

# Navigera i EASA Easy Access Rules

Version: 1.0

Publicerad: 2024-06-11

Detta är en guide hur du hittar till och använder Easy Access Rules.  
Reservation för eventuella fel och ändringar som kan ha uppstått  
sedan publiceringsdatumet.

*Your safety is our mission*

Välj EASA Pro


Navigera till [www.easa.europa.eu/en](http://www.easa.europa.eu/en)

< **EASA Light** 

*for passengers, EU citizens & general public*

**Most popular**

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

 **EASA Pro** >

*for aviation authorities, industry professionals, job applicants & media*

**Most popular**

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

Hovra med musen över "Regulations" för att få upp en lista med relevanta regelverk för luftfart

The screenshot shows the EASA website's navigation bar with the 'Regulations' tab highlighted in a pink box. Below the navigation bar, a dropdown menu is open, displaying a grid of regulatory categories. To the left, there are promotional banners for staying informed and easy access to popular pages. To the right, there are sections for 'Most popular' and 'Main stream' content.

**Navigation Bar:**

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

**Regulations Dropdown Menu:**

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

**Left Side Promotional Banners:**

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

**Right Side Content:**

- Most popular**
- Main stream**
- EASA.IM.P.1 - Hartzell**
- IEU Aviation environmental labelling**

**Page-Footer:** 25 Jan 2024 - Press Release

Klicka på [Unmanned Aircraft Systems \(UAS\)](#) för att komma till dokumenten som innehåller operativa flygregler för UAS

The image shows a screenshot of the EASA website's navigation menu. The top navigation bar includes links for Home, The Agency, Newsroom & Events, Domains, Regulations, Document Library, and Can We Help You?. The 'Regulations' menu is expanded, showing a grid of sub-menu items. The item 'Unmanned Aircraft Systems (UAS)' is highlighted with a pink rectangular box. Other visible items 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', 'Information Security (IS)', and 'Repository of Information'. Other sub-menu items include 'Other Regulations on the functioning of EASA', 'Regulations in the area of aviation safety not stemming from the EASA Basic Regulation', and 'Other Regulations in the area of civil aviation relating to environmental protection, not stemming from the EASA Basic Regulation'. On the left side of the page, there is a section titled 'Want to stay informed?' with icons for a helmet, a document, and a group of people, and text that says 'Access EASA Pro, Light and Community with one account'. Below this is another icon of a smartphone with a signal tower and an '@' symbol, with text that says 'Stay informed, receive email and push notifications'. On the right side, there is a 'Most popular' section with a blue circular icon containing a line graph.

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 pages

Main stream

Type Certificate Data Sheets (TCDS)

EASA.IM.P.1 - Hartzell

Unmanned Aircraft Systems (UAS)

Repository of Information

Most popular

25 Jan 2024 - Press Release

# 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\)](#)

Air Operations officiella namn är ”*Commission Implementation Regulation (EU) 2019/947 of May 2019 — Rules and procedures for the operation of unmanned aircraft*”

I dagligt tal brukar den lite slarvigt benämnas ”947”.

2019/945 som är inbakad i Easy Access dokumentet handlar mer om tillverkning av UAS.

Klicka dig vidare till den konsoliderade versionen.

## Consolidated version

Publication date	Title
25/04/2024	<a href="#">Easy Access Rules for Unmanned Aircraft Systems (Regulations (EU) 2019/947 and 2019/945)</a> ⓘ

## Regulations

Publication date	Title
15/03/2022	<a href="#">Commission Implementing Regulation (EU) 2022/425</a> ⓘ
16/07/2021	<a href="#">Commission Implementing Regulation (EU) 2021/1166</a> ⓘ
20/07/2020	<a href="#">Commission Delegated Regulation (EU) 2020/1058</a> ⓘ

Du har nu navigerat fram till sidan där du kan hämta det Europeiska operativa UAS regelverket förordning (EU) 2019/947 i *Easy Access Version*.

Scrolla ned på sidan till "Publications" och ladda ner dokumentet i PDF.


OBS, ta för vana att ladda ner en PDFen igen ibland då den kan uppdateras med nya tillägg.

[Klicka här för att gå direkt till denna sida](#)

# 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

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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



 Publications

consolidated  
navigational

It covers

[2019/947](#)

compliance

as [Comm](#)

unmanned

operator




Revision

Unmanned

Issue 1, 2

## Publications

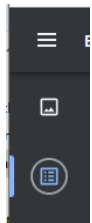
Visit the [Regulations page](#) to check if any rule was adopted after **25 Apr 2024**

-  [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\) \(XML\)](#)

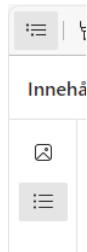
Har du öppnat PDFen i Adobe Acrobat klickar du på symbolen för bokmärke i vänsterkanten för att få fram innehållsförteckningen.

Öppnar du PDFen i exempelvis din webbläsare eller annan programvara finns vanligtvis en liknande symbol/funktion.

Detta är ett väldigt bra verktyg då dokumentets egen innehållsförteckning börjar på sidan 6 och slutar på sidan 14 (i denna version).



I Google chrome ser det ut såhär i vänsterkanten



Microsoft Edge har en liknande symbol





- 🔖 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

Med hjälp av innehållsförteckningen kan du enkelt navigera i dokumentet och leta fram de delar du är ute efter.

Klicka på pilarna för att ta fram underrubriker.

Första delen, Cover Regulation, innehåller bland annat på vilka grunder regelverket tillämpas men även användbara definitioner i artikel 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

De delar av Cover Regulation som är mest relevanta för dig som är operatör och/eller fjärrpilot och flyger inom öppen kategori är:

- Artikel 4 - Drift av UAS i den "öppna" kategorin
- Artikel 7 - Regler och förfaranden för drift av UAS
- Artikel 8 - Regler och förfaranden för fjärrpiloters kompetens
- Artikel 9 - Minimiålder för fjärrpiloter
- Artikel 14 - Registrering av UAS-operatörer och certifierade UAS

...Men finns även fler delar som är viktiga såklart!

- 🔖 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

Innehållet i annexen är också viktigt!

Annex Part-A, Drift av UAS i den ”öppna” kategorin, är det annexet av förordningen som innehåller regler för dig som är operatör och/eller fjärrpilot inom öppen kategori.

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 - Drift av UAS i den "öppna" kategorin är uppdelat i sju "kapitel".

Det praktiska med Easy Access Rules-dokumentet är att alla annex har en liknande uppdelning/struktur så att man skall känna igen sig.

Part-A består av

- 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

## Regelpunkternas struktur

Part-A som handlar om regelverk för flygning inom öppen kategori börjar med UAS.OPEN.010 *General provisions*

UAS betyder att regelpunkten tillhör ett Annex till 2019/947.

.OPEN betyder att den tillhör Part-A, *Drift av UAS i den "öppna" kategorin*

.010 är regelpunktens unika nummer

Alla regelpunkter har samma uppbyggnad.

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

ED Decision 2019/021/R

### AREAS WHERE UAS OPERATIONS IN A3 MAY BE CONDUCTED

When a person enters the range of the UAS operation, the remote pilot should, where possible, ensure the safety of the uninjured 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 uninjured person should be at least 30 m), and

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

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

Det går även att öppna upp regelpunkten i innehållsförteckningen om det finns ytterligare en underrubrik.

Ofta finns både tillhörande AMC & GM.

Exempelvis UAS.OPEN.040 som handlar om regler för underkategori A3 finns ett AMC och två GM.

## 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 uninjured 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 uninjured 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 s

### USE OF UASs WITH A CLASS C0 OR C1 CLASS IDENTIFICATION LABEL II

Since subcategory A3 UAS operations are conducted at a 150-m distance from residential, commercial, and industrial areas, where no uninjured 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' 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

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

I andra regelverk kan ett kapitel kallas subpart.

En subpart kan även ha flera sektioner.  
Subpart-D i detta exempel är uppdelad i två sektioner.  
En subpart för regelpunkter som gäller Aeroplanes (fixed wing)  
De heter NCO.IDE.A.xxx

En subpart för regelpunkter som gäller Helicopters  
De heter NCO.IDE.H.xxx

Detta är ett exempel från det flygoperativa regelverket  
förordning (EU) 965/2012 *Air Operations*





# IR – Implementing Rule

## UAS.OPEN.040 UAS operations in subcategory A3

Regulation (EU) 2020/639

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 är konsoliderade dokument som är en sammanställning av alla rättsakter och kompletteringar/ändringar av grunddokumentet för att göra det mer överskådligt.

Alla IR tillhör en förordning eller genomförandeförordning. Regulation eller implementing regulation på engelska.

Vilken det är syns väldigt litet i det högra hörnet av rubriken. Egentligen ingenting du behöver bry dig om.

En IR brukar även kallas lite slarvigt för "hard law" då det är en regel punkt i en förordning.

## Förordningar

En förordning är en bindande rättsakt som alla EU-länder måste tillämpa i sin helhet så snart den träder i kraft, utan att införliva den i nationell lagstiftning.

## Genomförandeakter

I en genomförandeakt kan kommissionen fastställa regler för att se till att EU:s lagstiftning tillämpas på samma sätt i hela EU. Den är rättsligt bindande och antas i samråd med kommittéer som består av EU-ländernas företrädare.

Källa: [https://commission.europa.eu/law/law-making-process/types-eu-law\\_sv](https://commission.europa.eu/law/law-making-process/types-eu-law_sv)

# 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.

Ett AMC är som ett förtydligande av en IR.

Här finns förklarat vad som förväntas av dig för att leva upp till regelkravet i en IR.

Ett AMC brukar kallas för 'soft law' men skall följas om du inte kan visa upp att du på ett annat sätt kan leva upp till regelkraven på ett godtagbart sätt.

Då kallas det för AltMoc. Detta är generellt sett mer för organisationer och inget som en privatflygare gör.

Definitionen av 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

## Frågor och svar om AMC som EASA har publicerat

### 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.

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

# AMC – Acceptable Means of Compliance

## Frågor och svar om AMC som EASA har publicerat

### 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.

Som namnet antyder är GM en förklaring till innehållet i IR och AMC för att ytterligare hjälpa till att förstå hur regeln skall tolkas.

Definitionen av 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.*