

Flying a Drone for fun

Get to know how to become a good drone pilot

Answer to questions received during the EASA livestream December 9, 2020

The EASA Drones team was very happy to have received many very good and practical questions during the Live stream session for the **General Leisure Drone Users on the 9th of December 2020**. You can find our answers further below. Some have been grouped together since to a certain degree are part of the same scope. We grouped the questions under the following clusters:

- REGISTRATION / HOW TO DISPLAY A DRONE'S ID
- CLASS LABEL MARK
- UNDER WHICH CATEGORY DOES my drone FALL UNDER
- TRAINING
- BREXIT
- REMOTE ID
- APPLICABILITY OF THE DRONES REGULATION
- PRIVATELY BUILT DRONES
- DRONES SPECIFICITIES / MODIFYING A DRONE / RETROFIT
- ONCE IN THE AIR / GEO ZONES / WHERE TO FLY
- OLD DRONES/LEGACY DRONES/DRONES WITHOUT CLASS MARK
- AUTHORISATION
- CROSS BORDER OPERATIONS
- INSURANCE
- EMERGENCY SITUATION/ PRIVACY
- U-SPACE
- MODEL FLYING / FPV FLYING
- OTHER QUESTIONS AND HOW TO CONTACT US

Flying drones for fun

Answers to the many questions from viewers on the specific drone category held on the 10th of December can be checked [here](#).

New Drones regulation

As you all know the new European Drone regulation for commercial and leisure users is coming into force at the end of December 2020. It will make it easier to fly a drone under the same conditions across Europe. Flying a drone is great fun, a rewarding hobby and has incredible business potential. The drone's industry will create many benefits for our communities and will grow significantly over the coming years. To keep everyone safe and to make sure we share the airspace safely with everything else that flies, it is vital that the whole drones community understands the new drone rules.

Do you have more questions?

If something is not clear to you or want to know more, send your question to:

SafetyPromotion@easa.europa.eu or drones@easa.europa.eu

Want to have more drone news at EASA?

Visit us on www.easa.europa.eu/drones

Remember to subscribe to keep updated on what is changing about how you fly your drone and how to be a good pilot. Follow the 3 steps below:

1. Create an account with social logins or use the normal registration form.
2. Follow the category "Drones"
3. Decide how to stay informed (Personalised homepage, email or push notification)

Livestream questions and answers

REGISTRATION / HOW TO DISPLAY A DRONE'S ID?

- Q. Do I have to register mini 2 drone? if yes, where? I am a foreign student studying in Hungary. Do I have to register with the Hungarian Authority?**
- **Has a registration number any parameters on how to place it on a drone, in a sticker or label or just written with a marker? I would like to have this specified a little more.**
 - **When I lend the drone to my wife, do we need to exchange the registration number on the drone?**

- **What about small drones like Mavic Air?. How should I put the registration number on it? How big the number should be?**
- **What about the DJI manufacturer Mavic Pro, Mavic Air2? Will it have an automatic registration?**
- **Today in Italy ENAC e D-FLIGHT require 2 registrations: 1) for the Operator 2) for each drone flown by the Operator. What will happen after the 01/01/2021?**
- **So, only a Drone Operator will need to be registered?, But a Drone Pilot not?. Correct?**
- **Are you aware of the drone registration in Romania? It is the main reason so many are not registered at the moment. How will the new European laws counter this?**
- **I was given a QR code containing my registration number when I registered. Can I have it on my drone instead of the registration number?**
- **Does my registration as UAS operator has an expiry date?**
- **Does every country need to have their own platform for drone registration? It would be awesome if there was a single website for all of Europe.**

A. Please refer to the FAQ: <https://www.easa.europa.eu/the-agency/faqs/drones-uas#category-registration-requirements>.

As of 31.12.2020 the regulation will apply in the same way in all [EASA States](#), all drone operators must register themselves unless they use drones with a weight below 250g either without a camera, or that is a toy. Drones are not required to be registered unless the competent authority requires you to operate a drone with a certificate of airworthiness (not applicable in the open category).

The registration is a state competence and it needs to be done in the nation where you have your place of residence or main place of business.

After the registration you will receive a number that you must stick on all your drones in a visible way such that it is readable at least when the drone is on the ground (AMC1 Article 14(8) Registration of UAS operators and 'certified' UAS). The registration number may also consist of a QR Code.

When the registration number is too big to display on the drone, the regulation allows for a marking on the battery compartment provided it is accessible.

If you temporarily lend your drone to a friend, you do not need to change the registration number, however you will be liable as drone operator.

There is no automatic registration and you need to actively register yourself. The validity varies state by state.

Q. My drone weighs 249 grams and has a camera. What do I need to do to be legal?

A. Register yourself, be familiar with the manufacturer manual, avoid to fly over crowds, keep the drone at a distance such that you can see it (VLOS), do not fly higher than 120m, check the aviation authority website for any additional limitations published by the National Aviation Authority (NAA) in the country where you are operating.

Q. Will the new European drone laws also regulate the cost of registering the drone to the national civil aeronautical authority?

A. No this is defined by each [EASA State](#)

CLASS LABEL MARK

- Q. I have a DJI drone where the C marking is not on the drone itself, but it is on the remote control. Is it good enough?**
- A. At this moment drones are not yet available with the class identification label. So the “C” you mention on your DJI drone has another meaning.
- Q. How is it with the labels? Will the drones be equipped with a label since 01/01/21 or since 01/01/23?. As I don't want to buy a drone to be put into A3 after 2 years**
- Since when will drones be labeled A1-3/ Class 0-4 from the box? (edited)
 - Can't a "Legacy" drone get a class rating by the aviation authority? It feels like legacy drone owners are really disadvantaged after January 2023...
- A. We expect that in 2021 we may already have drones with class identification labels; however the regulation allows drones without class identification to be sold until the 31 December 2022 and to be operated in the open category.
- Q. What if I buy today a drone like the DJI Mavic Air 2 without C class marking. Can I recertificate my drone after 31/12/2020 or I can fly only in A2 category? (edited)**
- What about retrofit?. Some drones already on the market (and therefore not CX certified) only need a software update to fulfill all the Class 1, Class 2 or Class 3 requirement
 - Will EASA allow drone manufacturers retrospectively classify/label legacy drones? Such as DJI Mavic 2 to a Class 2 drone class
 - Belgian law already stated that retrofitting is not allowed (so also not by DJI). How does that fit with the answer given on retrofitting?
 - Can't a "Legacy" drone get a class rating by the aviation authority?. It feels like legacy drone owners are really disadvantaged after January 2023...
 - DJI has announced that certain drones might be 'retrofitted' with a CX CE label at some point. Is EASA able to back this claim?
 - Is there a way to certify a drone bought in 2020 like DJI Mavic Air2 in the new category like Class 0?
 - Can existing modern drones receive a certification like CE5 or only new ones which are currently not yet on the market?
 - What are the new rules for legacy drones <250g (DJI Mavic Mini)?. Do they follow Class 0 or Class 1 rules? Will that change after the 2 years transition period?
- A. The market regulation in general does not allow to retrofit products already in the market. However the EU Commission recently finalised a procedure to allow the retrofit for drones. The procedure may only be activated by the drone manufacturer.

See also:

Open Category:

<https://www.easa.europa.eu/the-agency/faqs/drones-uas#category-drones-without-class-identification-label-'open'-category->

Specific Category:



<https://www.easa.europa.eu/the-agency/faqs/drones-uas#category-drones-without-class-identification-label-in-the-'specific'-category/>

You will always be able to operate your Legacy drones also after 1 January 2023 in A1 if the weight is below 250 g or in A3 if below 25kg.

UNDER WHICH CATEGORY DOES MY DRONE FALL UNDER

Q. Drone name-DJI MINI 2, Weight -249 grams, Under which category it falls?. Class O, Class O (CAMERA), Class 1 etc? Do I have to register myself? (Especially in this case)

A. Currently no drone has a class label yet, so you can fly according to the transitory provisions defined by Art 22 of the Regulation (EU) 2019/947 and operating in subcategory A1. When in the future the manufacturer will put on the market a version with a class label, most likely this drone will be labeled by the manufacturer as class 0 with camera and your subcategory will still be A1.

For more details on your subcategory go to this link: <https://www.easa.europa.eu/the-agency/faqs/drones-uas#category-requirements-under-the-'open'-category>.

Q. I will be able to operate my privately build drone in A1 category at under 500 grams, under the same conditions as the ones under 250 grams until 2023, right?

A. Correct, please refer to <https://www.easa.europa.eu/domains/civil-drones-rpas/open-category-civil-drones>

Q. I am a state operator drone for the police in Belgium. What will happen for us? For the moment we fly in VLOS and BLOS. In which category do we fly then? (edited)

A. Police drone operations are classified as state operations. Therefore, the EU regulation does not apply unless the state where you operate decides to opt in.

Q. Within which open categories I need to have a full redundant drone?

A. This is not required in the open category.

Q. Can I fly with drone < 250g without any restriction (Insurance, pilot licence?, everywhere? e.g. DJI Mini

▪ **I bought a DJI Mini 2 249g. When can I fly inside the cities with it?**

A. You can fly a 250 g drone without any mandatory training, but not over crowds. However, you need to register yourself if your drone is equipped with a camera unless it is a toy. Moreover, you need to check with your National Aviation Authority (NAA) if you need an insurance and if drones can fly in the area where you intend to operate

• **How about a Mavic 2 drone at 905 grams?**

A. Until the 01 of January 2023 can be operated in subcategory A2.

TRAINING

Q. Will it be possible to pass exams for licensing in English in any of EU countries?

A. Each [EASA State](#) will decide if they want to offer the training in English.

Q. Does the training have an expiry date?

A. Yes, in the open category it has a 5 years validity.

Q. Is an education for flights in the specific category obligatory?. Can you follow it in another country?



- A. The training requirements will be defined on the risk assessment. All certificates of training issued by a [EASA State](#) will be recognised in the other [EASA States](#).
- Q. Or is it possible to have a Course for the Specific Category (for Std Scenarios or not)?**
- A. The requirements for training in the specific category is quite flexible, however EASA is developing the syllabus for some modules to be used in the specific category.
- Q. To get a license to operate in Specific Category I need to go through online course and exam in Open Category first?**
- **Is A2 pilot license is a precondition to be a pilot in Specific category or can a pilot get Specific category license without having A2.**
- A. Not necessarily, training for the specific category is quite flexible and it is based on the risk of the operation and the level of interface between the pilot and the drone.
- Q. Will be the EASA Questions Bank be opened to the public? / When will it be possible to see the questionnaire for the exam?**
- A. The question bank for the remote pilot exam in the open category will not be public, at least for the initial period since the number of questions are still limited. This approach may be revised in the future.
- Q. Will Training and Exams for Remote Pilot for Categories A1, A2 and A3 only be possible in NAAs or also in private Aviation Certified schools?**
- **Who will be responsible for the online trainings in the Open category?. NAAs or private training centers?. Who will approve the training programme?**
- A. The National Aviation Authority (NAA) is responsible for the training of remote pilots and they may decide to use also other entities.
- Q. What about flight instructors, are there any restrictions? / Are there any limitations for the drone instructors and examiners by EASA?**
- A. Not in the open category, in the specific category it depends on the risk assessment.
- Q. I'm from the Netherlands. Why can I do my A1/3 exam in Ireland and not the A2 exam (Ireland is for free, the Netherlands you have to pay)**
- **Pilot license for A1/A3 will be online possible. Can I do my license test in e.g. NL or FIN in English and fly in Germany?**
 - **What does a French pilot must do to fly in Portugal?**
- A. Training can be taken in any of the [EASA States](#), and you can have different training in different states. You do not have to train necessarily in in your country of residence.
- In the open category NAAs are responsible for providing training and they can also designate an organisation(s) to provide the training. For the specific category the NAA will define in the operational authorisation the competencies required for the remote pilot based on the proposal from the operator.
- Q. How do I identify myself as a drone pilot. Is there a card, like a driver license?**
- **How will the European license look like? Is it a physical one or is it digital code?**
- A. There will be a EU certificate. Please see “AMC2 UAS.OPEN.020(4)(b) and UAS.OPEN.040(3) UAS operations in subcategories A1 and A3”:
- <https://www.easa.europa.eu/document-library/easy-access-rules/easy-access-rules-unmanned-aircraft-systems-regulation-eu>

and FAQs:

<https://www.easa.europa.eu/the-agency/faqs/drones-uas#category-training-requirements-in-the-open-category->

Q. Who will have the authorisation to access the database of the registered drone pilots?

A. There is no formal registration of remote pilots. However, when completing a training the NAA will provide remote pilots with a certificate including a remote pilot identification number. Only EASA and National Aviation Authorities (NAAs) have access to the register.

Q. Are specific operations the same as those we now call critical? So if I have a license for critical operations will it be recognised as for specific operations?

- I have a Polish VLOS/BVLOS license I acquired this year. What happens on 01 January 2021? Will it become an EU license? Or will it be recognized in all of EU?
- My Polish license does include an FPV entitlement up to 200 m distance and 50 m height. More so if I have an observer. Will I keep that after 01 January 2021?

A. The National Aviation Authorities (NAAs) will decide the conversion of national certificates for remote pilots. Check this link to access the NAAs drones sites <https://www.easa.europa.eu/domains/civil-drones/naa>

Q. Will flight hours be considered for operator level?

A. No need to record flight hours in the drone's open category. In the specific category it depends on the risk of the operation.

Q. What about if pilots with a license SPL, PPL want to fly drone as a hobby and are forced to get their license even though they have already been tested in the subjects?

A. The training for the open category will be quite different from those for ASPL and PPL since it will focus on the risk to operate a drone. So, no credit is given in the open category. However, for the specific category, depending on the operation some credits may be recognised.

Q. When will the small Drone License be available for me to get?

- Why are certain countries (like Ireland and Italy) already allowed to release EU drone licenses, while drone schools in other states have to wait until 31 of December 2020?

A. [EASA States](#) may already implement certificate of competencies similar to the one defined by the EU regulation, however the only after 31 December 2020 certificates based on the EU regulation may be issued.

BREXIT

Q. I have a UK Flyer and Operator ID which I obtained while living in UK (moved to Spain now), will I have to get a new one to fly in EU after Brexit? (edited)

- What about the possible consequences of the Brexit on the ability for pilots/drone of the UK to fly outside UK?
- Do EASA regulations apply in the UK after Brexit (31st December this year)?

A. (as of mid December 2020) We are not ready yet to define the impact of Brexit, sorry!. We will update the BREXIT FAQs on this as soon as we have more information (<https://www.easa.europa.eu/the-agency/faqs/brexit>)

REMOTE ID

- Q.** It is known that Class 0 and Class 1 drones won't need a remote ID service. However, what about privately build drones that are either < 250 or > 250 gram < 25 kg?
- Does my drone need to have a remote ID?
- A.** Drones with class label 1 will be equipped with an e-ID. Privately built drones need to be equipped with an e-ID when operating in a geographical area where the [EASA State](#) mandates the use of e-ID. In this case the privately built drones may be equipped with an e-ID module that will be available on the market in 2021.
- Q.** Will it be possible to make an exception from using "remote ID"?. Asking on behalf of my profession for secrecy reasons. (edited)
- A.** Only if the operation is classified as a state operation.
- Q.** What about A2 training (and other higher, e.g. STS, or crews in certified category) - will it fall under DTOs/ATOs?
- A.** Not necessarily. There is no requirement for formal training in A2 however a remote pilot may decide to use a school.
- Q.** Will there be some kind of security system to prevent someone else from stealing/copying your operator ID and put it in some other drone for illegal purposes.
- A.** Yes. Each operator will be provided with 3 secret digits, without them it is not possible to upload the UAS operator registration number on the drone.
- Q.** Is this possible to fly in the Open Category in the controlled area without geofencing, geo awareness ID?
- A.** Yes, unless the [EASA State](#) has mandated in the area to use drones with geo awareness and/or e-ID.
- Q.** Is it in line with EU rules to require remote identification everywhere whereas EU regulation only states that this function may be required in defined zones?
- A.** [EASA States](#) may define geographical zone where the e-ID is mandatory.

APPLICABILITY OF THE DRONES REGULATION

- Q.** Can a Member State have a parallel legislation other than the EASA?. Eg: for Class 0 +camera, EASA = pilot registration, but can the stat make us register the drone?
- What happens, if national law has not gone through Parliament before 01 January 2021 e.g. Germany as European law beats national law. Which law is applicable? (edited)
 - If countries implement their own rules on top of the EU regulation, will there be a central point/website to consult them?
 - Certain countries (like NL) are about to introduce new national drone rules on top of the EU rules. How can drones users from other countries know about this?
 - There will be a uniform regulation for all countries or every country decide its own regulations?
- A.** This is a EU Regulation. It does not need to be approved by the national parliament. This means that as of the 31 December 2021 every [EASA States](#) will have to apply the new drones regulation. There are some national adaptations that are done by the [EASA States](#), i.e. Remote pilot minimum age, conversion of national certificate, fees etc.

[EASA States](#) can only add additional requirements to protect privacy and security interest of the state.

Q. How do you plan on making the population aware of the new laws? Making them pay fines for not registering would only chase them away from this "hobby".

A. EASA in collaboration with [EASA States](#) is developing a safety promotion campaign.

Q. When you say Country, you mean EU Member State, true

A. The EU regulation will be applicable to [EASA States](#) that consists in the EU states plus Iceland, Norway, Lichtenstein and Switzerland.

Q. Some rules may be different in each countries (ex : min age in France). What about those pilots?. Can they fly in another country?

A. Yes, the rules are applicable across all EU States + Iceland, Norway and Switzerland (find a list [here](#)). The regulation allows these states to make very minor adaptations (e.g. Minimum age, in this case the underage requirements are valid only in that state).

Q. Is the regulation applicable to small radio-controlled hot air balloons? It seems that the regulation has not really considered this issue.

A. Air balloons are covered by the definition of aircraft and therefore the regulation is applicable.

PRIVATELY BUILT DRONES

Q. For a privately built model aircraft or one bought from market some years ago, so without the Class 4 label, do I have to produce any kind of documentation?

▪ A custom build drone with a weight of 25 kg, does it has to be homologated? If it has to be, in the country of origin or in any other EU country?

A. No documentation or homologation is required for privately built and legacy drones operated in the open category.

Q. Under A3 condition, is it allowed to fly a recreational kit (homebuilt) model airplane powered by a combustion engine? (edited)

▪ Are internal combustion engines, as used by many aeromodellers in model aircraft, allowed in privately built drones operated under category A3

▪ Class 4 drones used in category A3 are not required to use electrical propulsions systems. Is this true for "privately built" drones operated under category A3?

A. The answer to all these questions is yes!

DRONES SPECIFICITIES / MODIFYING A DRONE / RETROFIT

Q. Can I make a modification or a repair to a drone with a class label (e.g. Class 1, Class 2 etc..?)

▪ I live in Romania and know a bit of drone software. What if somebody does some modifications AFTER the authorizations... You only specify kilos not POWER

▪ You talked about repairments and modifications to the drone. What about using unofficial propellers? The only way how to make Mavic Air not that loud...

A. Please refer to *AMC1 UAS.OPEN.020(5)(c) and (d)*, *UAS.OPEN.030(3)* and *UAS.OPEN.040(4)(c),(d) and (e)* *UAS operations in subcategories A1, A2 and A3*. UAS operators should not make any modifications to a UAS in class Class 0, Class 1, Class 2, Class 3 or Class 4 that breach compliance with the product requirements.

<https://www.easa.europa.eu/document-library/easy-access-rules/easy-access-rules-unmanned-aircraft-systems-regulation-eu>

Q. How fast can a drone fly? is the top speed related to drone category?

A. In A1 and A2 there is a maximum speed of 19 m/s. In A3 there is no maximum speed.

Q. What does the regulation say about what frequency to use when you control the drone so it doesn't fall down?

A. The regulation asks the remote pilot to “efficient use of the radio spectrum”. Guidance will be developed in the future.

Q. You are supposed to use green flashing light i during darkness. How will you be able to see if the drone is flying towards or away from you with one colour.

- What about flying at night? Is it allowed? What kind of lighting the drone needs?
- Can I fly at night?
- What about already manufactured drones? Will be requirement to have a flashing green light taken as a grandfather rule?
- Is night flying permitted in the Open category? How to deal with EASA member states that decide otherwise?

A. All drones put on the market (with a class identification label) to be operated in the open category will be equipped with a green flashing light to be used during night operations.

For the specific category, starting from 2 December 2021 drones operators will be required to use drones with green flashing light when operating during night below 120m. [EASA States](#) may decide for security reasons to forbid some operations (including night operations) in some areas.

Q. MTOW of 4kg means maximum weight but in practice those drones (like Inspire 2) can be fully equipped and still be below 4kg - but still not allowed in A2?

A. The MTOM (maximum take off mass) will be defined by the manufacturer and written in the drone manufacturer’s instruction.

Q. Are there any maintenance requirements for the different categories? Who should do that maintenance?

A. It will be defined in the manufacturer’s instruction. The UAS operator will be responsible to make sure the maintenance is conducted accordingly.

Q. An aircraft can be classified in more than one class?

A. Yes, it can as long as it complies with all the requirements defined for each class.

Please consult the following links:

1. <https://www.easa.europa.eu/the-agency/faqs/drones-uas#category-regulations-on-uas-drone-explained>
2. <https://www.easa.europa.eu/domains/civil-drones-rpas/open-category-civil-drones>

Q. How can be differentiated between drone and model aircraft? What about helicopters or aircraft with stabilization or GPS based failsafe modes?

A. There is no difference between model aircraft and drones. However, the UAS regulation provides special requirements for operations conducted within a model club or association.

Q. Is it allowed to modify a Class 4 UAS by connecting to the receiver an electronic add-on not certified by the UAS manufacturer?

A. It is allowed to add an e-ID module.

Q. Are the technical requirements for Cx CE classification already clear? When can we expect the first drones with these Cx labels?

A. Yes, the technical requirements for drones to be operated in open category are published in Regulation 2019/945. We may expect to have on the market, already in 2021.

Q. What about the toy category?, non CE CX bought or self-made 65mm-75mm 3,7v 1S low voltage ultra light whoop tinywhoop drones, 15-40gr, what are the restrictions?

A. Toy means that the product complies with the toy directive 2009/48/EC. This will be written in the declaration of conformity of the manufacturer. So this is not compatible with privately built.

Q. What is slow speed? How much m/s?

A. 5 m/s

Q. How does the electronic tag influence the weight limit of the drones to be under 250grams?

A. The weight to be considered is always the one including all systems on board, including the e-ID module.

Q. It would be ideal to know what is required for a person flying the most popular drones now a days like the DJI ones (Mavic Mini 2, Mavic Air 2, Mavic Pro 2)

A. The requirements for operating a Mavic Mini 2 (249g) are:

- Registration of UAS operator.
- It will be always be possible to operate in A1, after being familiar with the manufacturer's instructions.

The requirements for operating a Mavic Air 2 (570g) and Mavic Pro 2 (907g) are:

- Registration of UAS operator.
- Until 1 January 2023 they can be used in A2, up to 50 m from people, after completing a training defined by the NAA.
- After 1 January 2023 they can be operated in A3 after passing an online exam (or the exam already passed to operate up to 1 Jan 2023).

ONCE IN THE AIR / GEO ZONES / WHERE TO FLY

Q. Is it allowed to fly over a sailing championship? And in what class?

A. No, operations over people in the open category are not allowed (even if using an UAS with class label 0 or 1 where still operations over crowds are not allowed). This type of operation may be conducted in the specific category.

Q. If GEO-zones are not published on 31/12/2020 - are the 'old' zones valid to be used in the mean time?

A. Yes

Q. In Portugal, besides the national regulation, we need to have an authorisation, for each flight, to capture images. Will this European regulation avoid this?

- Is it permissible for local authorities to impose even stricter regulations such as a maximum height of just 60m?

- **What about Natura2000 areas ?**
- **What about photograph or video ownership? In Croatia needs to send all shot stuff to authority for confirm if they can be used. (edited)**
- A. [EASA States](#) may define geographical zones where for security, privacy or environmental reasons additional requirements are imposed, such as to have an authorisation or reduce the height of the operation or other requirements.
- Q. Who can make geo awareness and geo fencing and how it is implemented?**
- A. The EU industry is developing appropriate standards.
- Q. You said that you must not fly near other aircraft & helicopters. If you want to take photos of aircraft using your drone, how close can you fly to aircraft?**
- A. This is a very dangerous activity. Please do not do this with a drone in the open category! Do this only in the specific category after the approval of the procedure from the competent authority. The distance from the other aircraft depends on the characteristics of the drone and skills of the pilots.
- Q. Will there be a common no-fly radius for airports in the EU?**
- **Safety distance from aerodromes differs considerably between Member States. Is there a plan to harmonize safety distances from aerodromes at EU level?**
- A. No, it will depend on the characteristics of the airport. However, EASA will work on harmonised procedures.
- Q. If you want to fly in a no fly zone (ctr), your operation is per definition in specific, instead of open, right?. No matter if other properties of flight are open.**
- A. No fly zone means no drone operations, independently of the category of the drone. [EASA States](#) may instead define areas where a flight authorisation is needed and in that case the flight authorisation is on top of the requirement of the category, so you may require such flight authorisation for an operation in the open category.
- Q. Can you update us on " Unlock Geo Zone"?, Can I fly anywhere in EU, with mini 2 drone**
- A. This is not a function defined by the UAS regulation but offered by some manufacturers. Each remote pilot is responsible to fly only in an area where they are allowed to operate.
- Q. Will there be online maps who tells me where I can fly in different categories. Definition of outsides of town?**
- A. EASA is working on this.
- Q What are the rules for flying over waterways with traffic - roads with cars ... railroads ? (edited)**
- A. Operations over people (and road with traffic) needs to be conducted in the specific category.
- Q. Will there be a single European app/website that can be used in future to check drone relevant zoning information?**
- A. Possibly. For now, we are making sure that the information is presented in a common format.

- Q. Who will give way in case there is several drones operating the same airspace?**

- A. We do not expect that at least in the initial phases a large amount of drones will fly in the same airspace at the same time. In the next years the U-space will be available including traffic management.
- Q. En categoría abierta, ¿Se permite el vuelo urbano sobre edificios? (translated : in the open category is flying allowed over buildings in urban areas ?)**
- A. Yes in subcategory 1 and A2 if there is nobody that can be hurt.
- Q. Given the limitations for A1 (privacy, no flying above crowds), drone users will be allowed to fly above urban areas with their <250 gram drone, correct?**
- A. Yes.
- Q. When operating an UAS in a hilly area, how to assess UAS height above overflown terrain, knowing that telemetry of UAS provide only height over takeoff point?**
- A. It will be the responsibility of the remote pilot to assess the height of the drone. More info can be found at:
<https://www.easa.europa.eu/the-agency/faqs/drones-uas#category-once-in-the-air>
- Q. If you want to survey an apartment building (120m AGL) with x-people in it, how to inform them and at the same time have controlled ground area as a pilot?**
- A. In the open category you can do this with a drone with a class label 1. If the persons are inside the building, then they are protected from a potential crash. However you need to have their consent in order to comply with the privacy regulation.

OLD DRONES/LEGACY DRONES/DRONES WITHOUT CLASS MARK

- Q. Hello from Iceland, Yes we have drones in Iceland :) When I am in an area where the next populated center is 200 km away, do this rule also work there?**
- A. Surely the conditions in the northern part of EU may be different. However, we still need to make sure that possible other airspace users are protected. We are working with the northern NAA to develop simplifications for this type of operations (e.g. predefined risk assessments).

AUTHORISATION

- Q. Open category drones don't interact with the NAA, but if the operator need to fly over P/R/D air space can request the authorization or not ?. is it possible?. thanks AG**
- A. We expect this area to be covered by geographical zone published by the NAA. This will be the primary source of info on additional authorisation that UAS operator may be requested.
- Q. Are there any restrictions for commercial drone activity within the open category ?**
- I would like to make videos and photos for money. Does it mean, that I can do it without another permission if I have got reg. and online test?
- A. From a safety point of view, if your activity fits the open category no additional permission is required. However, check if your state where you are flying has some generic requirements for all business activities. If the operation does not meet the requirements of the open category you fall under the specific category. In the Specific category if your operation fits under the standard scenarios, and you meet the requirement, all you need to submit is a declaration of compliance. If not, you will need an operation authorisation from an National Aviation Authority (NAA).

For more details, refer to this link:



<https://www.easa.europa.eu/the-agency/faqs/drones-uas#category-understanding-the-'open'-category>

Do I fall under the specific category:

<https://www.easa.europa.eu/the-agency/faqs/drones-uas#category-understanding-the-'specific'-category>

Authorisation needed under the specific category:

<https://www.easa.europa.eu/the-agency/faqs/operational-authorisation-requirements-specific-category>

Q. Do I understand correctly that from 2022 I will no longer be allowed to fly privately in a city if it has a take-off weight of 900 grams?

A. This is not correct. With a drone weighing up to 2 kg, until 1 January 2023 you can fly in city but you need to keep a distance of 50m from persons. After 1 January 2023 you need to have a drone with a class label 2.

CROSS BORDER OPERATIONS

Q. If I am registered my drone in one EU country, if I travel for holiday to another I must register again in destination country?

▪ **With registration in one country, can I fly in other country?**

A. A UAS operator is required to register only once. This will be recognised in all EASA States

You are free to fly in any other EASA countries (EU plus Norway, Iceland, Liechtenstein and Switzerland). Please see also:

<https://www.easa.europa.eu/the-agency/faqs/drones-uas#category-registration-requirements>

INSURANCE

Q. You mention about the obligation of insurance in UAV with mass of 20kg or larger. Is this civil responsibility of the remote-pilot or insurance of the AV

▪ **Can be insurance mandated by local CAA (NAA)?**

A. Regulation (EC) 785/2004 imposes insurance for all UAS with a weight more than 20kg. However [EASA States](#) may impose insurance for lower weights. Please refer to:

<https://www.easa.europa.eu/the-agency/faqs/drones-uas#category-other-requirements>

EMERGENCY SITUATION/ PRIVACY

Q. Is the FTS (Flight Termination System) needed for these classes?. How to be safe as a citizen to avoid any fly away?

A. A Flight Termination System (FTS) is not needed in the open category since there are already other operational mitigations to mitigate the risk. In the specific category a FTS may be required, depending on the risk assessment. You can see that for drones used in the standard scenario (with class label 5 and 6) a FTS is required.

Q. How people will protect themselves in case of violating the privacy, by overflying their property?

• **Once remote ID is implemented, who is allowed to check the information about the drone and/or the owner?**

- **Can you share EASA registration list?**

A. People will be able to detect, via a smartphone, the UAS operator registration number and inform the local enforcement authority. Only the entities identified by the state may get access to the database. None else will be able to get access to the registration database.

For more details: <https://www.easa.europa.eu/newsroom-and-events/press-releases/easa-delivers-broker-solution-enable-european-wide-sharing-drone>

U-SPACE

Q. **How come the LAANC system in FAA is already up and running but EASA is not even close with U-space?**

- **Will we get a system like in the US LAANC?**

A. The UAS regulation, including the future one on the U-Space will have a wider coverage. We are working to have a full comprehensive approach. We will share more information on this soon.

MODEL FLYING / FPV FLYING

Q. **Please can you precise the regulations on FPV drones build by hobbyist ? Nobody really care about the DJI flying platform.**

- I am not really sure how the regulation deals with FPV-drones. In which class do they fit?
- Info about flying FPV without observer, please!
- Will you prepare standard scenario for FPV racing and flying? Thank you
- FPV drones will be illegal from 2021?. And if not, what will we be required to do?
- Does FPV drone is considered same as VLOS if there is a spotter.

A. You can fly without keeping direct eye contact with the drone, provided that you have a person next to you, a UA observer, keeping direct visual contact with the drone, scanning the airspace to make sure that you do not endanger other parties (e.g. aircraft or buildings or persons). This requirement applies to both pilots using drones privately built or purchased. FPV races can be conducted without spectators in A3. Race events, with spectators can be organized by model club as associations within their authorisation that they will have received from the NAA. EASA is in contact with sport associations to develop a PDRA for drone races.

Q. **Why do you go on with overregulation of a hobby, that has a track record of being safe and doesn't harm anyone?**

A. The regulation recognises the good safety records of flight operated within model clubs and operations and it allows NAA to provide an authorisation to them such that each of their members may benefit.

Please see <https://www.easa.europa.eu/the-agency/faqs/drones-uas#category-i-fly-model-aircraft>

Q. **How do we register an FPV drone if we build it ourselves? What are the minimum requirements to be compliant with the "rules"?**

- I'm aeromodeller do I need to register in drone register or model association will do it?
- Shall model aircraft pilots within the model aircraft clubs register as operators for themselves, or should they use operator registration number of the club?

- A. The registration applies to UAS operators of all drones (and model) when they fit the conditions described in the above question on registration. However, the Regulation allows the NAA to recognise the registration system already in place from model clubs and associations.

OTHER QUESTIONS AND HOW TO CONTACT US

Q. I have a question, but to make it clear I need much more than the maximum 160 characters. What is your advice so I could have it answered by an EASA expert?

A. Please send your question to drones@easa.europa.eu

Q. Can a Drone Federation use the infographics from EASA on her website?

A. Yes, we encourage the use of the infographics. The intent is to provide you with material that foster the safe operation of drones. Of course, please ensure in your publication to mention that EASA owns the copyrights to the infographics.

Q. Will EASA also provide this presentation with subtitles?

A. Yes, EASA will make it available

Q. Will the webinar of today and tomorrow be recorded and made available afterwards?

A. Yes, here it is <https://www.youtube.com/watch?v=9aXcUMyGkAY&t=72s>

Check also EASA's website: <https://www.easa.europa.eu/domains/civil-drones-rpas>

Q. Can I complain to and to whom? If an airplane or helicopter is under 120m far away from town and airport?

- **What can drone owner do when airline flight under 120m and can damage my drone or damage the airplane and this is out of town and far away from next airport?**

A. An airplane or helicopter may have an authorisation to fly below 120m. Please remember that you are always required to give preference to a manned aircraft and you should by any means avoid endangering the safety of persons on board any aircraft.

Q. As you mentioned before some Nations may not be ready to apply the regulation on time. However what about the schools and students belong to those Nations?

A. The EU regulation defines a progressive approach to allow [EASA States](#) to apply the regulation on time when all its aspects become applicable

Q. May a kid younger than 18 register as UAS operator?

A. It depends on each [EASA State](#).

Q. Did I understand correctly that from 16 years old a person can pilot a drone by himself and under that age he must be with an adult?

A. Correct, but be mindful that under the regulation [EASA States](#) can modify the minimum age. So please check this with your respective National Aviation Authorities (NAA).

Q. Is the Drone Operator = Drone Pilot?

A. No, in principle they are 2 different persons with 2 set of responsibilities. However, for leisure operation or a small organisation it is the same person. Otherwise an organisation (operator) may employ several remote pilots (that are not operators). Please see this FAQ for additional information - <https://www.easa.europa.eu/the-agency/faqs/drones-uas#category-regulations-on-uas-drone-explained>

Q. Given that this is an EU regulation and therefore very important. Will you build a website to explain all of this?

A. All information is already available and accessible on the EASA Drones page:

<https://www.easa.europa.eu/domains/civil-drones-rpas>

and the related FAQ:

<https://www.easa.europa.eu/the-agency/faqs/drones-uas#category-regulations-on-uas-drone-explained>

Q. What is meant by "manage aeronautical communication" according to Article 8 - 2 (b)? What level is expected and where can you get the training for it?

A. Depending on where the operation takes place the remote pilot may be required to interface with an airport tower or an air traffic manager. We do not expect that this will be the case for operations in the open category.

Q. Define crowd. How many people 2,3, 5, 10, 100?

A. There are several factors that need to be considered when defining a crowd. It is the responsibility of the remote pilot to assess if there are a number of people so close each other such that someone cannot move to avoid being hit from the drone in case of accident.