

UVS INTERNATIONAL SG01 – RPAS RESPONSIBILITY, LIABILITY & INSURANCE

DEFINITION TEAM

Paudie Barry

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Starting out his career in 1989 with a degree in Civil Engineering, Paudie Barry worked as an Engineering Surveyor on two thrust bore tunneling contracts on the London Water Ring Main project. He returned to his native Ireland in 1990 to set up Baseline Surveys Ltd at the age of 22. With already a very strong background in high accuracy, Baseline Surveys Ltd started surveying commercially for a variety of large Irish civil engineering projects such as national primary roads works, track rails, bridges and tunnels. Baseline Surveys Ltd earned its reputation for highly accurate land survey work many years before Ireland's construction boom even started. By 2007 Baseline Surveys had already carried out over 3500 topographical, building and engineering surveys for a variety of clients including government agencies, local authorities, leading consulting engineers, architects developers, and civil engineering contractors using Robotic Total Stations, RTK GPS and AutoCAD. In 2011 Barry qualified with a Higher Diploma in GIS and now offers GIS solutions based on RPAS Data capture and ortho photogrammetry and DSM production. Currently commercially offering RPAS Photogrammetry GIS data capture services, Baseline Surveys Ltd.'s MD; Paudie Barry has been invited into University College Cork's Geography Department as a guest lecturer on the subject of drone mapping technology to their Remote Sensing masters students. Baseline Surveys Ltd currently claim to produce (as far as I can tell) the world's most accurate aerial photogrammetry with a RMSE of only 2.5cm over a 5 acre study area.

José Calvo

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Aeronautical Engineer from the Polytechnics University of Madrid. Prior to joining the SESAR Joint Undertaking, J.A. Calvo worked at the Spanish Civil Aviation Authority for fourteen years holding different managerial positions in the field of Air Navigation. His last position was Deputy General Subdirector for Air Navigation. In these positions he had a long experience of work with the Military, being chairman of the Spanish Civil-Military joint Rulemaking standing committee since 1998, and led the implementation of the Single European Sky first regulatory package in the Spanish ATM sector. J.A. Calvo worked extensively in the construction of the Single European Sky. He was appointed Vice Chairman of Eurocontrol's Safety Regulation Commission in 2008 after having held this position already between 2000 and 2003. He also took part in the first High Level Group for the constitution of the Single European Sky chairing one of its Sub-Groups, and held the representation of the Spanish Civil Aviation Authority in the Single Sky Committee since its origin. Before this, he worked as aeronautical engineer in the Spanish National Institute for Aerospace Technology (INTA), in the regional airline Binter, and in Airbus Industries in Toulouse and Filton. Since 1 June 2009, J.A. Calvo holds the Chief Regulatory Affairs position at the SJU. In this position, he mainly ensures the link between national or supranational aviation Authorities and the SJU, This activity covers the management of the regulatory and standardization roadmaps, as well as the involvement of the Authorities in the review of SESAR deliverables. At the national level, this relates to national regulatory authorities and national supervisory authorities both civil and military. At the international level, the European Commission in its role as regulator; Eurocontrol in their work in support to regulation, the European Aviation Safety Agency and ICAO. He is also a member since 2012 in the EUROCAE Council.

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Admitted to the Bar: 1984, Vrije Universiteit Brussel (Bachelor of Law, cum laude, 1980; Certificate International and European Law, 1984); Universitaire Instelling Antwerpen (Licencee, cum laude, 1983); Universitaire Faculteiten Sint Ignatius Antwerp (Certificate Maritime Law, 1983); Rijksuniversiteit Gent (Certificate Eastern European Studies, 1983; Certificate Portuary and Maritime Science, 1984; Diploma in Air Law; Diploma in Airline Management. Languages: Dutch, French, english, German, Spanish, Italian and Portugese. Member: Antwerp and Belgium Bar (can appear before all EC-Tribunals and Courts); American Bar Association; International Bar Association; European Association for Chines Law (former Chairman, Standing Committee of the Banking, Foreign Exchange and Monetary Affairs, 1987); American Chamber of Commerce; American Belgian Association; Recognized by the State of Tennesse (USA), Tennessee Economic

Development. Military and Civil Aviation Association (MCAA - Antwerp Airport) Co-Founder and Corporate Secretary; Swiss Business Council; Associação Internaacional de Estudos Juridicos e Economicos, São Paulo, Brazil (Co-Founder); International Tax Planning Association; Institute of Directors, I.O.D., (LONDON); IOD Zimbabwe; De Industriële Groote Club (IGC Amsterdam); the Belgian Rumanian Chamber of Commerce and Industry (Founder and Chairman, 2006); Worldwide Airport Lawyers Association (WALA); National Business Aviation Association (NBAA); International Society of Transport Aircraft Trading (ISTAT); Helicopter Association International (HAI); FLAG VZW (Flemish Aerospace Group), Dutch Aviation Group (DAG) European Aviation Club (EAC).

Jean Fournier

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Jean Fournier is the Managing Director of the French branch of Global Aerospace. He joined Global Aerospace in April 2009 to open the French branch and to insure all classes of aerospace risks (airlines, airports, general aviation, manufacturers and space) as a leader on the French market. He is also in charge of innovation and new products for the entire Group. Prior to joining Global, Jean has been for 19 years with Marsh, including 10 years as Head of the French Aviation and Space team and 3 years as Managing Director in charge of Innovation. In the early part of his professional life, he worked as MATRA (now EADS) on military and space programmes. He accomplished his military duties as a research engineer at ONERA (French Aerospace Research Centre). Jean is a graduate engineer from the ENS d'Arts et Metiers, and holds a Master degree from the University of Stanford (CA) as well as a DESS in Finance from the University Paris I - Sorbonne.

He also obtained his pilot licence when he was in the US.

Global Aerospace is the world's leading aviation insurer and provides underwriting and claims expertise from its worldwide headquarters in London, UK. The Global Aerospace network includes six offices in the United States, two offices in Canada and three continental European offices located in Cologne, Germany, Paris, France and Zurich, Switzerland. Global Aerospace has been dedicated to the aerospace industry for over 85 years and underwrites insurance on behalf of some of the world's largest and most secure insurers and reinsurers.

Ian Henn

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Qualifications: Higher Education: University of Newcastle upon Tyne LLB Honours Degree (Law); Inns of Court School of Law, London - Barrister; Work Experience: 25 years experience of commercial and programme management experience in the aerospace and defence sector at BAE Systems and Thales working on complex, high technology programmes. Currently commercial head of Thales UK's Intelligence, Surveillance and Reconnaissance Domain. This includes the Watchkeeper Programme to deliver a tactical UAS-based system for the UK Army, providing experience in gaining regulatory approvals and accreditation. Watchkeeper has, by early October 2013, achieved close to 1,000 flying hours in UK and French airspace. Currently developing business offerings to address opportunities in both military and civilian-based UAS-based services.

Christian Janke

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14 years in the German Armed Forces, army aviation; helicopter pilot and instructor for crew training in non-technical-skills.

Masters program at Embry Riddle Aeronautical University; 1) Qualifications: Diploma in political science (Helmut-Schmidt-Universität, Hamburg), Qualification and experience in Public Relation and Media Operation Auditor for quality management (DIN EN ISO 9001), Trainer license for Human Factors & Crew Resource Management; Safety Management und Risk Assessment (AQS Lufthansa); 2) References: Training for aircrews and maintenance personnel, Tutoring and mentoring for trainers (train the trainer), Associate professor at DEKRA Hochschule, Berlin, Authorized trainer for Aviation Security and Air Cargo Security; 3) Research topics at EASC: airport and passenger security, screening procedures; technology impact assessment of civil use

of RPAS, like privacy concerns and data protection; RPAS related questions of responsibility, liability, certification and licensing; RPAS application tests for agriculture, area surveillance and disaster relief

Gert Kruiswijk

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Gert has been with CAA-NL since 1975. Administrative (legal) officer 1975 - 1985. Legal advisor 1985 - 1999 (incl FCL matters and being a pilot of gliders, MLA and TMG). ATS inspector 1999 - 2002. Senior Airspace Policy Advisor 2002 - 2012. Senior Inspector 2012 - now. He is specialized in Rules of the Air, Safety Management, Operations (General Aviation), ref ICAO Annex 2, 11, 6, 1 and 12). Assessor of applications for RPAS operations. Advisor to the ICAO UASSG and participant in JARUS OPS and FCL.

Paula Lanzi

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Paula is a Senior Research of DeepBlue, with background in Human Computer Interaction and large experience in Human Factors, Validation and Safety assessment. She has 13 years of experience in applying these disciplines to ATM and Aeronautics and a particular noteworthy experience in the organisation and management of real time simulations, active and advanced shadow mode trials and live trials. She has been participating in about 25 EU, EUROCONTROL and national projects in the area of Human Factors, Validation and Safety, studying how to integrate humans into technology innovation processes. Paula has a noteworthy knowledge of SESAR and direct experience in different areas of the programme. Within DeepBlue she is responsible for the management of the INNOVATE Consortium, that has been recently appointed as associate partner to the SJU for Lot 5 Modelling Support to Validation. The mission of the

Consortium is to support SESAR in two different types of validation activities: the activities directly related to validation and planned in SESAR, and for which the SJU members need some form of support; and the other activities that are potentially useful for validation but not currently planned in SESAR. The Consortium is led by DeepBlue and includes as other members, AVTECH, The National Institute for Aerospace Technology (INTA), ONERA, The University of Aberdeen, The University of Budapest, The University of Edinburgh and The University of Trento. Since May 2011 Paula is the Deep Blue Company Project Manager of the ALIAS (Addressing Liability Impact of Automated Systems) project, the SESAR WPE funded project managed by the Law Department of the European University Institute that addresses the theme of liability attribution in highly automated socio-technical systems. The project, which is going to close out at the end of October 213, produced two main outputs: a) A network of legal research in ATM (free access, upon registration, from www.aliasnetwork.eu); b) A new methodology, called Legal Case, that allows to study and take into account the liability impact of new automated technologies during their design process. The follow up project, called ALIAS II, has been already approved by EUROCONTROL and the SJU for further 30 months. Paula will be the project manager of this renewed project, whose main scope is to test, validate and consolidate the Legal Case methodology developed during the ALIAS project. A couple of test applications are foreseen as a minimum in 2014, one of which will be applying the Legal Case on RPAS.

Peter Lee

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Peter is a lawyer in Taylor Vinters LLP's commercial and technology group where he leads the unmanned systems team. He specialises in providing advice on commercial contracts and technology law including intellectual property, data protection, privacy arrangements, regulation and support to funding rounds. His recent RPAS experience includes: a) Providing a UK based unmanned aircraft services company with intellectual property and contract law advice on operations, building unmanned systems and related services terms and conditions; b) Advising a high technology unmanned systems engineering company on defence procurement (including DEFCONs), IP licencing and export control matters; c) Advising a Californian based unmanned autopilot company in relation to international intellectual property licencing and open source software matters; d) Advising a start-up company specialising in unmanned underwater vehicles.

Peter regularly speaks about RPAS and the law at industry events.

Andrea Maccapani

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1) Qualifications: Higher Education: Politecnico di Milano, degree in Aerospace Engineering, specialized in Helicopter design and structures. 2) Work Experience: Started as Avionic LRU Structurist and Thermal Expert; Mechanical Focal Point and Project Leader in NATO AGS Project; PAR 2090 Fixed and Mobile version Mechanical Project Leader; Grifo, Captor, PARs Product Support Engineer; Head of Product Support Engineering Radar and Platforms. Currently "head of Capability for Platform Solutions", Currently developing techniques and business "service based" offerings to address opportunities in both military and civil markets , leveraging on Selex-ES RPAS offering, ranging from mini to MALE systems. 15 years experience of technical and programme management experience in the aerospace and defence sector in Selex-ES working on complex, high technology programmes. PPL (21 years of experience)

and RPAS operator (1 year)

Maya Markova

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Maya Markova has a legal background and has been working in the area of ATM/ANS safety regulation and oversight since joining EUROCONTROL in 2002. She holds a Master's Degree in Administrative Law from the University of Sofia and an LLM in Legal Theory and European Legal Integration from the Catholic University of Brussels. She is a qualified Safety Regulatory Auditor and ISO 9000:2000 Auditor. Work experience: From 2002 till 2010 Maya was involved in the regulation and oversight of the Maastricht Upper Area Control Center(Maastricht UAC) on behalf of the Director General of Eurocontrol and the 4 Maastricht States (Belgium, Germany, Luxembourg and the Netherlands). The main activities involved drafting of Implementing rules transposing Single European Sky` (SES) legislation and regulatory oversight activities leading to the certification of Maastricht UAC as an ANS Provider and certification of Maastricht UAC and

the Institute of Air Navigation Services (IANS) as training organisations. Following the handover of the Maastricht UAC related activities to the 4 Maastricht States, Maya joined the Safety Regulatory Unit and was involved in the ESSARS Implementation Monitoring and Support Programme both as a team member and a Lead auditor. Since 2012 Maya is involved mainly in support to States activities for the implementation of the SES package. Maya also delivers training course at IANS as part of the National Supervisory Authorities(NSA) Training Initiative

Peter van Blyenburgh

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Peter van Blyenburgh, a Dutch national residing in Paris, France, was born in The Netherlands ('48), educated in Canada, the Netherlands Antilles and The Netherlands, studied in Switzerland (Business Administration) and has held various management positions with a number of industrial and service supplying corporations in the USA, Europe and the Middle East. He has been involved with remotely piloted (unmanned) systems since 1987 and has supplied advisory services in this field to corporate and/or governmental entities in Europe, the Middle & Far East and North America. In 1995 he instigated & in 1997 founded, the European Unmanned Vehicle Systems Association (EURO UVS), which changed its name to UVS International in January 2004; he is currently in his 8th two-year term as president of this internationally operating non-profit association registered in Den Haag, The Netherlands, and which deploys its activities out of

offices in Paris, France. He has instigated and/or participated in many remotely piloted aircraft systems (RPAS) related regulatory working groups and RPAS-related initiatives. He is currently a member of the EC's RPAS Steering Group, the ICAO UAS Study Group, EUROCAE WG93 on Light RPAS (Standing advisor), ULTRA Consortium, the Advisory Board of the Belgian Royal Military Academy's European Union Projects, the Scientific & Technical Advisory Board of the EU-FP7 ICARUS Project, and honorary member of the European Group of Institutes of Navigation (EUGIN).

He is the founder and Chief Executive of Blyenburgh & Co (B&C), a company registered in Paris, France, to which the UVS International Board of Directors has contractually entrusted the association's administration, as well as the organisation of its remotely piloted systems-related conferences, symposia and workshops. He is a regular speaker at international RPAS related conferences. He is also editor & publisher of the annual RPAS yearbook (RPAS: The Global Perspective). B&C owns and maintains the world's largest open source remotely piloted systems-related web site (www.uvs-info.com) and supplies RPAS-related patent search services (www.uas-patents.org).

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Jürgen Verstaen graduated in 1996 with a degree in Sales and Representation. Beginning 2000 he started his military career at the Royal School for NCO's in Campus Saffraanberg. He became a military air traffic controller and gained experience in the domain of Air Traffic Management (ATM). Belgian Defense gave him the opportunity to expand his knowledge and subsequently he received several certificates in ATM.

Nowadays, he still works for the Belgian Defense as an area traffic controller and Traffic Director at ATCC "Belga Radar" and specializes in aviation law and assessments in the field of air traffic control.

As from 2012, he became Managing Director at Flight Plus, a company which is founded together with his colleague Andres Van Swalm. We are consultants for companies in the manned and unmanned aviation sector. Flight Plus also specializes in obtaining permits to fly with Remote Piloted Aircraft Systems worldwide. In the same year, his company co-founded BeUAS, the Belgian Association for Unmanned Aircraft Systems. He was elected Vice-President and he advise the association and regulators through working groups, in order to push forward the unmanned sector in Belgium. Beginning 2013, he was also elected to the Board of Directors of UVS International.

Today, Flight Plus mainly works on obtaining flight permissions for Belgian RPAS operators and consulting them how to integrate their system into the existing airspace. Since 2013 Flight Plus is part of the LUMEN project (ESA) as a consultant and scenario builder. For the last year, his company worked together with the Belgian CAA and BeUAS to create the new Belgian Royal Decree for RPAS, which will be published in the first part of 2014.