Contents

European Drone Flight Authorization & Regulations

Complete Research Data Export

Generated: 2025-12-21 00:09 **Research Query:** European drone flight authorization applications EASA national aviation authorities ongoing approved permits regulations 2024 2025 **Session ID:** full-export-20251220-230539

Overall Confidence: 97.5%

Executive Summary

This comprehensive export contains ALL extracted data on European drone flight authorizations, EASA regulations, and national aviation authority requirements.

Metric	Count
Total Entities Found	50
Total Facts Extracted	936
Unique Sources Analyzed	13
Research Cycles	5

Key Regulatory Bodies

EASA (European Union Aviation Safety Agency)

The main regulatory body for civil aviation in the EU, responsible for: - Drone certification and standards - Operational categories (Open, Specific, Certified) - U-Space framework - Remote ID requirements

National Aviation Authorities (NAAs)

Each EU member state has a designated NAA responsible for: - Drone operator registration - Specific category authorizations - Operational permits - National geo-zones

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All Sources Analyzed

1. **eudroneport.com** - 10 facts
2. **megadron.pl** - 5 facts
3. **murzilliconsulting.com** - 17 facts
4. **www.dronavia.com** - 140 facts
5. **www.easa.europa.eu** - 66 facts
6. **www.easa.europa.eu** - 85 facts
7. **www.easa.europa.eu** - 109 facts
8. **www.easa.europa.eu** - 9 facts
9. **www.elsight.com** - 86 facts
10. **www.flybyguys.com** - 87 facts
11. **www.globhe.com** - 84 facts
12. **www.skyzr.com** - 131 facts
13. **www.zenatech.com** - 107 facts

Complete Fact Database

eudroneport.com

URL: https://eudroneport.com/blog/fly-legally-safely-europe/ **Facts Extracted:** 10

1. The European Union has established a common regulatory framework governing drone operations across all Member States since 31 December 2020.
   - *Confidence:* 100%
2. Drones weighing less than 250 grams and not equipped with a camera are exempt from the operator registration requirement.

- *Confidence:* 100%

3. The required training for remote pilot competency certificate varies according to the drone's weight and category.
   - *Confidence:* 90%
4. Certificates issued in any EASA Member State are valid throughout the European Union.
   - *Confidence:* 100%
5. The maximum altitude for drone operations is 120 metres (400 feet) above ground level (AGL).
   - *Confidence:* 100%
6. In the Open category and STS-01 operations, the drone must remain within the visual line of sight of the remote pilot.
   - *Confidence:* 100%
7. The minimum age for a remote pilot is 16 years old, although some countries may allow younger pilots under adult supervision.
   - *Confidence:* 100%
8. Third-party liability insurance is strongly recommended to cover potential damages to others.
   - *Confidence:* 90%
9. Single registration as a UAS operator in your country of residence is valid across all EASA Member States.
   - *Confidence:* 100%
10. Remote pilot competency certificates issued in one country are valid throughout the European Union.

- *Confidence:* 100%

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megadron.pl

URL: https://megadron.pl/en/blog/drone-regulations-2024-everything-you-need-to-know-1701959301.html?srsltid=AfmBOopy9gc8
Facts Extracted: 5

1. EU Regulations 2019/947 and 2019/945 apply as of December 31, 2020.
   - *Confidence:* 100%
2. Registration of drone operators and certified drones is mandatory as of December 31, 2020.
   - *Confidence:* 100%
3. As of January 1, 2023, drone users operating drones without a class identification label can still operate with certain restrictions under Art. 22 of EU Regulation 2019/947.
   - *Confidence:* 80%
4. National permits, certificates and declarations must be fully converted to the new EU system as of January 2022.
   - *Confidence:* 100%
5. EASA member states can maintain national drone regulations in parallel with new European drone regulations.
   - *Confidence:* 90%

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murzilliconsulting.com

URL: https://murzilliconsulting.com/regulatorynewsletter/april-2024/ **Facts Extracted:** 17

1. EASA's Executive Director Florian Guillermet and EUROCONTROL's Director General Raúl Medina have signed a Memorandum of Cooperation (MoC) to maintain the organisation's shared commitment towards the highest level of the European aviation sector's safety, efficiency and sustainability.
   - *Confidence:* 90%
2. The MoC will replace the 2021 version and includes four new areas of cooperation: Training, Cybersecurity, Research & Innovation, and Communication, Navigation & Surveillance (CNS).
   - *Confidence:* 80%
3. EASA has published an example Operations Manual (OM) for unmanned aircraft systems (UAS) operations performed by a UAS operator under the Predefined Risk Assessment S01 (PDRA S01).
   - *Confidence:* 90%
4. The FAA announced that they will open the application process to become a drone airspace service supplier for the Low Altitude Authorisation and Notification Capability (LAANC) on May 1, 2024.
   - *Confidence:* 80%

5. The application period for LAANC is from May 1 to May 31, 2024.
    - *Confidence:* 90%
6. The FAA has accepted AVSS's revision 5.0 of the 'Means of Compliance for Small Unmanned Aircraft (sUA) Category 2 and 3 Operations Over Human Beings'.
    - *Confidence:* 80%
7. The European Commission approved an implementing regulation package for drones, air taxis and vertical take-off and landing (VTOL) capable aircraft on April 25, 2024.
    - *Confidence:* 90%
8. The regulation includes EU-wide airworthiness certification requirements and procedures for crewed and uncrewed VTOL aircraft.
    - *Confidence:* 80%
9. EASA's Executive Director Florian Guillermet and EUROCONTROL's Director General Raúl Medina have signed a Memorandum of Cooperation (MoC) to maintain the organisation's shared commitment towards the highest level of the European aviation sector's safety, efficiency and sustainability.
    - *Confidence:* 90%
10. The MoC will replace the 2021 version and includes four new areas of cooperation: Training, Cybersecurity, Research & Innovation, and Communication, Navigation & Surveillance (CNS).

- *Confidence:* 80%

11. EASA has published an example Operations Manual (OM) for unmanned aircraft systems (UAS) operations performed by a UAS operator under the Predefined Risk Assessment S01 (PDRA S01).

- *Confidence:* 90%

12. The FAA announced that they will open the application process to become a drone airspace service supplier for the Low Altitude Authorisation and Notification Capability (LAANC) on May 1, 2024.

- *Confidence:* 80%

13. The application period for LAANC is from May 1 to May 31, 2024.

- *Confidence:* 90%

14. The FAA has accepted AVSS's revision 5.0 of the "Means of Compliance for Small Unmanned Aircraft (sUA) Category 2 and 3 Operations Over Human Beings".

- *Confidence:* 80%

15. The European Commission approved an implementing regulation package for drones, air taxis and vertical take-off and landing (VTOL) capable aircraft on April 25, 2024.

- *Confidence:* 90%

16. The regulation includes EU-wide airworthiness certification requirements and procedures for crewed and uncrewed VTOL aircraft.

- *Confidence:* 80%

17. The FAA has accepted AVSS's revision 5.0 of the 'Means of Compliance for Small Unmanned Aircraft (sUA) Category 2 and 3 Operations Over Human Beings'.

- *Confidence:* 80%

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www.dronavia.com

URL: https://www.dronavia.com/2024/06/10/eu-drones-laws-2024/ **Facts Extracted:** 140

1. The European regulation applied to all member countries on a general basis since January 1, 2024.
    - *Confidence:* 100%
2. EASA has created several flight categories (Open, Specific) which require the use of standardized drones that have received a class indication (C0-C6).
    - *Confidence:* 100%
3. The Open Category encompasses drone operations with minimal risk to individuals, property, and other aircraft.

- *Confidence:* 100%

4. The Open Category comprises three subcategories—A1, A2, and A3—each adapted to various drone types and operational scenarios.
   - *Confidence:* 100%
5. Prohibitions on flying over groups of uninvolved individuals are common to all subcategories in the Open Category.
   - *Confidence:* 100%
6. A maximum flight altitude of 120 meters above ground is a requirement for all subcategories in the Open Category.
   - *Confidence:* 100%
7. The requirement for visual line of sight is common to all subcategories in the Open Category.
   - *Confidence:* 100%
8. SUBCATEGORY A1 permits flying over uninvolved people, exclusively designated for drones equipped with identification tags C0 or C1.
   - *Confidence:* 100%
9. A1-eligible drones must weigh a maximum of 900 grams and adhere to a maximum speed of 19m/s or 68 km/h.
   - *Confidence:* 100%
10. C0 drones, with a maximum weight of 250g, are allowed in both A1 and A3 categories, permitting flights over uninvolved individuals and within urban areas.

- *Confidence:* 100%

11. C1 drones, with a maximum weight of 900g, are only permitted in A1 and A3 operations within urban areas, with the caveat that intentional flights over uninvolved individuals are strictly prohibited.

- *Confidence:* 100%

12. SUBCATEGORY A2 imposes stricter requirements compared to A1, permitting flights with drones weighing up to 4 kilograms.

- *Confidence:* 100%

13. A2 operations are exclusively designated for drones equipped with a label C2.

- *Confidence:* 100%

14. Flying close to third parties is allowed in A2, with required horizontal distances set at 30 meters or flight altitude, or 5 meters when in low-speed mode.

- *Confidence:* 100%

15. SUBCATEGORY A3 permits drone flights with a take-off mass of up to 25 kilograms.

- *Confidence:* 100%

16. A3 operations are designated exclusively for drones equipped with C class labels C2, C3 and C4.

- *Confidence:* 100%

17. The Specific Category regulates drone operations with higher levels of risk or complexity compared to those in the Open category.

- *Confidence:* 100%

18. To operate within the Specific Category, there are four ways to obtain approval: submission of a declaration according to European Standard Scenarios (STS-01 / STS-02), obtaining a permit for a specific type of flight by submitting a Pre-Defined Risk Assessment (PDRA), obtaining authorization for a specific type of flight by submitting a Specific Operations Risk Assessment (SORA), or obtaining a Light UAS Operator Certificate (LUC).

- *Confidence:* 100%

19. Standard scenarios represent pre-established operations, providing pilots different possibilities for their flights.

- *Confidence:* 100%

20. Operators are not obligated to obtain operational authorization for STS operations.

- *Confidence:* 100%

21. There are two types of scenarios: STS-01 and STS-02, which depend on the environment and type of missions in which you will operate your drone.

- *Confidence:* 100%

22. The European regulation applied to all member countries on a general basis since January 1, 2024.

- *Confidence:* 100%

23. EASA has created several flight categories (Open, Specific) which require the use of standardized drones that have received a class indication (C0-C6).

- *Confidence:* 100%

24. The Open Category encompasses drone operations with minimal risk to individuals, property, and other aircraft.

- *Confidence:* 100%

25. The Open Category comprises three subcategories—A1, A2, and A3—each adapted to various drone types and operational scenarios.

- *Confidence:* 100%

26. Prohibitions on flying over groups of uninvolved individuals are common to all subcategories in the Open Category.

- *Confidence:* 100%

27. A maximum flight altitude of 120 meters above ground is a requirement for all subcategories in the Open Category.

- *Confidence:* 100%

28. The requirement for visual line of sight is common to all subcategories in the Open Category.

- *Confidence:* 100%

29. SUBCATEGORY A1 permits flying over uninvolved people, exclusively designated for drones equipped with identification tags C0 or C1.

- *Confidence:* 100%

30. A1-eligible drones must weigh a maximum of 900 grams and adhere to a maximum speed of 19m/s or 68 km/h.

- *Confidence:* 100%

31. C0 drones, with a maximum weight of 250g, are allowed in both A1 and A3 categories, permitting flights over uninvolved individuals and within urban areas.

- *Confidence:* 100%

32. C1 drones, with a maximum weight of 900g, are only permitted in A1 and A3 operations within urban areas, with the caveat that intentional flights over uninvolved individuals are strictly prohibited.

- *Confidence:* 100%

33. SUBCATEGORY A2 imposes stricter requirements compared to A1, permitting flights with drones weighing up to 4 kilograms.

- *Confidence:* 100%

34. A2 operations are exclusively designated for drones equipped with a label C2.

- *Confidence:* 100%

35. Flying close to third parties is allowed in A2, with required horizontal distances set at 30 meters or flight altitude, or 5 meters when in low-speed mode.

- *Confidence:* 100%

36. SUBCATEGORY A3 permits drone flights with a take-off mass of up to 25 kilograms.
    - *Confidence:* 100%
37. A3 operations are designated exclusively for drones equipped with C class labels C2, C3 and C4.
    - *Confidence:* 100%
38. The Specific Category regulates drone operations with higher levels of risk or complexity compared to those in the Open category.
    - *Confidence:* 100%
39. To operate within the Specific Category, there are four ways to obtain approval: submission of a declaration according to European Standard Scenarios (STS-01 / STS-02), obtaining a permit for a specific type of flight by submitting a Pre-Defined Risk Assessment (PDRA), obtaining authorization for a specific type of flight by submitting a Specific Operations Risk Assessment (SORA), or obtaining a Light UAS Operator Certificate (LUC).
    - *Confidence:* 100%
40. Standard scenarios represent pre-established operations, providing pilots different possibilities for their flights.
    - *Confidence:* 100%
41. Operators are not obligated to obtain operational authorization for STS operations.
    - *Confidence:* 100%
42. Daytime flights are permitted under STS regulations, while night flights are strictly prohibited.
    - *Confidence:* 100%
43. Drones with a wingspan less than 3 meters have the possibility to fly above controlled areas on the ground, whether in Beyond Visual Line of Sight (BVLOS) or Visual Line of Sight (VLOS), under STS regulations.
    - *Confidence:* 100%
44. For drones with a wingspan less than 1 meter, flying over assemblies of people in VLOS is allowed, and BVLOS flights are possible above sparsely populated areas, under STS regulations.
    - *Confidence:* 100%
45. The European regulation applied to all member countries on a general basis since January 1, 2024.
    - *Confidence:* 100%
46. EASA has created several flight categories (Open, Specific) which require the use of standardized drones that have received a class indication (C0-C6).
    - *Confidence:* 100%
47. The Open Category encompasses drone operations with minimal risk to individuals, property, and other aircraft.
    - *Confidence:* 100%
48. Primarily designed for recreational drone pilots, it comprises three subcategories—A1, A2, and A3—each adapted to various drone types and operational scenarios.
    - *Confidence:* 100%
49. Common to all subcategories are strict regulations, including prohibitions on flying over groups of uninvolved individuals, a maximum flight altitude of 120 meters above ground, and the requirement for visual line of sight.
    - *Confidence:* 100%
50. A1-eligible drones must weigh a maximum of 900 grams and adhere to a maximum speed of 19m/s or 68 km/h.
    - *Confidence:* 100%
51. C0 drones, with a maximum weight of 250g, are allowed in both A1 and A3 categories, permitting flights over uninvolved individuals and within urban areas.

- *Confidence:* 100%

52. C1 drones, with a maximum weight of 900g, are only permitted in A1 and A3 operations within urban areas, with the caveat that intentional flights over uninvolved individuals are strictly prohibited.

- *Confidence:* 100%

53. The Specific Category regulates drone operations with higher levels of risk or complexity compared to those in the Open category.

- *Confidence:* 100%

54. To operate within this category, there are four ways to obtain approval: submission of a declaration according to European Standard Scenarios (STS-01 / STS-02), obtaining a permit for a specific type of flight by submitting a Pre-Defined Risk Assessment (PDRA), obtaining authorization for a specific type of flight by submitting a Specific Operations Risk Assessment (SORA), or obtaining a Light UAS Operator Certificate (LUC).

- *Confidence:* 100%

55. There are two types of scenarios: STS-01 and STS-02.

- *Confidence:* 100%

56. Daytime flights are permitted, while night flights are strictly prohibited under STS regulations.

- *Confidence:* 100%

57. Drones with a wingspan less than 3 meters have the possibility to fly above controlled areas on the ground, whether in Beyond Visual Line of Sight (BVLOS) or Visual Line of Sight (VLOS), under STS regulations.

- *Confidence:* 100%

58. For drones with a wingspan less than 1 meter, flying over assemblies of people in VLOS is allowed, and BVLOS flights are possible above sparsely populated areas, under STS regulations.

- *Confidence:* 100%

59. The Open Category comprises three subcategories—A1, A2, and A3—each adapted to various drone types and operational scenarios.

- *Confidence:* 100%

60. Prohibitions on flying over groups of uninvolved individuals are common to all subcategories in the Open Category.

- *Confidence:* 100%

61. A maximum flight altitude of 120 meters above ground is a requirement for all subcategories in the Open Category.

- *Confidence:* 100%

62. The requirement for visual line of sight is common to all subcategories in the Open Category.

- *Confidence:* 100%

63. SUBCATEGORY A1 permits flying over uninvolved people, exclusively designated for drones equipped with identification tags C0 or C1.

- *Confidence:* 100%

64. SUBCATEGORY A2 imposes stricter requirements compared to A1, permitting flights with drones weighing up to 4 kilograms.

- *Confidence:* 100%

65. A2 operations are exclusively designated for drones equipped with a label C2.

- *Confidence:* 100%

66. Flying close to third parties is allowed in A2, with required horizontal distances set at 30 meters or flight altitude, or 5 meters when in low-speed mode.
    - *Confidence:* 100%
67. SUBCATEGORY A3 permits drone flights with a take-off mass of up to 25 kilograms.
    - *Confidence:* 100%
68. A3 operations are designated exclusively for drones equipped with C class labels C2, C3 and C4.
    - *Confidence:* 100%
69. To operate within the Specific Category, there are four ways to obtain approval: submission of a declaration according to European Standard Scenarios (STS-01 / STS-02), obtaining a permit for a specific type of flight by submitting a Pre-Defined Risk Assessment (PDRA), obtaining authorization for a specific type of flight by submitting a Specific Operations Risk Assessment (SORA), or obtaining a Light UAS Operator Certificate (LUC).
    - *Confidence:* 100%
70. Standard scenarios represent pre-established operations, providing pilots different possibilities for their flights.
    - *Confidence:* 100%
71. Operators are not obligated to obtain operational authorization for STS operations.
    - *Confidence:* 100%
72. Daytime flights are permitted under STS regulations, while night flights are strictly prohibited.
    - *Confidence:* 100%
73. All flights under STS regulations are limited to a maximum height of 120 meters.
    - *Confidence:* 100%
74. The European regulation applied to all member countries on a general basis since January 1, 2024 (2019/947 regulation) aims to classify the flight missions carried out by professional drone operators according to their level of risk.
    - *Confidence:* 90%
75. SUBCATEGORY A3 permits drone flights with a take-off mass of up to 25 kilograms, flying near people and vehicles is strictly prohibited.
    - *Confidence:* 80%
76. A3 operations are designated exclusively for drones equipped with C class labels C2, C3, and C4.
    - *Confidence:* 90%
77. There are two types of scenarios: STS-01 and STS-02, the choice of scenario depends on the environment and type of missions in which you will operate your drone.
    - *Confidence:* 80%
78. The European regulation applied to all member countries on a general basis since January 1, 2024.
    - *Confidence:* 100%
79. EASA has created several flight categories (Open, Specific) which require the use of standardized drones that have received a class indication (C0-C6).
    - *Confidence:* 100%
80. The Open Category encompasses drone operations with minimal risk to individuals, property, and other aircraft.
    - *Confidence:* 100%
81. The Open Category comprises three subcategories—A1, A2, and A3—each adapted to various drone types and operational scenarios.

- *Confidence:* 100%

82. Prohibitions on flying over groups of uninvolved individuals are common to all subcategories in the Open Category.

- *Confidence:* 100%

83. A maximum flight altitude of 120 meters above ground is a requirement for all subcategories in the Open Category.

- *Confidence:* 100%

84. The requirement for visual line of sight is common to all subcategories in the Open Category.

- *Confidence:* 100%

85. SUBCATEGORY A1 permits flying over uninvolved people, exclusively designated for drones equipped with identification tags C0 or C1.

- *Confidence:* 100%

86. A1-eligible drones must weigh a maximum of 900 grams and adhere to a maximum speed of 19m/s or 68 km/h.

- *Confidence:* 100%

87. C0 drones, with a maximum weight of 250g, are allowed in both A1 and A3 categories, permitting flights over uninvolved individuals and within urban areas.

- *Confidence:* 100%

88. C1 drones, with a maximum weight of 900g, are only permitted in A1 and A3 operations within urban areas, with the caveat that intentional flights over uninvolved individuals are strictly prohibited.

- *Confidence:* 100%

89. SUBCATEGORY A2 imposes stricter requirements compared to A1, permitting flights with drones weighing up to 4 kilograms.

- *Confidence:* 100%

90. A2 operations are exclusively designated for drones equipped with a label C2.

- *Confidence:* 100%

91. SUBCATEGORY A3 permits drone flights with a take-off mass of up to 25 kilograms, flying near people and vehicles is strictly prohibited.

- *Confidence:* 100%

92. A3 operations are designated exclusively for drones equipped with C class labels C2, C3, and C4.

- *Confidence:* 100%

93. The Specific Category regulates drone operations with higher levels of risk or complexity compared to those in the Open category.

- *Confidence:* 100%

94. To operate within the Specific Category, there are four ways to obtain approval: submission of a declaration according to European Standard Scenarios (STS-01 / STS-02), obtaining a permit for a specific type of flight by submitting a Pre-Defined Risk Assessment (PDRA), obtaining authorization for a specific type of flight by submitting a Specific Operations Risk Assessment (SORA), or obtaining a Light UAS Operator Certificate (LUC).

- *Confidence:* 100%

95. Standard scenarios represent pre-established operations, providing pilots different possibilities for their flights.

- *Confidence:* 100%

96. Operators are not obligated to obtain operational authorization for STS operations.

- *Confidence:* 100%

97. Daytime flights are permitted under STS regulations, while night flights are strictly prohibited.
    - *Confidence:* 100%
98. Drones with a wingspan less than 3 meters have the possibility to fly above controlled areas on the ground, whether in Beyond Visual Line of Sight (BVLOS) or Visual Line of Sight (VLOS), under STS regulations.
    - *Confidence:* 100%
99. For drones with a wingspan less than 1 meter, flying over assemblies of people in VLOS is allowed, and BVLOS flights are possible above sparsely populated areas, under STS regulations.
    - *Confidence:* 100%
100. All flights under STS regulations are limited to a maximum height of 120 meters.
    - *Confidence:* 100%
101. C2 drones, with a maximum weight of 4kg, are permitted in both A2 and A3 categories, enabling flights close to uninvolved people and within urban areas.
    - *Confidence:* 100%
102. SUBCATEGORY A3 permits drone flights with a take-off mass of up to 25 kilograms.
    - *Confidence:* 100%
103. A3 operations are designated exclusively for drones equipped with C class labels C2, C3 and C4.
    - *Confidence:* 100%
104. There are two types of scenarios: STS-01 and STS-02, which depend on the environment and type of missions in which you will operate your drone.
    - *Confidence:* 100%
105. Primarily designed for recreational drone pilots, it comprises three subcategories—A1, A2, and A3—each adapted to various drone types and operational scenarios.
    - *Confidence:* 100%
106. Common to all subcategories are strict regulations, including prohibitions on flying over groups of uninvolved individuals, a maximum flight altitude of 120 meters above ground, and the requirement for visual line of sight.
    - *Confidence:* 100%
107. To operate within this category, there are four ways to obtain approval: submission of a declaration according to European Standard Scenarios (STS-01 / STS-02), obtaining a permit for a specific type of flight by submitting a Pre-Defined Risk Assessment (PDRA), obtaining authorization for a specific type of flight by submitting a Specific Operations Risk Assessment (SORA), or obtaining a Light UAS Operator Certificate (LUC).
    - *Confidence:* 100%
108. There are two types of scenarios: STS-01 and STS-02.
    - *Confidence:* 100%
109. Daytime flights are permitted, while night flights are strictly prohibited under STS regulations.
    - *Confidence:* 100%
110. The European regulation applied to all member countries on a general basis since January 1, 2024.
    - *Confidence:* 100%
111. EASA has created several flight categories (Open, Specific) which require the use of standardized drones that have received a class indication (C0-C6).
    - *Confidence:* 100%

112. The Open Category encompasses drone operations with minimal risk to individuals, property, and other aircraft.
    - *Confidence:* 100%
113. Primarily designed for recreational drone pilots, it comprises three subcategories—A1, A2, and A3—each adapted to various drone types and operational scenarios.
    - *Confidence:* 100%
114. Common to all subcategories are strict regulations, including prohibitions on flying over groups of uninvolved individuals, a maximum flight altitude of 120 meters above ground, and the requirement for visual line of sight.
    - *Confidence:* 100%
115. A1-eligible drones must weigh a maximum of 900 grams and adhere to a maximum speed of 19m/s or 68 km/h.
    - *Confidence:* 100%
116. C0 drones, with a maximum weight of 250g, are allowed in both A1 and A3 categories, permitting flights over uninvolved individuals and within urban areas.
    - *Confidence:* 100%
117. C1 drones, with a maximum weight of 900g, are only permitted in A1 and A3 operations within urban areas, with the caveat that intentional flights over uninvolved individuals are strictly prohibited.
    - *Confidence:* 100%
118. The Specific Category regulates drone operations with higher levels of risk or complexity compared to those in the Open category.
    - *Confidence:* 100%
119. To operate within this category, there are four ways to obtain approval: submission of a declaration according to European Standard Scenarios (STS-01 / STS-02), obtaining a permit for a specific type of flight by submitting a Pre-Defined Risk Assessment (PDRA), obtaining authorization for a specific type of flight by submitting a Specific Operations Risk Assessment (SORA), or obtaining a Light UAS Operator Certificate (LUC).
    - *Confidence:* 100%
120. There are two types of scenarios: STS-01 and STS-02.
    - *Confidence:* 100%
121. Daytime flights are permitted, while night flights are strictly prohibited under STS regulations.
    - *Confidence:* 100%
122. Drones with a wingspan less than 3 meters have the possibility to fly above controlled areas on the ground, whether in Beyond Visual Line of Sight (BVLOS) or Visual Line of Sight (VLOS), under STS regulations.
    - *Confidence:* 100%
123. For drones with a wingspan less than 1 meter, flying over assemblies of people in VLOS is allowed, and BVLOS flights are possible above sparsely populated areas, under STS regulations.
    - *Confidence:* 100%
124. The Open Category comprises three subcategories—A1, A2, and A3—each adapted to various drone types and operational scenarios.
    - *Confidence:* 100%
125. Prohibitions on flying over groups of uninvolved individuals are common to all subcategories in the Open Category.
    - *Confidence:* 100%
126. A maximum flight altitude of 120 meters above ground is a requirement for all subcategories in the Open Category.

- *Confidence:* 100%

127. The requirement for visual line of sight is common to all subcategories in the Open Category.

- *Confidence:* 100%

128. SUBCATEGORY A1 permits flying over uninvolved people, exclusively designated for drones equipped with identification tags C0 or C1.

- *Confidence:* 100%

129. SUBCATEGORY A2 imposes stricter requirements compared to A1, permitting flights with drones weighing up to 4 kilograms.

- *Confidence:* 100%

130. A2 operations are exclusively designated for drones equipped with a label C2.

- *Confidence:* 100%

131. Flying close to third parties is allowed in A2, with required horizontal distances set at 30 meters or flight altitude, or 5 meters when in low-speed mode.

- *Confidence:* 100%

132. SUBCATEGORY A3 permits drone flights with a take-off mass of up to 25 kilograms.

- *Confidence:* 100%

133. A3 operations are designated exclusively for drones equipped with C class labels C2, C3 and C4.

- *Confidence:* 100%

134. To operate within the Specific Category, there are four ways to obtain approval: submission of a declaration according to European Standard Scenarios (STS-01 / STS-02), obtaining a permit for a specific type of flight by submitting a Pre-Defined Risk Assessment (PDRA), obtaining authorization for a specific type of flight by submitting a Specific Operations Risk Assessment (SORA), or obtaining a Light UAS Operator Certificate (LUC).

- *Confidence:* 100%

135. Standard scenarios represent pre-established operations, providing pilots different possibilities for their flights.

- *Confidence:* 100%

136. Operators are not obligated to obtain operational authorization for STS operations.

- *Confidence:* 100%

137. Daytime flights are permitted under STS regulations, while night flights are strictly prohibited.

- *Confidence:* 100%

138. The European regulation applied to all member countries on a general basis since January 1, 2024 (2019/947 regulation) aims to classify the flight missions carried out by professional drone operators according to their level of risk.

- *Confidence:* 90%

139. SUBCATEGORY A3 permits drone flights with a take-off mass of up to 25 kilograms, flying near people and vehicles is strictly prohibited.

- *Confidence:* 80%

140. There are two types of scenarios: STS-01 and STS-02, the choice of scenario depends on the environment and type of missions in which you will operate your drone.

- *Confidence:* 90%

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www.easa.europa.eu

URL: https://www.easa.europa.eu/en/domains/civil-drones/naa **Facts Extracted:** 66

1. EASA Member states are the 27 European Union Countries + 4 (Iceland, Liechtenstein, Norway, Switzerland)
   - *Confidence:* 100%
2. Austria allows drone flight in certain areas
   - *Confidence:* 90%
3. Belgium requires registration as a drone operator
   - *Confidence:* 80%
4. Bulgaria has specific rules for drone operation
   - *Confidence:* 70%
5. Online pilot training and tests are available in Austria, Belgium, and other EASA Member States
   - *Confidence:* 80%
6. An authorisation is required to operate a drone in certain areas of the EU
   - *Confidence:* 90%
7. EASA is the European Union Aviation Safety Agency.
   - *Confidence:* 100%
8. The EASA Member States are the 27 European Union Countries + 4 (Iceland, Liechtenstein, Norway, Switzerland).
   - *Confidence:* 100%
9. Austria's drone website reference is /drones/naa/austria.
   - *Confidence:* 100%
10. Belgium's drone website reference is /drones/naa/belgium.

- *Confidence:* 100%

11. Bulgaria's drone website reference is /drones/naa/bulgaria.

- *Confidence:* 100%

12. You need to take an exam online to become a remote drone pilot competency certificate from a recognized aviation authority.

- *Confidence:* 90%

13. The fraudulent websites offer drone pilot' licenses for price and without the need to take an exam.

- *Confidence:* 80%

14. The EASA Basic Regulation governs aviation safety in the EU.

- *Confidence:* 100%

15. There are 27 European Union Countries + 4 (Iceland, Liechtenstein, Norway, Switzerland) that are EASA Member States.

- *Confidence:* 100%

16. Austria has a drone website reference at /drones/naa/austria.

- *Confidence:* 100%

17. Belgium has a drone website reference at /drones/naa/belgium.

- *Confidence:* 100%

18. Bulgaria has a drone website reference at /drones/naa/bulgaria.

- *Confidence:* 100%

19. The registration process for drones is set up in some countries, but not yet available in others.

- *Confidence:* 90%

20. EASA is the European Union Aviation Safety Agency.

- *Confidence:* 100%

21. The EASA Basic Regulation governs aviation safety in the EU.
    - *Confidence:* 100%
22. Unmanned Aircraft Systems (UAS) are regulated by EASA under the U-space framework.
    - *Confidence:* 100%
23. The registration process for drones is set up in some EU countries, but not all.
    - *Confidence:* 90%
24. National Aviation Authorities (NAAs) are responsible for drone regulations in their respective countries.
    - *Confidence:* 100%
25. Some fraudulent websites offer fake drone pilot licenses for a fee, without requiring an exam.
    - *Confidence:* 90%
26. To become a remote drone pilot, one must take an online exam and obtain a competency certificate from a recognized aviation authority.
    - *Confidence:* 100%
27. EASA Member states are the 27 European Union Countries + 4 (Iceland, Liechtenstein, Norway, Switzerland)
    - *Confidence:* 100%
28. Austria allows drone flight in certain areas
    - *Confidence:* 90%
29. Belgium requires registration as a drone operator
    - *Confidence:* 80%
30. Bulgaria has specific rules for drone operation
    - *Confidence:* 70%
31. Online pilot training and tests are available in Austria, Belgium, Bulgaria, etc.
    - *Confidence:* 90%
32. An authorisation is required for drone operation in some countries
    - *Confidence:* 80%
33. Bulgaria has specific rules for drone flight
    - *Confidence:* 70%
34. An authorisation is required to operate a drone in certain countries
    - *Confidence:* 80%
35. EASA Member states are the 27 European Union Countries + 4 (Iceland, Liechtenstein, Norway, Switzerland)
    - *Confidence:* 100%
36. Austria allows drone flight in certain areas
    - *Confidence:* 90%
37. Belgium requires registration as a drone operator
    - *Confidence:* 80%
38. Bulgaria has specific rules for drone flight
    - *Confidence:* 70%
39. Online pilot training and tests are available in Austria, Belgium, Bulgaria, and other EASA Member States

- *Confidence:* 80%

40. An authorisation is required for drone flight in some countries
    - *Confidence:* 90%
41. Belgium requires registration of drone operators
    - *Confidence:* 80%
42. Online pilot training and tests are available in Austria, Belgium, Bulgaria, etc.
    - *Confidence:* 90%
43. Apply for an authorisation is required in Austria, Belgium, Bulgaria, etc.
    - *Confidence:* 80%
44. The registration process for drones is yet to be set up in some countries
    - *Confidence:* 90%
45. To become a remote drone pilot competency certificate from a recognized aviation authority, an exam online must be taken
    - *Confidence:* 100%
46. Some fraudulent websites offer drone pilot' licenses for price and without the need to take an exam
    - *Confidence:* 90%
47. Apply for an authorisation is required in some countries (e.g., Austria, Belgium)
    - *Confidence:* 80%
48. EASA Member states are the 27 European Union Countries + 4 (Iceland, Liechtenstein, Norway, Switzerland)
    - *Confidence:* 100%
49. Austria allows drone flight in certain areas
    - *Confidence:* 90%
50. Belgium requires registration of drone operators
    - *Confidence:* 80%
51. Bulgaria has specific rules for drone flight
    - *Confidence:* 70%
52. Online pilot training and tests are available in Austria, Belgium, and other EASA Member States
    - *Confidence:* 80%
53. Authorisation is required for certain drone operations in EASA Member States
    - *Confidence:* 90%
54. Online pilot training and tests are available in Austria, Belgium, Bulgaria, etc.
    - *Confidence:* 90%
55. Apply for an authorisation is required in Austria, Belgium, Bulgaria, etc.
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56. Belgium requires registration as a drone operator
    - *Confidence:* 80%
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    - *Confidence:* 70%

58. An authorisation is required to operate a drone in certain countries
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61. The EASA Member States are the 27 European Union Countries + 4 (Iceland, Liechtenstein, Norway, Switzerland).
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62. Austria has a drone website reference at /drones/naa/austria.
    - *Confidence:* 100%
63. Belgium has a drone website reference at /drones/naa/belgium.
    - *Confidence:* 100%
64. Bulgaria has a drone website reference at /drones/naa/bulgaria.
    - *Confidence:* 100%
65. You need to take an exam online to become a remote drone pilot competency certificate from a recognized aviation authority.
    - *Confidence:* 90%
66. The recognized aviation authorities award the remote drone pilot competency certificate.
    - *Confidence:* 90%

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www.easa.europa.eu

URL: https://www.easa.europa.eu/en/domains/civil-drones/regulations **Facts Extracted:** 85

1. Regulation (EU) 2024/1689 of the European Parliament and of the Council was adopted on 13/06/2024.
    - *Confidence:* 100%
2. Commission Delegated Regulation (EU) 2025/870 was adopted on 28/02/2025.
    - *Confidence:* 100%
3. Regulation (EU) 2018/1139 of the European Parliament and of the Council was amended on 04/07/2018.
    - *Confidence:* 100%
4. Commission Implementing Regulation (EU) 2024/1110 was adopted on 10/04/2024.
    - *Confidence:* 100%
5. Commission Delegated Regulation (EU) 2024/1108 was adopted on 13/03/2024.
    - *Confidence:* 100%
6. Commission Implementing Regulation (EU) 2023/203 was amended on 27/10/2022.
    - *Confidence:* 100%
7. Commission Implementing Regulation (EU) 2021/665 was adopted on 22/04/2021.
    - *Confidence:* 100%
8. Commission Implementing Regulation (EU) 2021/666 was adopted on 22/04/2021.
    - *Confidence:* 100%
9. Regulation (EU) 2024/1689 of the European Parliament and of the Council was adopted on 13/06/2024.
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10. Commission Delegated Regulation (EU) 2025/870 was adopted on 28/02/2025.
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11. Regulation (EU) 2018/1139 of the European Parliament and of the Council was amended.

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- *Confidence:* 100%
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- *Confidence:* 100%
15. Commission Implementing Regulation (EU) 2021/665 was adopted on 22/04/2021.
- *Confidence:* 100%
16. Commission Implementing Regulation (EU) 2021/666 was adopted on 22/04/2021.
- *Confidence:* 100%
17. Commission Implementing Regulation (EU) 2024/1110 deals with Initial Airworthiness and UAS Air Operations.
- *Confidence:* 80%
18. Commission Implementing Regulation (EU) 2024/1109 deals with UAS Continuing Airworthiness.
- *Confidence:* 80%
19. Commission Delegated Regulation (EU) 2024/1108 deals with Initial Airworthiness and UAS Initial Airworthiness.
- *Confidence:* 80%
20. Commission Delegated Regulation (EU) 2024/1107 deals with UAS Continuing Airworthiness.
- *Confidence:* 80%
21. The Basic Regulation was adopted on February 28, 2025.
- *Confidence:* 100%
22. Commission Delegated Regulation (EU) 2025/870 is the Basic Regulation.
- *Confidence:* 100%
23. Regulation (EU) 2024/1689 of the European Parliament and of the Council was adopted on June 13, 2024.
- *Confidence:* 100%
24. Commission Implementing Regulation (EU) 2024/1110 was published on May 23, 2024.
- *Confidence:* 100%
25. Commission Delegated Regulation (EU) 2024/1108 was adopted on March 13, 2024.
- *Confidence:* 100%
26. Regulation (EU) 2018/1139 of the European Parliament and of the Council is the Basic Regulation.
- *Confidence:* 100%
27. Commission Implementing Regulation (EU) 2023/203 was amended on February 2, 2023.
- *Confidence:* 100%
28. Regulation (EU) 2024/1689 of the European Parliament and of the Council was adopted on 13/06/2024.
- *Confidence:* 100%
29. Commission Delegated Regulation (EU) 2025/870 was adopted on 28/02/2025.
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    - *Confidence:* 80%
39. Commission Delegated Regulation (EU) 2024/1107 deals with UAS Continuing Airworthiness.
    - *Confidence:* 80%
40. The Basic Regulation was adopted on February 28, 2025.
    - *Confidence:* 100%
41. Regulation (EU) 2024/1689 of the European Parliament and of the Council was published on July 12, 2024.
    - *Confidence:* 100%
42. The Regulation (EU) 2018/1139 of the European Parliament and of the Council was adopted on July 4, 2018.
    - *Confidence:* 100%
43. Commission Implementing Regulation (EU) 2024/1110 was published on May 23, 2024.
    - *Confidence:* 100%
44. Commission Delegated Regulation (EU) 2024/1108 was adopted on March 13, 2024.
    - *Confidence:* 100%
45. The Commission Implementing Regulation (EU) 2023/203 was amended on February 2, 2023.
    - *Confidence:* 100%
46. Commission Implementing Regulation (EU) 2021/665 was published on April 23, 2021.
    - *Confidence:* 100%
47. The Commission Delegated Regulation (EU) 2024/870 was adopted on February 28, 2025.
    - *Confidence:* 100%
48. Regulation (EU) 2024/1689 of the European Parliament and of the Council was adopted on 13/06/2024.

- *Confidence:* 100%

49. Commission Delegated Regulation (EU) 2025/870 was adopted on 28/02/2025.
- *Confidence:* 100%
50. Regulation (EU) 2018/1139 of the European Parliament and of the Council was amended.
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- *Confidence:* 100%
63. The Basic Regulation was adopted on February 28, 2025.
- *Confidence:* 100%
64. Commission Delegated Regulation (EU) 2025/870 is the Basic Regulation.
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- *Confidence:* 100%
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68. Regulation (EU) 2018/1139 of the European Parliament and of the Council is the Basic Regulation.
    - *Confidence:* 100%
69. Commission Implementing Regulation (EU) 2023/203 was amended on February 2, 2023.
    - *Confidence:* 100%
70. Regulation (EU) 2024/1689 of the European Parliament and of the Council was adopted on 13/06/2024.
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71. Commission Delegated Regulation (EU) 2025/870 was adopted on 28/02/2025.
    - *Confidence:* 100%
72. Regulation (EU) 2018/1139 of the European Parliament and of the Council was amended on 04/07/2018.
    - *Confidence:* 100%
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    - *Confidence:* 90%
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    - *Confidence:* 100%
80. Commission Implementing Regulation (EU) 2024/1110 deals with Initial Airworthiness and UAS Air Operations.
    - *Confidence:* 80%
81. Commission Implementing Regulation (EU) 2024/1109 deals with UAS Continuing Airworthiness.
    - *Confidence:* 80%
82. Commission Delegated Regulation (EU) 2024/1108 deals with Initial Airworthiness and UAS Initial Airworthiness.
    - *Confidence:* 80%
83. Commission Delegated Regulation (EU) 2024/1107 deals with UAS Continuing Airworthiness.
    - *Confidence:* 80%
84. Regulation (EU) 2018/1139 of the European Parliament and of the Council is an amended Basic Regulation.
    - *Confidence:* 100%
85. Commission Implementing Regulation (EU) 2023/203 was adopted on October 27, 2022.
    - *Confidence:* 100%

www.easa.europa.eu

URL: https://www.easa.europa.eu/en/domains/drones-air-mobility/operating-drone/specific-category-civil-drones/operational-authorisation **Facts Extracted:** 109

1. The operational authorisation is required for all UAS operations in the 'specific' category.
   - *Confidence:* 100%
2. It defines the conditions the operator must observe when conducting all flights in the operation.
   - *Confidence:* 100%
3. The applicant needs to apply to the National Aviation Authority (NAA) in the state where he/she is registered as an operator.
   - *Confidence:* 100%
4. A duly filled application form, a copy of the Operations Manual (OM), and compliance evidence document are required for the operational authorisation.
   - *Confidence:* 100%
5. The OM should contain all information that the staff of the operator should know in order to ensure the safety of the operation.
   - *Confidence:* 100%
6. If the operation is covered by a PDRA, a copy of the PDRA table is required for the operational authorisation.
   - *Confidence:* 100%
7. If the operation is not covered by any PDRA, a specific risk assessment using the SORA methodology is required.
   - *Confidence:* 100%
8. The SORA methodology helps to identify the risk level of the operation and also to identify the mitigations and operational safety objectives needed to make the operation safe.
   - *Confidence:* 100%
9. The drone operator should demonstrate compliance with all mitigations and safety objectives before completing the application.
   - *Confidence:* 100%
10. The NAA will issue an operational authorisation when it considers that the risks are adequately mitigated.
    - *Confidence:* 100%
11. The operational authorisation is valid in all EASA member states for all flights conducted within the limitations and duration defined in the authorisation.
    - *Confidence:* 100%
12. Regulation (EU) 2019/947 proposes the SORA methodology to be used for specific risk assessments.
    - *Confidence:* 100%
13. The drone operator needs to submit a copy of the Operations Manual (OM), compliance evidence document, and PDRA table (if applicable) to the NAA for the operational authorisation.
    - *Confidence:* 100%
14. The National Aviation Authorities will evaluate the applications and grant authorizations.
    - *Confidence:* 100%
15. Obtaining an authorization demonstrates compliance with the applicable requirements and allows conducting specific category operations.
    - *Confidence:* 100%
16. The European Drone Rules in Regulation (EU) 2019/947 are applicable since 31 December 2020.
    - *Confidence:* 100%
17. The operational authorisation is required for all UAS operations in the 'specific' category.
    - *Confidence:* 100%
18. It defines the conditions the operator must observe when conducting all flights in the operation.

- *Confidence:* 100%

19. The applicant needs to apply to the National Aviation Authority (NAA) in the state where he/she is registered as an operator.

- *Confidence:* 100%

20. A duly filled application form, a copy of the Operations Manual (OM), and compliance evidence document are required for the operational authorisation.

- *Confidence:* 100%

21. The OM should contain all information that the staff of the operator should know in order to ensure the safety of the operation.

- *Confidence:* 100%

22. If the operation is covered by a PDRA, a copy of the PDRA table is required for the operational authorisation.

- *Confidence:* 100%

23. If the operation is not covered by any PDRA, a specific risk assessment using the SORA methodology is required.

- *Confidence:* 100%

24. The SORA methodology helps to identify the risk level of the operation and also to identify the mitigations and operational safety objectives needed to make the operation safe.

- *Confidence:* 100%

25. The drone operator should demonstrate compliance with all mitigations and safety objectives before completing the application.

- *Confidence:* 100%

26. The NAA will issue an operational authorisation when it considers that the risks are adequately mitigated.

- *Confidence:* 100%

27. The operational authorisation is valid in all EASA member states for all flights conducted within the limitations and duration defined in the authorisation.

- *Confidence:* 100%

28. Regulation (EU) 2019/947 proposes the SORA methodology to be used for specific risk assessments.

- *Confidence:* 100%

29. The drone operator needs to submit a copy of the Operations Manual (OM), compliance evidence document, and PDRA table (if applicable) to the NAA for the operational authorisation.

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- *Confidence:* 100%

31. Obtaining an authorization demonstrates compliance with the applicable requirements and allows conducting specific category operations.

- *Confidence:* 100%

32. The European Drone Rules in Regulation (EU) 2019/947 are applicable since 31 December 2020.

- *Confidence:* 100%

33. The drone authorization process involves submitting an application to the NAA and includes an assessment of the risk of the intended operations.

- *Confidence:* 100%

34. The operational authorisation is required for all UAS operations in the ‘specific’ category.

- *Confidence:* 100%

35. It defines the conditions the operator must observe when conducting all flights in the operation.

- *Confidence:* 100%

36. The applicant needs to apply to the National Aviation Authority (NAA) in the state where he/she is registered as an operator.

- *Confidence:* 100%

37. A duly filled application form, a copy of the Operations Manual (OM), and compliance evidence document are required for the operational authorisation.

- *Confidence:* 100%

38. The OM should contain all information that the staff of the operator should know in order to ensure the safety of the operation.

- *Confidence:* 100%

39. If the operation is covered by a PDRA, a copy of the PDRA table is required for the operational authorisation.

- *Confidence:* 100%

40. If the operation is not covered by any PDRA, a specific risk assessment using SORA methodology is required.

- *Confidence:* 100%

41. The SORA methodology helps to identify the risk level of the operation and also to identify the mitigations and operational safety objectives needed to make the operation safe.

- *Confidence:* 100%

42. The drone operator should demonstrate compliance with all mitigations and safety objectives before completing the application.

- *Confidence:* 100%

43. The operational authorisation will be valid in all EASA member states for all flights conducted within the limitations and duration defined in the authorisation.

- *Confidence:* 100%

44. Regulation (EU) 2019/947 proposes the SORA methodology to be used for specific risk assessment.

- *Confidence:* 100%

45. The authorization process involves submitting an application to the NAA and includes an assessment of the risk of the intended operations, provision of the organisation's Operations Manual (OM), and required evidence to show compliance with the applicable requirements.

- *Confidence:* 100%

46. Obtaining an authorization demonstrates your compliance with the applicable requirements and it allows you to conduct specific category operations.

- *Confidence:* 100%

47. The authorisation is issued once the operator has shown compliance with the applicable requirements of the European Drone Rules in Regulation (EU) 2019/947, which is applicable since 31 December 2020.

- *Confidence:* 100%

48. If the operation is not covered by any PDRA, a specific risk assessment using the SORA methodology is required.

- *Confidence:* 100%

49. An operational authorisation will be valid in all EASA member states for all flights conducted within the limitations and duration defined in the authorisation.

- *Confidence:* 100%

50. The NAA may impose a limitation in time and/or number of flights on an operational authorisation.
    - *Confidence:* 100%
51. Regulation (EU) 2019/947 proposes the SORA methodology for specific risk assessment.
    - *Confidence:* 100%
52. The drone operator needs to demonstrate competence as a drone operator and evidence of training, certifications, and experience is required to demonstrate ability to conduct operations safely and responsibly.
    - *Confidence:* 100%
53. Obtaining an authorization demonstrates compliance with the applicable requirements and it allows you to conduct specific category operations.
    - *Confidence:* 100%
54. Regulation (EU) 2019/947 is applicable since 31 December 2020.
    - *Confidence:* 100%
55. The operational authorisation is required for all UAS operations in the 'specific' category.
    - *Confidence:* 100%
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    - *Confidence:* 100%
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    - *Confidence:* 100%
63. The drone operator should demonstrate compliance with all mitigations and safety objectives before completing the application.
    - *Confidence:* 100%
64. The NAA will issue an operational authorisation when it considers that the risks are adequately mitigated.
    - *Confidence:* 100%
65. The operational authorisation is valid in all EASA member states for all flights conducted within the limitations and duration defined in the authorisation.
    - *Confidence:* 100%
66. Regulation (EU) 2019/947 proposes the SORA methodology to be used for specific risk assessment.

- *Confidence:* 100%

67. The drone operator needs to submit a copy of the Operations Manual (OM), compliance evidence document, and PDRA table (if applicable) to the NAA for operational authorisation.

- *Confidence:* 100%

68. An authorisation is not needed if the operation is covered by a Standard Scenario or you already have a Light UAS operator certificate - LUC with the appropriate privileges.

- *Confidence:* 100%

69. The authorization process involves submitting an application to the NAA and includes an assessment of the risk of the intended operations, provision of the organisation's Operations Manual (OM), and required evidence to show compliance with the applicable requirements.

- *Confidence:* 100%

70. Effective communication and collaboration with the NAA is vital throughout the authorization process.

- *Confidence:* 80%

71. The timeline for authorization may vary depending on the complexity of your operations and the workload of the Authority.

- *Confidence:* 100%

72. Obtaining an authorization demonstrates compliance with the applicable requirements and it allows you to conduct specific category operations.

- *Confidence:* 100%

73. The authorisation is issued once the operator has shown compliance with the applicable requirements of the European Drone Rules in Regulation (EU) 2019/947, which is applicable since 31 December 2020.

- *Confidence:* 100%

74. If the operation is not covered by any PDRA, a specific risk assessment using the SORA methodology is required.

- *Confidence:* 100%

75. Regulation (EU) 2019/947 proposes the SORA methodology to be used for specific risk assessments.

- *Confidence:* 100%

76. The drone authorisation process involves submitting an application to the NAA and includes an assessment of the risk of the intended operations.

- *Confidence:* 100%

77. Obtaining an authorization demonstrates compliance with the applicable requirements and allows conducting specific category operations.

- *Confidence:* 100%

78. The European Drone Rules in Regulation (EU) 2019/947 are applicable since 31 December 2020.

- *Confidence:* 100%

79. The operational authorisation will be valid in all EASA member states for all flights conducted within the limitations and duration defined in the authorisation.

- *Confidence:* 100%

80. The authorization process involves submitting an application to the NAA and includes an assessment of the risk of the intended operations, the provision of the organisation's Operations Manual (OM) and the required evidence to show compliance with the applicable requirements.

- *Confidence:* 100%

81. Obtaining an authorization demonstrates your compliance with the applicable requirements and it allows you to conduct specific category operations.
    - *Confidence:* 100%
82. The operational authorisation is required for all UAS operations in the 'specific' category.
    - *Confidence:* 100%
83. It defines the conditions the operator must observe when conducting all flights in the operation.
    - *Confidence:* 100%
84. The applicant needs to apply to the National Aviation Authority (NAA) in the state where he/she is registered as an operator.
    - *Confidence:* 100%
85. A duly filled application form, a copy of the Operations Manual (OM), and compliance evidence document are required for the operational authorisation.
    - *Confidence:* 100%
86. The OM should contain all information that the staff of the operator should know in order to ensure the safety of the operation.
    - *Confidence:* 100%
87. If the operation is covered by a PDRA, a copy of the PDRA table is required for the operational authorisation.
    - *Confidence:* 100%
88. If the operation is not covered by any PDRA, a specific risk assessment using the SORA methodology is required.
    - *Confidence:* 100%
89. The SORA methodology helps to identify the risk level of the operation and also to identify the mitigations and operational safety objectives needed to make the operation safe.
    - *Confidence:* 100%
90. The drone operator should demonstrate compliance with all mitigations and safety objectives before completing the application.
    - *Confidence:* 100%
91. The NAA will issue an operational authorisation when it considers that the risks are adequately mitigated.
    - *Confidence:* 100%
92. The operational authorisation is valid in all EASA member states for all flights conducted within the limitations and duration defined in the authorisation.
    - *Confidence:* 100%
93. Regulation (EU) 2019/947 proposes the SORA methodology to be used for specific risk assessments.
    - *Confidence:* 100%
94. The drone operator needs to submit a copy of the Operations Manual (OM), compliance evidence document, and PDRA table (if applicable) to the NAA for the operational authorisation.
    - *Confidence:* 100%
95. The National Aviation Authorities will evaluate the applications and grant authorizations.
    - *Confidence:* 100%
96. Obtaining an authorization demonstrates compliance with the applicable requirements and allows conducting specific category operations.
    - *Confidence:* 100%

97. The European Drone Rules in Regulation (EU) 2019/947 are applicable since 31 December 2020.
    - *Confidence:* 100%
98. The operational authorisation will be valid in all EASA member states for all flights conducted within the limitations and duration defined in the authorisation.
    - *Confidence:* 100%
99. Regulation (EU) 2019/947 is applicable since 31 December 2020.
    - *Confidence:* 100%
100. If the operation is covered by one of the published PDRAs, a copy of the PDRA table is required for submission to the NAA.
    - *Confidence:* 100%
101. Regulation (EU) 2019/947 proposes the SORA methodology for specific operational risk assessment.
    - *Confidence:* 100%
102. An operational authorisation will be valid in all EASA member states for all flights conducted within the limitations and duration defined in the authorisation.
    - *Confidence:* 100%
103. The NAA may impose a limitation in time and/or number of flights on an operational authorisation.
    - *Confidence:* 100%
104. An authorisation is not needed if the operation is covered by a Standard Scenario or you already have a Light UAS operator certificate - LUC with the appropriate privileges.
    - *Confidence:* 100%
105. The authorization process involves submitting an application to the NAA and includes an assessment of the risk of the intended operations, the provision of the organisation's Operations Manual (OM) and the required evidence to show compliance with the applicable requirements.
    - *Confidence:* 100%
106. Obtaining an authorization demonstrates your compliance with the applicable requirements and it allows you to conduct specific category operations.
    - *Confidence:* 100%
107. The authorisation is issued once the operator has shown compliance with the applicable requirements of the European Drone Rules in Regulation (EU) 2019/947, which is applicable since 31 December 2020.
    - *Confidence:* 100%
108. Regulation (EU) 2019/947 proposes the SORA methodology for specific operations risk assessment.
    - *Confidence:* 100%
109. The NAA may impose a limitation in time and/or number of flights on the operational authorisation.
    - *Confidence:* 100%

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www.easa.europa.eu

URL: https://www.easa.europa.eu/en/the-agency/faqs/drones-uas **Facts Extracted:** 9

1. The applicability date of EU Regulation 2019/947 has been delayed from 1 July 2020 to 31 December 2020.
    - *Confidence:* 100%
2. A drone operator is any person, whether natural or an organisation, who owns the drone(s) or rents the drone.
    - *Confidence:* 100%

3. The Regulations use the term UAS, unmanned aircraft system, to refer to a drone, its system and all the other equipment used to control and operate it.
    - *Confidence:* 100%
4. A drone is considered as a toy when it could be attractive to a child under 14 years of age.
    - *Confidence:* 100%
5. An autonomous drone is able to conduct a safe flight without the intervention of a pilot, with the help of artificial intelligence.
    - *Confidence:* 100%
6. Autonomous drones are not allowed in the 'open' category but are allowed in the 'specific' and 'certified' categories.
    - *Confidence:* 100%
7. An uninvolved person is a person who is not participating in the UAS operation or who is not aware of the instructions and safety precautions given by the UAS (drone) operator.
    - *Confidence:* 100%
8. An assembly of people is a crowd of people, related to the possibility for an individual to move around in order to avoid the consequences of a drone which is out of control.
    - *Confidence:* 100%
9. The Regulations cater for drones sold on the market, including those operating in the 'open' and 'specific' categories.
    - *Confidence:* 100%

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www.elsight.com

URL: https://www.elsight.com/blog/easa-remote-id-rid-requirements-compliance-for-drone-operators/ **Facts Extracted:** 86

1. As of January 1, 2024, Remote ID became mandatory for applicable drones throughout EASA jurisdictions.
    - *Confidence:* 100%
2. All operators must now ensure their systems are fully compliant with these active regulations.
    - *Confidence:* 100%
3. Registration is exempted only if your drone meets one of the following criteria: Weighs less than 250 grams (including payload) and has no camera or sensor capable of capturing personal data, or weighs less than 250 grams (including payload) and is classified as a toy under Directive 2009/48/EC.
    - *Confidence:* 100%
4. Once registered, drone operators receive a unique operator registration number valid throughout the entire EU.
    - *Confidence:* 100%
5. This number must be physically displayed on all drones using a sticker and entered into each operational drone's Remote ID system.
    - *Confidence:* 100%
6. EASA classifies drones based on multiple factors, including weight, capability, and operational risk.
    - *Confidence:* 100%
7. The EASA Drone Classification Scheme ID consists of classes and categories that work together to define compliance requirements.
    - *Confidence:* 100%
8. The system consists of classes: C0 (under 250g), C1 (under 900g with specific safety features), C2 (under 4kg with enhanced capabilities), C3 (under 25kg), C4 (under 25kg without automatic control), and C5 and C6 (specific category operations with certification requirements).
    - *Confidence:* 100%
9. The three operational categories are: Open, Specific, and Certified, based on risk assessment.
    - *Confidence:* 100%
10. Remote ID is required for all drones operating in the Specific category and all drones with class marks (C1, C2, C3, C5, C6) operating in the Open category.

- *Confidence:* 100%

11. The following drones are exempt from Remote ID requirements: Class C0 drones, Tethered C3 drones, and Class C4 drones.

- *Confidence:* 100%

12. As of January 1, 2024, Remote ID became mandatory for applicable drones throughout EASA jurisdictions.
    - *Confidence:* 100%
13. All operators must now ensure their systems are fully compliant with these active regulations.
    - *Confidence:* 100%
14. Registration is exempted only if your drone meets one of the following criteria: Weighs less than 250 grams (including payload) and has no camera or sensor capable of capturing personal data, or weighs less than 250 grams (including payload) and is classified as a toy under Directive 2009/48/EC.
    - *Confidence:* 100%
15. Once registered, drone operators receive a unique operator registration number valid throughout the entire EU.
    - *Confidence:* 100%
16. This number must be physically displayed on all drones using a sticker and entered into each operational drone's Remote ID system.
    - *Confidence:* 100%
17. EASA classifies drones based on multiple factors, including weight, capability, and operational risk.
    - *Confidence:* 100%
18. The EASA Drone Classification Scheme ID consists of classes and categories that work together to define compliance requirements.
    - *Confidence:* 100%
19. C0: Under 250g
    - *Confidence:* 100%
20. C1: Under 900g with specific safety features
    - *Confidence:* 100%
21. C2: Under 4kg with enhanced capabilities
    - *Confidence:* 100%
22. C3: Under 25kg
    - *Confidence:* 100%
23. C4: Under 25kg without automatic control (traditional model aircraft)
    - *Confidence:* 100%
24. C5 and C6: Specific category operations with certification requirements
    - *Confidence:* 100%
25. The three operational categories, Open, Specific, and Certified, are based on risk assessment.
    - *Confidence:* 100%
26. Open category: Low-risk operations, typically for hobbyists and basic commercial use.
    - *Confidence:* 100%
27. Specific category: Moderate-risk operations that fall outside the Open category (most commercial BVLOS flights) require a risk assessment or declaration for Standard scenarios and operational authorization from the national aviation authority (NAA).
    - *Confidence:* 100%

28. Certified Category: High-risk operations, such as urban air mobility, passenger transport, dangerous goods transport, and complex urban operations.

- *Confidence:* 100%

29. Remote ID is required for all drones operating in the Specific category and all drones with class marks (C1, C2, C3, C5, C6) operating in the Open category.

- *Confidence:* 100%

30. The following drones are exempt from Remote ID requirements: Class C0 drones, Tethered C3 drones, and Class C4 drones.

- *Confidence:* 100%

31. Registration is exempted only if your drone meets one of these criteria: Weighs less than 250 grams (including payload) and has no camera or sensor capable of capturing personal data, or weighs less than 250 grams (including payload) and is classified as a toy under Directive 2009/48/EC.

- *Confidence:* 100%

32. C0: Under 250g, C1: Under 900g with specific safety features, C2: Under 4kg with enhanced capabilities, C3: Under 25kg, C4: Under 25kg without automatic control (traditional model aircraft), C5 and C6: Specific category operations with certification requirements.

- *Confidence:* 90%

33. The three operational categories are Open, Specific, and Certified, based on risk assessment.

- *Confidence:* 100%

34. Open category: Low-risk operations, typically for hobbyists and basic commercial use. No prior authorization is required, but strict limits apply, including maintaining Visual Line of Sight (VLOS), altitude restrictions, and limitations on proximity to people.

- *Confidence:* 100%

35. Specific category: Moderate-risk operations that fall outside the Open category (most commercial BVLOS flights) require a risk assessment or declaration for Standard scenarios and operational authorization from the national aviation authority (NAA). Remote ID functionality is mandatory.

- *Confidence:* 100%

36. Certified Category: High-risk operations, such as urban air mobility, passenger transport, dangerous goods transport, and complex urban operations. This category requires full certification, similar to manned aviation, including certified drones, licensed pilots, operator approval, and comprehensive safety systems.

- *Confidence:* 100%

37. EASA has adopted Direct Remote ID, also known as Broadcast Remote ID, as the current implementation method.

- *Confidence:* 100%

38. Drones can comply through built-in functionality or add-on modules. Both options must broadcast continuously during flight using open, documented protocols (non-ADS-B or Automatic Dependent Surveillance).

- *Confidence:* 100%

39. As of January 1, 2024, Remote ID became mandatory for applicable drones throughout EASA jurisdictions.

- *Confidence:* 100%

40. All operators must now ensure their systems are fully compliant with these active regulations.

- *Confidence:* 100%

41. Registration is exempted only if your drone meets one of these criteria: Weighs less than 250 grams (including payload) and has no camera or sensor capable of capturing personal data, or weighs less than 250 grams (including payload) and is classified as a toy under Directive 2009/48/EC.

- *Confidence:* 100%

42. Once registered, drone operators receive a unique operator registration number valid throughout the entire EU.

- *Confidence:* 100%

43. The EASA classifies drones based on multiple factors, including weight, capability, and operational risk.

- *Confidence:* 100%

44. EASA classifies drones into classes: C0 (under 250g), C1 (under 900g with specific safety features), C2 (under 4kg with enhanced capabilities), C3 (under 25kg), C4 (under 25kg without automatic control), and C5 and C6 (specific category operations with certification requirements).

- *Confidence:* 100%

45. The three operational categories are: Open, Specific, and Certified, based on risk assessment.

- *Confidence:* 100%

46. Remote ID is required for all drones operating in the Specific category and all drones with class marks (C1, C2, C3, C5, C6) operating in the Open category.

- *Confidence:* 100%

47. The following drones are exempt from Remote ID requirements: Class C0 drones, Tethered C3 drones, and Class C4 drones.

- *Confidence:* 100%

48. This number must be physically displayed on all drones using a sticker and entered into each operational drone's Remote ID system.

- *Confidence:* 100%

49. EASA classifies drones based on multiple factors, including weight, capability, and operational risk.

- *Confidence:* 100%

50. The EASA Drone Classification Scheme ID consists of classes and categories that work together to define compliance requirements.

- *Confidence:* 100%

51. C0: Under 250g, C1: Under 900g with specific safety features, C2: Under 4kg with enhanced capabilities, C3: Under 25kg, C4: Under 25kg without automatic control (traditional model aircraft), C5 and C6: Specific category operations with certification requirements.

- *Confidence:* 100%

52. The three operational categories are Open, Specific, and Certified, based on risk assessment.

- *Confidence:* 100%

53. Remote ID functionality is mandatory for Specific category operations.

- *Confidence:* 100%

54. Since January 1, 2024, Remote ID has been mandatory across EASA jurisdictions for most drone operations.

- *Confidence:* 100%

55. As of January 1, 2024, Remote ID became mandatory for applicable drones throughout EASA jurisdictions.

- *Confidence:* 100%

56. All operators must now ensure their systems are fully compliant with these active regulations.

- *Confidence:* 100%

57. Registration is exempted only if your drone meets one of these criteria: Weighs less than 250 grams (including payload) and has no camera or sensor capable of capturing personal data, or weighs less than 250 grams (including payload) and is classified as a toy under Directive 2009/48/EC.
    - *Confidence:* 100%
58. Once registered, drone operators receive a unique operator registration number valid throughout the entire EU.
    - *Confidence:* 100%
59. The EASA classifies drones based on multiple factors, including weight, capability, and operational risk.
    - *Confidence:* 100%
60. EASA classifies drones into classes: C0 (under 250g), C1 (under 900g with specific safety features), C2 (under 4kg with enhanced capabilities), C3 (under 25kg), C4 (under 25kg without automatic control), and C5 and C6 (specific category operations with certification requirements).
    - *Confidence:* 100%
61. The three operational categories, Open, Specific, and Certified, are based on risk assessment.
    - *Confidence:* 100%
62. Remote ID is required for all drones operating in the Specific category and all drones with class marks (C1, C2, C3, C5, C6) operating in the Open category.
    - *Confidence:* 100%
63. The following drones are exempt from Remote ID requirements: Class C0 drones, Tethered C3 drones, and Class C4 drones.
    - *Confidence:* 100%
64. The EASA Drone Classification Scheme ID classifies drones based on multiple factors, including weight, capability, and operational risk.
    - *Confidence:* 100%
65. EASA classifies drones into classes (C0-C6) and categories (Open, Specific, Certified) that work together to define compliance requirements.
    - *Confidence:* 100%
66. EASA has adopted Direct Remote ID, also known as Broadcast Remote ID, as the current implementation method.
    - *Confidence:* 100%
67. Drones can comply with Remote ID requirements through built-in functionality or add-on modules.
    - *Confidence:* 100%
68. EASA classifies drones into classes (C0-C6) and categories (Open, Specific, Certified).
    - *Confidence:* 100%
69. EASA has adopted Direct Remote ID as the current implementation method.
    - *Confidence:* 100%
70. As of January 1, 2024, Remote ID became mandatory for applicable drones throughout EASA jurisdictions.
    - *Confidence:* 100%
71. Registration is exempted only if your drone meets one of these criteria: Weighs less than 250 grams (including payload) and has no camera or sensor capable of capturing personal data, or weighs less than 250 grams (including payload) and is classified as a toy under Directive 2009/48/EC.
    - *Confidence:* 100%
72. Once registered, drone operators receive a unique operator registration number valid throughout the entire EU.

- *Confidence:* 100%

73. The EASA classifies drones based on multiple factors, including weight, capability, and operational risk.

- *Confidence:* 100%

74. EASA classifies drones into classes: C0 (under 250g), C1 (under 900g with specific safety features), C2 (under 4kg with enhanced capabilities), C3 (under 25kg), C4 (under 25kg without automatic control), and C5 and C6 (specific category operations with certification requirements).

- *Confidence:* 100%

75. The three operational categories, Open, Specific, and Certified, are based on risk assessment.

- *Confidence:* 100%

76. Remote ID is required for all drones operating in the Specific category and all drones with class marks (C1, C2, C3, C5, C6) operating in the Open category.

- *Confidence:* 100%

77. The following drones are exempt from Remote ID requirements: Class C0 drones, Tethered C3 drones, and Class C4 drones.

- *Confidence:* 100%

78. Registration is exempted only if your drone meets one of these criteria: Weighs less than 250 grams (including payload) and has no camera or sensor capable of capturing personal data, or weighs less than 250 grams (including payload) and is classified as a toy under Directive 2009/48/EC (intended for children under 14).

- *Confidence:* 100%

79. The three operational categories are: Open, Specific, and Certified, based on risk assessment.

- *Confidence:* 100%

80. All operators must now ensure their systems are fully compliant with these active regulations.

- *Confidence:* 100%

81. EASA classifies drones into classes (C0-C6) and categories (Open, Specific, Certified).

- *Confidence:* 100%

82. EASA has adopted Direct Remote ID (Broadcast Remote ID) as the current implementation method.

- *Confidence:* 100%

83. Drones can comply with Remote ID requirements through built-in functionality or add-on modules.

- *Confidence:* 100%

84. The EASA Drone Classification Scheme ID consists of classes and categories that work together to define compliance requirements.

- *Confidence:* 100%

85. EASA classifies drones based on multiple factors, including weight, capability, and operational risk.

- *Confidence:* 100%

86. The system consists of classes: C0 (under 250g), C1 (under 900g with specific safety features), C2 (under 4kg with enhanced capabilities), C3 (under 25kg), C4 (under 25kg without automatic control), and C5 and C6 (specific category operations with certification requirements).

- *Confidence:* 100%

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www.flybyguys.com

URL: https://www.flybyguys.com/blog/european-drone-regulations-easa-compliance-guide-2025 **Facts Extracted:** 87

1. The European Union drone regulation framework was established through Commission Implementing Regulation (EU) 2019/947 and Commission Delegated Regulation (EU) 2019/945.
   - *Confidence:* 100%
2. There are three operational categories that define regulatory requirements based on risk assessment: Open, Specific, and Certified categories.
   - *Confidence:* 100%
3. The Open category operations have specific subcategories (A1, A2, A3) with varying operational restrictions including maximum weights, altitude limits, and proximity to people.
   - *Confidence:* 100%
4. Remote pilot competency requirements vary by Open subcategory, with A1/A3 operations requiring online training and competency demonstration while A2 operations require additional theoretical knowledge and practical skill demonstration.
   - *Confidence:* 100%
5. The Specific category operations require authorization from national aviation authorities before commencement, with applications requiring detailed operational documentation and safety case development.
   - *Confidence:* 100%
6. Standard Scenarios provide pre-defined operational parameters for common Specific category operations including visual line of sight (STS-01) and beyond visual line of sight (STS-02) operations with specific limitations and requirements.
   - *Confidence:* 100%
7. Drone registration obligations require operators conducting Specific category operations or Open category operations with drones heavier than 250 grams to register with national aviation authorities.
   - *Confidence:* 100%
8. Insurance requirements mandate appropriate liability coverage for commercial drone operations, with minimum coverage amounts specified by EASA regulations and national implementations.
   - *Confidence:* 100%
9. Pilot certification verification ensures that remote pilots hold appropriate certificates for their intended operations, including theoretical knowledge demonstration and practical skill assessment.
   - *Confidence:* 100%
10. Equipment compliance verification confirms that drones and associated equipment meet EASA technical requirements and carry appropriate markings for intended operations.
    - *Confidence:* 100%
11. Operations manual development requires Specific category operators to create comprehensive documentation describing operational procedures, safety measures, and emergency protocols.
    - *Confidence:* 100%
12. The European Union drone regulation framework was established through Commission Implementing Regulation (EU) 2019/947 and Commission Delegated Regulation (EU) 2019/945.
    - *Confidence:* 100%
13. Three operational categories define regulatory requirements based on risk assessment: Open, Specific, and Certified categories.
    - *Confidence:* 100%
14. CE marking requirements mandate that drones sold in the European Union meet specific safety and performance standards established by EASA regulations.
    - *Confidence:* 100%
15. Transitional provisions established in EASA regulations allow existing operators to continue operations under certain conditions while adapting to new requirements, but these provisions have specific timelines and limitations.
    - *Confidence:* 90%

16. Class identification requirements mandate that drones used in Open category operations display appropriate class markings (C0-C6) that correspond to their technical specifications and operational limitations.
    - *Confidence:* 100%
17. Subcategory limitations within Open operations (A1, A2, A3) establish specific operational restrictions including maximum weights, altitude limits, and proximity to people that vary based on drone class and pilot qualifications.
    - *Confidence:* 100%
18. Remote pilot competency requirements vary by Open subcategory, with A1/A3 operations requiring online training and competency demonstration while A2 operations require additional theoretical knowledge and practical skill demonstration.
    - *Confidence:* 100%
19. Operational limitations in Open category include maximum altitude restrictions, visual line of sight requirements, and prohibitions on operations over crowds or near airports without authorization.
    - *Confidence:* 100%
20. Risk assessment procedures require Specific category operators to conduct Specific Operations Risk Assessment (SORA) or demonstrate compliance with Standard Scenarios (STS) that establish operational limitations and mitigation measures.
    - *Confidence:* 100%
21. Authorization requirements mandate that Specific category operations receive approval from national aviation authorities before commencement, with applications requiring detailed operational documentation and safety case development.
    - *Confidence:* 100%
22. Standard Scenarios provide pre-defined operational parameters for common Specific category operations including visual line of sight (STS-01) and beyond visual line of sight (STS-02) operations with specific limitations and requirements.
    - *Confidence:* 100%
23. Drone registration obligations require operators conducting Specific category operations or Open category operations with drones heavier than 250 grams to register with national aviation authorities.
    - *Confidence:* 100%
24. Insurance requirements mandate appropriate liability coverage for commercial drone operations, with minimum coverage amounts specified by EASA regulations and national implementations.
    - *Confidence:* 100%
25. Pilot certification verification ensures that remote pilots hold appropriate certificates for their intended operations, including theoretical knowledge demonstration and practical skill assessment.
    - *Confidence:* 100%
26. Equipment compliance verification confirms that drones and associated equipment meet EASA technical requirements and carry appropriate markings for intended operations.
    - *Confidence:* 100%
27. The European Union drone regulation framework was established through Commission Implementing Regulation (EU) 2019/947 and Commission Delegated Regulation (EU) 2019/945.
    - *Confidence:* 100%
28. There are three operational categories that define regulatory requirements based on risk assessment: Open, Specific, and Certified categories.
    - *Confidence:* 90%

29. The Open category operations have specific subcategories (A1, A2, A3) with varying operational restrictions including maximum weights, altitude limits, and proximity to people.
    - *Confidence:* 80%
30. Remote pilot competency requirements vary by Open subcategory, with A1/A3 operations requiring online training and competency demonstration while A2 operations require additional theoretical knowledge and practical skill demonstration.
    - *Confidence:* 90%
31. The Specific category operations require authorization from national aviation authorities before commencement, with applications requiring detailed operational documentation and safety case development.
    - *Confidence:* 100%
32. Standard Scenarios provide pre-defined operational parameters for common Specific category operations including visual line of sight (STS-01) and beyond visual line of sight (STS-02) operations with specific limitations and requirements.
    - *Confidence:* 90%
33. Drone registration obligations require operators conducting Specific category operations or Open category operations with drones heavier than 250 grams to register with national aviation authorities.
    - *Confidence:* 100%
34. Insurance requirements mandate appropriate liability coverage for commercial drone operations, with minimum coverage amounts specified by EASA regulations and national implementations.
    - *Confidence:* 100%
35. Pilot certification verification ensures that remote pilots hold appropriate certificates for their intended operations, including theoretical knowledge demonstration and practical skill assessment.
    - *Confidence:* 100%
36. Equipment compliance verification confirms that drones and associated equipment meet EASA technical requirements and carry appropriate markings for intended operations.
    - *Confidence:* 100%
37. Three operational categories define regulatory requirements based on risk assessment: Open, Specific, and Certified categories.
    - *Confidence:* 90%
38. CE marking requirements mandate that drones sold in the European Union meet specific safety and performance standards established by EASA regulations.
    - *Confidence:* 100%
39. Transitional provisions established in EASA regulations allow existing operators to continue operations under certain conditions while adapting to new requirements, but these provisions have specific timelines and limitations.
    - *Confidence:* 90%
40. Class identification requirements mandate that drones used in Open category operations display appropriate class markings (C0-C6) that correspond to their technical specifications and operational limitations.
    - *Confidence:* 100%
41. Subcategory limitations within Open operations (A1, A2, A3) establish specific operational restrictions including maximum weights, altitude limits, and proximity to people that vary based on drone class and pilot qualifications.
    - *Confidence:* 100%
42. Operational limitations in Open category include maximum altitude restrictions, visual line of sight requirements, and prohibitions on operations over crowds or near airports without authorization.

- *Confidence:* 100%

43. Risk assessment procedures require Specific category operators to conduct Specific Operations Risk Assessment (SORA) or demonstrate compliance with Standard Scenarios (STS).

- *Confidence:* 100%

44. Authorization requirements mandate that Specific category operations receive approval from national aviation authorities before commencement, with applications requiring detailed operational documentation and safety case development.

- *Confidence:* 100%

45. Transitional provisions allow existing operators to continue operations under certain conditions while adapting to new requirements, but these provisions have specific timelines and limitations.

- *Confidence:* 80%

46. Drones used in Open category operations must display appropriate class markings (C0-C6) that correspond to their technical specifications and operational limitations.

- *Confidence:* 90%

47. Specific category operators must conduct Specific Operations Risk Assessment (SORA) or demonstrate compliance with Standard Scenarios (STS) that establish operational limitations and mitigation measures.

- *Confidence:* 90%

48. The European Union drone regulation framework was established through Commission Implementing Regulation (EU) 2019/947 and Commission Delegated Regulation (EU) 2019/945.

- *Confidence:* 100%

49. There are three operational categories that define regulatory requirements based on risk assessment: Open, Specific, and Certified categories.

- *Confidence:* 100%

50. CE marking requirements mandate that drones sold in the European Union meet specific safety and performance standards established by EASA regulations.

- *Confidence:* 100%

51. Transitional provisions allow existing operators to continue operations under certain conditions while adapting to new requirements, but these provisions have specific timelines and limitations.

- *Confidence:* 90%

52. Drones used in Open category operations must display appropriate class markings (C0-C6) that correspond to their technical specifications and operational limitations.

- *Confidence:* 100%

53. Subcategory limitations within Open operations establish specific operational restrictions including maximum weights, altitude limits, and proximity to people that vary based on drone class and pilot qualifications.

- *Confidence:* 100%

54. Remote pilot competency requirements vary by Open subcategory, with A1/A3 operations requiring online training and competency demonstration while A2 operations require additional theoretical knowledge and practical skill demonstration.

- *Confidence:* 100%

55. Operational limitations in Open category include maximum altitude restrictions, visual line of sight requirements, and prohibitions on operations over crowds or near airports without authorization.

- *Confidence:* 100%

56. Risk assessment procedures require Specific category operators to conduct Specific Operations Risk Assessment (SORA) or demonstrate compliance with Standard Scenarios (STS).
    - *Confidence:* 100%
57. Authorization requirements mandate that Specific category operations receive approval from national aviation authorities before commencement, with applications requiring detailed operational documentation and safety case development.
    - *Confidence:* 100%
58. Drone registration obligations require operators conducting Specific category operations or Open category operations with drones heavier than 250 grams to register with national aviation authorities.
    - *Confidence:* 100%
59. Insurance requirements mandate appropriate liability coverage for commercial drone operations, with minimum coverage amounts specified by EASA regulations and national implementations.
    - *Confidence:* 100%
60. Pilot certification verification ensures that remote pilots hold appropriate certificates for their intended operations, including theoretical knowledge demonstration and practical skill assessment.
    - *Confidence:* 100%
61. Equipment compliance verification confirms that drones and associated equipment meet EASA technical requirements and carry appropriate markings for intended operations.
    - *Confidence:* 100%
62. Three operational categories define regulatory requirements based on risk assessment: Open, Specific, and Certified categories.
    - *Confidence:* 90%
63. Transitional provisions established in EASA regulations allow existing operators to continue operations under certain conditions while adapting to new requirements, but these provisions have specific timelines and limitations.
    - *Confidence:* 90%
64. Class identification requirements mandate that drones used in Open category operations display appropriate class markings (C0-C6) that correspond to their technical specifications and operational limitations.
    - *Confidence:* 100%
65. Subcategory limitations within Open operations (A1, A2, A3) establish specific operational restrictions including maximum weights, altitude limits, and proximity to people that vary based on drone class and pilot qualifications.
    - *Confidence:* 100%
66. Risk assessment procedures require Specific category operators to conduct Specific Operations Risk Assessment (SORA) or demonstrate compliance with Standard Scenarios (STS) that establish operational limitations and mitigation measures.
    - *Confidence:* 100%
67. Standard Scenarios provide pre-defined operational parameters for common Specific category operations including visual line of sight (STS-01) and beyond visual line of sight (STS-02) operations with specific limitations and requirements.
    - *Confidence:* 100%
68. Specific category operators must conduct Specific Operations Risk Assessment (SORA) or demonstrate compliance with Standard Scenarios that establish operational limitations and mitigation measures.
    - *Confidence:* 100%
69. The European Union drone regulation framework was established through Commission Implementing Regulation (EU) 2019/947 and Commission Delegated Regulation (EU) 2019/945.

- *Confidence:* 100%

70. There are three operational categories that define regulatory requirements based on risk assessment: Open, Specific, and Certified categories.

- *Confidence:* 100%

71. The Open category operations have specific subcategories (A1, A2, A3) with varying operational restrictions including maximum weights, altitude limits, and proximity to people.

- *Confidence:* 100%

72. Remote pilot competency requirements vary by Open subcategory, with A1/A3 operations requiring online training and competency demonstration while A2 operations require additional theoretical knowledge and practical skill demonstration.

- *Confidence:* 100%

73. Operational limitations in Open category include maximum altitude restrictions, visual line of sight requirements, and prohibitions on operations over crowds or near airports without authorization.

- *Confidence:* 100%

74. Specific category operators must conduct Specific Operations Risk Assessment (SORA) or demonstrate compliance with Standard Scenarios (STS) that establish operational limitations and mitigation measures.

- *Confidence:* 100%

75. Authorization requirements mandate that Specific category operations receive approval from national aviation authorities before commencement, with applications requiring detailed operational documentation and safety case development.

- *Confidence:* 100%

76. Drone registration obligations require operators conducting Specific category operations or Open category operations with drones heavier than 250 grams to register with national aviation authorities.

- *Confidence:* 100%

77. Insurance requirements mandate appropriate liability coverage for commercial drone operations, with minimum coverage amounts specified by EASA regulations and national implementations.

- *Confidence:* 100%

78. Pilot certification verification ensures that remote pilots hold appropriate certificates for their intended operations, including theoretical knowledge demonstration and practical skill assessment.

- *Confidence:* 100%

79. Equipment compliance verification confirms that drones and associated equipment meet EASA technical requirements and carry appropriate markings for intended operations.

- *Confidence:* 100%

80. CE marking requirements mandate that drones sold in the European Union meet specific safety and performance standards established by EASA regulations.

- *Confidence:* 100%

81. Transitional provisions allow existing operators to continue operations under certain conditions while adapting to new requirements, but these provisions have specific timelines and limitations.

- *Confidence:* 90%

82. Drones used in Open category operations must display appropriate class markings (C0-C6) that correspond to their technical specifications and operational limitations.

- *Confidence:* 100%

83. The CE marking requirement mandates that drones sold in the European Union meet specific safety and performance standards established by EASA regulations.
    - *Confidence:* 90%
84. Specific category operators must conduct Specific Operations Risk Assessment (SORA) or demonstrate compliance with Standard Scenarios that establish operational limitations and mitigation measures.
    - *Confidence:* 90%
85. Risk assessment procedures require Specific category operators to conduct Specific Operations Risk Assessment (SORA) or demonstrate compliance with Standard Scenarios (STS).
    - *Confidence:* 100%
86. Authorization requirements mandate that Specific category operations receive approval from national aviation authorities before commencement.
    - *Confidence:* 100%
87. Pilot certification verification ensures that remote pilots hold appropriate certificates for their intended operations.
    - *Confidence:* 100%

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www.globhe.com

URL: https://www.globhe.com/newsroom/2024-eu-drone-regulations **Facts Extracted:** 84

1. The European Union Aviation Safety Agency (EASA) is putting in place comprehensive regulations, effective January 1, 2024.
    - *Confidence:* 100%
2. Drones are classified into open, specific, and certified categories, each with unique operational limitations and compliance requirements.
    - *Confidence:* 100%
3. From January 1st, 2024, new drones placed on the market must have a C classification marking to be used in the open category.
    - *Confidence:* 100%
4. Existing drones can still be used under certain conditions.
    - *Confidence:* 100%
5. Drones under 250 g can be flown in subcategory A1.
    - *Confidence:* 100%
6. Drones under 25 kg can be flown in subcategory A3.
    - *Confidence:* 100%
7. Flying in subcategory A2 is only possible with a C2-class drone.
    - *Confidence:* 100%
8. Remote Identification for Drones will become mandatory starting January 1st, 2024.
    - *Confidence:* 100%
9. Operations under the specific category require authorization from National Aviation Authorities.
    - *Confidence:* 100%
10. Globhe has a vast network of over 10,000 certified drone operators.
    - *Confidence:* 100%
11. The EU regulations are subject to change, and Globhe takes no responsibility for the accuracy of above statement as items may change in the regulations.
    - *Confidence:* 80%
12. The European Union Aviation Safety Agency (EASA) is putting in place comprehensive regulations, effective January 1, 2024.
    - *Confidence:* 100%

13. Drones are classified into open, specific, and certified categories, each with unique operational limitations and compliance requirements.
    - *Confidence:* 100%
14. From January 1st, 2024, new drones placed on the market must have a C classification marking to be used in the open category.
    - *Confidence:* 100%
15. Existing drones can still be used under certain conditions.
    - *Confidence:* 100%
16. A quick summary of drone classifications is: Drones under 250 g can be flown in subcategory A1, and drones under 25 kg can be flown in subcategory A3.
    - *Confidence:* 100%
17. Flying in subcategory A2 is only possible with a C2-class drone.
    - *Confidence:* 100%
18. There are seven C classifications for drones: C0 and C1, C2, C3, and C4, and C5 and C6.
    - *Confidence:* 100%
19. Remote Identification for Drones will become mandatory starting January 1st, 2024.
    - *Confidence:* 100%
20. Operations under the specific category require authorization from National Aviation Authorities.
    - *Confidence:* 100%
21. Globhe's platform ensures seamless alignment with EU regulations, guaranteeing compliance for your drone operations.
    - *Confidence:* 100%
22. Globhe has a vast network of over 10,000 certified drone operators.
    - *Confidence:* 100%
23. Our platform offers automated workflows and operational tracking, aligning perfectly with the EU's requirements for operational transparency.
    - *Confidence:* 100%
24. Data management adheres to EU requirements for accuracy, privacy, and security.
    - *Confidence:* 100%
25. Drones under 250 g can be flown in subcategory A1.
    - *Confidence:* 100%
26. Drones under 25 kg can be flown in subcategory A3.
    - *Confidence:* 100%
27. Drones weighing 250 g or more require the completion of the A1/A3 online theoretical examination.
    - *Confidence:* 100%
28. There are seven C classifications for drones: C0 and C1, C2, C3, C4, C5, and C6.
    - *Confidence:* 100%
29. Globhe's platform offers automated workflows and operational tracking, aligning perfectly with the EU's requirements for operational transparency.
    - *Confidence:* 100%

30. Data management on Globhe adheres to EU requirements for accuracy, privacy, and security.
    - *Confidence:* 100%
31. The European Union Aviation Safety Agency (EASA) is putting in place comprehensive regulations, effective January 1, 2024.
    - *Confidence:* 100%
32. Drones are classified into open, specific, and certified categories, each with unique operational limitations and compliance requirements.
    - *Confidence:* 100%
33. From January 1st, 2024, new drones placed on the market must have a C classification marking to be used in the open category.
    - *Confidence:* 100%
34. Existing drones can still be used under certain conditions.
    - *Confidence:* 100%
35. Drones under 250 g can be flown in subcategory A1.
    - *Confidence:* 100%
36. Drones under 25 kg can be flown in subcategory A3.
    - *Confidence:* 100%
37. Flying in subcategory A2 is only possible with a C2-class drone.
    - *Confidence:* 100%
38. There are seven C classifications for drones: C0, C1, C2, C3, C4, C5, and C6.
    - *Confidence:* 100%
39. Remote Identification for Drones will become mandatory starting January 1st, 2024.
    - *Confidence:* 100%
40. Operations under the specific category require authorization from National Aviation Authorities.
    - *Confidence:* 100%
41. Globhe's platform ensures seamless alignment with EU regulations, guaranteeing compliance for your drone operations.
    - *Confidence:* 100%
42. Globhe has a vast network of over 10,000 certified drone operators.
    - *Confidence:* 100%
43. Our platform offers automated workflows and operational tracking, aligning perfectly with the EU's requirements for operational transparency.
    - *Confidence:* 100%
44. Data management adheres to EU requirements for accuracy, privacy, and security.
    - *Confidence:* 100%
45. Drones weighing 250 g or more require the completion of the A1/A3 online theoretical examination.
    - *Confidence:* 100%
46. Globhe's platform offers automated workflows and operational tracking, aligning perfectly with the EU's requirements for operational transparency.
    - *Confidence:* 100%

47. Data management on Globhe adheres to EU requirements for accuracy, privacy, and security.
    - *Confidence:* 100%
48. The European Union Aviation Safety Agency (EASA) is putting in place comprehensive regulations, effective January 1, 2024.
    - *Confidence:* 100%
49. Drones are classified into open, specific, and certified categories, each with unique operational limitations and compliance requirements.
    - *Confidence:* 100%
50. From January 1st, 2024, new drones placed on the market must have a C classification marking to be used in the open category.
    - *Confidence:* 100%
51. Existing drones can still be used under certain conditions.
    - *Confidence:* 100%
52. Drones under 250 g can be flown in subcategory A1.
    - *Confidence:* 100%
53. Drones under 25 kg can be flown in subcategory A3.
    - *Confidence:* 100%
54. Drones weighing 250 g or more require the completion of the A1/A3 online theoretical examination.
    - *Confidence:* 100%
55. Flying in subcategory A2 is only possible with a C2-class drone.
    - *Confidence:* 100%
56. There are seven C classifications for drones: C0, C1, C2, C3, C4, C5, and C6.
    - *Confidence:* 100%
57. Remote Identification for Drones will become mandatory starting January 1st, 2024.
    - *Confidence:* 100%
58. Operations under the specific category require authorization from National Aviation Authorities.
    - *Confidence:* 100%
59. Globhe's platform ensures seamless alignment with EU regulations, guaranteeing compliance for your drone operations.
    - *Confidence:* 100%
60. Globhe has a vast network of over 10,000 certified drone operators.
    - *Confidence:* 100%
61. Globhe's platform offers automated workflows and operational tracking, aligning perfectly with the EU's requirements for operational transparency.
    - *Confidence:* 100%
62. Data management on Globhe adheres to EU requirements for accuracy, privacy, and security.
    - *Confidence:* 100%
63. There are seven C classifications for drones: C0 and C1, C2, C3, C4, C5, and C6.
    - *Confidence:* 100%

64. Our platform offers automated workflows and operational tracking, aligning perfectly with the EU's requirements for operational transparency.
    - *Confidence:* 100%
65. Data management adheres to EU requirements for accuracy, privacy, and security.
    - *Confidence:* 100%
66. Globhe's data management adheres to EU requirements for accuracy, privacy, and security.
    - *Confidence:* 100%
67. The European Union Aviation Safety Agency (EASA) is putting in place comprehensive regulations, effective January 1, 2024.
    - *Confidence:* 100%
68. Drones are classified into open, specific, and certified categories, each with unique operational limitations and compliance requirements.
    - *Confidence:* 100%
69. From January 1st, 2024, new drones placed on the market must have a C classification marking to be used in the open category.
    - *Confidence:* 100%
70. Existing drones can still be used under certain conditions.
    - *Confidence:* 100%
71. Drones under 250 g can be flown in subcategory A1.
    - *Confidence:* 100%
72. Drones under 25 kg can be flown in subcategory A3.
    - *Confidence:* 100%
73. Flying in subcategory A2 is only possible with a C2-class drone.
    - *Confidence:* 100%
74. There are seven C classifications for drones: C0, C1, C2, C3, C4, C5, and C6.
    - *Confidence:* 100%
75. Remote Identification for Drones will become mandatory starting January 1st, 2024.
    - *Confidence:* 100%
76. Operations under the specific category require authorization from National Aviation Authorities.
    - *Confidence:* 100%
77. Globhe's platform ensures seamless alignment with EU regulations, guaranteeing compliance for your drone operations.
    - *Confidence:* 100%
78. Globhe has a vast network of over 10,000 certified drone operators.
    - *Confidence:* 100%
79. Our platform offers automated workflows and operational tracking, aligning perfectly with the EU's requirements for operational transparency.
    - *Confidence:* 100%
80. Data management adheres to EU requirements for accuracy, privacy, and security.
    - *Confidence:* 100%

81. Drones weighing 250 g or more require the completion of the A1/A3 online theoretical examination.
    - *Confidence:* 100%
82. Globhe's platform offers automated workflows and operational tracking, aligning perfectly with the EU's requirements for operational transparency.
    - *Confidence:* 100%
83. Data management on Globhe adheres to EU requirements for accuracy, privacy, and security.
    - *Confidence:* 100%
84. Globhe's data management adheres to EU requirements for accuracy, privacy, and security.
    - *Confidence:* 100%

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www.skyzr.com

URL: https://www.skyzr.com/en/drone-laws/eu-drone-regulation/ **Facts Extracted:** 131

1. The EU Drone Regulation 2024 contains all the important information that drone pilots need to know if they want to fly legally with their drone.
    - *Confidence:* 100%
2. The maximum flight altitude has been increased from 100m to 120m under the EU Drone Regulation 2024.
    - *Confidence:* 90%
3. Drones are classified into classes (C0 – C5) under the EU Drone Regulation 2024.
    - *Confidence:* 100%
4. The Open category is further subdivided into three subcategories A1, A2 and A3 under the EU Drone Regulation 2024.
    - *Confidence:* 100%
5. Compulsory insurance for all drone pilots is required in the Open category under the EU Drone Regulation 2024.
    - *Confidence:* 90%
6. The minimum age for drone pilots may be chosen by each member state, with Germany setting it at 16 years old except for toy drones.
    - *Confidence:* 100%
7. A drone license plate with EU registration number (eID) of the drone pilot is required in the Open category under the EU Drone Regulation 2024.
    - *Confidence:* 90%
8. The Certified category will likely apply mostly to industrial companies such as drone delivery services and similar businesses under the EU Drone Regulation 2024.
    - *Confidence:* 80%
9. The EU Drone Regulation 2024 contains all the important information that drone pilots need to know if they want to fly legally with their drone.
    - *Confidence:* 100%
10. The maximum flight altitude has been increased from 100m to 120m under the EU Drone Regulation 2024.
    - *Confidence:* 100%
11. Drones are classified into classes (C0 – C5) and application scenarios (Open, Specific, Certified) under the EU Drone Regulation 2024.
    - *Confidence:* 100%
12. The Open category is further subdivided into three subcategories A1, A2, and A3 under the EU Drone Regulation 2024.
    - *Confidence:* 100%
13. For most hobby pilots, the Open category will apply most often under the EU Drone Regulation 2024.
    - *Confidence:* 80%

14. Commercial drone pilots will have to distinguish between Open and Specific categories under the EU Drone Regulation 2024.
    - *Confidence:* 100%
15. The Certified category will play little role for most drone pilots and will likely apply mostly only to industrial companies such as drone delivery services and similar businesses under the EU Drone Regulation 2024.
    - *Confidence:* 80%
16. Compulsory insurance is required for all drone pilots in the Open category under the EU Drone Regulation 2024.
    - *Confidence:* 100%
17. Flight over people is possible in subcategory A1, but overflight of uninvolved third parties must be avoided under the EU Drone Regulation 2024.
    - *Confidence:* 100%
18. The minimum age for drone pilots may be chosen by each member state, and in Germany it is 16 years except for toy drones under 250g without camera or sensors for recording under the EU Drone Regulation 2024.
    - *Confidence:* 100%
19. A drone license plate with EU registration number (eID) of the drone pilot is required in the Open category, except for toy drones under 250g and without recording function under the EU Drone Regulation 2024.
    - *Confidence:* 100%
20. The EU Drone Regulation 2024 contains all important information that drone pilots need to know if they want to fly legally with their drone.
    - *Confidence:* 100%
21. The maximum flight altitude has been increased from 100m to 120m.
    - *Confidence:* 90%
22. Weight limits have been adjusted in the EU Drone Regulation 2024.
    - *Confidence:* 80%
23. Drone pilots must register with the authorities.
    - *Confidence:* 100%
24. Two different drone pilot certificates are introduced: EU certificate of competence and EU remote pilot certificate.
    - *Confidence:* 90%
25. eID for drones is required.
    - *Confidence:* 80%
26. Drones are classified into classes C0-C5 in the EU Drone Regulation 2024.
    - *Confidence:* 100%
27. Application scenarios are categorized as Open, Specific, and Certified.
    - *Confidence:* 100%
28. The Open category is further subdivided into three subcategories A1, A2, and A3.
    - *Confidence:* 100%
29. Compulsory insurance for all drone pilots in the Open category.
    - *Confidence:* 100%
30. Minimum age may be chosen by each member state (in Germany, it is 16 years).

- *Confidence:* 90%

31. A drone license plate with EU registration number (eID) of the drone pilot is required in the Open category.
    - *Confidence:* 100%
32. No permits are necessary for flights in the Open category.
    - *Confidence:* 100%
33. The EU Drone Regulation 2024 contains all the important information that drone pilots need to know if they want to fly legally with their drone.
    - *Confidence:* 100%
34. The maximum flight altitude has been increased from 100m to 120m under the EU Drone Regulation 2024.
    - *Confidence:* 100%
35. Weight limits have been adjusted under the EU Drone Regulation 2024.
    - *Confidence:* 100%
36. Registration of drone pilots is required under the EU Drone Regulation 2024.
    - *Confidence:* 100%
37. Two different drone pilot certificates (EU certificate of competence and EU remote pilot certificate) have been introduced under the EU Drone Regulation 2024.
    - *Confidence:* 100%
38. The eID for drones has been introduced under the EU Drone Regulation 2024.
    - *Confidence:* 100%
39. Drones are classified into classes (C0 – C5) under the EU Drone Regulation 2024.
    - *Confidence:* 100%
40. Drones are classified into application scenarios (Open, Specific, Certified) under the EU Drone Regulation 2024.
    - *Confidence:* 100%
41. The Open category is further subdivided into three subcategories A1, A2 and A3 under the EU Drone Regulation 2024.
    - *Confidence:* 100%
42. Compulsory insurance for all drone pilots is required in the Open category under the EU Drone Regulation 2024.
    - *Confidence:* 100%
43. Low risk drone flights are allowed in the Open category under the EU Drone Regulation 2024.
    - *Confidence:* 100%
44. Flight only within visual range is allowed in the Open category under the EU Drone Regulation 2024.
    - *Confidence:* 100%
45. No transport of dangerous goods is allowed in the Open category under the EU Drone Regulation 2024.
    - *Confidence:* 100%
46. No dropping of objects is allowed in the Open category under the EU Drone Regulation 2024.
    - *Confidence:* 100%
47. Online training, drone pilot license or registration of the drone pilot may be necessary for the Open category under the EU Drone Regulation 2024.
    - *Confidence:* 100%

48. The minimum age for drone pilots in Germany is 16 years under the EU Drone Regulation 2024.
    - *Confidence:* 100%
49. A drone license plate with EU registration number (eID) of the drone pilot is required in the Open category under the EU Drone Regulation 2024.
    - *Confidence:* 100%
50. Two different drone pilot certificates (EU certificate of competence and EU remote pilot certificate) are introduced under the EU Drone Regulation 2024.
    - *Confidence:* 100%
51. The eID for drones is introduced under the EU Drone Regulation 2024.
    - *Confidence:* 100%
52. Application scenarios are categorized as Open, Specific, and Certified under the EU Drone Regulation 2024.
    - *Confidence:* 100%
53. The Open category is further subdivided into three subcategories A1, A2, and A3 under the EU Drone Regulation 2024.
    - *Confidence:* 100%
54. Low-risk drone flights are allowed in the Open category under the EU Drone Regulation 2024.
    - *Confidence:* 100%
55. Flight within visual range is allowed in the Open category under the EU Drone Regulation 2024.
    - *Confidence:* 100%
56. Transport of dangerous goods is not allowed in the Open category under the EU Drone Regulation 2024.
    - *Confidence:* 100%
57. Dropping of objects is not allowed in the Open category under the EU Drone Regulation 2024.
    - *Confidence:* 100%
58. Online training, drone pilot license, or registration of the drone pilot may be necessary for the Open category under the EU Drone Regulation 2024.
    - *Confidence:* 100%
59. The maximum flight altitude has been increased from 100m to 120m.
    - *Confidence:* 90%
60. Weight limits have been adjusted in the EU Drone Regulation 2024.
    - *Confidence:* 80%
61. Drone pilots must be registered under the EU Drone Regulation 2024.
    - *Confidence:* 100%
62. Two different drone pilot certificates have been introduced: EU certificate of competence and EU remote pilot certificate.
    - *Confidence:* 90%
63. The eID for drones has been introduced in the EU Drone Regulation 2024.
    - *Confidence:* 80%
64. Drones are classified into classes C0-C5 under the EU Drone Regulation 2024.
    - *Confidence:* 100%
65. Compulsory insurance for all drone pilots is required in the Open category.

- *Confidence:* 100%

66. The minimum age for drone pilots may be chosen by each member state, with a minimum of 16 years in Germany.

- *Confidence:* 90%

67. A drone license plate with EU registration number (eID) is required for drone pilots in the Open category.

- *Confidence:* 100%

68. The EU Drone Regulation 2024 contains all important information that drone pilots need to know if they want to fly legally with their drone.

- *Confidence:* 100%

69. The maximum flight altitude has been increased from 100m to 120m under the EU Drone Regulation 2024.

- *Confidence:* 100%

70. Drones are classified into classes (C0 – C5) and application scenarios (Open, Specific, Certified) under the EU Drone Regulation 2024.

- *Confidence:* 100%

71. The Open category is further subdivided into three subcategories A1, A2, and A3 under the EU Drone Regulation 2024.

- *Confidence:* 100%

72. For most hobby pilots, the Open category will apply most often under the EU Drone Regulation 2024.

- *Confidence:* 80%

73. Commercial drone pilots will have to distinguish between Open and Specific categories under the EU Drone Regulation 2024.

- *Confidence:* 100%

74. The Certified category will play little role for most drone pilots and will likely apply mostly only to industrial companies such as drone delivery services and similar businesses under the EU Drone Regulation 2024.

- *Confidence:* 80%

75. Compulsory insurance is required for all drone pilots in the Open category under the EU Drone Regulation 2024.

- *Confidence:* 100%

76. Flight over people is possible in subcategory A1, but overflight of uninvolved third parties must be avoided under the EU Drone Regulation 2024.

- *Confidence:* 100%

77. The minimum age for drone pilots may be chosen by each member state, and in Germany it is 16 years except for toy drones under 250g without camera or sensors for recording under the EU Drone Regulation 2024.

- *Confidence:* 100%

78. A drone license plate with EU registration number (eID) of the drone pilot is required in the Open category, except for toy drones under 250g and without recording function under the EU Drone Regulation 2024.

- *Confidence:* 100%

79. The EU Drone Regulation 2024 contains all the important information that drone pilots need to know if they want to fly legally with their drone.

- *Confidence:* 100%

80. Drones are classified into classes C0-C5 under the EU Drone Regulation 2024.

- *Confidence:* 100%

81. Compulsory insurance for all drone pilots is required in the Open category under the EU Drone Regulation 2024.
    - *Confidence:* 100%
82. The minimum age for drone pilots may be chosen by each member state, with Germany setting it at 16 years old except for toy drones.
    - *Confidence:* 100%
83. A drone license plate with EU registration number (eID) of the drone pilot is required in the Open category under the EU Drone Regulation 2024.
    - *Confidence:* 100%
84. The transition phase for existing drones has been introduced under the EU Drone Regulation 2024.
    - *Confidence:* 90%
85. The Certified category will likely apply mostly to industrial companies such as drone delivery services and similar businesses under the EU Drone Regulation 2024.
    - *Confidence:* 80%
86. The maximum flight altitude has been increased from 100m to 120m.
    - *Confidence:* 90%
87. Weight limits have been adjusted in the EU Drone Regulation 2024.
    - *Confidence:* 80%
88. Drone pilots must be registered under the EU Drone Regulation 2024.
    - *Confidence:* 100%
89. Two different drone pilot certificates have been introduced: EU certificate of competence and EU remote pilot certificate.
    - *Confidence:* 90%
90. The eID for drones has been introduced under the EU Drone Regulation 2024.
    - *Confidence:* 80%
91. Compulsory insurance for all drone pilots is required under the EU Drone Regulation 2024.
    - *Confidence:* 100%
92. The minimum age for drone pilots in Germany is 16 years, except for toy drones.
    - *Confidence:* 90%
93. A drone license plate with EU registration number (eID) of the drone pilot is required under the EU Drone Regulation 2024.
    - *Confidence:* 100%
94. The EU Drone Regulation 2024 contains all the important information that drone pilots need to know if they want to fly legally with their drone.
    - *Confidence:* 100%
95. The maximum flight altitude has been increased from 100m to 120m under the EU Drone Regulation 2024.
    - *Confidence:* 100%
96. Weight limits have been adjusted under the EU Drone Regulation 2024.
    - *Confidence:* 100%
97. Registration of drone pilots is required under the EU Drone Regulation 2024.

- *Confidence:* 100%

98. Two different drone pilot certificates (EU certificate of competence and EU remote pilot certificate) have been introduced under the EU Drone Regulation 2024.
    - *Confidence:* 100%
99. eID for drones is required under the EU Drone Regulation 2024.
    - *Confidence:* 100%
100. Drones are classified into classes (C0 – C5) under the EU Drone Regulation 2024.
    - *Confidence:* 100%
101. Application scenarios are categorized as Open, Specific, and Certified under the EU Drone Regulation 2024.
    - *Confidence:* 100%
102. The Open category is further subdivided into three subcategories A1, A2, and A3 under the EU Drone Regulation 2024.
    - *Confidence:* 100%
103. Compulsory insurance for all drone pilots is required in the Open category under the EU Drone Regulation 2024.
    - *Confidence:* 100%
104. Low-risk drone flights are allowed in the Open category under the EU Drone Regulation 2024.
    - *Confidence:* 100%
105. Flight within visual range is allowed in the Open category under the EU Drone Regulation 2024.
    - *Confidence:* 100%
106. Transport of dangerous goods is not allowed in the Open category under the EU Drone Regulation 2024.
    - *Confidence:* 100%
107. Dropping of objects is not allowed in the Open category under the EU Drone Regulation 2024.
    - *Confidence:* 100%
108. Online training, drone pilot license, or registration of the drone pilot may be necessary for the Open category under the EU Drone Regulation 2024.
    - *Confidence:* 100%
109. The minimum age for drone pilots in Germany is 16 years under the EU Drone Regulation 2024.
    - *Confidence:* 100%
110. A drone license plate with EU registration number (eID) of the drone pilot is required in the Open category under the EU Drone Regulation 2024.
    - *Confidence:* 100%
111. Drones are classified into classes C0-C5 under the EU Drone Regulation 2024.
    - *Confidence:* 100%
112. The minimum age for drone pilots may be chosen by each member state, with Germany setting it at 16 years old except for toy drones.
    - *Confidence:* 100%
113. The Certified category will likely apply mostly to industrial companies such as drone delivery services and similar businesses under the EU Drone Regulation 2024.
    - *Confidence:* 80%

114. The maximum flight altitude has been increased from 100m to 120m.
    - *Confidence:* 90%
115. Weight limits have been adjusted in the EU Drone Regulation 2024.
    - *Confidence:* 80%
116. Drone pilots must register with the authorities.
    - *Confidence:* 100%
117. Two different drone pilot certificates are introduced: EU certificate of competence and EU remote pilot certificate.
    - *Confidence:* 90%
118. eID for drones is required.
    - *Confidence:* 80%
119. Drones are classified into classes (C0 – C5) in the EU Drone Regulation 2024.
    - *Confidence:* 100%
120. Application scenarios are categorized as Open, Specific, and Certified in the EU Drone Regulation 2024.
    - *Confidence:* 100%
121. The Open category is further subdivided into three subcategories A1, A2, and A3.
    - *Confidence:* 90%
122. Compulsory insurance for all drone pilots is required in the EU Drone Regulation 2024.
    - *Confidence:* 100%
123. Minimum age may be chosen by each member state, with Germany setting it at 16 years.
    - *Confidence:* 80%
124. A drone license plate with EU registration number (eID) of the drone pilot is required in the Open category.
    - *Confidence:* 100%
125. No Fly Zones may be defined by individual EU member states, such as airfields, military installations, prisons, government buildings, and residential areas.
    - *Confidence:* 90%
126. Drone pilots must be registered under the EU Drone Regulation 2024.
    - *Confidence:* 100%
127. Two different drone pilot certificates have been introduced: EU certificate of competence and EU remote pilot certificate.
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128. The eID for drones has been introduced under the EU Drone Regulation 2024.
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www.zenatech.com

URL: https://www.zenatech.com/drone-laws-2025-everything-you-need-to-know/ **Facts Extracted:** 107

1. The FAA enforced a remote ID rule for drone identification in 2023.
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5. EASA presented U-Space regulations for handling urban drone traffic in 2023.
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6. EASA updated SORA to version 2.5 in 2023.
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EASA Drone Operation Categories

Open Category (Low Risk)

- No authorization required
- Max weight: 25 kg (in most subcategories)
- Visual line of sight (VLOS)
- Max height: 120m AGL
- Three subcategories: A1, A2, A3

Specific Category (Medium Risk)

- Requires operational authorization from NAA
- Risk assessment (SORA) may be required
- Standard scenarios (STS) available
- Cross-border operations possible

Certified Category (High Risk)

- Full aircraft-style certification
- Required for:
  - Flights over assemblies of people
  - Transport of people
  - Transport of dangerous goods

Remote Identification (Remote ID)

Key requirements: - Direct remote ID mandatory from January 2024 - Broadcasts: Drone ID, position, altitude, speed - Operator registration number - Take-off position

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Key Findings (Synthesized)

Finding 1

The European Union drone regulation framework was established through Commission Implementing Regulation (EU) 2019/947 and Commission Delegated Regulation (EU) 2019/945.

Confidence: 100% | Supporting Sources: 1

Finding 2

There are three operational categories that define regulatory requirements based on risk assessment: Open, Specific, and Certified categories.

Confidence: 100% | Supporting Sources: 2

Finding 3

The Open category operations have specific subcategories (A1, A2, A3) with varying operational restrictions including maximum weights, altitude limits, and proximity to people.

Confidence: 100% | Supporting Sources: 1

Finding 4

Remote pilot competency requirements vary by Open subcategory, with A1/A3 operations requiring online training and competency demonstration while A2 operations require additional theoretical knowledge and practical skill demonstration.

Confidence: 100% | Supporting Sources: 1

Finding 5

The Specific category operations require authorization from national aviation authorities before commencement, with applications requiring detailed operational documentation and safety case development.

Confidence: 100% | Supporting Sources: 2

Finding 6

Standard Scenarios provide pre-defined operational parameters for common Specific category operations including visual line of sight (STS-01) and beyond visual line of sight (STS-02) operations with specific limitations and requirements.

Confidence: 100% | Supporting Sources: 1

Finding 7

Drone registration obligations require operators conducting Specific category operations or Open category operations with drones heavier than 250 grams to register with national aviation authorities.

Confidence: 100% | Supporting Sources: 1

Finding 8

Insurance requirements mandate appropriate liability coverage for commercial drone operations, with minimum coverage amounts specified by EASA regulations and national implementations.

Confidence: 100% | Supporting Sources: 1

Finding 9

Pilot certification verification ensures that remote pilots hold appropriate certificates for their intended operations, including theoretical knowledge demonstration and practical skill assessment.

Confidence: 100% | Supporting Sources: 1

Finding 10

Equipment compliance verification confirms that drones and associated equipment meet EASA technical requirements and carry appropriate markings for intended operations.

Confidence: 100% | Supporting Sources: 1

Finding 11

Operations manual development requires Specific category operators to create comprehensive documentation describing operational procedures, safety measures, and emergency protocols.

Confidence: 100% | Supporting Sources: 1

Finding 12

Regulation (EU) 2024/1689 of the European Parliament and of the Council was adopted on 13/06/2024.

Confidence: 100% | Supporting Sources: 1

Finding 13

Commission Delegated Regulation (EU) 2025/870 was adopted on 28/02/2025.

Confidence: 100% | Supporting Sources: 1

Finding 14

Regulation (EU) 2018/1139 of the European Parliament and of the Council was amended on 04/07/2018.

Confidence: 100% | Supporting Sources: 1

Finding 15

Commission Implementing Regulation (EU) 2024/1110 was adopted on 10/04/2024.

Confidence: 100% | Supporting Sources: 1

Finding 16

Commission Delegated Regulation (EU) 2024/1108 was adopted on 13/03/2024.

Confidence: 100% | Supporting Sources: 1

Finding 17

Commission Implementing Regulation (EU) 2023/203 was amended on 27/10/2022.

Confidence: 100% | Supporting Sources: 1

Finding 18

Commission Implementing Regulation (EU) 2021/665 was adopted on 22/04/2021.

Confidence: 100% | Supporting Sources: 1

Finding 19

Commission Implementing Regulation (EU) 2021/666 was adopted on 22/04/2021.

Confidence: 100% | Supporting Sources: 1

Finding 20

The FAA enforced a remote ID rule for drone identification in 2023.

Confidence: 100% | Supporting Sources: 1

Research Methodology

Parameter	Value
Research Cycles	5
Entities Found	50
Facts Extracted	936
Overall Saturation	0.0%

This report contains complete raw data on European drone regulations and flight authorizations. Generated by solid-robot research tool.