



# THE DRONE REGULATORY ENVIRONMENT

# SKEYDRONE INTRODUCTION

Created early 2020 as a spin-off of skeyes Innovation departement

Joint venture  and 

Building strong eco-system to activate the drone services market in Belgium and abroad

Drone related service portfolio

# TABLE OF CONTENT

0. The basics
1. “Open” flight category
2. “Specific” flight category
3. “Certified” flight category
4. GeoZones
5. CTRs and Military areas as GeoZone
6. Drone categories
7. Transition periods
8. Pilot competencies



# 0

# THE BASICS



# The basics

Since January 2021, the new European regulation (EU IR 2019/947) concerning drones entered into force, also in Belgium. This regulation provided a totally new framework which replaced EU-wide all national legislation as we used to know before.

The new rules can be split in two main pieces:

- (1) the EU-wide do's-and-don'ts that apply to your flight where ever you are and
- (2) those still defined at national level through a concept called GeoZones. In case you plan to fly in one of those GeoZones you will also need to comply with access conditions that only apply there.

By the way: just make sure you comply with both at all times.

Feel free to get familiar with it all, piece by piece, and let's get started with the basics.



## FLIGHT

A flight is and will always remain a flight of course but under the current EU rules **flights are categorized in three very distinct categories: Open, Specific or Certified**. Before take-off, you'll have to figure out what it is you want to do and what drone you plan on using so you can figure out which flight category applies to your flight. Depending on that, things might look quite different and both the operator as well as the pilot will need to comply to a totally **different set of do's-and-don'ts**. Flights in the Open category are for example always limited to maximum height of 120m.

# The basics



## OPERATOR

The **operator is the legal entity responsible for the operation** and therefore needs to make sure all is done safely while respecting all applicable rules. That's the entity which as of January 1<sup>st</sup> **needs to be registered as drone operator** in the country it resides in. By the way, **it could be a company employing one or more remote pilots but in case a drone operator is a person**, he or she may at the same time also be the remote pilot. It's for example with the operator that you would find an Operational Authorisation for flights in the Specific category.



## PILOT

The remote pilot is the **person that actually controls the drone** during the flight. Depending on the flight category he or she will need to have a different set of **required competencies**. For flights in the subcategory Open A1 an on-line training and examination for example suffices while flights in the Certified category require the pilot to be fully licensed.



## AUTHORITY

The **Competent Authority (CA) is the official national organisation** appointed by each EU Member State responsible for o.a. issuing operator registrations, confirming operational declaration and issuing operational authorisations. In Belgium that is the Belgian Civil Aviation Authority known under the name Directoraat Generaal Luchtvaart (DGLV) in Dutch or Direktorat General du Transport Aérien (DGTA) in French.



**Flight**  
**(vlucht)**



**Operator**  
**(exploitant)**



**Pilot**  
**(pilot)**



Get your  
registration  
number  
BELxyz



**Operator**  
**(exploitant)**

Get the  
required  
competencies



**Pilot**  
**(pilot)**





# THREE CATEGORIES DRONE OF FLIGHTS



# THREE CATEGORIES DRONE OF FLIGHTS



**OPEN**

“ BUY & FLY ”



**SPECIFIC**

Declaration  
or  
Operational authorisation  
or  
Light UAV Certificate (LUC)



**CERTIFIED**

Rules equivalent to  
manned aviation

What ever the category:  
**ALWAYS** make sure you **ALSO** comply with the Geo-Zone requirements

# EU legislation flight category details

Including **automated** flights

## OPEN

- Low risk
- No operational authorisation or declaration required by operator before start of flight
- VLOS, 25kg MTOM, 120m AGL

Including **BVLOS** & **autonomous** flights

## SPECIFIC

- Increased risk
- Operational authorisation required by CA based on SORA
  - or Declaration suffices for Standard Scenario's (STS-x)
  - or LUC with self-authorisation

Think of Air Taxi's or Cargo over dense urban area

## CERTIFIED

- Risk as manned aviation
- Certified operator
- Certified UAS with CoA
- Licensed pilot

For each of these categories there are minimum pilot competencies !

# EU legal basis

1. Implementing act (IA 947)  
Requirements related to **operation** and **registration**
2. Delegated act (DA 945)  
Requirements related to **CE marking, technical requirements, maintenance of UAS** and **third-country operators**

