is reluctant to invest in developing the necessary technologies without certainty about how they will be regulated, while regulators are reluctant to develop standards until industry comes forward with technologies for authorisation; **stresses that SMEs should be genuinely linked to this standardisation process;**

Or. fr

Amendment 85
Evžen Tošenovský

Motion for a resolution
Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. Highlights the necessity of continued sufficient support for the R&D and innovation activities related to RPAS, in particular in the frame of Horizon 2020 and COSME programmes;

Or. en

Amendment 86
Davor Škrlec

Motion for a resolution
Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. RPAS open the new possibilities for innovative technologies and materials; thus considers that it is of highest importance to ensure the recyclability of the materials and products used for RPAS production;

Or. en

Amendment 87
Davor Škrlec

Motion for a resolution
Paragraph 17 b (new)

Motion for a resolution

Amendment

17b. Encourages the sustainable and ecological solutions for the management of old and no longer in use RPAS on the basis of the circular economy;

Amendment 88

Davor Škrlec

Motion for a resolution

Paragraph 17 c (new)

Motion for a resolution

Amendment

17c. Highlights the importance of sustainable choice of fuels that should favour the decrease of greenhouse gas emissions rather than risking to increase them; encourages to fully explore the potential of renewable energy sources in finding the appropriate solution that will be environmentally friendly;

Or. en

Amendment 89

Davor Škrlec

Motion for a resolution

Paragraph 17 d (new)

Motion for a resolution

Amendment

17d. Highlights the importance to regulate the permitted amount of greenhouse gas emissions from the RPAS that use fossil fuel for propulsion or engine functioning; encourages the development of alternative fuels with less emissions into the environment;

Or. en

Amendment 90

Matthijs van Miltenburg, Izaskun Bilbao Barandica

Motion for a resolution

Paragraph 18

Motion for a resolution

18. Considers that in order to ensure the safe operation of RPAS, regulatory requirements will need to be based on ***either a case-by-case or a type/class-based approach, whichever is appropriate***, and shall ensure a high level of safety and interoperability; considers that in order to ensure the success of RPAS manufacturers and operators, it is vital that the European Organisation for Civil Aviation Equipment's (EUROCAE) standardisation requirements be validated by the relevant regulatory body;

Amendment

18. Considers that in order to ensure the safe operation of RPAS, ***European*** regulatory requirements will need to be based on a ***"risk based approach" in line with the Riga Declaration and the Concept of Operations as developed by EASA***, and shall ensure a high level of safety and interoperability; considers that in order to ensure the success of RPAS manufacturers and operators, it is vital that the European Organisation for Civil Aviation Equipment's (EUROCAE) standardisation requirements be validated by the relevant regulatory body;

Or. en

Amendment 91

Janusz Zemke, Gabriele Preuß, Christine Revault D'Allonnes Bonnefoy

Motion for a resolution

Paragraph 18

Motion for a resolution

18. Considers that ***in order*** to ensure the safe operation of RPAS, regulatory requirements will need to be based on either a case-by-case or a type/class-based approach, whichever is appropriate, and shall ensure a high level of safety and interoperability; considers that in order to ensure the success of RPAS manufacturers and operators, it is vital that the European Organisation for Civil Aviation Equipment's (EUROCAE) standardisation requirements be validated by the relevant regulatory body;

Amendment

18. Considers that ***the concept of operations as proposed by EASA is a solid basis*** to ensure the safe operation of RPAS, regulatory requirements will need to be based on either a case-by-case or a type/class-based approach, whichever is appropriate, and shall ensure a high level of safety and interoperability; considers that in order to ensure the success of RPAS manufacturers and operators, it is vital that the European Organisation for Civil Aviation Equipment's (EUROCAE) standardisation requirements be validated by the relevant regulatory body;

Or. en

Amendment 92
Claudia Tapardel

Motion for a resolution
Paragraph 18

Motion for a resolution

18. Considers that in order to ensure the safe operation of RPAS, regulatory requirements will need to be based on ***either a case-by-case or*** a type/class-based approach, whichever is appropriate, and shall ensure a high level of safety and interoperability; considers that in order to ensure the success of RPAS manufacturers and operators, it is vital that the European Organisation for Civil Aviation Equipment's (EUROCAE) standardisation requirements be validated by the relevant regulatory body;

Amendment

18. Considers that in order to ensure the safe operation of RPAS, regulatory requirements will need to be based on a type/class-based approach, whichever is appropriate, and shall ensure a high level of safety and interoperability; considers that in order to ensure the success of RPAS manufacturers and operators, it is vital that the European Organisation for Civil Aviation Equipment's (EUROCAE) standardisation requirements be validated by the relevant regulatory body;

Or. en

Amendment 93
Marie-Christine Arnautu

Motion for a resolution
Paragraph 18

Motion for a resolution

18. Considers that in order to ensure the safe operation of RPAS, regulatory requirements will need to be based on either a case-by-case or a type/class-based approach, whichever is appropriate, and shall ensure a high level of safety and interoperability; ***considers that in order to ensure the success of RPAS manufacturers and operators, it is vital that the European Organisation for Civil Aviation Equipment's (EUROCAE) standardisation requirements be validated by the relevant regulatory body;***

Amendment

18. Considers that in order to ensure the safe operation of RPAS, regulatory requirements will need to be based on either a case-by-case or a type/class-based approach, whichever is appropriate, and shall ensure a high level of safety and interoperability;

Amendment 94
Davor Škrlec

Motion for a resolution
Paragraph 18 a (new)

Motion for a resolution

Amendment

18a. Demands to develop regulations in the field of insurance, including but not limited to securing cargo and compensation in case of collision of two or more drones, in case of damaging buildings, injuring people and endangering people's lives;

Or. en

Amendment 95
Matthijs van Miltenburg, Izaskun Bilbao Barandica, Pavel Telička

Motion for a resolution
Paragraph 19 – introductory part

Motion for a resolution

Amendment

19. Considers that future rules on RPAS should address issues relating to:

19. Considers that future ***European*** rules on RPAS should address issues relating to:

Or. en

Amendment 96
Renaud Muselier

Motion for a resolution
Paragraph 19 – introductory part

Motion for a resolution

Amendment

19. Considers that future rules on RPAS should address issues relating to:

19. Considers that future rules on RPAS should address issues relating to ***the***

following aspects, taking into account the recreational or commercial use of drones and the airspace in which they are called upon to operate:

Or. fr

Amendment 97
Christine Revault D'Allonnes Bonnefoy

Motion for a resolution
Paragraph 19 – introductory part

Motion for a resolution

19. Considers that future rules on RPAS should address issues relating to:

Amendment

19. Considers that future rules on RPAS should address issues relating to *the following aspects whilst making a clear distinction between RPAS for professional use and those for recreational use:*

Or. fr

Amendment 98
Renaud Muselier

Motion for a resolution
Paragraph 19 – indent 1 a (new)

Motion for a resolution

Amendment

- exclusion zones;

Or. fr

Amendment 99
Renaud Muselier

Motion for a resolution
Paragraph 19 – indent 3

Motion for a resolution

Amendment

– *commercial and recreational use;*

deleted

Or. fr

Amendment 100

Matthijs van Miltenburg, Izaskun Bilbao Barandica, Pavel Telička

Motion for a resolution

Paragraph 19 – indent 4

Motion for a resolution

Amendment

– owner/operator traceability;

– owner/operator traceability,
accountability;

Or. en

Amendment 101

Renaud Muselier

Motion for a resolution

Paragraph 19 – indent 4

Motion for a resolution

Amendment

– owner/operator *traceability;*

– *the identity of the drone and the*
owner/operator;

Or. fr

Amendment 102

Christine Revault D'Allonnes Bonnefoy

Motion for a resolution

Paragraph 19 – indent 4 a (new)

Motion for a resolution

Amendment

– *traceability of location-finding*
equipment and systems on board and of

*surveillance and alarm systems
(geofencing);*

Or. fr

Amendment 103
Christine Revault D'Allonnes Bonnefoy

Motion for a resolution
Paragraph 19 – indent 5 a (new)

Motion for a resolution

Amendment

- exclusion zones;

Or. fr

Amendment 104
Dominique Riquet

Motion for a resolution
Paragraph 19 – indent 6 a (new)

Motion for a resolution

Amendment

- insurance;

Or. fr

Amendment 105
Olga Sehnalová

Motion for a resolution
Paragraph 19 – indent 7 a (new)

Motion for a resolution

Amendment

- drone identification;

Or. cs

Amendment 106
Dominique Riquet

Motion for a resolution
Paragraph 19 – indent 7 a (new)

Motion for a resolution

Amendment

- new skills needed to develop the RPAS market;

Or. fr

Amendment 107
Renaud Muselier

Motion for a resolution
Paragraph 19 – indent 7 a (new)

Motion for a resolution

Amendment

- insurance and civil liability system;

Or. fr

Amendment 108
Christine Revault D'Allonnes Bonnefoy

Motion for a resolution
Paragraph 19 – indent 7 a (new)

Motion for a resolution

Amendment

- cooperation between EASA and competent national authorities;

Or. fr

Amendment 109
Gabriele Preuß, Ismail Ertug

Motion for a resolution
Paragraph 19 – indent 7 a (new)

Motion for a resolution

Amendment

- data protection

Or. en

Amendment 110

Janusz Zemke, Gabriele Preuß, Christine Revault D'Allonnes Bonnefoy

Motion for a resolution

Paragraph 19 – indent 7 a (new)

Motion for a resolution

Amendment

**- "geofencing" to allow competent
authorities defining no-fly zones;**

Or. en

Amendment 111

Claudia Tapardel

Motion for a resolution

Paragraph 19 – indent 7 a (new)

Motion for a resolution

Amendment

- liability and insurance;

Or. en

Amendment 112

Christine Revault D'Allonnes Bonnefoy

Motion for a resolution

Paragraph 19 – indent 7 b (new)

Motion for a resolution

Amendment

- privacy and data protection;

Or. fr

Amendment 113

Janusz Zemke, Gabriele Preuß, Christine Revault D'Allonnes Bonnefoy

Motion for a resolution

Paragraph 19 – indent 7 b (new)

Motion for a resolution

Amendment

- "rules of the air" for low level operations;

Or. en

Amendment 114

Janusz Zemke, Christine Revault D'Allonnes Bonnefoy, Gabriele Preuß

Motion for a resolution

Paragraph 19 – indent 7 c (new)

Motion for a resolution

Amendment

- data protection and privacy

Or. en

Amendment 115

Evžen Tošenovský

Motion for a resolution

Paragraph 19 a (new)

Motion for a resolution

Amendment

19a. Believes that small RPAS used for hobbyist and recreational purposes should not be burdened with unnecessary red-tape such as licensing of pilots;

Or. en

Amendment 116
Davor Škrlec

Motion for a resolution
Paragraph 19 a (new)

Motion for a resolution

Amendment

19a. Urges to establish a uniform EU system of certification of the operators of the RPAS, as well the system of certification of RPAS pilots;

Or. en

Amendment 117
Dominique Riquet, Christine Revault D'Allonnes Bonnefoy, Pavel Telička

Motion for a resolution
Paragraph 20

Motion for a resolution

Amendment

20. Underlines that RPAS must be equipped with 'see-and-avoid' technology in order to detect aircraft using the same airspace, ensuring that RPAS do not put at risk the safety of manned aircraft, and in addition, take into account no-fly zones, such as airports and other critical infrastructure;

20. Underlines that RPAS ***flying out of sight and at an altitude above 500 feet*** must be equipped with 'see-and-avoid' technology in order to detect aircraft using the same airspace, ensuring that RPAS do not put at risk the safety of manned aircraft, and in addition, take into account no-fly zones, such as airports and other critical infrastructure; ***proposes, for RPAS flying at a lower altitude, the use of information-sharing applications of the 'inform to avoid' type, which would be provided to all users of this airspace;***

Or. fr

Amendment 118
Jacqueline Foster

Motion for a resolution
Paragraph 20

Motion for a resolution

20. Underlines that RPAS must be equipped with '*see-and-avoid*' technology in order to detect aircraft using the same airspace, ensuring that RPAS do not put at risk the safety of manned aircraft, and in addition, take into account no-fly zones, such as airports and other critical infrastructure;

Amendment

20. Underlines that RPAS must be equipped with '*detect-and-avoid*' technology in order to detect aircraft using the same airspace, ensuring that RPAS do not put at risk the safety of manned aircraft, and in addition, take into account no-fly zones, such as airports and other critical infrastructure;

(Correction of terminology)

Or. en

Amendment 119

Matthijs van Miltenburg, Izaskun Bilbao Barandica, Pavel Telička

Motion for a resolution

Paragraph 20

Motion for a resolution

20. Underlines that RPAS must be equipped with '*see-and-avoid*' technology in order to detect aircraft using the same airspace, ensuring that RPAS do not put at risk the safety of manned aircraft, and in addition, take into account no-fly zones, such as airports and other critical infrastructure;

Amendment

20. Underlines that RPAS must be equipped with '*detect-and-avoid*' technology in order to detect aircraft using the same airspace, ensuring that RPAS do not put at risk the safety of manned aircraft, and in addition, take into account no-fly zones, such as airports and other critical infrastructure;

Or. en

Amendment 120

Evžen Tošenovský

Motion for a resolution

Paragraph 20

Motion for a resolution

20. Underlines that RPAS must be equipped with 'see-and-avoid' technology in order to detect aircraft using the same

Amendment

20. Underlines that RPAS must be equipped with 'see-and-avoid' technology in order to detect aircraft using the same

airspace, ensuring that RPAS do not put at risk the safety of manned aircraft, and in addition, take into account no-fly zones, such as airports and other critical infrastructure;

airspace, ensuring that RPAS do not put at risk the safety of manned aircraft, and in addition, take into account no-fly zones, such as airports, **power plants** and other critical infrastructure;

Or. en

Amendment 121

Davor Škrlec

Motion for a resolution

Paragraph 20

Motion for a resolution

20. Underlines that RPAS must be equipped with 'see-and-avoid' technology in order to detect aircraft using the same airspace, ensuring that RPAS do not put at risk the safety of manned aircraft, and in addition, take into account no-fly zones, such as airports and other critical infrastructure;

Amendment

20. Underlines that RPAS must be equipped with 'see-and-avoid' technology in order to detect aircraft using the same airspace, ensuring that RPAS do not put at risk the safety of manned aircraft, and in addition, take into account no-fly zones, such as airports, **nuclear and chemical plants** and other critical infrastructure;

Or. en

Amendment 122

Christine Revault D'Allonnes Bonnefoy

Motion for a resolution

Paragraph 20

Motion for a resolution

20. Underlines that RPAS must be equipped with 'see-and-avoid' technology in order to detect aircraft using the same airspace, ensuring that RPAS do not put at risk the safety of manned aircraft, and in addition, take into account no-fly zones, such as airports and other critical infrastructure;

Amendment

20. Underlines that, **at more than 500 feet from the ground and in areas where they might encounter other aircraft**, RPAS must be equipped with 'see-and-avoid' technology in order to detect aircraft using the same airspace, ensuring that RPAS do not put at risk the safety of manned aircraft, and in addition, take into account **densely-populated areas**, no-fly zones, such as airports and other critical

infrastructure;

Or. fr

Amendment 123

Janusz Zemke, Bogusław Liberadzki, Gabriele Preuß, Christine Revault D'Allonnes Bonnefoy

Motion for a resolution

Paragraph 20

Motion for a resolution

20. Underlines that RPAS must be equipped with '*see-and-avoid*' technology in order to detect aircraft using the same airspace, ensuring that RPAS do not put at risk the safety of manned aircraft, and in addition, take into account no-fly zones, such as airports and other critical infrastructure;

Amendment

20. Underlines that RPAS must be equipped with '*detect-and-avoid*' technology in order to detect aircraft using the same airspace, ensuring that RPAS do not put at risk the safety of manned aircraft, and in addition, take into account no-fly zones, such as airports and other critical infrastructure; ***urges therefore the Commission to provide for the necessary R&D budgets through the SESAR Joint Undertaking.***

Or. en

Amendment 124

Pavel Telička

Motion for a resolution

Paragraph 20

Motion for a resolution

20. Underlines that RPAS must be equipped with 'see-and-avoid' technology in order to detect aircraft using the same airspace, ensuring that RPAS do not put at risk the safety of manned aircraft, and in addition, take into account no-fly zones, such as airports and other critical infrastructure;

Amendment

20. Underlines that RPAS must be equipped with 'see-and-avoid' technology in order to detect aircraft using the same airspace, ensuring that RPAS do not put at risk the safety of manned aircraft ***nor impose any additional burden on them,*** and in addition, take into account no-fly zones, such as airports and other critical infrastructure; ***Suggest that in the case of RPAS intended for recreational purposes,***

their technical characteristics could be defined so as to ensure their use cannot pose any threat to manned aircraft;

Or. en

Amendment 125

Matthijs van Miltenburg, Izaskun Bilbao Barandica, Pavel Telička

Motion for a resolution

Paragraph 20 – point a (new)

Motion for a resolution

Amendment

(a) Notes that RPAS in line with a risk based approach should be equipped with an ID-chip and registered to ensure traceability, accountability and a proper implementation of civil liability rules;

Or. en

Amendment 126

Evžen Tošenovský

Motion for a resolution

Paragraph 20 a (new)

Motion for a resolution

Amendment

20a. Reminds that the European GNSS Programme EGNOS augmenting the GPS signal was certified for civil aviation in 2011 and that Galileo will in the next few years gradually enter into the exploitation phase; believes in this respect that an advanced system of air traffic management as well as applications for RPAS based on European GNSS programmes will positively contribute to the safe operation of RPAS;

Or. en

Amendment 127
Renaud Muselier

Motion for a resolution
Paragraph 20 a (new)

Motion for a resolution

Amendment

20a. Calls on the Commission and the bodies and companies concerned to boost their research and development programmes; considers that, taking into account the expected economic spin-offs from this sector, the EU should favour the development of European technologies, for example through Horizon 2020; asks for account also to be taken of the development of drone detection and capture technologies in research programmes;

Or. fr

Amendment 128
Janusz Zemke, Gabriele Preuß, Christine Revault D'Allonnes Bonnefoy

Motion for a resolution
Paragraph 21

Motion for a resolution

Amendment

21. Supports the Commission's intention to remove the 150kg threshold defining the certifying competences between EASA and national authorities;

deleted

Or. en

Amendment 129
Renaud Muselier

Motion for a resolution
Paragraph 21

Motion for a resolution

21. Supports the Commission's intention to remove the 150kg threshold defining the certifying competences between EASA and national authorities;

Amendment

21. Supports the Commission's intention to remove the 150kg threshold defining the certifying competences between EASA and national authorities; ***insists, however, that removing this limit must be accompanied by a boosting of the Agency's human and financial resources; is very concerned at the possibility that otherwise this new division of competences will cause the sector to slow down rather than expand;***

Or. fr

Amendment 130
Gabriele Preuß, Ismail Ertug

Motion for a resolution
Paragraph 21

Motion for a resolution

21. Supports the Commission's intention to remove the 150kg threshold defining the certifying competences between EASA and national authorities;

Amendment

21. Supports the Commission's intention to remove the 150kg threshold defining the certifying competences between EASA and national authorities;
notes that existing national regulations for RPAS of less than 150kg should be analysed and integrated in the new European regulatory framework

Or. en

Amendment 131
Christine Revault D'Allonnes Bonnefoy

Motion for a resolution
Paragraph 21

Motion for a resolution

21. Supports the Commission's intention to ***remove*** the 150kg threshold ***defining the***

Amendment

21. Supports the Commission's intention to ***review*** the 150kg threshold ***with the aim of***

certifying competences between EASA and national authorities;

introducing a European regulatory framework taking account of the role and know-how of national authorities and other bodies involved. The regulatory framework should be based on the principle of proportionality in order to avoid superfluous administrative barriers to the development and use of RPAS;

Or. fr

Amendment 132

Matthijs van Miltenburg, Izaskun Bilbao Barandica, Pavel Telička

Motion for a resolution

Paragraph 21 – point a (new)

Motion for a resolution

Amendment

(a) Therefore supports the Concept of Operations for drones developed by EASA which defines three different categories of RPAS and corresponding rules;

Or. en

Amendment 133

Matthijs van Miltenburg, Izaskun Bilbao Barandica

Motion for a resolution

Paragraph 21 – point b (new)

Motion for a resolution

Amendment

(b) Notes that enforcement of RPAS legislation is key to the safe and successful integration of RPAS in European airspace;

Or. en

Amendment 134

Matthijs van Miltenburg, Izaskun Bilbao Barandica, Pavel Telička

Motion for a resolution
Paragraph 21 – point c (new)

Motion for a resolution

Amendment

(c) Calls on the European Commission and Member States to ensure sufficient means of enforcement of RPAS legislation;

Or. en

Amendment 135
Davor Škrlec

Motion for a resolution
Paragraph 21 a (new)

Motion for a resolution

Amendment

21a. Having in mind the principle of common internal market, draws attention to the need to determine the cross-border corridors for the drones above 150 kg at the current classification for flights between Member States, and to determine the method of control and supervision of these flights; encourages to draw up a proposal for cross-border use of drones that involves the candidate countries for membership in the EU, as well as with third countries;

Or. en

Amendment 136
Renaud Muselier

Motion for a resolution
Paragraph 21 a (new)

Motion for a resolution

Amendment

21a. Calls on EASA and national

authorities to ensure that their rules do not lead to excessive red tape and that systems for authorising operations are based as far as possible not on a case-by-case scenario but, for example, on a system of one validation per operator and/or group of flights;

Or. fr

Amendment 137
Marian-Jean Marinescu

Motion for a resolution
Paragraph 22

Motion for a resolution

22. Stresses that the Joint Authorities for Rulemaking on Unmanned Systems (JARUS) is an international voluntary membership body comprising of national civil aviation authorities from 22 EU and non-EU countries and regulatory agencies/bodies; recalls that JARUS is chaired by a representative of EASA, the Agency which will deal with future RPAS regulation; recalls that JARUS's purpose is to develop technical, safety and operational requirements for the certification and safe integration of large and small RPAS into the airspace and at aerodromes;

Amendment

22. Stresses that the Joint Authorities for Rulemaking on Unmanned Systems (JARUS) is an international voluntary membership body comprising of national civil aviation authorities from 22 EU and non-EU countries and regulatory agencies/bodies; recalls that JARUS is chaired by a representative of EASA, the Agency which will deal with future RPAS regulation; recalls that JARUS's purpose is to develop technical, safety and operational requirements for the certification and safe integration of large and small RPAS into the airspace and at aerodromes *to be used by EASA for RPAS Regulation;*

Or. en

Amendment 138
Janusz Zemke, Christine Revault D'Allonnes Bonnefoy, Gabriele Preuß

Motion for a resolution
Paragraph 22

Motion for a resolution

22. Stresses that the Joint Authorities for

Amendment

22. Stresses that the Joint Authorities for

Rulemaking on Unmanned Systems (JARUS) is an international voluntary membership body comprising of national civil aviation authorities from 22 EU and non-EU countries and regulatory agencies/bodies; recalls that **JARUS is chaired by a representative of EASA, the Agency which will deal with future RPAS regulation; recalls that** JARUS's purpose is to develop technical, safety and operational requirements for the certification and safe integration of large and small RPAS into the airspace and at aerodromes;

Rulemaking on Unmanned Systems (JARUS) is an international voluntary membership body comprising of national civil aviation authorities from 22 EU and non-EU countries and regulatory agencies/bodies; recalls that JARUS's purpose is to develop technical, safety and operational requirements for the certification and safe integration of large and small RPAS into the airspace and at aerodromes; **reiterates the need for the swift delivery of rules for the EU market, which can only be guaranteed by a proactive role of EASA in the JARUS process.**

Or. en

Amendment 139
Renaud Muselier

Motion for a resolution
Paragraph 22 a (new)

Motion for a resolution

Amendment

22a. Considers that these instances should build up a regulatory corpus which would not transpose the rules of manned flight en bloc but would form a proportionate, progressive and risk-based body of rules;

Or. fr

Amendment 140
Janusz Zemke, Bogusław Liberadzki, Christine Revault D'Allonnes Bonnefoy, Gabriele Preuß

Motion for a resolution
Paragraph 23

Motion for a resolution

Amendment

23. Strongly believes that JARUS is, therefore, ideally placed to quickly and

deleted

effectively draft global safety regulations for RPAS operations; believes that JARUS should ensure that any future EU rules will be compatible with international arrangements in other countries, through a process of mutual recognition;

Or. en

Amendment 141
Matthijs van Miltenburg, Izaskun Bilbao Barandica

Motion for a resolution
Paragraph 23

Motion for a resolution

23. **Strongly believes** that JARUS is, therefore, ideally placed to quickly and effectively draft global safety regulations for RPAS operations; believes that JARUS should ensure that any future EU rules will be *compatible* with international arrangements in other countries, through a process of mutual recognition;

Amendment

23. **Considers** that JARUS *could* ensure that any future EU rules will be *coordinated* with international arrangements in other countries, through a process of mutual recognition;

Or. en

Amendment 142
Renaud Muselier

Motion for a resolution
Paragraph 23

Motion for a resolution

23. Strongly believes that JARUS is, therefore, ideally placed to quickly and effectively draft global safety regulations for RPAS operations; believes that JARUS should **ensure that any** future EU rules **will be compatible with** international arrangements **in other countries, through a process of mutual recognition;**

Amendment

23. Strongly believes that JARUS is, therefore, ideally placed to quickly and effectively draft global safety regulations for RPAS operations; believes that JARUS should **take into account all** future EU rules **when implementing** international arrangements;

Amendment 143
Marian-Jean Marinescu

Motion for a resolution
Paragraph 23

Motion for a resolution

23. Strongly believes that JARUS is, therefore, ideally placed to quickly and effectively draft global safety regulations for RPAS operations; believes that **JARUS** should ensure that any future EU rules will be compatible with international arrangements in other countries, through a process of mutual recognition;

Amendment

23. Strongly believes that JARUS is, therefore, ideally placed to quickly and effectively draft global safety regulations for RPAS operations **to be taken into account by EASA**; believes that **EASA** should ensure that any future EU rules will be compatible with international arrangements in other countries, through a process of mutual recognition **and will harmonise the national rules of the Member States; EASA should also ensure that the EU Regulation covers all aspects including safety, security, privacy and personal data protection;**

Amendment 144
Pavel Telička

Motion for a resolution
Paragraph 23

Motion for a resolution

23. Strongly believes that JARUS is, therefore, ideally placed to quickly and effectively draft global safety **regulations** for RPAS operations; believes that JARUS should ensure that any future EU rules will be compatible with international arrangements in other countries, through a process of mutual recognition;

Amendment

23. Strongly believes that JARUS is, therefore, ideally placed to quickly and effectively draft global safety **standards** for RPAS operations; believes that JARUS **and ICAO** should ensure that any future EU rules will be compatible with international arrangements in other countries, through a process of mutual recognition;

Amendment 145
Christine Revault D'Allonnes Bonnefoy

Motion for a resolution
Paragraph 23 a (new)

Motion for a resolution

Amendment

23a. Considers that Jarus should not simply transpose the system established for classical aviation but should create a proportionate, progressive and risk-based mechanism; considers that the rules formulated by Jarus should express the objectives to be met by the sector's standards in order to ensure that the EU's future rules are compatible with international provisions in other countries through a process of mutual recognition;

Or. fr

Amendment 146
Matthijs van Miltenburg, Izaskun Bilbao Barandica, Pavel Telička

Motion for a resolution
Paragraph 24

Motion for a resolution

Amendment

24. Considers that Members States' Data Protection **Agencies** should work together in order to share **data and ensure** compliance with existing data protection guidance;

24. Considers that Members States' Data Protection **Authorities** should work together in order to share **best practices, ensuring** compliance with existing data protection guidance;

Or. en

Amendment 147
Davor Škrlec

Motion for a resolution
Paragraph 24

Motion for a resolution

24. Considers that Members States' Data Protection Agencies should work together in order to share data and ensure compliance with existing data protection guidance;

Amendment

24. Considers that Members States' Data Protection Agencies should work together in order to share data and ensure compliance with existing data protection guidance, *such as Directive 95/46/EC*;

Or. en

Amendment 148
Claudia Tapardel

Motion for a resolution
Paragraph 24

Motion for a resolution

24. Considers that Members States' Data Protection Agencies should work together in order to share data and ensure compliance with existing data protection guidance;

Amendment

24. Considers that Members States' Data Protection Agencies *and the European Data Protection Supervisor* should work together in order to share data and ensure compliance with existing data protection guidance;

Or. en

Amendment 149
Renaud Muselier

Motion for a resolution
Paragraph 24 a (new)

Motion for a resolution

Amendment

24a. Considers that at the moment it is mainly drones for recreational use carrying cameras which pose a risk to privacy; calls on the law-enforcement authorities of the Member States to exchange best practices on combating these flights if they are of a criminal

nature;

Or. fr

Amendment 150

Matthijs van Miltenburg, Izaskun Bilbao Barandica, Pavel Telička

Motion for a resolution

Paragraph 25

Motion for a resolution

25. *Recalls that additional technology-specific data protection legislation for RPAS should not be necessary according to the Commission;* believes that Member States' data protection agencies should share existing specific data protection guidance for commercial RPAS, and calls on Member States to carefully implement data protection legislation in such a way that both fully addresses the public's concerns regarding privacy and does not lead to a disproportionate administrative burden on RPAS operators;

Amendment

25. Believes that Member States' data protection agencies should share existing specific data protection guidance for commercial RPAS, and calls on Member States to carefully implement data protection legislation in such a way that both fully addresses the public's concerns regarding privacy and does not lead to a disproportionate administrative burden on RPAS operators;

Or. en

Amendment 151

Olga Sehnalová

Motion for a resolution

Paragraph 25 a (new)

Motion for a resolution

25a. *Warns that the fact that drones are getting ever smaller and will eventually be difficult to spot in the air could give rise to problems in future.*

Amendment

Or. cs

Amendment 152
Renaud Muselier

Motion for a resolution
Paragraph 26 a (new)

Motion for a resolution

Amendment

26a. Calls on the Commission to consider the best way of regulating this sector as soon as possible; draws the attention of the Commission to the fact that the amendment to the EASA regulation goes beyond drones alone, which might have consequences for the speed with which it is adopted;

Or. fr

Amendment 153
Christine Revault D'Allonnes Bonnefoy

Motion for a resolution
Paragraph 26 a (new)

Motion for a resolution

Amendment

26a. Considers that the development of EASA's competences in the area of RPAS should be taken into consideration in the Agency's budget to ensure that it can carry out the missions assigned to it.

Or. fr