European Union Aviation Safety Agency

FAQ n.119233

FAQs:

Responsibilities as a drone operator or remote pilot in the ‘specific’ category, Specific category, Drones (UAS), Regulations

Question:

What are my responsibilities as a remote pilot in the 'specific' category?

Answer:

As a remote pilot you **must**:

Before the flight:

- complete the training and examination required for the type of operation you will be involved in;
- have relevant up-to-date information about any geographical zones published by the National Aviation Authority;
- check for obstacles and the presence of people not involved in the operation of the drone (unless operating in the A1 subcategory with a privately built drone or a drone with a CE class 0 mark;
- check that the drone is fit for flight and the operation it will undertake;
- check that the remote control works properly (if applicable); and
- ensure that the weight of the drone is within the limit of the category or subcategory of the intended operation.
- ensure that the operating environment is compatible with the authorised or declared limitations, and
- ensure that Air Traffic Services , airspace users and other stakeholders are informed of the intended operation.
- During the flight in the ’specific’ category, you **must**:
- not operate the drone when you are unfit either due to the consumption of psychoactive/ hallucinogenic substances or alcohol, or unfit due to sickness;
- keep the drone at a distance such that you can clearly see it; you may use a UA observer to scan the airspace when you want to fly in first person view. UA observers must be located alongside you such that they can immediately communicate in case they see an obstacle and give you instructions such as to immediately land the drone.
- if you or the UA observer see a manned aircraft, give way to it, and make sure you are far

away from it. If you have any doubt about the operation, you should land the drone immediately.
- comply with the limitation of the geographical zones;
- operate the drone according to the manufacturer's user manual;
- comply with the operator's procedure; and
- do not operate where an emergency response service is ongoing (e.g. in the case of an accident, keep away from that location since an emergency helicopter may be required to be used);
- Comply with the authorised or declared limitations.

Regulatory reference: UAS.SPEC.060 of EU Regulation 2019/947

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Link:

https://www.easa.europa.eu/en/faq/119233