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TRANSITION PERIODS



How about non-Cx-compliant drone? What if I still buy one tomorrow?

- You can fly in the OPEN category for as long as the drone will last, provided it was put on the market by the manufacturer before **January 1st 2023**, but only:
 - in the Open A1 category if MTOM < 250g
 - *you can fly over people (involved or not)*
 - *no flying over “assemblies of people”*
 - in the Open A3 category if MTOM < 25kg
 - *you can fly over involved people but only in an area where the pilot reasonably expects that no uninvolved person will be endangered*
 - *keep a safe horizontal distance of 150m from residential, commercial, industrial or recreational areas*
- Can fly in the Specific category if the technical characteristics comply with the Operational Authorisation

How about non-Cx-compliant drone? What if I still buy one tomorrow?

- Up to 1/1/2023 a special 'Limited' Open category was created to temporarily allow you to fly in more than just the Open A1 (<250g) or Open A3 category:
 - In Open A1/C1 conditions if MTOM < 500g (in stead of 900g)
 - *You can fly over involved people*
 - *In case of unexpected flight over uninvolved people, the pilot shall reduce that time as much as possible*
 - *No flying over assemblies of people*
 - Keeping a safe horizontal distance of 50m from people (in stead of 30m) if MTOM < 2kg (in stead of 4kg)

What about my still valid Class 1A authorisations/derogations and Class 1B declarations?



Still OK to execute flights covered by a still valid Class 1B declaration or Class 1A authorisation (with eventual derogation)

You can start executing flights as from January 1st 2021 covered by the EU rules and obligations

HOWEVER:

Flight NOTIFICATION to the BCAA no longer required as from 1/1/2021

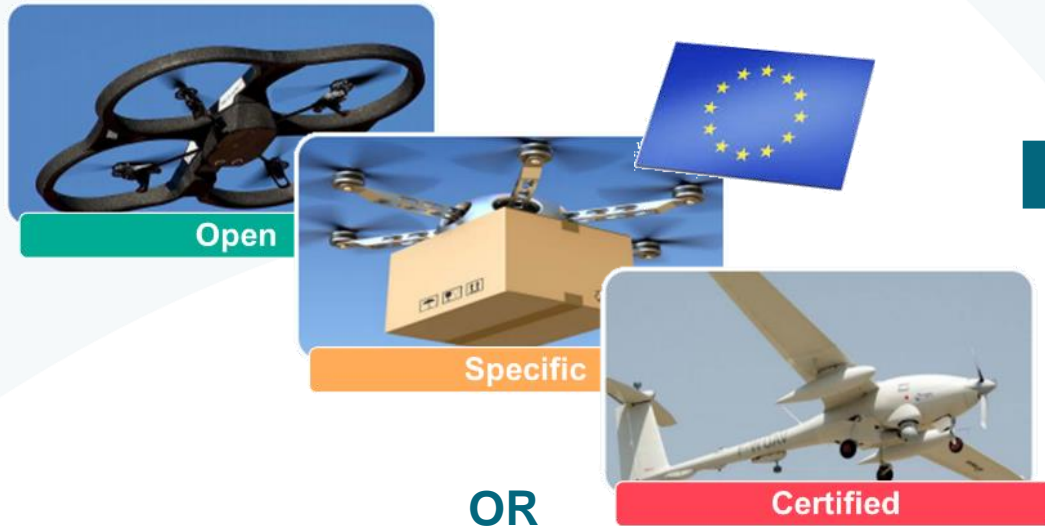
You need to:

- **IN ALL CASES comply with the (new) GeoZone rules!**
- **Get a new operator registration**

SUMMARY OF WHAT TO KEEP IN MIND

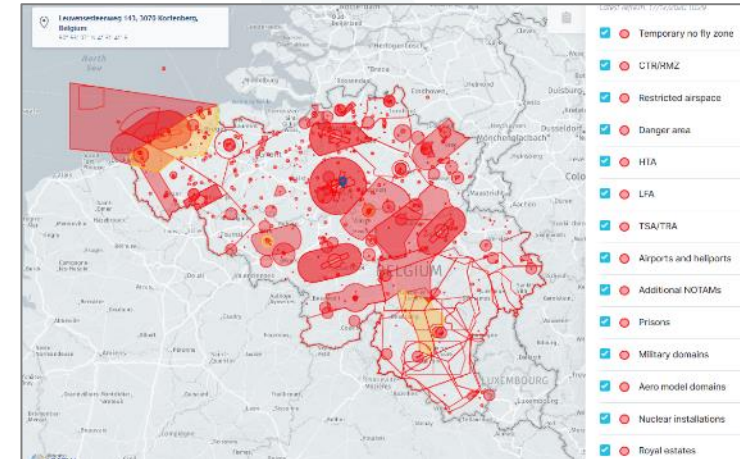
NEED TO RESPECT

Generic rules



Still valid 1A Authorisation or
still valid 1B Declaration

DELTA's vs. generic rules: National GeoZones



- Aerodrome zones (incl. heliports)
- P/D/R + Military zones
- CTRs
- Seaports
- UAS test-zones
-

SUMMARY OF WHAT TO KEEP IN MIND

NEED TO RESPECT

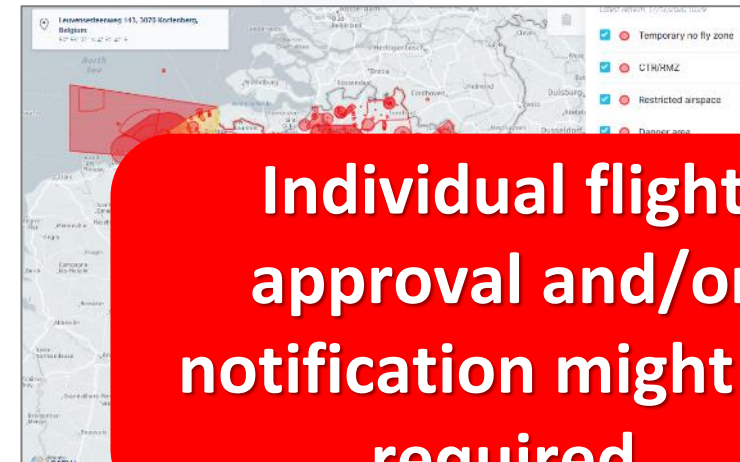
Generic rules



No individual flight approval nor notification required



DELTA's vs. generic rules:
National GeoZones



Individual flight approval and/or notification might be required

OR

Still valid 1A Authorisation or still valid 1B Declaration

Certified

- Aerodrome zones (incl. airports)
- P/D/R + Military zones
- CTRs
- Seaports
- UAS test-zones
-

HAVE A SAFE FLIGHT

1. PLAN



2. Category & Authorisation



3. Check Geozone and Geozone rules



HAVE A SAFE FLIGHT



Do you comply with the (Limited) Open category?

NO

Do you comply with an STS?

NO

Do you comply with any of your existing Operational Authorisations?

NO

Get an Operational Authorisation that covers your planned flight

YES

YES

YES

YES

Make sure you have a valid Operation Declaration

YES

Check the overlap between your flightplan and any GeoZone and if so: comply with all relevant GeoZone rules, including eventual need to get flight authorisation from the GeoZone Manager (e.g. skeyes in controlled airspace)