



DRONES

(from EASA Easy Access Rules for Unmanned Aircraft Systems)

GENERAL

- (1) Unmanned aircraft, irrespective of their mass, can operate within the same Single European Sky airspace, alongside manned aircraft, whether airplanes or helicopters.
- (2) The rules and procedures applicable to UAS operations should be proportionate to the nature and risk of the operation or activity and adapted to the operational characteristics of the unmanned aircraft concerned and the characteristics of the area of operations, such as the population density, surface characteristics, and the presence of buildings.
- (3) The risk level criteria as well as other criteria should be used to establish three categories of operations: the 'open', 'specific' and 'certified' categories.
- (4) Proportionate risks mitigation requirements should be applicable to UAS operations according to the level of risk involved, the operational characteristics of the unmanned aircraft concerned and the characteristics of the area of operation.
- (5) Operations in the 'open' category, which should cover operations that present the lowest risks, should not require UAS that are subject to standard aeronautical compliance procedures, but should be conducted using the UAS classes that are defined in Commission Delegated Regulation (EU) 2019/9451.
- (6) Operations in the 'specific' category should cover other types of operations presenting a higher risk and for which a thorough risk assessment should be conducted to indicate which requirements are necessary to keep the operation safe.
- (7) Operations in the 'certified' category should, as a principle, be subject to rules on certification of the operator, and the licensing of remote pilots, in addition to the certification of the aircraft pursuant to Delegated Regulation (EU) 2019/945.
- (8) Whilst mandatory for the 'certified category', for the 'specific' category a certificate delivered by the competent authorities for the operation of an unmanned aircraft, as well as for the personnel, including remote pilots and organisations involved in those activities.
- (9) Operators of unmanned aircraft should be registered where they operate an unmanned aircraft which, in case of impact, can transfer, to a human, a kinetic energy above 80 Joules or the operation of which presents risks to privacy, protection of personal data, security or the environment.
- (10) Studies have demonstrated that unmanned aircraft with a take-off mass of 250 g or more would present risks to security and therefore UAS operators of such unmanned aircraft should be required to register themselves when operating such aircraft in the 'open' category.

- (11)_Considering the risks to privacy and protection of personal data, operators of unmanned aircraft should be registered if they operate an unmanned aircraft which is equipped with a sensor able to capture personal data.
- (12)_The information about registration of certified unmanned aircraft and of operators of unmanned aircraft that are subject to a registration requirement should be stored in digital, harmonised, interoperable national registration systems, allowing competent authorities to access and exchange that information.
- (13)_Some areas, such as hospitals, gatherings of people, installations and facilities like penal institutions or industrial plants, top-level and higher-level government authorities, nature conservation areas or certain items of transport infrastructure, can be particularly sensitive to some or all types of UAS operations. This should be without prejudice to the possibility for Member States to lay down national rules to make subject to certain conditions the operations of unmanned aircraft for reasons falling outside the scope of this Regulation, including environmental protection, public security or protection of privacy and personal data in accordance with the Union law.
- (14)_Unmanned aircraft noise and emissions should be minimised as far as possible taking into account the operating conditions and various specific characteristics of individual Member States, such as the population density, where noise and emissions are of concern. In order to facilitate the societal acceptance of UAS operations, Delegated Regulation (EU) 2019/945 includes maximum level of noise for unmanned aircraft operated close to people in the ‘open’ category. In the ‘specific’ category there is a requirement for the operator to develop guidelines for its remote pilots so that all operations are flown in a manner that minimises nuisances to people and animals.
- (15)_Since model aircraft are considered as UAS and given the good safety level demonstrated by model aircraft operations in clubs and associations, there should be a seamless transition from the different national systems to the new Union regulatory framework, so that model aircraft clubs and associations can continue to operate as they do today.
- (16)_In addition, considering the good level of safety achieved by aircraft of class C4 as provided in Annex to this Regulation, low risk operations of such aircraft should be allowed to be conducted in the ‘open’ category. Such aircraft, often used by model aircraft operators, are comparatively simpler than other classes of unmanned aircraft and should therefore not be subject to disproportionate technical requirements.

DEFINITIONS

‘assemblies of people’ means gatherings where persons are unable to move away due to the density of the people present.

‘standard scenario’ means a type of UAS operation in the ‘specific’ category for which a precise list of mitigating measures has been identified in such a way that the competent authority can be satisfied with declarations in which operators declare that they will apply the mitigating measures when executing this type of operation.

‘visual line of sight operation’ (‘VLOS’) means a type of UAS operation in which, the remote pilot is able to maintain continuous unaided visual contact with the unmanned aircraft, allowing the remote pilot to

control the flight path of the unmanned aircraft in relation to other aircraft, people and obstacles for the purpose of avoiding collisions;

‘light UAS operator certificate’ (‘LUC’) means a certificate issued to a UAS operator by a competent authority.

‘flight geography area’ means the projection of the flight geography on the surface of the earth.

‘contingency volume’ means the volume of airspace outside the flight geography

‘contingency area’ means the projection of the contingency volume on the surface of the earth.

‘operational volume’ is the combination of the flight geography and the contingency volume.

‘ground risk buffer’ is an area over the surface of the earth, which surrounds the operational volume and that is specified in order to minimise the risk to third parties on the surface in the event of the unmanned aircraft leaving the operational volume.

MINIMUM AGE

The minimum age for remote pilots operating a UAS in the ‘open’ and ‘specific’ category shall be 16 years.

No minimum age for remote pilots shall be required:

- (a) when they operate in subcategory A1, with a UAS Class C0 defined as toys.
- (b) for privately-built UAS with a maximum take-off mass of less than 250g.

CATEGORIES OF UAS OPERATIONS

OPEN CATEGORY

UAS operations in the ‘open’ category shall not be subject to any prior operational authorisation, nor to an operational declaration by the UAS operator before the operation takes place.

Operations shall be classified as UAS operations in the ‘open’ category only where the following requirements are met:

- (a) the UAS belongs to one of the classes set out in Delegated Regulation (EU) 2019/945 or is privately built.
- (b) the unmanned aircraft has a maximum take-off mass of less than 25 kg;
- (c) the remote pilot ensures that the unmanned aircraft is kept at a safe distance from people and that it is not flown over assemblies of people;
- (d) the remote pilot keeps the unmanned aircraft in VLOS at all times except when flying in follow-me mode or when using an unmanned aircraft observer.

(e) during flight, the unmanned aircraft is maintained within 120 metres from the closest point of the surface of the earth.

(l) during flight, the unmanned aircraft does not carry dangerous goods and does not drop any material.

UAS operations in the 'open' category shall be divided in three sub-categories.

UAS OPERATIONS IN THE 'OPEN' CATEGORY

(1) The category of UAS 'open' operations is divided into three subcategories A1, A2 and A3, on the basis of operational limitations, requirements for the remote pilot and technical requirements for UAS.

(2) Where the UAS operation involves the flight of the unmanned aircraft starting from a natural elevation in the terrain or over terrain with natural elevations, the unmanned aircraft shall be maintained within 120 metres from the closest point of the surface of the earth. The measurement of distances shall be adapted accordingly to the geographical characteristics of the terrain, such as plains, hills, mountains.

(3) When flying an unmanned aircraft within a horizontal distance of 50 metres from an artificial obstacle taller than 105 metres, the maximum height of the UAS operation may be increased up to 15 metres above the height of the obstacle at the request of the entity responsible for the obstacle.

(4) By way of derogation from point (2), unmanned sailplanes with a MTOM, including payload, of less than 10 kg, may be flown at a distance in excess of 120 metres from the closest point of the surface of the earth, provided that the unmanned sailplane is not flown at a height greater than 120 metres above the remote pilot at any time.

No UAS operator should conduct an operation close to such an obstacle without permission from the entity responsible for the obstacle.

A1 SUBCATEGORY

never overfly assemblies of people.

be performed with an unmanned aircraft that:

- (a) has an MTOM, including payload, of less than 250 g and a maximum operating speed of less than 19 m/s, in the case of a privately built UAS
- (b) is marked as class C0 or C1.

A2 SUBCATEGORY

UAS operations in subcategory A2 shall comply with all of the following conditions:

(1) be conducted in such a way that the unmanned aircraft does not overfly uninvolved persons and the UAS operations take place at a safe horizontal distance of at least 30 metres from them; the remote pilot may reduce the horizontal safety distance down to a minimum of 5 metres from an uninvolved person when operating an unmanned aircraft with an active low speed mode function and after evaluation of the situation regarding:

- (a) weather conditions,

- (b) performance of the unmanned aircraft,
- (c) segregation of the overflow area.

(2) be performed by a remote pilot who is familiar with manufacturer's instructions provided by the manufacturer of the UAS and holds a certificate of remote pilot competency issued by the competent authority or by an entity designated by the competent authority of a Member State. This certificate shall be obtained after complying with all of the following conditions and in the order indicated:

- (a) completing an online training course and passed the online theoretical knowledge examination.
- (b) completing a self-practical training in the operating conditions of the subcategory A3.

(3) be performed with an unmanned aircraft which is marked as class C2 and complies with the requirements of that class and is operated with active and updated direct remote identification system and geo-awareness function.

SAFE DISTANCE FROM UNINVOLVED PERSONS

(a) The minimum horizontal distance of the UA from uninvolved persons should be defined as the distance between the points where the UA would hit the ground in the event of a vertical fall and the position of the uninvolved persons.

(b) As a reference, when the UA is operating in close proximity to people, the remote pilot should keep the UA at a lateral distance from any uninvolved person that is not shorter than the height ('1:1 rule', i.e. if the UA is flying at a height of 30 m, the distance from any uninvolved person should be at least 30 m).

(c) In any case, the distance from uninvolved persons should always be greater than:

- (1) 5 m, when the low-speed mode function on the UA is activated and set to 3 m per second;
- (2) 5 m, when operating a UAS balloon or airship; or
- (3) 30 m in all other cases.

A3 SUBCATEGORY

UAS operations in subcategory A3 shall comply with all of the following conditions:

- (1) be conducted in an area where the remote pilot reasonably expects that no uninvolved person will be endangered within the range where the unmanned aircraft is flown during the entire time of the UAS operation;
- (2) be conducted at a safe horizontal distance of at least 150 metres from residential, commercial, industrial or recreational areas;
- (3) be performed by a remote pilot who is familiar with manufacturer's instructions provided by the manufacturer of the UAS and who has completed an online training course and passed an online theoretical knowledge examination.
- (4) be performed with an unmanned aircraft that:
 - (a) has an MTOM, including payload, of less than 25 kg, in the case of a privately built UAS,
 - (b) is marked as class C2 or C3 or C4.

DIFFERENCE BETWEEN SUB-CATEGORIES A2 AND A3

Subcategory A2 addresses operations during which flying close to people is intended for a significant portion of the flight. The minimum distance ranges from 30 m to 5 m from uninvolved people. 5 m is only allowed when there is an active low-speed mode function on the UA, and the remote pilot has conducted

an evaluation of the situation regarding the weather, the performance of the UA and the segregation of the overflown area.

Sub-category A3 addresses operations that are conducted in an area (hereafter referred to as 'the area') where the remote pilot reasonably expects that no uninvolved people will be endangered within the range of the unmanned aircraft where it is flown during the mission. In addition, the operation must be conducted at a safe horizontal distance of at least 150 m from residential, commercial, industrial or recreational areas.

RESPONSIBILITIES OF THE UAS OPERATOR

The UAS operator shall comply with all of the following:

- (1) develop operational procedures adapted to the type of operation and the risk involved;
- (2) ensure that all operations effectively use and support the efficient use of radio spectrum in order to avoid harmful interference;
- (3) designate a remote pilot for each flight;
- (4) ensure that remote pilots and all other personnel performing a task in support of the operations are familiar with manufacturer's instructions provided by the manufacturer of the UAS, and:
 - (a) have appropriate competency in the subcategory of the intended UAS operations.
 - (b) are fully familiar with the UAS operator's procedures;
 - (c) are provided with the information relevant to the intended UAS operation concerning any geographical zones published by the Member State of operation.
- (5) update the information into the geo-awareness system when applicable according to the intended location of operation;
- (6) Ensure in the case of an UAS operation in subcategory A2 or A3, that all involved persons present in the area of the operation have been informed of the risks and have explicitly agreed to participate.

SPECIFIC CATEGORY

UAS operations in the 'specific' category shall require an operational authorisation issued by the competent authority.

Where one of the requirements for open category is not met, a UAS operator shall be required to obtain an operational authorization from the competent authority.

When applying to a competent authority for an operational authorization (SORA), the operator shall perform a risk assessment and submit it together with the application, including adequate mitigating measures.

An operational authorization or a declaration shall not be required for:

- (a) UAS operators holding an LUC with appropriate privileges.
- (b) operations conducted in the framework of model aircraft clubs and associations that have received an authorization.

TRANSPORT OF DANGEROUS GOODS IN THE 'SPECIFIC' CATEGORY

(a) Dangerous goods may be transported in the 'specific' category of UAS operations only if the UAS operator is able to demonstrate that these goods will not cause harm or damage to third parties or to the environment in case of accident

SPECIFIC CATEGORY RESPONSIBILITIES OF UAS OPERATOR

(1) The UAS operator shall:

(a) establish procedures and limitations adapted to the type of the intended operation and the risk involved, including:

(i) operational procedures to ensure the safety of the operations;

(ii) procedures to ensure that security requirements applicable to the area of operations are complied with in the intended operation;

(iii) measures to protect against unlawful interference and unauthorised access;

(iv) procedures to ensure that all operations are in respect of Regulation (EU) 2016/679 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data. In particular it shall carry out a data protection impact assessment, when required by the National Authority for data protection.

(v) guidelines for its remote pilots to plan UAS operations in a manner that minimises nuisances, including noise and other emissions-related nuisances, to people and animals.

- (b) designate a remote pilot for each flight.
- (c) ensure that all operations effectively use and support the efficient use of radio spectrum in order to avoid harmful interference;
- (d) ensure that before conducting operations, remote pilots comply with all of the following conditions:
 - (i) have the competency to perform their tasks in line with the applicable training identified by the operational authorisation or.
 - (ii) follow remote pilot training which shall be competency based.
 - (iii) follow remote pilot training, as defined in the operational authorisation, for operations requiring such authorisation, it shall be conducted in cooperation with an entity designated by the competent authority;
 - (iv) follow remote pilot training for operations under declaration that shall be conducted in accordance with the mitigation measures defined by the standard scenario;
 - (v) have been informed about the UAS operator's operations manual, if required by the risk assessment and procedures established.
 - (vi) obtain updated information relevant to the intended operation about any geographical zones.
- (e) ensure that personnel in charge of duties essential to the UAS operation, other than the remote pilot itself, comply with all of the following conditions:
 - (i) have completed the on-the-job-training developed by the operator;
 - (ii) have been informed about the UAS operator's operations manual, if required by the risk assessment, and about the procedures established.
 - (iii) have obtained updated information relevant to the intended operation about any geographical zones.
- (f) carry out each operation within the limitations, conditions, and mitigation measures defined in the declaration or specified in the operational authorisation;
- (g) keep and maintain an up-to-date record of:
 - (i) all the relevant qualifications and training courses completed by the remote pilot and the other personnel in charge of duties essential to the UAS operation and by the maintenance staff, for at least 3 years after those persons have ceased employment with the organisation or have changed their position in the organisation;
 - (ii) the maintenance activities conducted on the UAS for a minimum of 3 years;

- (iii) the information on UAS operations, including any unusual technical or operational occurrences and other data as required by the declaration or by the operational authorisation for a minimum of 3 years;
- (h) use UAS which, as a minimum, are designed in such a manner that a possible failure will not lead the UAS to fly outside the operation volume or to cause a fatality.
- (i) maintain the UAS in a suitable condition for safe operation by:
 - (i) as a minimum, defining maintenance instructions and employing an adequately trained and qualified maintenance staff; and
 - (ii) using an unmanned aircraft which is designed to minimise noise and other emissions, taking into account the type of the intended operations and geographical areas where the aircraft noise and other emissions are of concern.
- (j) establish and keep an up-to-date list of the designated remote pilots for each flight;
- (k) establish and keep an up-to-date list of the maintenance staff employed by the operator to carry out maintenance activities; and
- (l) ensure that each individual unmanned aircraft is installed with:
 - (i) at least one green flashing light for the purpose of visibility of the unmanned aircraft at night, and
 - (ii) an active and up-to-date remote identification system.

CERTIFIED CATEGORY

UAS operations in the ‘certified’ category shall require the certification of the UAS pursuant to Delegated Regulation (EU) 2019/945 and the certification of the operator and, where applicable, the licensing of the remote pilot.

UAS operations are always considered to be in the ‘certified’ category when they:

- are conducted over assemblies of people with a UA that has characteristic dimensions of 3 m or more; or
- involve the transport of people; or
- involve the carriage of dangerous goods

Operations shall be classified as UAS operations in the ‘certified’ category only where the following requirements are met:

- (a) the UAS is certified pursuant to points (a), (b) and (c) of paragraph 1 of Article 40 of Delegated Regulation (EU) 2019/945; and
- (b) the operation is conducted in any of the following conditions:
 - i. over assemblies of people;
 - ii. involves the transport of people;
 - iii. involves the carriage of dangerous goods, that may result in high risk for third parties in case of accident.

In addition, UAS operations shall be classified as UAS operations in the ‘certified’ category where the competent authority, based on the risk assessment provided for in Article 11, considers that the risk of the operation cannot be adequately mitigated without the certification of the UAS and of the UAS operator and, where applicable.

Rules for conducting an operational risk assessment

An operational risk assessment shall:

- (a) describe the characteristics of the UAS operation;
- (b) propose adequate operational safety objectives;
- (c) identify the risks of the operation on the ground and in the air considering all of the below:
 - i. the extent to which third parties or property on the ground could be endangered by the activity;
 - ii. the complexity, performance and operational characteristics of the unmanned aircraft involved;
 - iii. the purpose of the flight, the type of UAS, the probability of collision with other aircraft and class of airspace used;
 - iv. the type, scale, and complexity of the UAS operation or activity, including, where relevant, the size and type of the traffic handled by the responsible organisation or person;
 - v. the extent to which the persons affected by the risks involved in the UAS operation are able to assess and exercise control over those risks.
- (d) identify a range of possible risk mitigating measures;
- (e) determine the necessary level of robustness of the selected mitigating measures in such a way that the operation can be conducted safely.

2. The description of the UAS operation shall include at least the following:

- (a) the nature of the activities performed;
- (b) the operational environment and geographical area for the intended operation, in particular overflow population, orography, types of airspace, airspace volume where the operation will take place and which airspace volume is kept as necessary risk buffers, including the operational requirements for geographical zones;
- (c) the complexity of the operation, in particular which planning and execution, personnel competencies, experience and composition, required technical means are planned to conduct the operation;
- (d) the technical features of the UAS, including its performance in view of the conditions of the planned operation and, where applicable, its registration number;
- (e) the competence of the personnel for conducting the operation including their composition, role, responsibilities, training and recent experience.

Authorising operations in the 'specific' category

1. The competent authority shall evaluate the risk assessment and the robustness of the mitigating measures that the UAS operator proposes to keep the UAS operation safe in all phases of flight.

2. The competent authority shall grant an operational authorisation when:

- (a) the evaluation performed pursuant to paragraph 1 concludes that:
 - (i) the operational safety objectives take account of the risks of the operation;
 - (ii) the combination of mitigation measures concerning the operational conditions to perform the operations, the competence of the personnel involved and the technical features of the unmanned aircraft, are adequate and sufficiently robust to keep the operation safe in view of the identified ground and air risks;
- (b) the UAS shall have:
 - (i) a valid certificate of airworthiness or a restricted certificate of airworthiness and, if the UA is subject to the environmental protection requirements, a valid noise certificate; or
 - (ii) if the UA does not meet, or has not been shown to meet, the applicable airworthiness requirements,

(c) the UAS operator has provided to the competent authority a statement confirming that the intended operation complies with any applicable Union and national rules relating to it, in particular with regard to privacy, data protection, liability, insurance, security and environmental protection.

3. When the operation is not deemed sufficiently safe, the competent authority shall inform the applicant accordingly, giving reasons for its refusal to issue the operational authorization.

4. The operational authorization granted by the competent authority shall detail:

(a) the scope of the authorization;

(b) the 'specific' conditions that shall apply:

i. to the UAS operation and the operational limitations;

ii. to the required competency of the UAS operator and, where applicable, of the remote pilots.

- iii. to the technical features of the UAS, including the certification of the UAS, if applicable;
- (c) the following information:
 - i the registration number of the UAS operator and the technical features of the UAS;
 - ii a reference to the operational risk assessment developed by the UAS operator;
 - iii the operational limitations and conditions of the operation;
 - iv the mitigation measures that the UAS operator has to apply;
 - v the location(s) where the operation is authorised to take place.
 - vi all documents and records relevant for the type of operation
 - vii the certificate of airworthiness or restricted certificate of airworthiness and noise certificate, where such certificates have been issued;
- 5. Upon receipt of the declaration, the competent authority shall:
 - provide the UAS operator with a confirmation of receipt and completeness without undue delay so that the operator may start the operation.

Operational conditions for UAS geographical zones

1. When defining UAS geographical zones for safety, security, privacy or environmental reasons, Member States may:
 - (a) prohibit certain or all UAS operations, request particular conditions for certain or all UAS operations or require a prior flight authorization for certain or all UAS operations;
 - (b) subject UAS operations to specified environmental standards;
 - (c) allow access to certain UAS classes only;
 - (d) allow access only to UAS equipped with certain technical features, in particular remote identification systems or geo awareness systems.
2. On the basis of a risk assessment carried out by the competent authority, Member States may designate certain geographical zones in which UAS operations are exempt from one or more of the 'open' category requirements.
3. When Member States define UAS geographical zones, for geo awareness purposes they shall ensure that the information on the UAS geographical zones, including their period of validity, is made publicly available in a common unique digital format.

In line with the Chicago Convention², UAS geographical zones with restrictions and prohibitions should not be designated over the high seas / international airspace.

OBTAIN UPDATED INFORMATION ABOUT THE GEOGRAPHICAL ZONE

The UAS operator should download the latest version of the geographical data and make available to the remote pilot such that they can upload it onto the geo-awareness system, if such a system is available on the UA used for the operation.

- (1) Before starting an UAS operation, the remote pilot shall:
 - (a) have the appropriate competency in the subcategory of the intended UAS operations.
 - (b) obtain updated information relevant to the intended UAS operation about any geographical zone published by the Member State of operation.

- (c) observe the operating environment, check the presence of obstacles and, unless operating in subcategory A1, check the presence of any uninformed person;
- (d) ensure that the UAS is in a condition to safely complete the intended flight, and if applicable, check if the direct remote identification is active and up-to-date.

Article 16 - UAS operations in the framework of model aircraft clubs and associations

1. Upon request by a model aircraft club or association, the competent authority may issue an authorisation for UAS operations in the framework of model aircraft clubs and associations.
2. The authorisation shall be issued in accordance with any of the following:
 - (a) relevant national rules;
 - (b) established procedures, organisational structure and management system of the model aircraft club or association, ensuring that:
 - i. remote pilots operating in the framework of model aircraft clubs or associations are informed of the conditions and limitations defined in the authorisation issued by the competent authority;
 - ii. remote pilots operating in the framework of model aircraft clubs or associations are assisted in achieving the minimum competency required to operate the UAS safely and in accordance with the conditions and limitations defined in the authorisation;
 - iii. the model aircraft club or association takes appropriate action when informed that a remote pilot operating in the framework of model aircraft clubs or associations does not comply with the conditions and limitations defined in the authorisation, and, if necessary, inform the competent authority.

iv. the model aircraft club or association provides, upon request from the competent authority, documentation required for oversight and monitoring purposes.

3. The authorisation referred to in paragraph 1 shall specify the conditions under which operations in the framework of the model aircraft clubs or associations may be conducted and shall be limited to the territory of the Member State in which it is issued.

4. Member States may enable model aircraft clubs and associations to register their members into the registration systems established..

GENERAL

Unless differently provided by national regulation, a model aircraft club and association may obtain from the national competent authority an authorisation that is valid for all their members to operate UA according to conditions and limitations tailored for the club or association.

The model aircraft club and association will submit to the competent authority the procedures that all members are required to follow. When the competent authority is satisfied with the procedures, organisational structure and management system of the model aircraft club and association, it may provide an authorisation that defines different limitations and conditions from those in the UAS Regulation. The authorisation will be limited to the operations conducted within the authorised club or association and within the territory of the Member State of the authorised competent authority.

The authorisation may also include operations by persons who temporarily join in with the activities of the club or association (e.g. for leisure during holidays or for a contest), as long as the procedures provided by the club or association define conditions acceptable to the competent authority.

OPTIONS TO OPERATE A MODEL AIRCRAFT

Model flyers have the following options to conduct their operations:

(a) They may operate as members of a model club or association that has received from the competent authority an authorization. In this case, they should comply with the procedures of the model club or association in accordance with the authorisation. The authorisation should define all the deviations from the aforementioned Regulation granted to the model club or association's members. Members must register themselves in accordance with Article 14 of the UAS Regulation, except when the model aircraft clubs and associations have obtained from the Member State the right to register their members in the registration system.

(b) Member States may define zones where UAS are exempted from certain technical requirements, and/or where the operational limitations are extended, including mass or height limitations. They may also define different height limitations for those zones.

(c) The UAS may be operated in Subcategory A3, in which the following categories of UAS are allowed to fly according to the limitations and conditions following:

- (1) UAS with a class C0, C1, C2, C3, C4 CE mark;
- (2) UAS that meet the requirements defined in Article 20(b) of the UAS Regulation; and
- (3) privately built UAS with MTOMs of less than 25 kg.

ACTION IN CASES OF OPERATIONS/FLIGHTS THAT EXCEED THE CONDITIONS AND LIMITATIONS DEFINED IN THE OPERATIONAL AUTHORISATION

When a model club or association is informed that a member has exceeded the conditions and limitations defined in the operational authorisation, appropriate measures will be taken, proportionate to the risk posed. Considering the level of risk, the model club or association decides whether the competent authority should be informed. In any case, occurrences that cause an injury to persons or where the safety of other aircraft was compromised, must be reported by the model club or association to the competent authority.

DISCONTINUATION OF THE FLIGHT IF THE OPERATION POSES A RISK TO OTHER AIRCRAFT

As soon as the remote pilot sees another aircraft or a parachute or any other airspace user, they must immediately keep the UA at a safe distance from it and land if the UA is on a trajectory towards the other object.

For example, if the remote pilot sees a manned aircraft flying at very high altitude (i.e. an en route flight at a height of 1 km or more), since the pilot will always keep the UA below 120 m, they can continue the operation.

If the remote pilot observes an aircraft passing through the sky at a low altitude, at which it may interact with the UA, they need to immediately reduce the height of the UA (e.g. to less than 10 m above the ground) and keep the UA in an area that is far (not less than 500 m) from the other aircraft. If they cannot ensure such a distance, the UA needs to be immediately landed.

If the remote pilot operates a UA from a moving ground vehicle or boat, the speed of the vehicle should be slow enough for the remote pilot to maintain a VLOS of the UA, maintain control of the UA at all times and maintain situational awareness and orientation.

C Class Requirements

A class C0 UAS shall comply with the following:

- (1) have an MTOM of less than 250 g, including payload;
- (2) have a maximum speed in level flight of 19 m/s;

- (3) have a maximum attainable height above the take-off point limited to 120 m.
- (4) be designed and constructed in such a way as to minimise injury to people during operation.

A class C1 UAS shall comply with the following:

- (1) have a maximum speed in level flight of 19 m/s;
- (2) have a maximum attainable height above the take-off point limited to 120 m or be equipped with a system that limits the height above the surface or above the take-off point to 120 m.
- (3) in case of a loss of the command and control link, have a reliable and predictable method for the UA to recover the command and control link or if this fails, terminate the flight in a way that reduces the effect on third parties in the air or on the ground.
- (4) have a unique serial number.
- (5) be equipped with a geo-awareness function that provides:
 - (a) an interface to load and update data containing information on airspace limitations related to UA position and height imposed by the UAS geographical zones, as defined by [Article 15](#) of Implementing Regulation (EU) 2019/947, which ensures that the process of loading or updating such data does not degrade its integrity and validity;
 - (b) a warning alert to the remote pilot when a potential breach of airspace limitations is detected; and
 - (c) information to the remote pilot on the UA's status as well as a warning alert when its positioning or navigation systems cannot ensure the proper functioning of the geo-awareness function;
- (6) if the UA has a function that limits its access to certain airspace areas or volumes, this function shall operate in such a manner that it interacts smoothly with the flight control system of the UA without adversely affecting flight safety; in addition, clear information shall be provided to the remote pilot when this function prevents the UA from entering these airspace areas or volume.
- (7) be equipped:
 - (a) with lights for the purpose of controllability of the UA; and
 - (b) with at least one green flashing light for the purpose of conspicuity of the UA at night to allow a person on the ground to distinguish the UA from a manned aircraft;
- (8) if equipped with a follow-me mode and when this function is on, be in a range not exceeding 50 m from the remote pilot, and make it possible for the remote pilot to regain control of the UA.
- (9) have a direct remote identification

A class C2 UAS shall comply with the following:

- (1) have an MTOM of less than 4 kg, including payload.
- (2) have a maximum attainable height above the take-off point limited to 120 m or be equipped with a system that limits the height above the surface or above the take-off point to 120 m or to a value selectable by the remote pilot. If the value is selectable, clear information about the height of the UA above the surface or take-off point during flight shall be provided to the remote pilot.
- (3) have a direct remote identification.
- (4) all others as class C1.

A class C3 UAS shall comply with the following:

- (1) have an MTOM of less than 25 kg, including payload, and have a maximum characteristic dimension of less than 3 m.

(2) have a maximum attainable height above the take-off point limited to 120 m or be equipped with a system that limits the height above the surface or above the take-off point to 120 m or to a value selectable by the remote pilot.

(3) all others as class C1.

A class C4 UAS shall comply with the following:

(1) have an MTOM of less than 25 kg, including payload.