



Directorate of Civil Aviation
Grand-Duché de Luxembourg

DIRECTORATE OF CIVIL AVIATION – GRAND-DUCHE DE LUXEMBOURG
UAS Safety Checklist – UAS Regulation 2019/947 (1) - OPEN Category

***** Please save and use this document each time you plan to fly your UAS! *****

WHAT IS ALLOWED IN THE OPEN CATEGORY?

- Flight up to maximum **120** meters. Above, my UAS will interfere with manned air traffic!
- Flight in **V**isual **L**ine **O**f **S**ight ("VLOS")
- Flight with UAS weighing up to 25 kg maximum (All equipment/payload included!)
- Flights are allowed only according to A1/A2/A3 subcategories specifications

WHAT IS STRICTLY FORBIDDEN IN THE OPEN CATEGORY?

- Flight **B**eyond **V**isual **L**ine **O**f **S**ight ("BVLOS")
- Overflight of **assembly of people** and, in most cases, of uninvolved person
- Interference or getting close to manned aviation traffic (They cannot see you!)
- Dropping any material, interference or flying close to emergency response services (police, fire fighters...)

WHICH ELEMENTS SHOULD YOU CHECK BEFORE EVERY FLIGHT?

- **M**ETEO: Day/Night, Winds (altitude effect), Clouds (Cumulonimbus), Precipitation, Temperature
- **E**NVIRONMENT: Geozones, elevation, shape/surface/obstacles (turbulences), radio-interferences
- **U**AS - HW - Propeller, engine, frame / wing, batteries / fuel, controller / servos, remote command.
 - SW - safety function (RTH, max. height and distance), direct remote ID and geo-awareness systems (If equipped - **mandatory**)
- **H**UMAN: On ground, in the air, myself: **I'M SAFE** (Illness*Medication*Stress*Alcohol*Fatigue* Emotion)

WHAT ABOUT THE UAS GEOGRAPHICAL ZONES (GEOZONES)?

- Flights are allowed only in accordance with the conditions and/or restrictions of the zones
- UAS geographical zones are usually situated around airports, heliports, sensitive areas, prisons, etc.
- They are available on DAC website for the Grand-Duchy of Luxembourg. For other countries, please check the UAS websites in Europe (Link at the end of this flyer (2) – EASA NAAs)

WHAT SHOULD I DO WHEN

- I buy a new UAS? I should first read the manufacturer instructions
- I want to ensure that no uninvolved person is in the operation area? I do a walk-around inspection
- I fly? I should permanently scan the airspace cause the manned aviation cannot detect my UAS
- I use the OODA methodology? – I Observe, take an Option, Decide and Act (Situational Awareness)
- Serious injury or airborne conflict happens? I should descent, land safely and report occurrence (3)
- My UAS overflies people who are not involved? I should change the position to prevent overflight
- I lose the radio link with my UAS? I should move closer to try re-establish the connection
- I am unsure about the UAV attitude? I climb slightly and I apply the pitch forward/yaw procedure
- I finish flying my drone? I do my post flight checks and keep a log



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- I am charging the batteries? I don't let them unattended





SHALL I REGISTER MYSELF AS AN OPERATOR?

YES (4)	NO
<ul style="list-style-type: none">• If my UAS weighs more than 250gr;• If my UAS weighs less than 250gr and:<ul style="list-style-type: none">◦ has a very high speed or◦ is not a toy and is equipped with a camera or microphone	<ul style="list-style-type: none">• If my UAS weighs less than 250gr and is a toy

WHERE AM I AUTHORISED TO FLY IN OPEN CATEGORY?

The UAS regulation is applicable in all European Union states, Switzerland, Norway, Iceland & Liechtenstein

Safety principle: the heavier, the further, the safer!

WITH NON "C-MARKED" UAS	WITH "C-MARKED" UAS  ("CE" MARK ONLY IS NOT OK!)
FROM 31 DEC 2020 TO 31 DEC 2023	
<ul style="list-style-type: none">• UAS weighs less than 500gr: A1/A2/A3• UAS weighs between 500gr and 2kg: A2*/A3• UAS weighs between 2kg and 25kg: A3	<ul style="list-style-type: none">•  (Class C0/C1*): A1/A2/A3
AS FROM 01 JAN 2024 ON	
<ul style="list-style-type: none">• UAS weighs less than 250gr: A1/A2/A3• UAS weighs between 250gr and 25kg: A3	<ul style="list-style-type: none">•  (Class C2*): A2**/A3•  (Class C3/C4*): A3

A1: operations "close" to people (But never over assembly of people)

A2: operations at reasonable distance from people (At least *50m/**30m)

A3: operations "far" from people (At least 150m from residential, commercial, industrial areas)

Regardless of the above, if you fly within a geographical zone, please respect the conditions prescribed for this zone

WHICH TRAINING IS REQUIRED?

FOR A1/A3 OPERATIONS (5)	FOR A2 OPERATIONS (5)
<ul style="list-style-type: none">• I shall follow the online training and take the associated online examination. If it is successfully passed, I receive my Proof of Completion of the Online Training.	<ul style="list-style-type: none">• I shall perform the steps for the A1/A3 first;• I shall complete a self-practical training (In A3 conditions until passing the A2 exam);• I shall declare its completion and take an additional theoretical knowledge examination (Classroom). If it is successfully passed, I receive my Certificate of Competency.

IMPORTANT WEBSITES

1. Official Journal of the European Union (European legal texts): <https://www.eur-lex.europa.eu>
2. UAS websites in Europe (Including DAC): <https://www.easa.europa.eu/domains/civil-drones/naa>
3. Occurrence reporting website: <https://www.aviationreporting.eu/AviationReporting/>
4. Operator registration for the Grand-Duchy of Luxembourg: <https://guichet.public.lu/>
5. Training courses and examinations: <https://trainingzone.eurocontrol.int/>



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