


Operational risk analysis overview for operations in the specific category PDRA – S02 Version 1.1: AMC 4 to Article 11 IR (EU) 2019/947		
Data of authorised UAS and operation		
1. UAS Operator Identification (eID)		
2. Manufacturer or type certificate holder		
3. Model name		
4. Type of UAS configuration	<input type="checkbox"/> Conventional Airplane <input type="checkbox"/> Helicopter <input type="checkbox"/> Multirotor <input type="checkbox"/> Hybrid/VTOL <input type="checkbox"/> Lighter than air <input type="checkbox"/> Other, please specify:	
5. Is the UAS tethered during the operation?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
6. Maximum characteristic dimension (including propellers)		
7. Maximum take-off mass (MTOM) (indicated by the operator equal to or less than the manufacturer's specification)		
8. Maximum operational speed		
9. Type of propulsion system	<input type="checkbox"/> Electric <input type="checkbox"/> Combustion <input type="checkbox"/> Hybrid, specify type: <input type="checkbox"/> Other, please specify:	
10. Number of type certificate or design verification report (if available)		
11. Certificate of airworthiness (if available)		
12. Number of noise certificate (if available)		
13. Short description of proposed operation including the locations	Please provide the geo-coordinates for the operational volume (flight geography and contingency volume), the ground risk buffer and the air risk buffer (if available) as a separate file using either .txt; .kmz or .kml. Give reference to the file name: _____	
Short description of proposed operation		
Place, Date	Name and Signature	

Compliance Matrix for PDRA – S02 Version 1.1

PDRA characterisation and conditions				
Topic	Method of proof	Condition	Reference to documentation	Proof
1. Operational characterisation (scope and limitations)				
Level of human intervention	Self-declaration	1.1 No autonomous operations: the remote pilot should have the ability to maintain control of the UA, except in case of a loss of the command-and-control (C2) link.	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		1.2 The remote pilot should operate only one UA at a time.	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		1.3 The remote pilot should not operate the UA from a moving vehicle.	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		1.4 The remote pilot should not hand the control of the UA over to another command unit.	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
UA range limit	Self-declaration	1.5 UAS operations should be conducted:		
		1.5.1 keeping the UA in sight of the remote pilot during the launch and recovery of the UA, unless the recovery of the UA is the result of an emergency flight termination;	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		1.5.2 if no airspace observer (AO) is employed in the operation, with the UA no further than 1 km from the remote pilot; and	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		1.5.3 if one or more AOs are employed in the operation, with the UA no further than 2 km from the remote pilot.	Document name: Page number:	<input type="checkbox"/> "I declare compliance."

PDRA characterisation and conditions				
Topic	Method of proof	Condition	Reference to documentation	Proof
Overflowed areas	Self-declaration	1.6 UAS operations should be conducted over a controlled ground area.	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
UA limitations	Self-declaration	1.7 The UA should have a MTOM of less than 25 kg, including payload.	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		1.8 The UA should have a maximum characteristic dimension (e.g. wingspan, rotor diameter/area or maximum distance between rotors in case of a multirotor) of less than 3 m.	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		1.9 The UA should have a maximum ground speed in level flight of not more than 50 m/s.	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
Flight height limit	Self-declaration	1.10 The remote pilot should maintain the UA within 120 m (unless making use of the option defined in point 1.12) from the closest point of the surface of the Earth. The measurement of the distances should be adapted according to the geographical characteristics of the terrain, such as plains, hills, and mountains.	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		1.11 When flying a UA within a horizontal distance of 50 m from an artificial obstacle that is taller than 105 m, the maximum height of the UAS operation may be increased up to 15 m above the height of the obstacle, at the request of the entity that is responsible for the obstacle.	Document name: Page number:	<input type="checkbox"/> "I declare compliance."

PDRA characterisation and conditions				
Topic	Method of proof	Condition	Reference to documentation	Proof
		1.12 The UAS operator may propose to operate at a height above 120 m, but up to 150 m. In that case, the UAS operator should define a risk buffer according to point 3.7 below.	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
Airspace	Self-declaration	1.13 The UA should be operated:		
		1.13.1 in uncontrolled airspace, unless different limitations are provided for by the Member States for their UAS geographical zones in areas where the probability of encountering manned aircraft is not low; or	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		1.13.2 in controlled airspace after coordination and flight authorisation in accordance with the published procedures for the area of operation, to ensure that the probability of encountering manned aircraft is low. <i>Note: Airspace with an air risk that is classified as not higher than ARC-b can be considered having a low probability of encountering manned aircraft.</i>	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
Visibility	Self-declaration	1.14 The UA operation should be conducted in an area where the flight visibility is greater than 5 km. <i>Note: Please refer to GM1 UAS.STS-02.020(3).</i>	Document name: Page number:	<input type="checkbox"/> "I declare compliance."

PDRA characterisation and conditions					
Topic	Method of proof	Condition		Reference to documentation	Proof
Others	Self-declaration	1.15 The UA should not be used to carry dangerous goods, except for dropping items in connection with agricultural, horticultural or forestry activities where the carriage of such items does not contravene any other applicable regulations.		Document name: Page number:	<input type="checkbox"/> "I declare compliance."
2. Operational risk classification (according to the classification defined in AMC1 to Article 11 of the UAS Regulation)					
Final GRC	3	Final ARC	ARC-b	SAIL	II
3. Operational mitigations					
Operational volume (see Figure 2 of AMC1 Article 11)	Self-declaration	3.1 The UAS operator should define the operational volume for the intended operation, including the flight geography and the contingency volume.		Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		3.2 To determine the operational volume, the UAS operator should consider the position-keeping capabilities of the UAS in 4D space (latitude, longitude, height, and time).		Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		3.3 In particular, the accuracy of the navigation solution, the flight technical error of the UAS, as well as the flight path definition error (e.g. map error) and latencies should be considered and addressed when determining the operational volume.		Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		3.4 The remote pilot should apply emergency procedures as soon as there is an indication that the UA may exceed the limits of the operational volume, as per point 5.3.10(h) below.		Document name: Page number:	<input type="checkbox"/> "I declare compliance."
Ground risk	Self-declaration	3.5 The UAS operator should establish a ground risk buffer to protect third parties on the ground outside the operational volume.		Document name: Page number:	<input type="checkbox"/> "I declare compliance."

PDRA characterisation and conditions				
Topic	Method of proof	Condition	Reference to documentation	Proof
		3.6 The ground risk buffer should cover a distance that is at least equal to the distance most likely to be travelled by the UA after activation of the flight termination system specified by the UAS manufacturer's instructions, considering the operational conditions within the limitations specified by the UAS manufacturer.	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
Air risk	Declaration supported by data	3.7 If the UAS operation is performed above 120 m and up to 150 m, the UAS operator should:		
		3.7.1 establish an air risk buffer to protect third parties in the air outside the operational volume; and	Document name: Page number:	<input type="checkbox"/> "I declare compliance." <i>Justification supporting the reduction of the air risk buffer is documented.</i>
		3.7.2 if the air risk buffer is part of controlled airspace, coordinate the operation with the respective ANSP;	Document name: Page number:	<input type="checkbox"/> "I declare compliance and that supporting evidence is included in the OM."
		3.7.3 develop appropriate procedures to not jeopardise other airspace users.	Document name: Page number: <i>Please describe how the remote pilots and, if employed, the AOs are able to assess the height of the UA compared to other airspace users.</i>	<input type="checkbox"/> "I declare compliance and that supporting evidence is included in the OM."
	Self-declaration	3.8 The operational volume should be outside any geographical zone corresponding to a flight restriction zone of a protected aerodrome or of any other type, as defined by the responsible authority, unless the UAS operator has been granted appropriate permission.	Document name: Page number:	<input type="checkbox"/> "I declare compliance."

PDRA characterisation and conditions				
Topic	Method of proof	Condition	Reference to documentation	Proof
		3.9 Prior to the flight, the UAS operator should assess the proximity of the planned operation to manned aircraft activity.	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		3.10 If the UAS operator decides to employ one or more airspace observers (AOs), the UA may be operated at a distance from the remote pilot greater than that referred to in point 1.5.2 above.	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		3.11 In relation to AOs, the UAS operator should comply with the conditions of point 4.1.15 below.	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		3.12 AOs should comply with the conditions of point 5.4 below.	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
4. UAS Operator and UAS operations conditions				
UAS operator and UAS operations	Declaration supported by data	4.1 The UAS operator should:		
		4.1.1 develop an operations manual (OM) (for the template, refer to AMC1 UAS.SPEC.030(3)(e) and to the complementary information in GM1 UAS.SPEC.030(3)(e));	Document name: Page number: <i>Please describe how this condition is met.</i>	<input type="checkbox"/> "I declare compliance and that supporting evidence is included in the OM."
		4.1.2 define the operational volume and ground risk buffer for the intended operation, as per points 3.1 to 3.6 above, and include them in the OM;	Document name: Page number: <i>Please describe how this condition is met.</i>	<input type="checkbox"/> "I declare compliance and that supporting evidence is included in the OM."

PDRA characterisation and conditions				
Topic	Method of proof	Condition	Reference to documentation	Proof
		4.1.3 develop procedures to ensure that the security requirements applicable to the area of operations are complied with during the intended operation;	Document name: Page number:	<input type="checkbox"/> "I declare compliance and that supporting evidence is included in the OM."
		4.1.4 develop measures to protect the UAS against unlawful interference and unauthorised access;	Document name: Page number:	<input type="checkbox"/> "I declare compliance and that supporting evidence is included in the OM."
		4.1.5 develop procedures to ensure that all operations comply with 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, the UAS operator should carry out a data protection impact assessment, when this is required by the data protection national authority of the Member State with regard to the application of Article 35 of that Regulation;	Document name: Page number:	<input type="checkbox"/> "I declare compliance and that supporting evidence is included in the OM."
		4.1.6 develop guidelines for its remote pilots to plan UAS operations in a manner that minimizes nuisance, including noise and other emissions-related nuisance, to people and animals;	Document name: Page number:	<input type="checkbox"/> "I declare compliance and that supporting evidence is included in the OM."

PDRA characterisation and conditions				
Topic	Method of proof	Condition	Reference to documentation	Proof
		4.1.7 ensure the adequacy of the contingency and emergency procedures and prove it through any of the following: (a) dedicated flight tests; or (b) simulations, provided that the representativeness of the simulation means is proven for the intended purpose with positive results; or (c) any other means acceptable to the competent authority;	Document name: Page number: <i>Please describe how this condition is met.</i>	<input type="checkbox"/> "I declare compliance and evidence is available to the competent authority for review."
		4.1.8 develop an effective emergency response plan (ERP) that is suitable for the intended operation in accordance with the conditions for a 'medium' level of robustness (please refer to AMC3 UAS.SPEC.030(3)(e));	Document name: Page number: <i>Please describe how this condition is met.</i>	<input type="checkbox"/> "I declare compliance and that the ERP is available to the competent authority for review."
		4.1.9 upload updated information into the geo-awareness function, if such system is installed on the UAS, when required by the UAS geographical zone for the intended location of the operation;	Document name: Page number: <i>Please describe how this condition is met.</i>	<input type="checkbox"/> "I declare compliance and that supporting evidence is included in the OM."
		4.1.10 ensure that before starting the operation, the controlled ground area is in place, effective, and compliant with the minimum distance that is defined in points 3.1 and 3.5 above and, when required, coordinate with the appropriate authorities;	Document name: Page number: <i>Please describe how this condition is met.</i>	<input type="checkbox"/> "I declare compliance and that supporting evidence is included in the OM."

PDRA characterisation and conditions				
Topic	Method of proof	Condition	Reference to documentation	Proof
		4.1.11 ensure that before starting the operation, all persons that are present in the controlled ground area:		
		(a) have been informed of the risks of the operation;	Document name: Page number: <i>Please describe how this condition is met.</i>	<input type="checkbox"/> "I declare compliance and that supporting evidence is included in the OM."
		(b) have been briefed on or trained in, as appropriate, the safety precautions and measures that the UAS operator has established for their protection; and	Document name: Page number: <i>Please describe how this condition is met.</i>	<input type="checkbox"/> "I declare compliance and that supporting evidence is included in the OM."
		(c) have explicitly agreed to participate in the operation;	Document name: Page number: <i>Please describe how this condition is met.</i>	<input type="checkbox"/> "I declare compliance and that supporting evidence is included in the OM."
		4.1.12 designate for each flight a remote pilot with adequate competency and other personnel in charge of duties essential to the UAS operation if needed;	Document name: Page number:	<input type="checkbox"/> "I declare compliance and that supporting evidence is included in the OM."
		4.1.13 ensure that the UAS operation effectively uses and supports the efficient use of the radio spectrum in order to avoid harmful interference;	Document name: Page number:	<input type="checkbox"/> "I declare compliance and that supporting evidence is included in the OM."

PDRA characterisation and conditions				
Topic	Method of proof	Condition	Reference to documentation	Proof
		4.1.14 keep for a minimum of 3 years and maintain up to date a record of the information on UAS operations, including any unusual technical or operational occurrences and other data as required by the declaration or by the operational authorisation.	Document name: Page number:	<input type="checkbox"/> "I declare compliance and that record-keeping data is available to the competent authority."
		4.1.15 before starting the operation, and if airspace observers (AOs) are employed:		
		(a) ensure the correct placement and the appropriate number of AOs along the intended flight path;	Document name: Page number: <i>Please describe how this condition is met.</i>	<input type="checkbox"/> "I declare compliance and that supporting evidence is included in the OM."
		(b) verify that: (i) the visibility and the planned distance of the AOs are within the acceptable limits as defined in the OM; (ii) there are no potential terrain obstructions for each AO; (iii) there are no gaps between the zones that are covered by each of the AOs; (iv) the communication with each AO is established and effective; (v) if means are used by the AOs to determine the position of the UA, those means are functioning and effective; and	Document name: Page number: <i>Please describe how this condition is met.</i>	<input type="checkbox"/> "I declare compliance and that supporting evidence is included in the OM."

PDRA characterisation and conditions				
Topic	Method of proof	Condition	Reference to documentation	Proof
		(c) ensure that the AOs have been briefed on the planned flight path of the UA and on the associated timing.	Document name: Page number: <i>Please describe how this condition is met.</i>	<input type="checkbox"/> "I declare compliance and that supporting evidence is included in the OM."
		4.2 If no AO is employed in the operation, the operation should be conducted with the UA flying no further from the remote pilot than the distance that is indicated in point 1.5.2 above and following a preprogrammed trajectory when the UA is not in the VLOS of the remote pilot.	Document name: Page number: <i>Please describe how this condition is met.</i>	<input type="checkbox"/> "I declare compliance and that supporting evidence is included in the OM."
		4.3 If one or more AOs are employed in the operation, the following conditions should be complied with:		
		4.3.1 the AO(s) should be positioned so as to adequately cover the operational volume and the surrounding airspace, having the minimum flight visibility that is indicated in point 1.14 above;	Document name: Page number: <i>Please describe how this condition is met.</i>	<input type="checkbox"/> "I declare compliance and that supporting evidence is included in the OM."
		4.3.2 the UA should be operated no further than 1 km from the AO who is nearest to the UA;	Document name: Page number: <i>Please describe how this condition is met.</i>	<input type="checkbox"/> "I declare compliance and that supporting evidence is included in the OM."
		4.3.3 the distance between any AO and the remote pilot should not be greater than 1 km; and	Document name: Page number: <i>Please describe how this condition is met.</i>	<input type="checkbox"/> "I declare compliance and that supporting evidence is included in the OM."

PDRA characterisation and conditions				
Topic	Method of proof	Condition	Reference to documentation	Proof
		4.3.4 robust and effective means are available for the communication between the remote pilot and the AO(s).	Document name: Page number: <i>Please describe how this condition is met.</i>	<input type="checkbox"/> "I declare compliance and that supporting evidence is included in the OM."
UAS maintenance	Self-declaration	4.4. The UAS operator should:		
		4.4.1 ensure that the UAS maintenance instructions that are defined by the UAS operator are included in the OM and cover at least the UAS manufacturer's instructions and requirements when applicable;	Document name: Page number: <i>Please describe how this condition is met.</i>	<input type="checkbox"/> "I declare compliance."
		4.4.2 ensure that the maintenance staff follow the UAS maintenance instructions when performing maintenance;	Document name: Page number: <i>Please describe how this condition is met.</i>	<input type="checkbox"/> "I declare compliance."
		4.4.3 keep for a minimum of 3 years and maintain up to date a record of the maintenance activities conducted on the UAS;	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		4.4.4 establish and maintain up to date a list of the maintenance staff employed by the operator to carry out maintenance activities;	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		4.4.5 comply with point UAS.SPEC.100, if the UAS uses certified equipment.	Document name: Page number:	<input type="checkbox"/> "I declare compliance." <input type="checkbox"/> n/a

PDRA characterisation and conditions				
Topic	Method of proof	Condition	Reference to documentation	Proof
External services	Self-declaration	4.5 The UAS operator should ensure that the level of performance for any externally provided service that is necessary for the safety of the flight is adequate for the intended operation. The UAS operator should declare that this level of performance is adequately achieved.	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		4.6 The UAS operator should define and allocate the roles and responsibilities between the UAS operator and the external service provider(s), if applicable.	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
5. Conditions for the personnel in charge of duties essential to the operation				
General	Self-declaration	5.1 The UAS operator should keep and maintain up to date a record of 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 to be employed by the organisation or have changed position within the organisation.	Document name: Page number: <i>Please describe how this condition is met.</i>	<input type="checkbox"/> "I declare compliance." <i>Record-keeping data is available for inspection at the request of the competent authority.</i>
		5.2 The remote pilot should have the authority to cancel or delay any or all flight operations under the following conditions:	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		5.2.1 the safety of persons is jeopardised; or	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		5.2.2 property on the ground is jeopardised; or	Document name: Page number:	<input type="checkbox"/> "I declare compliance."

PDRA characterisation and conditions				
Topic	Method of proof	Condition	Reference to documentation	Proof
		5.2.3 other airspace users are in jeopardy; or	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		5.2.4 there is a violation of the terms of the operational authorisation.	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
Remote pilot	Self-declaration	5.3 The remote pilot should:		
		5.3.1 not perform any duties under the influence of psychoactive substances or alcohol, or when they are unfit to perform their tasks due to injury, fatigue, medication, sickness or other causes;	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		5.3.2 be familiar with the manufacturer's instructions provided by the manufacturer of the UAS;	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		5.3.3 ensure that the UA remains clear of clouds; and	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		5.3.4 hold a certificate of remote pilot theoretical knowledge, in accordance with Attachment A to Page I of Appendix 1 to the Annex to the UAS Regulation, which is issued by the competent authority or by an entity that is designated by the competent authority of a Member State.	Document name: Page number:	<input type="checkbox"/> "I declare compliance."

PDRA characterisation and conditions				
Topic	Method of proof	Condition	Reference to documentation	Proof
		5.3.5 hold an accreditation of completion of a practical-skills training course for this PDRA, in accordance with Attachment A to Page I of Appendix 1 to the Annex to the UAS Regulation, which is issued by: <ul style="list-style-type: none"> (a) an entity that has declared compliance with the requirements of Appendix 3 to the Annex to the UAS Regulation and is recognized by the competent authority of a Member State; or (b) a UAS operator that has been authorised by the competent authority of the Member State of registration to operate according to this PDRA (or declared to the same competent authority, compliance with STS-01) and with the requirements of Appendix 3 to the Annex to the UAS Regulation. 	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		5.3.6 If operations are conducted at a height between 120 and 150 m, the remote pilot should undergo additional theoretical knowledge training in the following topics:		
		(a) raising awareness about the air risk and about the existence of other airspace users;	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		(b) checking height determination/ limitation devices;	Document name: Page number:	<input type="checkbox"/> "I declare compliance."

PDRA characterisation and conditions				
Topic	Method of proof	Condition	Reference to documentation	Proof
		(c) using procedures for the coordination between the remote pilot and the AO(s);	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		(d) using the applicable procedures in case a manned aircraft is detected;	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		5.3.7 obtain updated information relevant to the intended operation about any geographical zones defined in accordance with Article 15 of the UAS Regulation; and	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		5.3.8 ensure that the UAS is in a safe condition to complete the intended flight safely and, if applicable, check whether the direct remote identification is active and up to date;	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		5.3.9 before starting the UAS operation:		
		(a) verify that the remote identification system is operational;	Document name: Page number: <i>Please describe how this condition is met.</i>	<input type="checkbox"/> "I declare compliance."
		(b) obtain updated information relevant to the intended operation about any geographical zones defined in accordance with Article 15 of the UAS Regulation;	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		(c) ensure that the UAS is in a safe condition to complete the intended flight safely and, if applicable, check whether the direct remote identification is active and up to date;	Document name: Page number:	<input type="checkbox"/> "I declare compliance."

PDRA characterisation and conditions				
Topic	Method of proof	Condition	Reference to documentation	Proof
		(d) set the programmable flight volume of the UA to keep it within the flight geography; and	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		(e) verify that the means to terminate the flight as well as the programmable flight volume functionality of the UA are operational; and	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		5.3.10 during the flight:		
		(a) unless supported by aerial observers (AOs), maintain a thorough visual scan of the airspace that surrounds the UA to avoid any risk of collision with manned aircraft; the remote pilot should discontinue the flight if the operation poses a risk to other aircraft, people, animals, environment or property;	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		(b) maintain control of the UA, except in case of a loss of the command-and-control link;	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		(c) operate only one UA at a time;	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		(d) not operate the UA from a moving vehicle;	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		(e) not hand the control of the UA over to another control unit;	Document name: Page number:	<input type="checkbox"/> "I declare compliance."

PDRA characterisation and conditions				
Topic	Method of proof	Condition	Reference to documentation	Proof
		(f) inform the AO(s), when employed, in a timely manner of any deviations of the UA from the intended flight path, and of the associated timing;	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		(g) use the contingency procedures that are defined by the UAS operator for abnormal situations, including situations where the remote pilot has an indication that the UA may exceed the limits of the flight geography;	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		(h) use the emergency procedures that are defined by the UAS operator for emergencies, including triggering the means to terminate the flight when the remote pilot has an indication that the UA may exceed the limits of the operational volume;	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		(i) activate the system to prevent the UA from exceeding the limits of the flight geography; and	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		(j) activate the direct remote identification system. ¹	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
Airspace observer (AO)	Self-declaration	5.4 The AO's main responsibilities are laid down in point UAS.STS-02.050 of the Annex to the UAS Regulation.	Document name: Page number:	<input type="checkbox"/> "I declare compliance."

¹ Applicable from 1 July 2022.

PDRA characterisation and conditions				
Topic	Method of proof	Condition	Reference to documentation	Proof
		5.5 If operations are conducted at a height between 120 and 150 m, the AO(s) should undergo additional theoretical knowledge training in the following topics:	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		(a) raising awareness about the air risk and about the existence of other airspace users;	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		(b) checking height determination/ limitation devices;	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		(c) using the procedures for the coordination between the remote pilot and the AO(s); and	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
		(d) using the applicable procedures in case a manned aircraft is detected.	Document name: Page number:	<input type="checkbox"/> "I declare compliance."
6. Technical conditions				
UAS	Self-declaration	6.1 The UAS operator should use a UAS marked with a class C6 identification label and which complies with the requirements of that class, as defined in Part 17 of the Annex to Regulation (EU) 2019/945.		<input type="checkbox"/> "I declare that the UAS is marked with a class C6 identification label." <input type="checkbox"/> n/a

PDRA characterisation and conditions				
Topic	Method of proof	Condition	Reference to documentation	Proof
		6.2 As an alternative to point 6.1, the UAS operator may use a UAS that complies with the requirements of Part 16 of the Annex to Regulation (EU) 2019/945, except that <u>the UAS does not need to:</u>	Document name: Page number: <i>Please describe how this condition is met.</i>	<input type="checkbox"/> "I declare compliance." <input type="checkbox"/> n/a
		6.2.1 bear a class C3 UAS or a class C6 UAS identification label;		
		6.2.2 be exclusively powered by electricity, if the UAS operator ensures that the environmental impact that is caused by the use of non-electric UAS is minimized;		
		6.2.3 include a notice that is published by EASA and provides the applicable limitations and obligations, as required by the UAS Regulation; and		
		6.2.4 include the manufacturer's instructions for the UAS if it is privately built; however, information on its operation and maintenance, as well as on the training of the remote pilot, should be included in the OM. <i>Note 1: The UAS can comply with point (9) of Part 4 of the Annex to Regulation (EU) 2019/945 by using an add-on that complies with Part 6 of the Annex to that Regulation.</i>		

PDRA characterisation and conditions				
Topic	Method of proof	Condition	Reference to documentation	Proof
		<p><i>Note 2: If the UA does not bear a physical serial number that is compliant with standard ANSI/CTA-2063-A 'Small Unmanned Aerial Systems Serial Numbers' and/or does not have an integrated system of direct remote identification, it can comply with point (9) of Part 4 of the Annex to Regulation (EU) 2019/945 by using an add-on that complies with Part 6 of the Annex to that Regulation.</i></p> <p><i>Note 3: If the UAS is privately built, there may be no identification on the UA of its MTOM. In that case, the operator should ensure that the MTOM of the UA, in the configuration of the UA before take-off, does not exceed 25 kg.</i></p>		
Place, Date			Name and Signature	