

**Question for written answer P-010657/2012
to the Commission**

Rule 117

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Subject: Commission's plans and intentions concerning unmanned airborne vehicles (UAVs)

GPS sensors are used to guide UAVs and to locate their positions. The European satellite network supporting GNSS, SBAS and EGNOS currently operates on the basis of GPS. A company, ESSP, was appointed to supply data at European level on the operability of EUPOS and its possible use in different phases of flight. Although the company is certified, responsibility for carrying out aviation procedures on the basis of the EGNOS system – the activity for which the system is primarily intended – in a given country rests at national level. This means that the status of GPS satellites should be monitored, and data on the status of satellites should be archived.

Since it is a European company that is associated with EGNOS, would it not be possible to adopt a solution whereby the data received from that company could be used directly by the ATS in its activities throughout the EU, as well as by countries covered by the satellite support system?

Could certification procedures for users of the EGNOS system be harmonised (uniform requirements for airports, carriers, national services and providers) at European level?

These are important considerations, since ESSP could go bankrupt. This would potentially endanger the continuity, availability, accuracy and credibility of the aviation data supplied by the EGNOS system. Since EGNOS is a European support system, it should be Europe that carries out this harmonisation and ensures that vital EGNOS data is provided 24/7 at the appropriate level.

The next question relates to the issue of UAVs and their movements through European airspace.

Is the Commission planning to introduce legislation concerning the movements of unmanned airborne vehicles through European airspace and a mechanism for monitoring such vehicles?