

Annex II to ED Decision 2020/022/R**‘Acceptable Means of Compliance (AMC) and Guidance Material (GM)
to the Annex (Part-UAS) to Regulation (EU) 2019/947 — Issue 1, Amendment 1’**

Annex II to ED Decision 2019/021/R is amended as follows:

The text of the amendment is arranged to show deleted text, new or amended text as shown below:

- (a) deleted text is marked with ~~strikethrough~~;
- (b) new or amended text is highlighted in **blue**;
- (c) an ellipsis ‘(...)’ indicates that the remaining text is unchanged.

AMC1 UAS.SPEC.030(2) Application for an operational authorisation

APPLICATION FORM FOR THE OPERATIONAL AUTHORISATION

The UAS operator should submit an application according to the following form. The application and all the documentation referred to or attached should be stored for two years in a manner that ensures their protection from unauthorised access, damage, alteration, and theft. The declaration may be complemented by the description of the procedures to ensure that all operations are in compliance with Regulation (EU) 2016/679 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, as required by [point UAS.SPEC.050\(1\)\(a\)\(iv\)](#).



Application for operational authorisation

Data protection: Personal data included in this application is processed by the competent authority pursuant to Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation). It will be processed for the purposes of the performance, management and follow-up of the application by the competent authority in accordance with Article 12 of Regulation (EU) 2019/947.

If you require further information concerning the processing of your personal data or exercising your rights (e.g. to access or rectify any inaccurate or incomplete data), please refer to the contact point of the competent authority.

The applicant has the right to make a complaint regarding the processing of the personal data at any time to the national Data Protection Supervisor Authority.

UAS operator data			
1.1 UAS operator registration number			
1.2 UAS operator name			
UAS data			
2.1 Manufacturer		2.2 Model	
2.3 Type certificate (if required)			
2.34 Serial number or UA registration mark (if applicable)			
2.5 Certificate of airworthiness (CofA) (if required)			
2.6 Noise certificate (if required)			
2.47 Configuration:	<input type="checkbox"/> Aeroplane <input type="checkbox"/> Helicopter <input type="checkbox"/> Multicopter <input type="checkbox"/> Hybrid/VTOL <input type="checkbox"/> Lighter than air/other		
2.58 MTOM		2.69 Maximum airspeed	2.710 Maximum

				characteristic dimensions	
Operation					
3.1 ConOps					
3.2 Operation manual available		<input type="checkbox"/> yes <input type="checkbox"/> no			
3.3 Predefined risk assessment (PDRA) (if applicable)					
3.4 If the operation complies with a PDRA published by EASA, provide all the information and documentation identified in it.					
3.5 If the operation does not comply with a PDRA published by EASA, provide the operational risk assessment in accordance with Article 11 of Regulation (EU) 2019/947					
3.6 Mitigations and operational safety objectives (OSOs)					
3.7 Insurance cover will be in place at the start of the UAS operations		<input type="checkbox"/> yes <input type="checkbox"/> no			
<p><i>I, the undersigned, hereby declare that the UAS operation will comply with:</i></p> <ul style="list-style-type: none"> — any applicable Union and national rules related to privacy, data protection, liability, insurance, security and environmental protection; — the applicable requirement of Regulation (EU) 2019/947; and — the limitations and conditions defined in the authorisation provided by the competent authority. 					
Date			Signature		

Instructions for filling in the form

- 1.1 The UAS operator registration number in accordance with Article 14 of the UAS Regulation.
- 1.2 ~~The n~~ Name of the accountable manager or the name of the UAS operator in the case of a natural person.
- 2.1 ~~The n~~ Name of the manufacturer of the UAS.
- 2.2 ~~The m~~ Model of the UAS as defined by the manufacturer.
- 2.3 Include the EASA TC number, if available.
- 2.34 ~~The s~~ Serial number of the UA defined by the manufacturer, or the UA registration mark if the component authority requires the use of a UAS with an EASA TC. ~~for the UA requiring registration according to Article 14 of the UAS Regulation~~
- 2.5 If a UAS with an EASA TC is required, the UAS should have a certificate of airworthiness (CofA).
- 2.6 If a UAS with an EASA TC is required, the UAS should have a noise certificate.
- 2.47 ~~The c~~ Configuration of the UA.
- 2.58 ~~The m~~ Maximum take-off mass for which the UA is designed, expressed in kg.
- 2.69 ~~The m~~ Maximum cruise air speed expressed in m/s and knots in parenthesis.

2.710 State the maximum dimensions of the UA in metres (e.g. for aeroplanes: the length of the wingspan; for helicopters: the diameter of the propellers; for multirotors: the maximum distance between the tips of 2 opposite propellers).

NOTE: Section 2 may include more than one UAS. In that case, it should be filled with the data of all the UAS intended to be operated.

3.1 The description of the intended operation characterising the area where it will take place (i.e. urban, sparsely populated, industrial, etc.) and the airspace.

3.3 The number of the PDRA, if applicable.

3.6 A list of the mitigation measures and the OSOs put in place, as required by the PDRA or proposed by the UAS operator if no PDRA is available. Sufficient information should be provided to the competent authority to assess the robustness of the measures.

3.8 A short description of the procedures established by the UAS operator to ensure that all operations are in compliance with Regulation (EU) 2016/679 on the protection on personal data as required by point UAS.SPEC.050(1)(a)iv.

Note: The signature and stamp may be provided in electronic form.

AMC1 UAS.SPEC.040(1) Operational authorisation

OPERATIONAL AUTHORISATION TEMPLATE

The competent authority should produce the operational authorisation according to the following form:



Operational authorisation



1. AUTHORITY RELEASING THE AUTHORISATION	
1.1 State of the UAS operator	
1.2 Issuing authority	
1.3 Contact person Name Telephone Email	
2. UAS operator data	
2.1 UAS operator registration number	
2.2 UAS operator name	

2.3 Operational point of contact			
Name			
Telephone			
Fax			
Email			
2.4 Authorisation number			
3. Data of authorised UAS			
3.1 Manufacturer Brand		3.2 Model	
3.3 Type certificate (TC) (if required)			
3.3.4 Serial number or UA registration mark (if applicable for certified UAS)			
3.5 Certificate of airworthiness (CofA) (if required)			
3.6 Noise certificate (if required)			
3.7 Requirements for continuing airworthiness			
4. Limitations and conditions for the UAS operation			
4.1 Authorised location(s)			
4.2 Authorised airspace risk level			
4.3 Operational limitations			
4.4 Mitigation measures			
4.5 Remote pilot competency			
4.6 Competency of other staff essential for the safety of the UAS operation			
4.7 Records to be kept			
4.8 Type of events to be reported to the competent authority according to Regulation (EU) No 376/2014			

4.9 Duration of the authorisation Expiry date	
The..... (2.2) is authorised to conduct UAS operations with the UAS defined in Section 3 and according to the conditions and limitations defined in Section 4, as long as if it complies with this authorisation, as well as with Annex IX to Regulation (EU) 2018/1139 and its implementing rules.	
Date, signature and stamp	

Instructions for filling in the form

- 1.1 Name of the State of the UAS operator.
- 1.2 Identification of the issuing competent authority.
- 1.3 Contact ~~details~~ **data** of the person responsible for issuing the authorisation.
- 2.1 Registration information of the UAS operator in accordance with Article 14 of the UAS Regulation.
- 2.2 UAS operator's registered **first** name and ~~last~~ **sur**name or, in the case of a legal entity, the business name.
- 2.3 The contact details include the telephone and fax numbers, including the country code, and the email address at which the accountable manager and the safety manager can be contacted ~~without undue delay~~.
- 2.4 Reference number, as issued by the competent authority.
- 3.1 Name of the manufacturer of the UAS.
- 3.2 Model of the UAS as defined by the manufacturer.
- 3.3 **Include the EASA TC number if the competent authority requires the use of a UAS with an EASA TC.**
- 3.34 **Serial number of the UA defined by the manufacturer or UA registration mark if the competent authority requires the use of a UAS with an EASA TC** ~~for the UA requiring registration according to Article 14 of the UAS Regulation.~~
- 3.5 **If a UAS with an EASA type certificate (TC) is required, the UAS should have a certificate of airworthiness (CofA) and a noise certificate, and the competent authority should require compliance with the continuing-airworthiness rules.**
- 4.1 Locations where the **UAS** operation has been authorised, ~~based on the adaptation of mitigation measures~~.
- 4.2 Characterisation of the authorised airspace (i.e. low risk — ARC-**a**A, medium risk — ARC-**b**, high risk — ARC-**c**E).
- 4.3 List the operational limitations, including at least:
 - the maximum height;

- limitations on the payload;
 - limitations on the operations (i.e. the possibility to ~~handover~~ hand over to another remote pilot during the flight);
 - the minimum contents of the OM;
 - the methodology to verify the operational procedures;
 - the need for an emergency response plan (ERP);
 - the maintenance requirements; and
 - the record-keeping requirements.
- 4.4 List the mitigation measures ~~including¹ at least protection of a third party on the ground~~ (including the definition of a specific authorised flight path, if applicable)¹.
- 4.5 The minimum competency required for the remote pilot and the methodology to assess it.
- 4.6 The minimum competency required for the staff essential for the operation (i.e. maintenance staff, the launch and recovery assistant, UA VAO, etc.) and the methodology to assess it.

Note: The signature and stamp may be provided in electronic form.

AMC1 UAS.LUC.060 Privileges of an LUC holder

SCOPE OF PRIVILEGES

Within the terms of its approval, the LUC holder should be able:

- (a) without prior declaration to the competent authority, to authorise its own operations based on an STS; and
- (b) without prior approval of the competent authority, to authorise one or more of the following types of own operations:
 - (1) one based on a PDRA that requires an authorisation;
 - (2) one based on one or more modifications of an STS (variants), which does not involve changes in the ConOps, the category of UAS used or the competencies of the remote pilots; or
 - (3) one that does not correspond to a PDRA, but falls within a type of activity already performed by the UAS operator.

In case of UAS operations that are conducted at SAIL V and VI, the competent authority requires the LUC holder to use a UAS with an EASA TC. In case of UAS operations that are conducted at SAIL III and IV, the competent authority specifies if the LUC holder is required to use a UAS with an EASA TC.

¹ In case of cross-border UAS operations, this information will be revised by the NAA of the Member State of operation.

GM1 UAS.LUC.060 Privileges of an LUC holder

GENERAL

For the purpose of granting privileges to LUC applicants, the competent authority may apply a gradual approach. Depending on the UAS operator's past safety performance and safety record over a defined period of time (e.g. the previous 6 months), the competent authority may expand the scope of the UAS operator's privileges.

The gradual approach should not be understood as preventing the competent authority from granting privileges with a greater scope to a first-time LUC applicant who has an adequate structure and competent personnel, an effective safety management system and has demonstrated a good compliance disposition.

For operations that are conducted at SAIL III and IV, and to facilitate harmonisation among EASA Member States, EASA recommends that the competent authority always requires LUC holders to use a UAS with an EASA TC.