

# Paving the way for UAS certification

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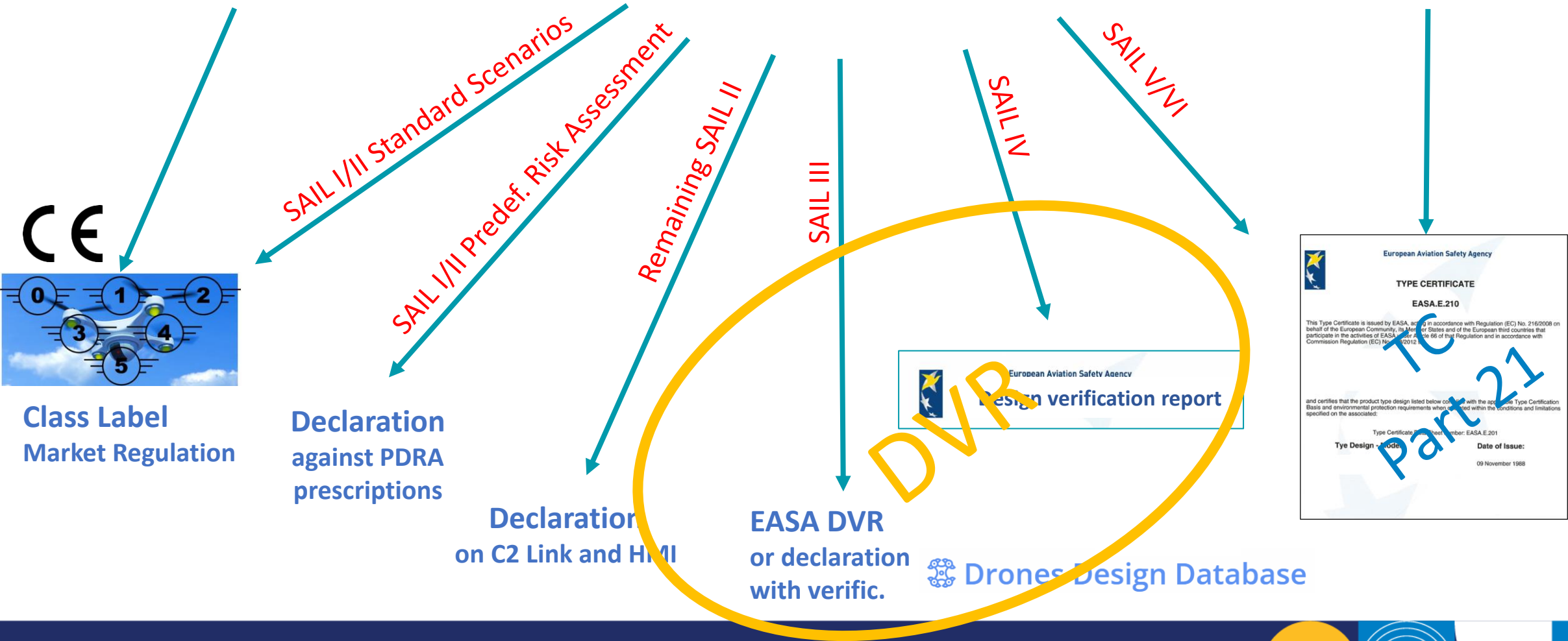


# Bridging OPS centric regulation with product certification

## Open category

## Specific category

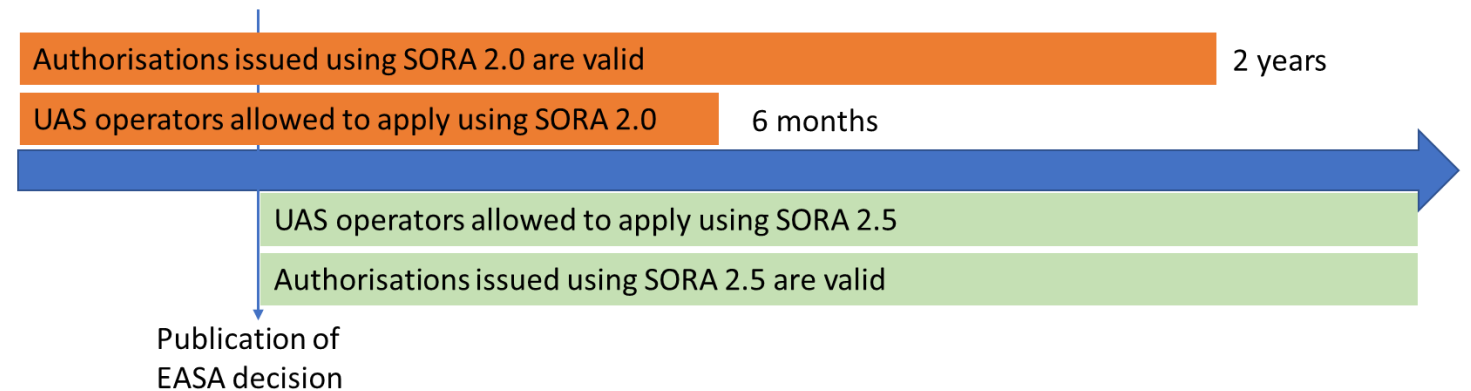
## Certified category



# SORA 2.5 Development



- Restructured to be easier to read
- Quantitative approach for ground risk assessment
- Simplified containment requirements
- Instructions for comprehensive Safety Portfolio
- SORA Risk Assessment template
- Operations manual template
- Introduction of functional test based approach



# Design Verification Process

An EASA DVR is required for any **SAIL IV operation** and it may be needed for **SAIL I – III** for **compliance of technical mitigations (M2)** and **containment on request of the NAA**.

The DVR documents is stating that **EASA is satisfied with the verified compliance demonstration** based on a focused review.

The design verification basis is primarily based on the **Special Condition for Light UAS - Medium Risk** not requiring a DOA/POA.

EASA charges an hourly rate and provides a quote to the applicant.

EASA offers a pre-application meeting with potential applicants.





# Specific Category Design Verification/Certification Basis

Special Condition Light UAS (update >600 kg in 2025)

Compliance Matrix for design verification projects

## Means of Compliance published:

MoC Light-UAS.2511 - Enhanced containment

MoC Light-UAS.2512 - M2 technical mitigation medium robustness

MoC SC Light-UAS FTB - Functional test based

MoC Light-UAS.2405 - Lift/Thrust/Power System Integrity

MoC Light-UAS.2410 - Lift/Thrust/Power Endurance and durability

MoC Light-UAS.2510 - Equipment, systems and installations

## Means of Compliance in process:

MOC 2510 high risk

MOC Human Factors

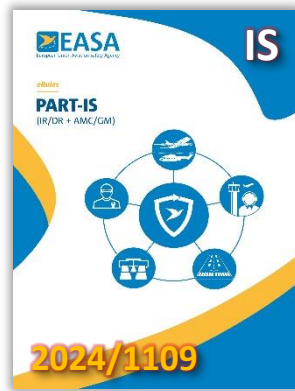
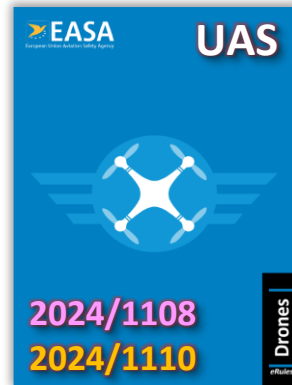


# Update on the certified category

DELEGATED ACTS  
IMPLEMENTING ACTS

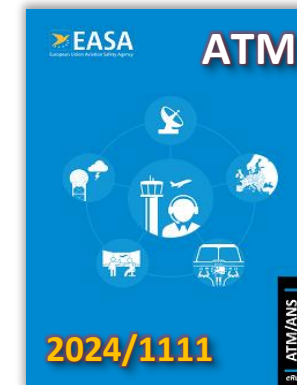
NPA 2024-06  
AMC&GM

UAS 'specific category' – SAIL V/VI



NPA 2024-01  
AMC&GM

Manned VTOL-capable aircraft



# Introduction Command and Monitoring Unit (CMU) in Part.21

- CMU is introduced
- Procedures for Type Certification of CMU introduced
- Provision for Continuing Airworthiness for UAS including CMU introduced.



# Function & Reliability Testing for Type Certified UAS

- NPA 2024-06, with draft AMC to 21.A.35
- Minimum Duration defined in 21.A.35(f)(2).
- Additional testing necessary for Certified Category under certain conditions.
- Representative flight duration and - operation.
- Minimum battery cycles to be agreed with EASA.
- F&R for CMU may include simulation

Duration	Flight Hours		Cases	Use of integration benches
	Certified Category	Specific Category (SAIL V/VI)		
Minimum	150	50/100	All	No
Additional	150	tbd	New safety critical technologies and/or new engines	Yes
CMU	TBD	TBD	All	TBD





# Enabling Certification: Our Journey

## TYPE DESIGN AND ENVIRONMENTAL PROTECTION

**Q3/2019**  
Special  
Condition  
Light UAS  
(SC-Light UAS)

**Q2/2021**  
Special  
Condition  
Electric/Hybrid  
Propulsion

**2024**  
MOC  
SAIL III

**2025**  
P21 GM-  
AMC  
(ref. NPA  
2024-  
06(A))

**2025**  
SC-Light  
UAS >  
600 kg

**TBD**  
CS-VTOL  
CS-UAS

**TBD**  
Part 21 & CS  
updates

## OPERATIONS AND INFRASTRUCTURE

## AIRSPACE AND AIRCREW

**Q2/2021**  
U-Space Regulation

**2025**  
945/947 update  
with SORA 2.5

**TBD**  
NPA(s) UAS  
operations  
type #1 and #2

**Resuming rulemaking Certified Category as of 2026**



# Facilitating Validation



Transport  
Canada



## Objectives

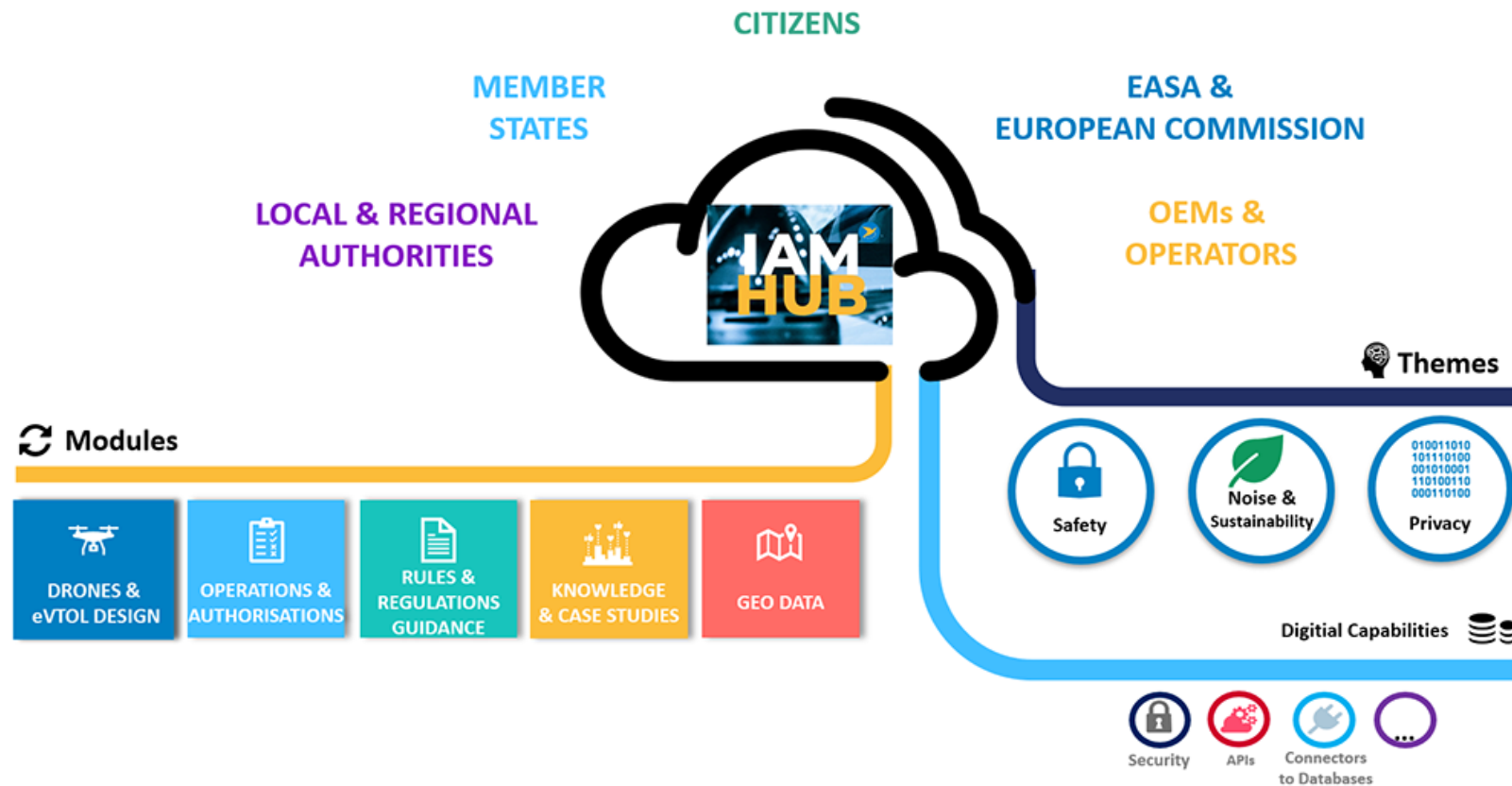
- CMT/DronesQuad platform for identification of high level non-prescriptive / performance-based airworthiness criteria
- enable product transferability based on mutually accepted Means of Compliance / Industry Standards

## Challenges

- Different categories of operation implemented
- Different rulemaking process and pace



# And... enhancing collaboration: EASA IAM Hub



 **Drones Design Database**



Thank you  
for your attention!

Your safety is our mission.

