European Union Aviation Safety Agency

Drones without class identification label ’open’ category

Under the 'open' category do I still need training, given that I was flying drones before the rules became applicable?

Answer

Any certificates of remote pilots’ competency issued by national authorities will remain valid until 1 January 2022, after which your National Aviation Authority will have to convert your national certificate(s) to new one(s) that comply with this Regulation.

Whether or not you have to undergo more training after that date will depend on the conversion process that your National Aviation Authority decides to put in place.

As of 31 December 2020, if you do not have a national certificate for your remote pilot competency, you will have to undergo the required competency training as required for the ‘open’ category.

Regulatory reference: Article 21 and Annex part A (UAS.OPEN.020) and (UAS.OPEN.040) of EU regulation 2019/947.

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Link:
https://www.easa.europa.eu/en/faq/116509

I fall under the 'open' category will I be able to fly my old drone after 31 December 2020 ?

Answer

Yes, from 31 December 2020 to 1 January 2024, you may fly your drone without class Identification label in the ’open’ category under the following conditions:

- drones with less than 500 g MTOM cannot fly over people, and pilot competency is determined by your National Aviation Authority;
- drones with less than 2 kg MTOM can fly 50 metres or more (horizontally) from people and

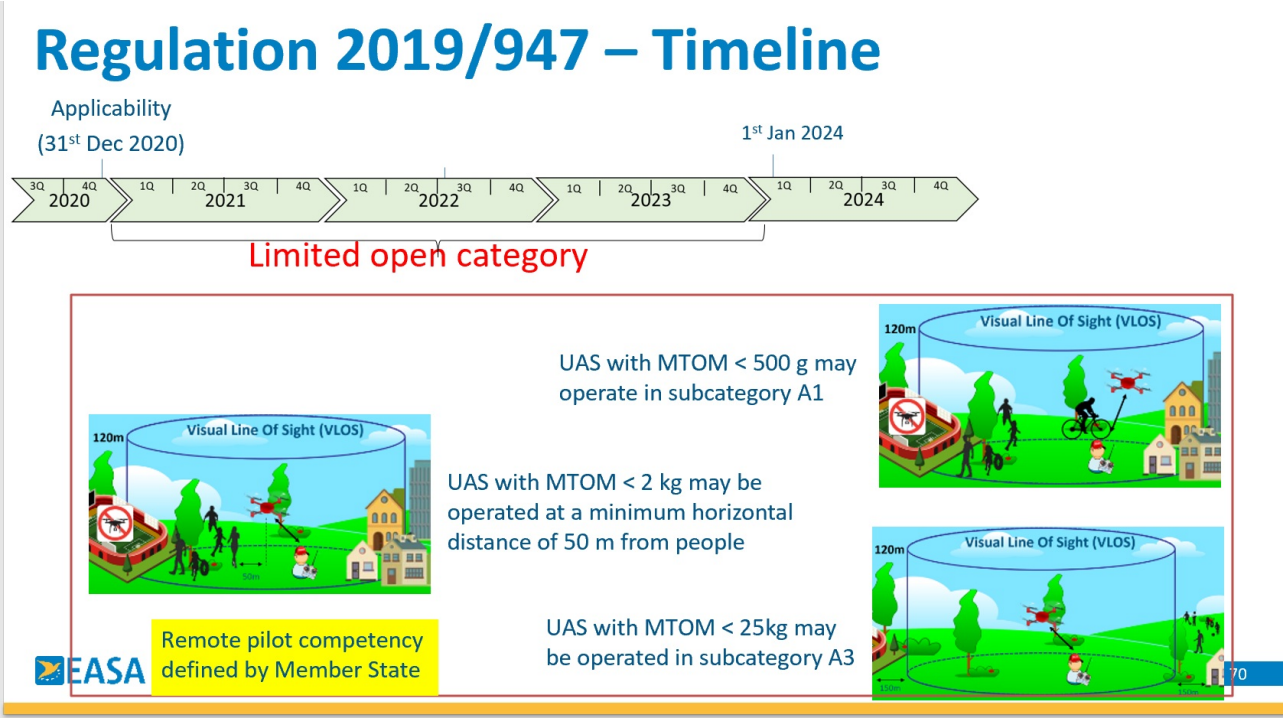
the pilot must undergo training equivalent to subcategory A2 (see the FAQ section on training);

- drones with less than 25 kg MTOM, can fly in areas free from people, 150 metres or more away from properties, and the pilot must undergo training equivalent to subcategory A3 (see the FAQ section on training).

After 1 January 2024, you can still fly your drone without class identification labels, however, only under the following subcategories of operation, for which you have to fully comply with:

- Subcategory A1 when the drone's maximum take-off weight (MTOM) is less than 250 g; or
- Subcategory A3 when the drone's maximum take-off weight is less than 25 kg.

You **will not need to apply any retrofit/sticker** to the drone in subcategories A1 or A3.



Regulatory reference: Article 20 and Annex part A of EU regulation 2019/947 and EU regulation 2019/945.

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Which are the maximum take-off mass requirements in the 'open' category for drones without class identification label?

Answer

As explained in the following article, Drone Open Category - Applicable requirements to fly from the 1st of January 2024 | EASA and according to the EU Regulation 2019/947, from 1 January 2024, you can fly a drone without a class identification label if you operate in the open category in:

- **Subcategory A1:** if the drone has a maximum take-off mass of less than 250 g, including its payload;
- **Subcategory A3:** if the drone has a maximum take-off mass of less than 25 kg, including its fuel and payload.

Only for drones with a class mark, manufacturers have the responsibility for declaring the maximum take-off mass of the drone. This means that, when using a drone without a class identification label the maximum take-off mass is not available. In this case the remote pilot has the possibility to weight the drone before the flight and make sure it is within the above limits.

The information contained in this article is meant purely as a summary of the Drone Regulations. It has no legal effect and shall not be construed as the official guidance of the Agency in accordance with Article 76 of Regulation (EU) 2018/1139. The Union's institutions and the Agency do not assume any liability for its contents. The authentic versions of the relevant acts, including their preambles, are those published in the Official Journal of the European Union and available in EUR-Lex.

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