3 “CERTIFIED” FLIGHT CATEGORY

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

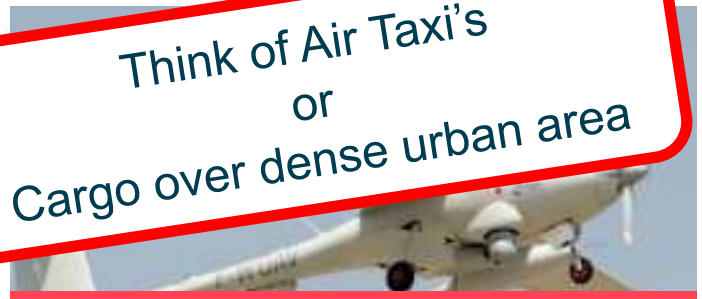
SPECIFIC

- 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 further details and possible updates on the applicable regulations in Belgium: please consult: https://mobilit.belgium.be

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CERTIFIED category :

CERTIFIED

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

Think of Air Taxi's
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CERTIFIED category: manned aviation procedures

UAS Certification needed if:

- it is designed to be operated over assemblies of people and characteristic dimension more than 3m
- it is designed for transporting people
- it is designed for transport of dangerous goods, requiring high level of robustness to mitigate risk
- It is used in the ‘Specific Category’ of operations but the operational authorisation mentions the need for certification (following risk assessment)

Operation falls in category ‘Certified’ if:

- The UAS is certified because of (a),(b) or (c) AND the operation is conducted in any of the following conditions:
  - **over assemblies of people**
  - **involves transport of people**
  - **involves the carriage of dangerous goods, resulting in high risk in case of accident**
- OR **the risk assessment shows risk cannot be mitigated without certification of the UAS** and the operator, and where needed, without licensing the pilot

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CERTIFIED category: manned aviation procedures

CONCLUSION:

- the transport of people is always in the ‘certified’ category
- flying over assemblies of people with a UAS that has a characteristic dimension of less than 3m may be in the ‘specific’ category unless the risk assessment and subsequent operational authorisation concludes that it is in the ‘certified’ category
- the transport of dangerous goods is in the ‘certified’ category if the payload is not in a crash-protected container, such that there is a high risk for third parties in the case of an accident.

IMPORTANT NOTE:

- The use of a certified UA in the ‘specific’ category of operation does not imply a transfer of the operation into the ‘certified’ category.
- However, the use of a certified UA in the ‘specific’ category should be considered as a risk reduction and/or mitigation measure to be taken in to account in the SORA.

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CERTIFIED category: manned aviation procedures

Definition of ‘Dangerous goods’

- ‘Dangerous goods’ should be considered any articles or substances which are capable of posing a hazard to health, safety, property or the environment, and which are listed as dangerous goods in the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284), known as the ‘Technical Instructions’, or which are classified as such according to the Technical Instructions.
- articles and substances required to be on board the aircraft for the propulsion of the UAS or for the operation of its equipment, which would be classified as dangerous goods (e.g. fuel), should not be considered as transported dangerous goods as their safety is verified during the design verification of the UAS.
- a clarification has been added in the AMC on the use of a crashworthy container for the transport of dangerous goods in the ‘specific’ category and on the need to establish and maintain a training programme as required by the ICAO Technical Instructions.

Certified category “NEED TO KNOWS” BEFORE TAKE-OFF

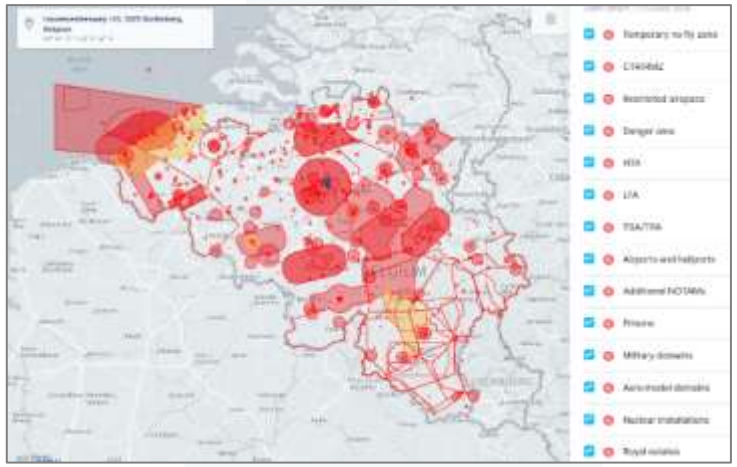
SUMMARY OF WHAT TO KEEP IN MIND

NEED TO RESPECT

Generic rules

DELTA's vs. generic rules:

National GeoZones



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

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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

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

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HAVE A SAFE FLIGHT

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map.droneguide.be

Check on that map which GeoZones overlap with your flightplan and list all of them in YOUR LIST of relevant GeoZones.

For each GeoZone on YOUR LIST you will have to go and see who the GeoZone Manager is and what extra rules he imposes

Make sure you comply with all additional conditions for each zone (e.g. max flight height, drone requirements, ...)

Get all your authorisations from the different Geozone managers (if required)

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