

[^{F1}ANNEX

UAS OPERATIONS IN THE ‘OPEN’ AND ‘SPECIFIC’ CATEGORIES

Textual Amendments

- F1** Substituted by [Commission Implementing Regulation \(EU\) 2020/639 of 12 May 2020 amending Implementing Regulation \(EU\) 2019/947](#) as regards standard scenarios for operations executed in or beyond the visual line of sight (Text with EEA relevance).

PART A

UAS OPERATIONS IN THE ‘OPEN’ CATEGORY

UAS.OPEN.010 General provisions

- (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.

UAS.OPEN.020 UAS operations in subcategory A1

UAS operations in subcategory A1 shall comply with all of the following conditions:

- (1) for unmanned aircraft referred to in point (5)(d), be conducted in such a way that a remote pilot of the unmanned aircraft does not overfly assemblies of people and reasonably expects that no uninvolved person will be overflowed. In the event of unexpected overflight of uninvolved persons, the remote pilot shall reduce as much as possible the time during which the unmanned aircraft overflies those persons;
- (2) in the case of an unmanned aircraft referred to in points (5)(a), (5)(b) and (5)(c), be conducted in such a way that the remote pilot of the unmanned aircraft may overfly uninvolved persons, but shall never overfly assemblies of people;
- (3) by way of derogation from point (d) of paragraph 1 of Article 4, be conducted, when the follow-me mode is active, up to a distance of 50 metres from the remote pilot;
- (4) be performed by a remote pilot who:

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- (a) is familiar with manufacturer's instructions provided by the manufacturer of the UAS;
- (b) in the case of an unmanned aircraft class C1, as defined in Part 2 of the Annex to Delegated Regulation (EU) 2019/945, has completed an online training course followed by completing successfully an online theoretical knowledge examination provided by the [F²CAA] achieving at least 75% of the overall marks. The examination shall comprise 40 multiple-choice questions distributed appropriately across the following subjects:
 - (i) air safety;
 - (ii) airspace restrictions;
 - (iii) aviation regulation;
 - (iv) human performance limitations;
 - (v) operational procedures;
 - (vi) UAS general knowledge;
 - (vii) privacy and data protection;
 - (viii) insurance;
 - (ix) security.
- (5) 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; or
 - (b) meets the requirements defined in point (a) of Article 20;
 - (c) is marked as class C0 and complies with the requirements of that class, as defined in Part 1 of the Annex to Delegated Regulation (EU) 2019/945; or
 - (d) is marked as class C1 and complies with the requirements of that class, as defined in Part 2 of the Annex to Delegated Regulation (EU) 2019/945 and is operated with active and updated direct remote identification system and geo-awareness function.

Textual Amendments

F2 Word in [Annex Pt. A point UAS.OPEN.020\(4\)](#) substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **81(2)**

UAS.OPEN.030 UAS operations in subcategory A2

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:

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- (a) weather conditions,
 - (b) performance of the unmanned aircraft,
 - (c) segregation of the overflown 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 [^{F3}CAA or an entity designated by the CAA]. 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 as referred to in point (4)(b) of point UAS.OPEN.020;
 - (b) completing a self-practical training in the operating conditions of the subcategory A3 set out in points (1) and (2) of point UAS.OPEN.040;
 - (c) declaring the completion of the self-practical training defined in point (b) and passing an additional theoretical knowledge examination provided by the [^{F4}CAA or an entity designated by the CAA] achieving at least 75% of the overall marks. The examination shall comprise at least 30 multiple-choice questions aimed at assessing the remote pilot's knowledge of the technical and operational mitigations for ground risk, distributed appropriately across the following subjects:
 - (i) meteorology;
 - (ii) UAS flight performance;
 - (iii) technical and operational mitigations for ground risk.
- (3) be performed with an unmanned aircraft which is marked as class C2 and complies with the requirements of that class, as defined in Part 3 of the Annex to Delegated Regulation (EU) 2019/945, and is operated with active and updated direct remote identification system and geo-awareness function.

Textual Amendments

F3 Words in Annex Pt. A point UAS.OPEN.030(2) substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **81(3)(a)**

F4 Words in Annex Pt. A point UAS.OPEN.030(2)(c) substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **81(3)(b)**

UAS.OPEN.040 UAS operations in subcategory A3

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;

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- (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 Part 3 of the Annex to Delegated Regulation (EU) 2019/945 and is operated with active and updated direct remote identification system and geo-awareness function or;
 - (d) is marked as class C3 and complies with the requirements of that class, as defined in Part 4 of the Annex to Delegated Regulation (EU) 2019/945 and is operated with active and updated direct remote identification system and geo-awareness function; or
 - (e) is marked as class C4 and complies with the requirements of that class, as defined in Part 5 of the Annex to Delegated Regulation (EU) 2019/945.

UAS.OPEN.050 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 in accordance with points UAS.OPEN.020, UAS.OPEN.030 or UAS.OPEN.040 to perform their tasks or, for personnel other than the remote pilot, have completed an on-the-job-training course developed by the operator;
 - (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 [^{F5}designated by the Secretary of State] in accordance with Article 15;
- (5) update the information into the geo-awareness system when applicable according to the intended location of operation;
- (6) in the case of an operation with an unmanned aircraft of one of the classes defined in Parts 1 to 5 of the Annex of Delegated Regulation (EU) 2019/945, ensure that the UAS is:

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- (a) accompanied by the corresponding ^{F6}... declaration of conformity, including the reference to the appropriate class; and
 - (b) the related class identification label is affixed to the unmanned aircraft.
- (7) 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.

Textual Amendments

- F5** Words in [Annex Pt. A point UAS.OPEN.050\(4\)](#) substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **81(4)(a)**
- F6** Word in [Annex Pt. A point UAS.OPEN.050\(6\)](#) omitted (31.12.2020) by virtue of [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **81(4)(b)**

UAS.OPEN.060 Responsibilities of the remote pilot

- (1) Before starting an UAS operation, the remote pilot shall:
- (a) have the appropriate competency in the subcategory of the intended UAS operations in accordance with points UAS.OPEN.020, UAS.OPEN.030 or UAS.OPEN.040 to perform its task and carry a proof of competency while operating the UAS, except when operating an unmanned aircraft referred to in points (5)(a), (5)(b) or (5)(c) of point UAS.OPEN.020;
 - (b) obtain updated information relevant to the intended UAS operation about any geographical zone [^{F7}designated by the Secretary of State] in accordance with Article 15;
 - (c) observe the operating environment, check the presence of obstacles and, unless operating in subcategory A1 with an unmanned aircraft referred to in points (5)(a), (5)(b) or (5)(c) of point UAS.OPEN.020, check the presence of any uninvolved 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;
 - (e) if the UAS is fitted with an additional payload, verify that its mass does not exceed neither the MTOM defined by the manufacturer or the MTOM limit of its class.
- (2) During the flight, the remote pilot shall:
- (a) not perform duties under the influence of psychoactive substances or alcohol or when it is unfit to perform its tasks due to injury, fatigue, medication, sickness or other causes;
 - (b) keep the unmanned aircraft in VLOS and maintain a thorough visual scan of the airspace surrounding the unmanned aircraft in order to avoid any risk of collision with any manned aircraft. The remote pilot shall discontinue the flight if the operation poses a risk to other aircraft, people, animals, environment or property;

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- (c) comply with the operational limitations in geographical zones [^{F8}designated] in accordance with Article 15;
 - (d) have the ability to maintain control of the unmanned aircraft, except in the case of a lost link or when operating a free-flight unmanned aircraft;
 - (e) operate the UAS in accordance with manufacturer's instructions provided by the manufacturer, including any applicable limitations;
 - (f) comply with the operator's procedures when available;
 - (g) when operating at night, ensure that a green flashing light on the unmanned aircraft is activated.
- (3) During the flight, remote pilots and UAS operators shall not fly close to or inside areas where an emergency response effort is ongoing unless they have permission to do so from the responsible emergency response services.
- (4) For the purposes of point (2)(b), remote pilots may be assisted by an unmanned aircraft observer. In such case, clear and effective communication shall be established between the remote pilot and the unmanned aircraft observer.

Textual Amendments

- F7** Words in Annex Pt. A point UAS.OPEN.060(1)(b) substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **81(5)(a)**
- F8** Word in Annex Pt. A point UAS.OPEN.060(2)(c) substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **81(5)(b)**

UAS.OPEN.070 Duration and validity of the remote pilot online theoretical competency and certificates of remote pilot competency

- (1) The remote pilot online theoretical competency, required by points (4)(b) of point UAS.OPEN.020 and point (3) of point UAS.OPEN.040, and the certificate of remote pilot competency, required by point (2) of point UAS.OPEN.030, shall be valid for five years.
- (2) The revalidation of the remote pilot online theoretical competency and of the certificate of remote pilot competency is, within its validity period, subject to:
- (a) a demonstration of competencies respectively in accordance with point (4)(b) of point UAS.OPEN.020 or point (2) of point UAS.OPEN.030; or
 - (b) the completion of a refresher training addressing respectively the theoretical knowledge subjects as defined in point (4)(b) of point UAS.OPEN.020 or point (2) of point UAS.OPEN.030 provided by the [^{F9}CAA or an entity designated by the CAA].
- (3) In order to revalidate the remote pilot online theoretical competency or the certificate of remote pilot competency upon its expiration, the remote pilot shall comply with point (2)(a).

Textual Amendments

- F9** Words in Annex Pt. A point UAS.OPEN.070(2)(b) substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **81(6)**

PART B

UAS OPERATIONS IN THE ‘SPECIFIC’ CATEGORY

UAS.SPEC.010 General provisions

The UAS operator shall provide the [^{F10}CAA] with an operational risk assessment for the intended operation in accordance with Article 11 ^{F11}... unless the operator holds a light UAS operator certificate (LUC) with the appropriate privileges, in accordance with Part C of this Annex. The UAS operator shall regularly evaluate the adequacy of the mitigation measures taken and update them where necessary.

Textual Amendments

- F10** Word in [Annex Pt. B point UAS.SPEC.010](#) substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **82(2)(a)**
- F11** Words in [Annex Pt. B point UAS.SPEC.010](#) omitted (31.12.2020) by virtue of [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **82(2)(b)**

UAS.SPEC.020 Operational declaration

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.....

Textual Amendments

- F12** [Annex Pt. B point UAS.SPEC.020](#) omitted (31.12.2020) by virtue of [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **82(3)**

UAS.SPEC.030 Application for an operational authorisation

- (1) [^{F13}Before starting an UAS operation in the ‘specific’ category the UAS operator shall obtain an operational authorisation from the CAA except where the UAS operator holds an LUC with the appropriate privileges, in accordance with Part C of this Annex.]
- (2) The UAS operator shall submit an application for an updated operational authorisation if there are any significant changes to the operation or to the mitigation measures listed in the operational authorisation.
- (3) The application for an operational authorisation shall be based on the risk assessment referred to in Article 11 and shall include in addition the following information:
 - (a) the registration number of the UAS operator;
 - (b) the name of the accountable manager or the name of the UAS operator in the case of a natural person;
 - (c) the operational risk assessment;

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- (d) the list of mitigation measures proposed by the UAS operator, with sufficient information for the [F14CAA] to assess the adequacy of the mitigation means to address the risks;
- (e) an operations manual when required by the risk and complexity of the operation;
- (f) a confirmation that an appropriate insurance cover will be in place at the start of the UAS operations, if required by [F15an enactment].

Textual Amendments

- F13** Annex Pt. B point UAS.SPEC.030(1) substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **82(4)(a)**
- F14** Word in Annex Pt. B point UAS.SPEC.030(3)(d) substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **82(4)(b)**
- F15** Words in Annex Pt. B point UAS.SPEC.030(3)(f) substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **82(4)(c)**

UAS.SPEC.040 Issuing of an operational authorisation

- (1) When receiving an application in accordance with point UAS.SPEC.030, the [F16CAA] shall issue, without undue delay, an operational authorisation in accordance with Article 12 when it concludes that the operation meets the following conditions:
 - (a) all information in accordance with point (3) of point UAS.SPEC.030 is provided;
 - (b) a procedure is in place for coordination with the relevant service provider for the airspace if the entire operation, or part of it, is to be conducted in controlled airspace.
- (2) The [F17CAA] shall specify in the operational authorisation the exact scope of the authorisation in accordance with Article 12.

Textual Amendments

- F16** Word in Annex Pt. B point UAS.SPEC.040(1) substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **82(5)**
- F17** Word in Annex Pt. B point UAS.SPEC.040(2) substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **82(5)**

UAS.SPEC.050 Responsibilities of the UAS operator

- (1) The UAS operator shall comply with all of the following:
 - (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;

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- (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 [^{F18}Information Commissioner's Office] in application of Article 35 of Regulation (EU) 2016/679;
 - (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 or, in the case of autonomous operations, ensure that during all phases of the flight, responsibilities and tasks especially those defined in points (2) and (3) of point UAS.SPEC.060 are properly allocated in accordance with the procedures established pursuant to point (a);
- (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, if point UAS.SPEC.020 applies, by the conditions and limitations defined in the appropriate standard scenario listed in Appendix 1 or as defined by the LUC;
 - (ii) follow remote pilot training which shall be competency based and include the competencies set out in paragraph 2 of Article 8;
 - (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 [^{F19}CAA];
 - (iv) ^{F20}
 - (v) have been informed about the UAS operator's operations manual, if required by the risk assessment and procedures established in accordance with point (a);
 - (vi) obtain updated information relevant to the intended operation about any geographical zones [^{F21}designated] in accordance with Article 15;
- (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 in accordance with point (a);

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- (iii) have obtained updated information relevant to the intended operation about any geographical zones [^{F22}designated] in accordance with Article 15;
- (f) carry out each operation within the limitations, conditions, and mitigation measures ^{F23}... 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 ^{F24}... 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. In addition, Man Machine interfaces shall be such to minimise the risk of pilot error and shall not cause unreasonable fatigue;
- (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) complying with point UAS.SPEC.100, if required;
 - (iii) 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.

Textual Amendments

F18 Words in Annex Pt. B point UAS.SPEC.050(1)(a)(iv) substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **82(6)(a)**

Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/947, ANNEX. (See end of Document for details)

- F19** Word in Annex Pt. B point UAS.SPEC.050(1)(d)(iii) substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **82(6)(b)**
- F20** Annex Pt. B point UAS.SPEC.050(1)(d)(iv) omitted (31.12.2020) by virtue of [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **82(6)(c)**
- F21** Word in Annex Pt. B point UAS.SPEC.050(1)(d)(vi) substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **82(6)(d)**
- F22** Word in Annex Pt. B point UAS.SPEC.050(1)(e)(iii) substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **82(6)(d)**
- F23** Words in Annex Pt. B point UAS.SPEC.050(1)(f) omitted (31.12.2020) by virtue of [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **82(6)(e)**
- F24** Words in Annex Pt. B point UAS.SPEC.050(1)(g)(iii) omitted (31.12.2020) by virtue of [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **82(6)(f)**

UAS.SPEC.060 Responsibilities of the remote pilot

- (1) The remote pilot shall:
- (a) not perform duties under the influence of psychoactive substances or alcohol or when it is unfit to perform its tasks due to injury, fatigue, medication, sickness or other causes;
 - (b) have the appropriate remote pilot competency as defined in the operational authorisation ^{F25}... or as defined by the LUC and carry a proof of competency while operating the UAS.
 - (c) be familiar with manufacturer's instructions provided by the manufacturer of the UAS.
- (2) Before starting an UAS operation, the remote pilot shall comply with all of the following:
- (a) obtain updated information relevant to the intended operation about any geographical zones [^{F26}designated] in accordance with Article 15;
 - (b) ensure that the operating environment is compatible with the authorised ^{F27}... limitations and conditions;
 - (c) ensure that the UAS is in a safe condition to complete the intended flight safely, and if applicable, check if the direct remote identification is active and up-to-date;
 - (d) ensure that the information about the operation has been made available to the relevant air traffic service (ATS) unit, other airspace users and relevant stakeholders, as required by the operational authorisation or by the conditions [^{F28}designated by the Secretary of State] for the geographical zone of operation in accordance with Article 15.
- (3) During the flight, the remote pilot shall:
- (a) comply with the authorised ^{F29}... limitations and conditions;
 - (b) avoid any risk of collision with any manned aircraft and discontinue a flight when continuing it may pose a risk to other aircraft, people, animals, environment or property;
 - (c) comply with the operational limitations in geographical zones [^{F30}designated] in accordance with Article 15;

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- (d) comply with the operator's procedures;
- (e) not fly close to or inside areas where an emergency response effort is ongoing unless they have permission to do so from the responsible emergency response services.

Textual Amendments

- F25** Words in Annex Pt. B point UAS.SPEC.060(1)(b) omitted (31.12.2020) by virtue of [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **82(7)(a)**
- F26** Word in Annex Pt. B point UAS.SPEC.060(2)(a) substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **82(7)(b)(i)**
- F27** Words in Annex Pt. B point UAS.SPEC.060(2)(b) omitted (31.12.2020) by virtue of [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **82(7)(b)(ii)**
- F28** Words in Annex Pt. B point UAS.SPEC.060(2)(d) substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **82(7)(b)(iii)**
- F29** Words in Annex Pt. B point UAS.SPEC.060(3)(a) omitted (31.12.2020) by virtue of [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **82(7)(c)(i)**
- F30** Word in Annex Pt. B point UAS.SPEC.060(3)(c) substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **82(7)(c)(ii)**

UAS.SPEC.070 Transferability of an operational authorisation

An operational authorisation is not transferable.

UAS.SPEC.080 Duration and validity of an operational authorisation

- (1) The [^{F31}CAA] shall specify the duration of the operational authorisation in the authorisation itself.
- (2) Notwithstanding point (1), the operational authorisation remains valid as long as the UAS operator remains compliant with the relevant requirements of this Regulation and with the conditions defined in the operational authorisation.
- (3) Upon revocation or surrender of the operational authorisation the UAS operator shall provide an acknowledgment in digital format that must be returned to the [^{F31}CAA] without delay.

Textual Amendments

- F31** Word in [Annex Pt. B point UAS.SPEC.080](#) substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **82(8)**

UAS.SPEC.085 Duration and validity of an operational declaration

^{F32}

Textual Amendments

- F32** [Annex Pt. B point UAS.SPEC.085](#) omitted (31.12.2020) by virtue of [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **82(9)**

UAS.SPEC.090 Access

For the purpose of demonstrating compliance with this Regulation, an UAS operator shall grant to any person, that is duly authorised by the [F33CAA], an access to any facility, UAS, document, records, data, procedures or to any other material relevant to its activity, which is subject to operational authorisation F34 ..., regardless of whether or not its activity is contracted or subcontracted to another organisation.

Textual Amendments

- F33** Word in Annex Pt. B point UAS.SPEC.090 substituted (31.12.2020) by The Unmanned Aircraft (Amendment) (EU Exit) Regulations 2020 (S.I. 2020/1593), regs. 1(2), **82(10)(a)**
- F34** Words in Annex Pt. B point UAS.SPEC.090 omitted (31.12.2020) by virtue of The Unmanned Aircraft (Amendment) (EU Exit) Regulations 2020 (S.I. 2020/1593), regs. 1(2), **82(10)(b)**

UAS.SPEC.100 Use of certified equipment and certified unmanned aircraft

- (1) If the UAS operation is using an unmanned aircraft for which a certificate of airworthiness or a restricted certificate of airworthiness have been issued, or using certified equipment, the UAS operator shall record the operation or service time in accordance either with the instructions and procedures applicable to the certified equipment, or with the organisational approval or authorisation.
- (2) The UAS operator shall follow the instructions referred to in the unmanned aircraft certificate or equipment certificate, and also comply with any airworthiness or operational directives issued by the [F35CAA].

Textual Amendments

- F35** Word in Annex Pt. B point UAS.SPEC.100(2) substituted (31.12.2020) by The Unmanned Aircraft (Amendment) (EU Exit) Regulations 2020 (S.I. 2020/1593), regs. 1(2), **82(11)**

PART C

LIGHT UAS OPERATOR CERTIFICATE (LUC)

UAS.LUC.010 General requirements for an LUC

- (1) A legal person is eligible to apply for an LUC under this Part.
- (2) An application for an LUC or for an amendment to an existing LUC shall be submitted to the [F36CAA] and shall contain all of the following information:
 - (a) a description of the UAS operator's management system, including its organisational structure and safety management system;
 - (b) the name(s) of the responsible UAS operator's personnel, including the person responsible for authorising operations with UASs;
 - (c) a statement that all the documentation submitted to the [F37CAA] has been verified by the applicant and found to comply with the applicable requirements.
- (3) If the requirements of this Part are met, an LUC holder may be granted the privileges, in accordance with point UAS.LUC.060.

Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/947, ANNEX. (See end of Document for details)

Textual Amendments

- F36** Word in Annex Pt. C point UAS.LUC.010(2) substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **83(2)**
- F37** Word in Annex Pt. C point UAS.LUC.010(2)(c) substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **83(2)**

UAS.LUC.020 Responsibilities of the LUC holder

The LUC holder shall:

- (1) comply with the requirements of points UAS.SPEC.050 and UAS.SPEC.060;
- (2) comply with the scope and privileges defined in the terms of approval;
- (3) establish and maintain a system for exercising operational control over any operation conducted under the terms of its LUC;
- (4) carry out an operational risk assessment of the intended operation in accordance with Article 11 ^{F38} ... ,
- (5) keep records of the following items in a manner that ensures protection from damage, alteration and theft for a period at least 3 years for operations conducted using the privileges specified under point UAS.LUC.060:
 - (a) the operational risk assessment ^{F39} ... and its supporting documentation;
 - (b) mitigation measures taken; and
 - (c) the qualifications and experience of personnel involved in the UAS operation, compliance monitoring and safety management;
- (6) keep personnel records referred to in point (5)(c) as long as the person works for the organisation and shall be retained until 3 years after the person has left the organisation.

Textual Amendments

- F38** Words in Annex Pt. C point UAS.LUC.020(4) omitted (31.12.2020) by virtue of [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **83(3)(a)**
- F39** Words in Annex Pt. C point UAS.LUC.020(5) omitted (31.12.2020) by virtue of [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **83(3)(b)**

UAS.LUC.030 Safety management system

- (1) An UAS operator who applies for an LUC shall establish, implement and maintain a safety management system corresponding to the size of the organisation, to the nature and complexity of its activities, taking into account the hazards and associated risks inherent in these activities.
- (2) The UAS operator shall comply with all of the following:
 - (a) nominate an accountable manager with authority for ensuring that within the organisation all activities are performed in accordance with the applicable standards and that the organisation is continuously in compliance with the requirements of the management system and the procedures identified in the LUC manual referred to in point UAS.LUC.040;

Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/947, ANNEX. (See end of Document for details)

- (b) define clear lines of responsibility and accountability throughout the organisation;
 - (c) establish and maintain a safety policy and related corresponding safety objectives;
 - (d) appoint key safety personnel to execute the safety policy;
 - (e) establish and maintain a safety risk management process including the identification of safety hazards associated with the activities of the UAS operator, as well as their evaluation and the management of associated risks, including taking action to mitigate those risks and verify the effectiveness of the action;
 - (f) promote safety in the organisation through:
 - (i) training and education;
 - (ii) communication;
 - (g) document all safety management system key processes for making personnel aware of their responsibilities and of the procedure for amending this documentation; key processes include:
 - (i) safety reporting and internal investigations;
 - (ii) operational control;
 - (iii) communication on safety;
 - (iv) training and safety promotion;
 - (v) compliance monitoring;
 - (vi) safety risk management;
 - (vii) management of change;
 - (viii) interface between organisations;
 - (ix) use of sub-contractors and partners;
 - (h) include an independent function to monitor the compliance and adequacy of the fulfilment of the relevant requirements of this Regulation, including a system to provide feedback of findings to the accountable manager to ensure effective implementation of corrective measures as necessary;
 - (i) include a function to ensure that safety risks inherent to a service or product delivered through subcontractors are assessed and mitigated under the operator's safety management system.
- (3) If the organisation holds other organisation certificates within the scope of Regulation (EU) 2018/1139, the safety management system of the UAS operator may be integrated with the safety management system that is required by any of those additional certificate(s).

Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/947, ANNEX. (See end of Document for details)

- (1) An LUC holder shall provide the [^{F40}CAA] with an LUC manual describing directly or by cross reference its organisation, the relevant procedures and the activities carried out.
- (2) The manual shall contain a statement signed by the accountable manager that confirms that the organisation will at all times work in accordance with this Regulation and with the approved LUC manual. When the accountable Manager is not the Chief Executive Officer of the organisation, the chief executive officer shall countersign the statement.
- (3) If any activity is carried out by partner organisations or subcontractors, the UAS operator shall include in the LUC manual procedures on how the LUC holder shall manage the relationship with those partner organisations or subcontractors.
- (4) The LUC manual shall be amended as necessary to retain an up-to-date description of the LUC holder's organisation, and copies of amendments shall be provided to the [^{F41}CAA].
- (5) The UAS operator shall distribute the relevant parts of the LUC manual to all its personnel in accordance with their functions and duties.

Textual Amendments

F40 Word in [Annex Pt. C point UAS.LUC.040\(1\)](#) substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **83(4)**

F41 Word in [Annex Pt. C point UAS.LUC.040\(4\)](#) substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **83(4)**

UAS.LUC.050 Terms of approval of the LUC holder

- (1) The [^{F42}CAA] shall issue an LUC after it is satisfied that the UAS operator complies with points UAS.LUC.020, UAS.LUC.030 and UAS.LUC.040.
- (2) The LUC shall include:
 - (a) the UAS operator identification;
 - (b) the UAS operator's privileges;
 - (c) authorised type(s) of operation;
 - (d) the authorised area, zone or class of airspace for operations, if applicable;
 - (e) any special limitations or conditions, if applicable;

Textual Amendments

F42 Word in [Annex Pt. C point UAS.LUC.050\(1\)](#) substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **83(5)**

UAS.LUC.060 Privileges of the LUC holder

When satisfied with the documentation provided, the [^{F43}CAA]:

- (1) shall specify the terms and conditions of the privilege granted to the UAS operator in the LUC; and

- (2) [^{F44}may, within the terms of approval, grant to an LUC holder the privilege to authorise its own operations without applying for an operational authorisation.]

Textual Amendments

- F43** Word in Annex Pt. C point UAS.LUC.060 substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **83(6)(a)**
- F44** Annex Pt. C point UAS.LUC.060(2) substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **83(6)(b)**

UAS.LUC.070 Changes in the LUC management system

After an LUC is issued, the following changes require prior approval by the [^{F45}CAA]:

- (1) any change in the terms of approval of the UAS operator;
- (2) any significant change to the elements of the LUC holder's safety management system as required by point UAS.LUC.030.

Textual Amendments

- F45** Word in Annex Pt. C point UAS.LUC.070 substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **83(7)**

UAS.LUC.075 Transferability of an LUC

Except for the change to the ownership of the organisation, approved by the [^{F46}CAA] in accordance with point UAS.LUC.070, an LUC is not transferable.

Textual Amendments

- F46** Word in Annex Pt. C point UAS.LUC.075 substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **83(8)**

UAS.LUC.080 Duration and validity of an LUC

- (1) An LUC shall be issued for an unlimited duration. It shall remain valid subject to:
 - (a) the LUC holder's continuous compliance with the relevant requirements of this Regulation [^{F47}and other relevant enactments]; and
 - (b) it not being surrendered or revoked.
- (2) Upon revocation or surrender of an LUC, the LUC holder shall provide an acknowledgment in digital format that must be returned to the [^{F48}CAA] without delay.

Textual Amendments

- F47** Words in Annex Pt. C point UAS.LUC.080(1) substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **83(9)(a)**
- F48** Word in Annex Pt. C point UAS.LUC.080(2) substituted (31.12.2020) by [The Unmanned Aircraft \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1593\)](#), regs. 1(2), **83(9)(b)**

UAS.LUC.090 Access

Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/947, ANNEX. (See end of Document for details)

For the purpose of demonstrating compliance with this Regulation, the LUC holder shall grant any person, that is duly authorised by the [^{F49}CAA], an access to any facility, UAS, document, records, data, procedures or to any other material relevant to its activity, which is subject to [^{F50}certification or operational] authorisation ^{F51}... , regardless of whether or not its activity is contracted or subcontracted to another organisation.]

Textual Amendments

- F49** Word in Annex Pt. C point UAS.LUC.090 substituted (31.12.2020) by The Unmanned Aircraft (Amendment) (EU Exit) Regulations 2020 (S.I. 2020/1593), regs. 1(2), **83(10)(a)**
- F50** Words in Annex Pt. C point UAS.LUC.090 substituted (31.12.2020) by The Unmanned Aircraft (Amendment) (EU Exit) Regulations 2020 (S.I. 2020/1593), regs. 1(2), **83(10)(b)**
- F51** Words in Annex Pt. C point UAS.LUC.090 omitted (31.12.2020) by virtue of The Unmanned Aircraft (Amendment) (EU Exit) Regulations 2020 (S.I. 2020/1593), regs. 1(2), **83(10)(c)**

Changes to legislation: There are currently no known outstanding effects for the Commission
Implementing Regulation (EU) 2019/947, ANNEX. (See end of Document for details)

^{F52}Appendix 1

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Changes to legislation: There are currently no known outstanding effects for the Commission
Implementing Regulation (EU) 2019/947, ANNEX. (See end of Document for details)

^{F52}Appendix 2

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Changes to legislation: There are currently no known outstanding effects for the Commission
Implementing Regulation (EU) 2019/947, ANNEX. (See end of Document for details)

^{F52}Appendix 3

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Changes to legislation: There are currently no known outstanding effects for the Commission
Implementing Regulation (EU) 2019/947, ANNEX. (See end of Document for details)

^{F52}Appendix 4

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Changes to legislation: There are currently no known outstanding effects for the Commission
Implementing Regulation (EU) 2019/947, ANNEX. (See end of Document for details)

^{F52} Appendix 5

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Changes to legislation: There are currently no known outstanding effects for the Commission
Implementing Regulation (EU) 2019/947, ANNEX. (See end of Document for details)

^{F52}Appendix 6

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Changes to legislation:

There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/947, ANNEX.