

Guide to navigate and read EASA Easy Access Rules

Version 1.0
September 2024

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- Air Passengers' Safety & Wellbeing
- Urban Air Mobility
- Drones
- Sustainability

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for aviation authorities, industry professionals, job applicants & media

Most popular

- Regulations
- Type Certificates
- AMC & GM
- Newsroom
- Careers

Hover with your mouse over "Regulations"

The image shows a screenshot of the EASA website's navigation bar and a dropdown menu for the 'Regulations' section. The navigation bar is blue and contains several items: Home, The Agency, Newsroom & Events, Domains, Regulations (highlighted with a red box), Document Library, and Can We Help You?. The 'Regulations' dropdown menu is dark blue and lists various regulatory categories, each with a right-pointing arrow. The categories are arranged in three columns. On the left side of the page, there is a white box with the text 'Want to stay informed?' and icons for a helmet, a document, and a group of people. Below this is the text 'Access EASA Pro, Light and Community with one account'. On the right side, there is a blue box with the text 'Most popular' and a line graph icon. At the bottom right, there is a blue box with the text 'IEU Aviation environmental labelling'.

Home The Agency Newsroom & Events Domains **Regulations** Document Library Can We Help You?

- Basic Regulation
- Initial Airworthiness
- Additional Airworthiness Specifications
- Continuing Airworthiness
- Aircrew
- Air Operations
- Balloons – Air Operations
- Sailplanes – Air Operations
- Third Country Operators (TCO)
- Air Traffic Management/Air Navigation Services (ATM/ANS) – Provision of Services
- Air Traffic Management/Air Navigation Services (ATM/ANS) – Ground Equipment
- Air Traffic Controllers (ATCO)
- Airspace Usage Requirements (AUR)
- Standardised European Rules of the Air (SERA)
- Aerodromes (ADR)
- Unmanned Aircraft Systems (UAS)
- U-space
- Information Security (IS)
- Repository of Information
- Other Regulations on the functioning of EASA
- Regulations in the area of aviation safety not stemming from the EASA Basic Regulation
- Other Regulations in the area of civil aviation relating to environmental protection, not stemming from the EASA Basic Regulation

Want to stay informed?

Access [EASA Pro](#), [Light](#) and [Community](#) with one account

Stay informed, receive email and push notifications

Easy Access popular

Main stream

Type Certificate Data Sheets (TCDS)

EASA.IM.P.1 - Hartzell

IEU Aviation environmental labelling

Most popular

25 Jan 2024 - Press Release

Press [Unmanned Aircraft Systems \(UAS\)](#) to find documents regarding rules and regulations for UAS operations in the EU.

The image shows a screenshot of the EASA website's navigation menu. The menu is a dark blue horizontal bar at the top with several items: Home, The Agency, Newsroom & Events, Domains, Regulations, Document Library, and Can We Help You?. The 'Regulations' item is selected, and a dropdown menu is open below it. This dropdown menu is also dark blue and contains a grid of links. The link 'Unmanned Aircraft Systems (UAS)' is highlighted with a pink rectangular box. Other visible links in the dropdown include 'Basic Regulation', 'Initial Airworthiness', 'Additional Airworthiness Specifications', 'Continuing Airworthiness', 'Aircrew', 'Air Operations', 'Balloons - Air Operations', 'Sailplanes - Air Operations', 'Third Country Operators (TCO)', 'Air Traffic Management/Air Navigation Services (ATM/ANS) - Provision of Services', 'Air Traffic Management/Air Navigation Services (ATM/ANS) - Ground Equipment', 'Air Traffic Controllers (ATCO)', 'Airspace Usage Requirements (AUR)', 'Standardised European Rules of the Air (SERA)', 'Aerodromes (ADR)', 'U-space', and 'Information Security (IS)'. To the right of the dropdown menu, there is a 'Most popular' section with a blue arrow icon and a list of popular documents, including 'EASA.IM.P.1 - Hartzell' and 'EU Aviation Environmental Labelling'.

Home The Agency Newsroom & Events Domains **Regulations** Document Library Can We Help You?

Want to stay informed?
Access [EASA Pro](#), [Light](#) and [Community](#) with one account

Stay informed, receive email and push notifications

Easy Access to popular documents

Main stream

Type Certificate Data Sheets (TCDS)

EASA.IM.P.1 - Hartzell

EU Aviation Environmental Labelling

Most popular

Unmanned Aircraft Systems (UAS)

Unmanned Aircraft Systems (UAS)

Commission Implementing Regulation (EU) 2019/947 of 24 May 2019 — Rules and procedures for the operation of unmanned aircraft

Commission Delegated Regulation (EU) 2019/945 of 12 March 2019 — Unmanned aircraft systems and third-country operators of unmanned aircraft systems

- Easy Access Rules: [Unmanned Aircraft Systems \(Regulation \(EU\) 2019/947 and Regulation \(EU\) 2019/945\)](#)

The official name of the regulation is
"Commission Implementation Regulation (EU)
2019/947 of May 2019 — Rules and procedures for
the operation of unmanned aircraft"

2019/945 is included in the Easy Access version.

Press to go to the consolidated version.

Consolidated version

Publication date	Title
25/04/2024	Easy Access Rules for Unmanned Aircraft Systems (Regulations (EU) 2019/947 and 2019/945) ⓘ

Regulations

Publication date	Title
15/03/2022	Commission Implementing Regulation (EU) 2022/425 ⓘ
16/07/2021	Commission Implementing Regulation (EU) 2021/1166 ⓘ
20/07/2020	Commission Delegated Regulation (EU) 2020/1058 ⓘ



Easy Access Rules for Unmanned Aircraft Systems (Regulations (EU) 2019/947 and 2019/945)

Revision from April 2024 — Available in pdf, xml, and online format

POPULAR

Publication Date: 25/04/2024 | Related domains: Drones & Air Mobility

This publication contains the rules and procedures for the operation of unmanned aircraft, displayed in a



consolidated version, which can be navigated

It covers

[2019/947](#)

compliance

as [Common](#)

unmanned

operator

Revision

Unmanned




Issue 1, 2024

Every once in a while, the consolidated version is updated. Remember to redownload occasionally.



Publications

Visit the [Regulations page](#) to check if any rule was adopted after **10 Jul 2024**

-  [Easy Access Rules for Unmanned Aircraft Systems \(Regulation \(EU\) 2019/947 and Regulation \(EU\) 2019/945\) \(PDF\)](#)
-  [Easy Access Rules for Unmanned Aircraft Systems \(Regulation \(EU\) 2019/947 and Regulation \(EU\) 2019/945\) \(Online format\)](#)
-  [Easy Access Rules for Unmanned Aircraft Systems \(Regulation \(EU\) 2019/947 and Regulation \(EU\) 2019/945\) \(XML\)](#)

On this page, you can download implementing regulation (EU) 2019/947 - *Easy Access Version*.

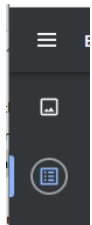
Scroll to "Publications" and download the document as PDF.

[Go to this page](#)

If you have opened the PDF using Adobe Acrobat, press the bookmark symbol in the upper left corner to access the table of contents.

If you have opened the PDF in your browser, there is usually a similar symbol.

This is a very useful tool since the table of content stretches from page 6 to page 14 (in this version).



Looks like this in Google Chrome



Look like this is Microsoft Edge

- 🔖 Disclaimer
- 🔖 Note from the editor
- 🔖 Incorporated amendments
- 🔖 Table of contents
- 🔖 List of Abbreviations
- > 🔖 **Cover Regulation to Implementing Regulation (EU) 2019/947**
- > 🔖 Annex to Implementing Regulation (EU) 2019/947 — UAS OPERATIONS IN THE 'OPEN' AND 'SPECIFIC' CATEGORIES
- > 🔖 Cover Regulation to Delegated Regulation (EU) 2019/945
- > 🔖 Annex to Delegated Regulation (EU) 2019/945

- ∨ 🔖 **Cover Regulation to Implementing Regulation (EU) 2019/947**
- > 🔖 Article 1 - Subject matter
- > 🔖 **Article 2 - Definitions**
- > 🔖 Article 3 - Categories of UAS operations
- 🔖 Article 4 - 'Open' category of UAS operations
- > 🔖 Article 5 - 'Specific' category of UAS operations
- > 🔖 Article 6 - 'Certified' category of UAS operations
- 🔖 Article 7 - Rules and procedures for the operation of UAS
- 🔖 Article 8 - Rules and procedures for the competency of remote pilots

Using the table of content you can easily navigate and find what you are looking for.

Press the arrows to open subheadings.

First part, Cover Regulation, contains the base for the regulation. It also contains useful definitions in article 2.

Cover Regulation to
Implementing
Regulation (EU)
2019/947

Article 4 - 'Open'
category of UAS
operations

> Article 5 - 'Specific'
category of UAS
operations

> Article 6 - 'Certified'
category of UAS
operations

Article 7 - Rules and
procedures for the
operation of UAS

Article 8 - Rules and
procedures for the
competency of
remote pilots

> Article 9 - Minimum
age for remote pilots

> Article 14 -
Registration of UAS
operators and
certified UAS

The most relevant parts of Cover Regulation for you as an operator and/or remote pilot in the open category:

- Article 4 - 'Open' category of UAS operations
- Article 7 - Rules and procedures for the operation of UAS
- Article 8 - Rules and procedures for the competency of remote pilots
- Article 9 - Minimum age for remote pilots
- Article 14 - Registration of UAS operators and certified UAS

...Of course there are also other important parts!

- 🔖 Disclaimer
- 🔖 Note from the editor
- 🔖 Incorporated amendments
- 🔖 Table of contents
- 🔖 List of Abbreviations
- > 🔖 Cover Regulation to Implementing Regulation (EU) 2019/947
- ✓ 🔖 Annex to Implementing Regulation (EU) 2019/947 — UAS OPERATIONS IN THE 'OPEN' AND 'SPECIFIC' CATEGORIES
 - > 🔖 PART A — UAS OPERATIONS IN THE 'OPEN' CATEGORY
 - > 🔖 PART B — UAS OPERATIONS IN THE 'SPECIFIC' CATEGORY
 - > 🔖 PART C — LIGHT UAS OPERATOR CERTIFICATE (LUC)
 - > 🔖 APPENDICES

The annexes are also important!
Annex Part-A, UAS operations in the 'open' category, is the annex for you as an operator and/or remote pilot in the open category.

Annex to Implementing Regulation (EU) 2019/947 — UAS OPERATIONS IN THE 'OPEN' AND 'SPECIFIC'

PART A — UAS OPERATIONS IN THE 'OPEN' CATEGORY

- > UAS.OPEN.010
General provisions
- > UAS.OPEN.020
UAS operations in subcategory A1
- > UAS.OPEN.030
UAS operations in subcategory A2
- > UAS.OPEN.040
UAS operations in subcategory A3
- > UAS.OPEN.050
Responsibilities of the UAS operator
- > UAS.OPEN.060
Responsibilities of the remote pilot
- UAS.OPEN.070
Duration and validity of the remote pilot online theoretical

Part-A - UAS operations in the 'open' category is divided in seven "chapters"

Most EASY Access Rules documents have a similar structure.

Part-A consists of:

- UAS.OPEN.010 General provisions
- UAS.OPEN.020 UAS operations in subcategory A1
- UAS.OPEN.030 UAS operations in subcategory A2
- UAS.OPEN.040 UAS operations in subcategory A3
- UAS.OPEN.050 Responsibilities of the UAS operator
- UAS.OPEN.060 Responsibilities of the remote pilot
- UAS.OPEN.070 Duration and validity of the remote pilot online theoretical competency and certificates of remote pilot competency

Annex to Implementing Regulation (EU) 2019/947 — UAS OPERATIONS IN THE 'OPEN' AND 'SPECIFIC'

PART A — UAS OPERATIONS IN THE 'OPEN' CATEGORY

- > UAS.OPEN.010
General provisions
- > UAS.OPEN.020
UAS operations in subcategory A1
- > UAS.OPEN.030
UAS operations in subcategory A2
- > UAS.OPEN.040
UAS operations in subcategory A3
- > UAS.OPEN.050
Responsibilities of the UAS operator
- > UAS.OPEN.060
Responsibilities of the remote pilot
- UAS.OPEN.070
Duration and validity of the remote pilot online theoretical

The structure of the regulations

Part-A is regulations about UAS operations in the open category, the first "chapter" is UAS.OPEN.010 *General provisions*

UAS means that it belongs to 2019/947.

.OPEN means that it belongs in Part-A, *UAS operations in the 'open' category*.010 in the unique number of this particular rule

All rules have a similar structure.

AMC1 UAS.OPEN.040(1) Operations in subcategory A3

ED Decision 2019/021/R

AREAS WHERE UAS OPERATIONS IN A3 MAY BE CONDUCTED

- (a) If an uninvolved person enters the range of the UAS operation, the remote pilot should, where necessary, adjust the operation to ensure the safety of the uninvolved person and discontinue the operation if the safety of the UAS operation is not ensured.

The minimum horizontal distance from the person that is passing the area could be estimated as

30 m;

the height ('1:1 rule', i.e. if the UA is flying at a height of 30 m, the distance from the uninvolved person should be at least 30 m), and

the distance that the UA would cover in 2 seconds at the maximum speed (with a reaction time of 2 seconds).

The minimum horizontal distance is intended to protect people on the ground, but can be extended to property and animals.

In the table of contents, press the arrow to access subheadings.

Often, there are both associated AMC & GM.

For example, UAS.OPEN.040 about operations in subcategory A3 have one AMC and two GMs.

GM1 UAS.OPEN.030(1) and UAS.OPEN.040(1) UAS operations in subcategories A1 and A3

ED Decision 2019/021/R

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 overflow 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.

GM1 UAS.OPEN.040(4) UAS operations in subcategory A3

ED Decision 2022/002/R

USE OF UASs WITH A CLASS C0 OR C1 CLASS IDENTIFICATION LABEL IN SUBCATEGORY A3

Since subcategory A3 UAS operations are conducted at a 150-m distance from residential, commercial, and industrial areas, where no uninvolved persons are endangered, subcategory A3 encompasses

Annex to Implementing Regulation (EU) 2019/947 — UAS OPERATIONS IN THE 'OPEN' AND 'SPECIFIC' CATEGORIES

PART A — UAS OPERATIONS IN THE 'OPEN' CATEGORIES

UAS.OPEN.010 UAS operations in subcategory A1

UAS.OPEN.020 UAS operations in subcategory A2

UAS.OPEN.030 UAS operations in subcategory A2

UAS.OPEN.040 UAS operations in subcategory A3

AMC1 UAS.OPEN.040(1) Operations in subcategory A3

GM1 UAS.OPEN.030(1) and UAS.OPEN.040(1) UAS operations in subcategories A1 and A3

GM1 UAS.OPEN.040(4) UAS operations in subcategory A3

- ✓ ANNEX VII (Part-NCO)
 - > SUBPART A:
GENERAL
REQUIREMENTS
 - > SUBPART B:
OPERATIONAL
PROCEDURES
 - > SUBPART C:
AIRCRAFT
PERFORMANCE AND
OPERATING
LIMITATIONS
 - ✓ SUBPART D:
INSTRUMENTS, DATA
AND EQUIPMENT

- ✓ SUBPART D:
INSTRUMENTS, DATA
AND EQUIPMENT
 - > SECTION 1 –
Aeroplanes
 - > SECTION 2 –
Helicopters

- ✓ SECTION 1 –
Aeroplanes
 - > NCO.IDE.A.100
Instruments and
equipment –
general
 - ✓ NCO.IDE.A.105
Minimum
equipment for
flight

In other regulations, a chapter may be called subpart.

En subpart can be divided into multiple sections.
Subpart-D in this example is divided in two sections.
One subpart for regulations regarding Aeroplanes (fixed wing)
They are called NCO.IDE.A.xxx

One subpart for regulations regarding Helicopters
They are called NCO.IDE.H.xxx

This is an example from Regulation (EU) 965/2012 *Air Operations*

IR – Implementing Rule

UAS.OPEN.040 UAS operations in subcategory A3

Regulation (EU) 2020/699

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 as defined in point (4)(b) of [point UAS.OPEN.020](#);
- (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, or
 - (b) meets the requirements defined in point (b) of [Article 20](#);
 - (c) is marked as class C2 and complies with the requirements of that class, as defined in [point 2 of the Annex to Delegated Regulation \(EU\) 2019/947](#) and is certified with either

Easy Access Rules are consolidated documents, compilations of all legal acts and changes to make it more comprehensible.

Every IR belong to a regulation or implementing regulation.

You can see which in the upper right corner, nothing you need to care about when reading an easy access document.

An IR can be called "hard law".

Regulations

Regulations are legal acts that apply automatically and uniformly to all EU countries as soon as they enter into force, without needing to be transposed into national law. They are binding in their entirety on all EU countries.

Implementing acts

Implementing acts are legally binding acts that enable the Commission – under the supervision of committees consisting of EU countries' representatives – to set conditions that ensure that EU laws are applied uniformly.

Source: https://commission.europa.eu/law/law-making-process/types-eu-law_en

AMC – Acceptable Means of Compliance

AMC1 UAS.OPEN.040(1) Operations in subcategory A3

ED Decision 2019/021/R

AREAS WHERE UAS OPERATIONS IN A3 MAY BE CONDUCTED

- (a) If an uninvolved person enters the range of the UAS operation, the remote pilot should, where necessary, adjust the operation to ensure the safety of the uninvolved person and discontinue the operation if the safety of the UAS operation is not ensured.
- (b) A minimum horizontal distance from the person that is passing the area could be estimated as follows:
 - (1) no less than 30 m;
 - (2) no less than the height ('1:1 rule', i.e. if the UA is flying at a height of 30 m, the distance of the UA from the uninvolved person should be at least 30 m), and
 - (3) no less than the distance that the UA would cover in 2 seconds at the maximum speed (this assumes a reaction time of 2 seconds).

This minimum horizontal distance is intended to protect people on the ground, but can be extended to property and animals.

An AMC can be considered a clarification of an IR.
It is used to explain what is expected to comply with the regulation of an IR.

An AMC can be called 'soft law' but shall be complied with unless you can show another way to comply with the regulation in a safe and acceptable way.
This is called and AltMoc. This is usually for larger organisations rather than a private person operating a single UAS in the open category.

Definition of an AMC:

Acceptable means of compliance are non-binding standards issued by EASA which may be used by persons and organisations to demonstrate compliance with [Regulation \(EU\) 2018/1139](#) and the delegated and implementing acts adopted on the basis thereof.

AMC – Acceptable Means of Compliance

FAQ about AMC published by EASA

Am I obliged to follow an AMC?

AMC illustrate a means to comply with the rule, but not the only means: they are non-binding. So you are not obliged to follow an EASA AMC, and may choose other means to demonstrate compliance with the rules.

Why should I follow an AMC?

Because if you follow the EASA AMC there is a presumption that you comply with the rules, and competent authorities will recognise that compliance without the need for any further demonstration of compliance from your side. If you choose to use alternative means to comply with the rule, you will need to demonstrate compliance with the rule to your competent authority. The burden of proof of compliance rests fully with you.

Can competent authorities approve alternative means of compliance (AltMOC) ?

Yes, provided that it is demonstrated that these alternative means provide for compliance with the rules. Regulated persons may propose an alternative means of compliance (AltMoC) to their competent authority, and, provided they can demonstrate that compliance with the rules is achieved, the competent authority may approve such AltMoC. It is important to note that this approval will be granted on an individual basis: Other applicants wishing to make use of the same AltMoC must obtain individual approval from their competent authority.

Source: <https://www.easa.europa.eu/en/the-agency/faqs/acceptable-means-compliance-amc-and-alternative-means-compliance-altmoc>

AMC – Acceptable Means of Compliance

FAQ about AMC published by EASA

What are alternative means of compliance (AltMoC)?

Implementing Rules of the EASA Basic Regulation define AltMoC as follows:

‘Alternative means of compliance’ mean those means that propose an alternative to an existing Acceptable Means of Compliance or those that propose new means to establish compliance with Regulation (EU) 2018/1139 (Regulation (EC) No 216/2008 for CH,IS, LI and NO) and its Implementing Rules for which no associated AMC have been adopted by the Agency.

Complementing the legal provisions, the Agency has developed further criteria that may be used to characterise an AltMoC:

- It is technically different in character to the published EASA AMC;
- A form included in EASA AMC is changed in layout or by adding/deleting fields;
- A change of numbering, e.g. table of contents of the Operations Manual, is not per se an AltMoC, only if the order or numbering of whole chapters is changed (e.g. Chapter 7 becomes Chapter 8).

Editorial changes to an EASA AMC are not considered to constitute an AltMoC.

Please note that the above can only be a general guideline. Organisations and competent authorities may need to evaluate each case to establish if a means of compliance is an AltMoC.

^ The implementing rule has no corresponding EASA AMC. Consequently, is any means of compliance an AltMoC? ^

We need to distinguish between new means of compliance proposed by competent authorities and those by organisations.

If the competent authority proposes a means of compliance for use by organisations, it is most likely an AltMoC. The reason is that the AltMoC might express expectations that need to be met by the regulated entities so as to establish rule compliance.

Conversely, if the competent authority establishes a means of compliance for itself (i.e. to Part-ARX) or an organisation proposes a means of compliance, it might be a description of an organisational process or standard operating procedure, implementing for example a prescriptive implementing rule. Process descriptions or detailed standard operating procedures reflecting the work of an individual entity are not *per se* AltMoC.

Nevertheless, the above can only be a general guideline. Organisations and competent authorities may need to evaluate each case to establish if a means of compliance is an AltMoC.

GM – Guidance Material

GM1 UAS.OPEN.030(1) and UAS.OPEN.040(1) UAS operations in subcategories A1 and A3

ED Decision 2019/021/R

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 overflow 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.

As the name implies, GM is an explanation to an IR and/or an AMC to further help the reader understand.

Definition of a GM:

Guidance material is non-binding material issued by EASA which helps to illustrate the meaning of a requirement or specification and is used to support the interpretation of [Regulation \(EU\) 2018/1139](#), the delegated and implementing acts adopted on the basis thereof, certification specifications and acceptable means of compliance.

QUIZ

Test your ability to navigate in the regulation – can you find the answer to the question in EASA Easy Access version of implementing regulation (EU) 2019/947?

The answer to each question is on the next page

Question 1

”Everyone” knows the maximum allowed height to fly a drone in the open category is 120m AGL.

Where in the regulation can you find that?

Disclaimer

Note from the editor

Incorporated amendments

Table of contents

List of Abbreviations

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Implementing Regulation
(EU) 2019/947

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▶ Article 2 - Definitions

▶ Article 3 - Categories of
UAS operations

Article 4 - 'Open'
category of UAS
operations

▶ Article 5 - 'Specific'
category of UAS
operations

▶ Article 6 - 'Certified'
category of UAS
operations

Article 7 - Rules and

Answer question 1

It is actually stated in multiple chapters and paragraphs.

The first time it is mentioned is in "cover regulation",
Article 4 - 'Open' category of UAS operations

Article 4 - 'Open' category of UAS operations

Regulation (EU) 2019/947

1. 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 or meets the conditions defined in Article 20;
 - (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 as specified in Part A of the Annex;
 - (e) during flight, the unmanned aircraft is maintained within 120 metres from the closest point of the surface of the earth, except when overflying an obstacle, as specified in Part A of the Annex

Question 2

An old friend of yours runs an advertisement agency, they are going to promote a new hotel on a public beach. Your friend knows you have a nice drone and asks you if you can help shooting some nice footage.

In the same sentence, your friend also mentions the new hotel is 135m high. You know that you are only allowed to fly 120m AGL, but what if it's an 'obstacle'? Can you fly above it despite that would require flying higher than 120m AGL?

- ▶ Cover Regulation to Implementing Regulation (EU) 2019/947
- ▲ Annex to Implementing Regulation (EU) 2019/947 — UAS OPERATIONS IN THE 'OPEN' AND 'SPECIFIC' CATEGORIES
- ▲ PART A — UAS OPERATIONS IN THE 'OPEN' CATEGORY
- ▲ UAS.OPEN.010 General provisions

GM1
UAS.OPEN.010
General provisions

GM1
UAS.OPEN.010(4)
General provisions

▶ UAS.OPEN.020 UAS operations in subcategory A1

▶ UAS.OPEN.030 UAS operations in subcategory A2

Answer question 2

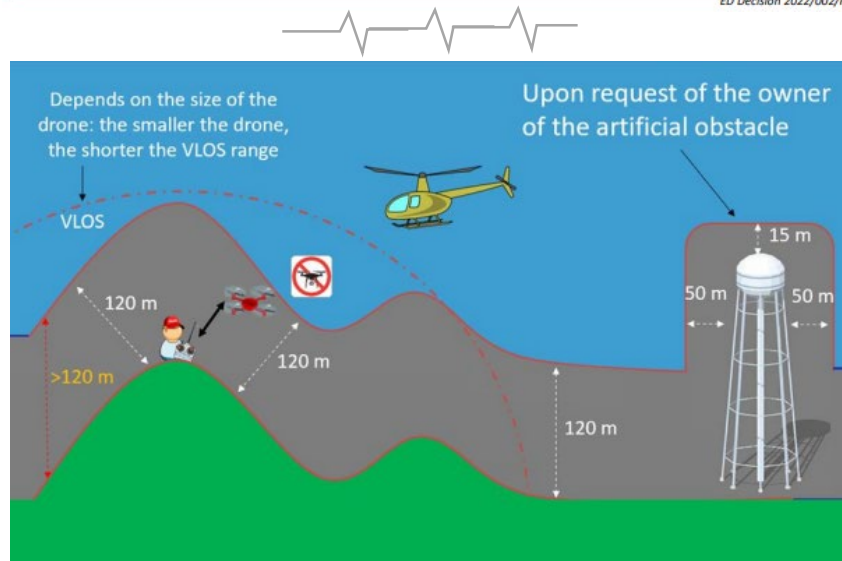
Annex Part A, UAS.OPEN.010(3) states:

"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."

GM1 UAS.OPEN.010 contains an explanatory illustration.

GM1 UAS.OPEN.010 General provisions

ED Decision 2022/002/R



Question 3

The drone you are planning to use for the shoot is a C1-drone. There are still some construction workers finishing the last details. You have read that you shall not plan to overfly uninvolved people with a C1-drone. Where can you find the definition of uninvolved persons? Can you make them involved somehow?

Answer question 3

I cover regulation, article 2, there is a list of definitions.

Item (18) states:

“‘uninvolved persons’ means persons who are not participating in the UAS operation or who are not aware of the instructions and safety precautions given by the UAS operator;”

In GM1 to article 2, there is a whole page explaining uninvolved persons.

GM1 Article 2(18) Definitions

ED Decision 2022/002/R

DEFINITION OF ‘UNINVOLVED PERSONS’

Due to the huge variety of possible circumstances, this GM only provides general guidelines.

An uninvolved person is a person that does not take part in the UAS operation, either directly or indirectly, and that could be potentially affected by the UAS operation. Persons protected by a shelter (e.g. a roof) are not considered to be affected by the UAS operation nor exposed to direct risks if the MTOM of the UA is below 25 kg or if the UA complies with the conditions defined in criterion #2 of mitigation M1 of the SORA (refer to point B.2 of [Annex B to the SORA](#)).

People that sit at a beach or in a park, or walk on a street or on a road, are also generally considered uninvolved persons.

A person may be considered to be ‘involved’ in the UAS operation when the following conditions are met.

Before the flight, the person: