



# Legal conditions for using drones in the EU

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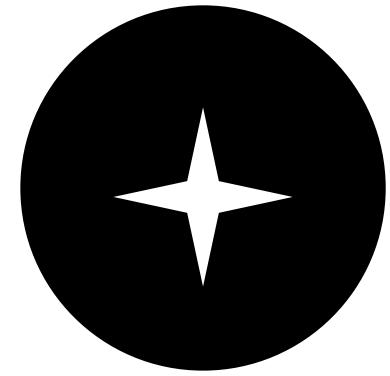
Head of RPAS unit

CAA

Ministry for Innovation and Technology



# Current regulatory framework



## Temporary segregated airspace

UAV can operate only in Temporary Segregated Air Space, disproportionate, irrespective of the mass or the risk of the operation, no safety risk management

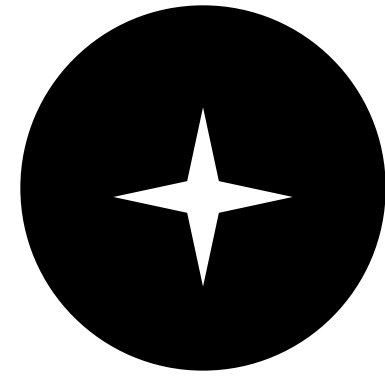
Conditions:

**Airspace permit**  
**Insurance**  
**Aerial work notification**





# Current regulatory framework

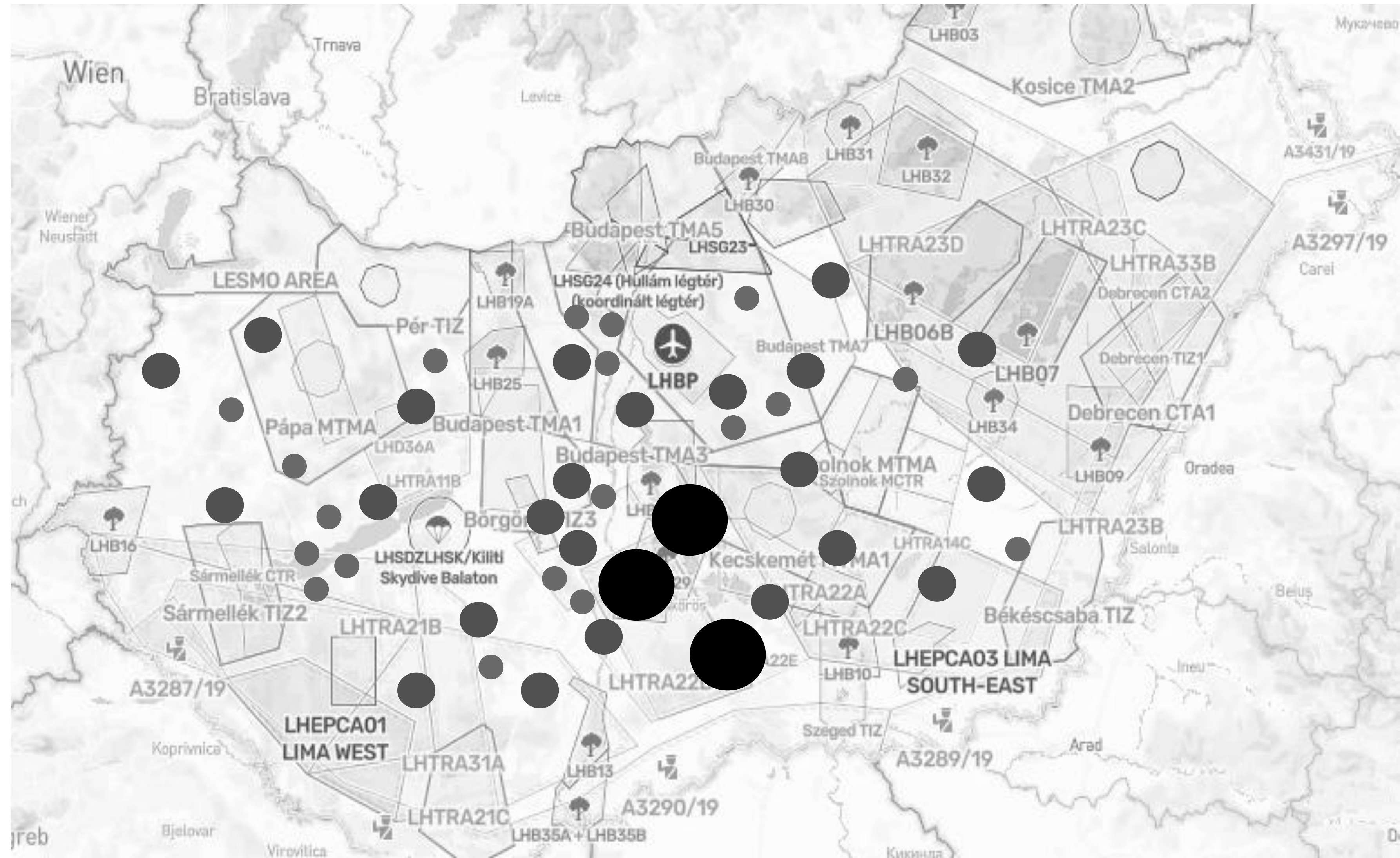


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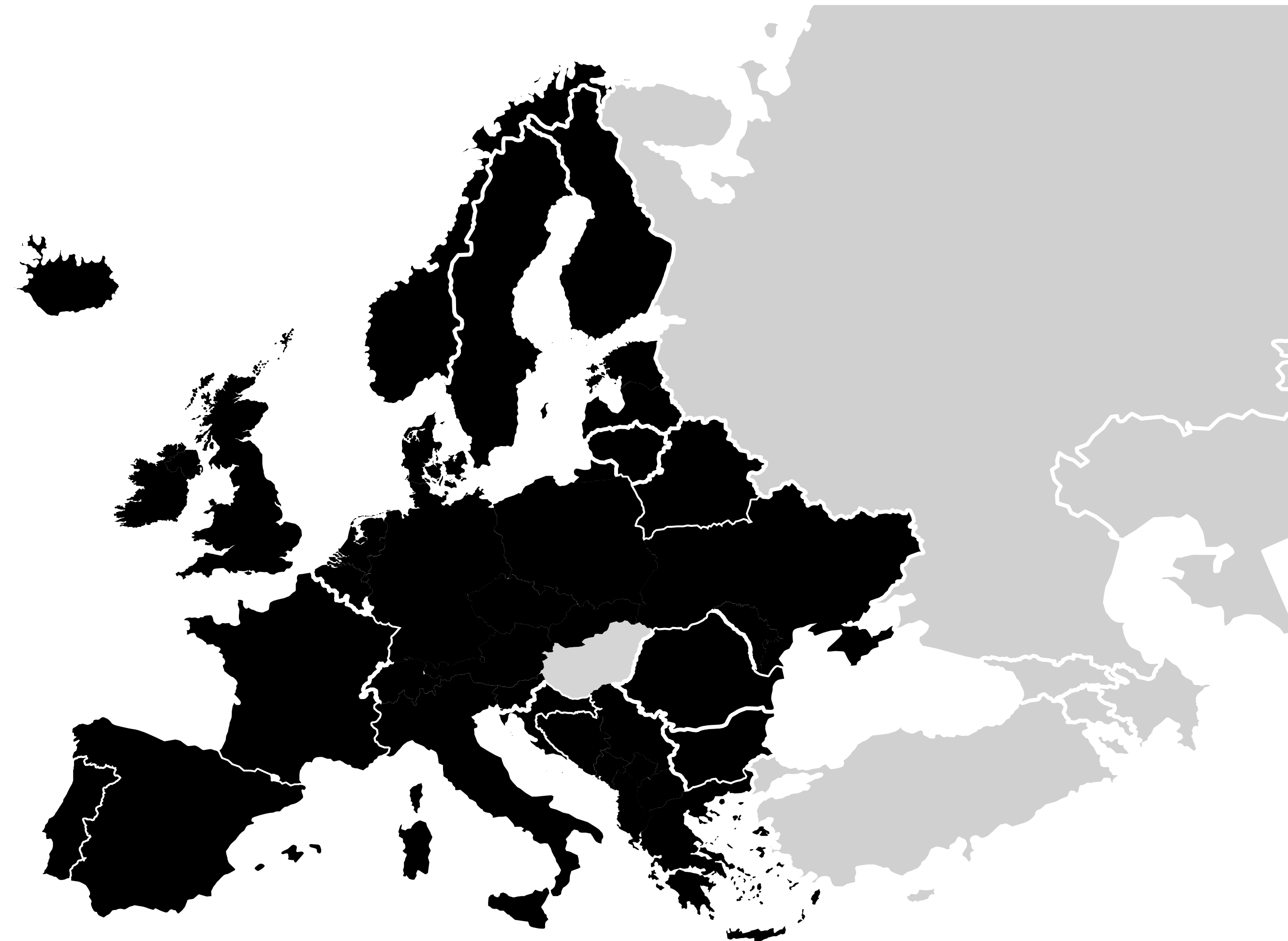
# EU approach

(EU) 2019/947

on the rules and procedures for the  
operation of unmanned aircraft

(EU) 2019/945

on unmanned aircraft systems and on third-  
country operators of unmanned aircraft  
systems





# Operational risk assessment



## SORA

- ✓ **characteristics of the UAS operation**
- ✓ **identify the risks of the operation on the ground and in the air**
  - VLOS or BVLOS;
  - third parties or property on the ground and overflown population
  - type of airspace
  - technical features of the UAS
- ✓ **Possible risk mitigating measures**

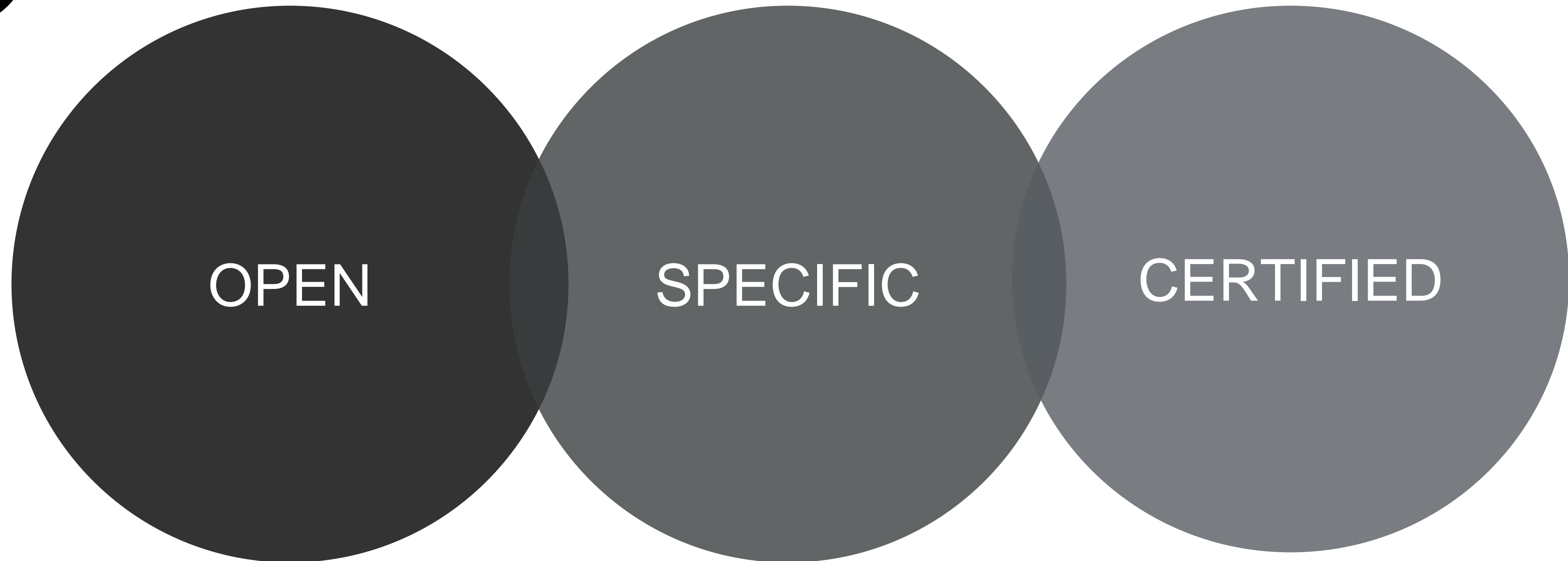




# Three category of drone operations



SORA



**Proportionate risk mitigation requirements should be applicable according to the level of risks involved.**

# OPEN



## 'Open' category of UAS operations

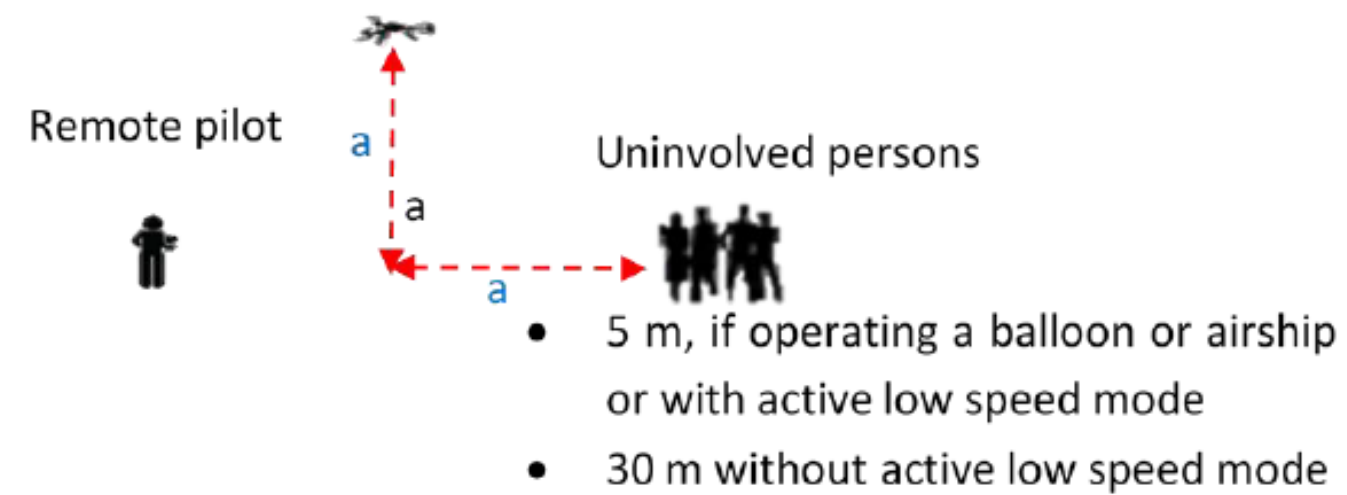
- CE marking proving that the UAS belongs to one of the classes set out in (EU) 2019/945 regulation;
- the UAS has a maximum take-off mass of less than 25 kg;
- UAS is kept at a safe distance from people and that it is not flown over assemblies of people;
- Keep UAS in VLOS at all times except when flying in follow-me;
- UAS is maintained within 120 metres from the closest point of the surface of the earth, except when overflying an obstacle;
- does not carry dangerous goods and **does not drop any material**;

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





# OPEN Subcategories



A1  
900g

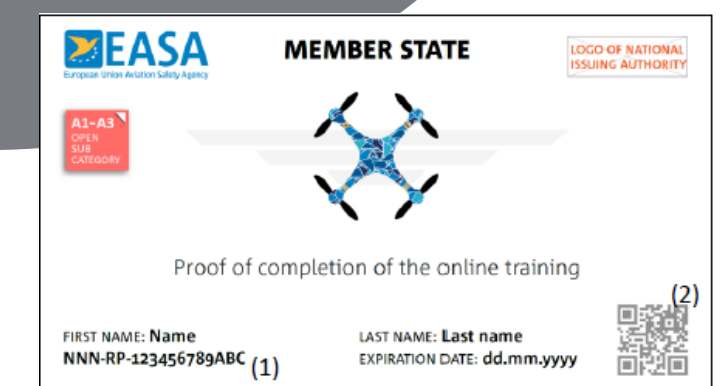
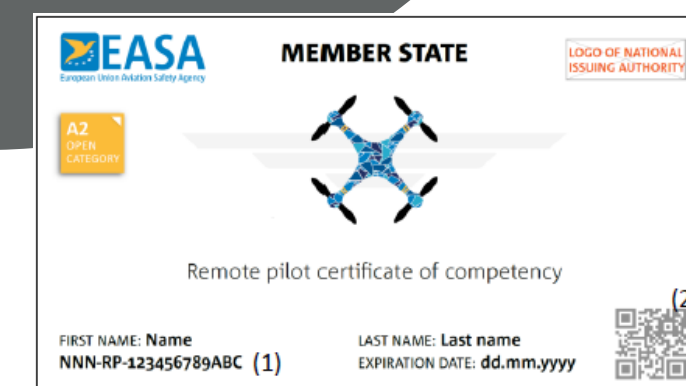
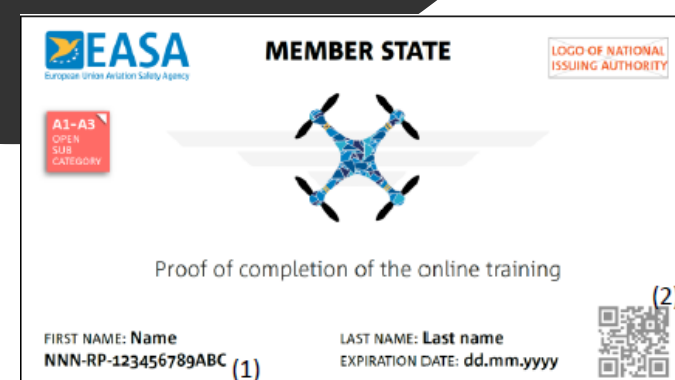
Close to people,  
but not overfly  
assemblies of people

A2  
4kg

does not overfly  
uninvolved persons and  
the UAS operations take  
place at a safe distance

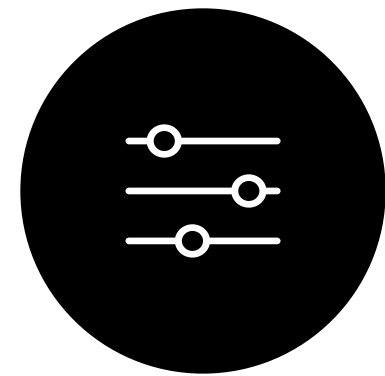
A3  
25kg

no uninvolved persons,  
be conducted at least  
150 m from residential,  
commercial or  
recreational areas





# ‘Specific’ category of UAS operations



## UAS.SPEC

### Boundary between ‘open’ and ‘specific’

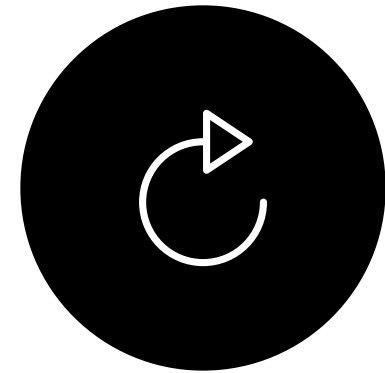
A UAS operation does not belong to the ‘open’ category when at least one of the general criteria is not met.  
(e.g. when operating BVLOS or operating a 10 kg UA close to people when subcategory A2 is limited to 4 kg UA.)

UAS operator shall obtain an **operational authorisation** from the national competent authority or may submit an **operational declaration** of compliance with a standard scenario.





# Operational declaration



## Standard scenarios

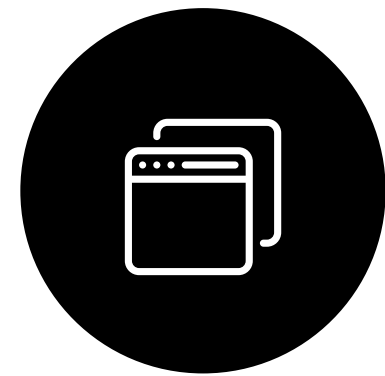
‘A type of UAS operation in the ‘specific’ category for which a **precise list of mitigating measures has been identified** in such a way that the competent authority can be satisfied with declarations in which operators declare that **they will apply the mitigating measures when executing this type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

**STS-01 VLOS**  
**STS-02 BVLOS**





# Operational Authorisation



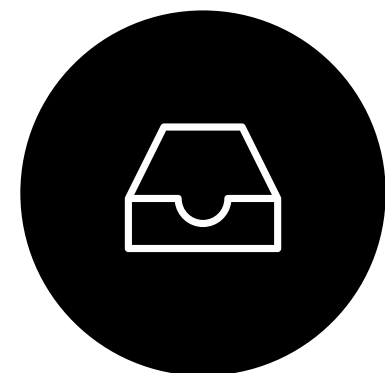
## Operational authorisation

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

### **Risk assessment**

List of mitigation measures

All necessary information



## Light UAS operator certificate (LUC)

Certificate that grants to an LUC holder the privilege to authorise its own operations without submitting an operational declaration or applying for an operational authorisation.

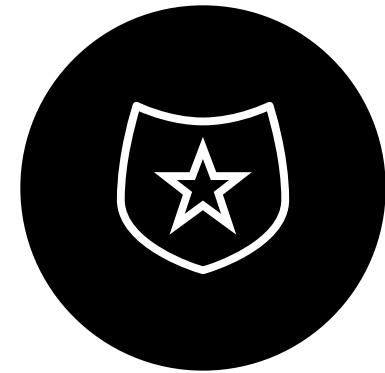
### **Safety management system**

**LUC manual** describing organisation and all relevant procedures and the activities





# ‘Certified’ category of UAS operations



## UAS Certification

### Boundary between ‘specific’ and ‘certified’

UAS operation belongs to the ‘certified’ category when, based on the risk assessment, the competent authority considers that the risk cannot be mitigated adequately without the:

- certification of the airworthiness of the UAS;
- certification of the UAS operator; and
- licensing of the remote pilot.

Always considered to be in the ‘certified’ category when they:

- are conducted **over assemblies of people** with a UA more than 3 m
- involve the **transport of people**; or
- involve the carriage of **dangerous goods**





Thank you.