

Data of authorised UAS and operation

Manufacturer or Type Certificate holder	Model name
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Type of UAS configuration

<input type="checkbox"/> Conventional airplane	<input type="checkbox"/> Helicopter	<input type="checkbox"/> Multirotor	<input type="checkbox"/> Hybrid / VTOL
<input type="checkbox"/> Lighter than air	<input type="checkbox"/> Other, please specify:		

Is the UAS tethered during the operation?

<input type="checkbox"/> Yes	<input type="checkbox"/> No
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Maximum characteristic dimensions (including propellers)	Maximum take-off mass	Maximum operational speed
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Type of propulsion system

<input type="checkbox"/> Electric	<input type="checkbox"/> Combustion
<input type="checkbox"/> Hybrid, specify type:	<input type="checkbox"/> Other, please specify:

Number of type certificate or design verification report (if available)	Certificate of airworthiness (if available)
Number of noise certificate (if available)	

Short description of proposed operations

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Please provide the GPS coordinates for the operational volume (flight geography and contingency volume), the ground risk buffer and the air risk buffer (if available) as a separate file using either txt; .kmz or .kml.

Give reference to the file name:

Signature

Date	Place
Printed name	
Signature	

PDRA characterisation and conditions

Topic	Method of proof	Condition	Reference to documentation	Proof
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Operational characterisation, scope and limitations

Level of human intervention	Self-declaration	1.1 No autonomous operations: the remote pilot should have the ability to maintain control of the UA, except in case of a loss of the command-and control (C2) link.	Document name	Page number	Chapter number	"I declare compliance."
		1.2 The remote pilot should operate only one UA at a time.				<input type="checkbox"/>
		1.3 The remote pilot should not operate the UA from a moving vehicle.				<input type="checkbox"/>
		1.4 The remote pilot should not hand the control of the UA over to another command unit.				<input type="checkbox"/>
		1.5 VLOS distance from the remote pilot at all times.				<input type="checkbox"/>
UA range limit	Self-declaration					
Overflown areas	Self-declaration	1.6 UAS operations should be conducted over a controlled ground area.				<input type="checkbox"/>
		1.7 For the operation of a tethered UA, the area should have a radius equal to the tether length plus 5 m and should be centred on the point of the surface of the Earth where the tether is fixed.				<input type="checkbox"/>

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PDRA characterisation and conditions

Topic	Method of proof	Condition	Reference to documentation			Proof
			Document name	Page number	Chapter number	"I declare compliance." <input type="checkbox"/>
UA limitations	Self-declaration	1.8 The UA should have a MTOM of less than 25 kg, including payload.				<input type="checkbox"/>
		1.9 The UA should have a maximum characteristic dimension (e.g. wingspan, rotor diameter/area or maximum distance between rotors in case of a multirotor) of less than 3 m.				<input type="checkbox"/>
Flight height limit	Self-declaration	1.10 The remote pilot should maintain the UA within 120 m (unless making use of the option defined in point 1.12) from the closest point of the surface of the Earth. The measurement of the distances should be adapted according to the geographical characteristics of the terrain, such as plains, hills, and mountains.				<input type="checkbox"/>
		1.11 When flying a UA within a horizontal distance of 50 m from an artificial obstacle that is taller than 105 m, the maximum height of the UAS operation may be increased up to 15 m above the height of the obstacle, at the request of the entity responsible for the obstacle.				<input type="checkbox"/>
		1.12 When UAS operators intend to operate at a height above 120 m, up to 150 m, they should define a risk buffer according to point 3.8 below.				<input type="checkbox"/>

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PDRA characterisation and conditions

Topic	Method of proof	Condition	Reference to documentation			Proof
			Document name	Page number	Chapter number	"I declare compliance."
Airspace	Self-declaration	1.13 The UA should be operated: 1.13.1 in uncontrolled airspace, unless different limitations are provided for by the Member States for their UAS geographical zones in areas where the probability of encountering manned aircraft is not low; or				<input type="checkbox"/>
		1.13.2 in controlled airspace after coordination and flight authorisation in accordance with the published procedures for the area of operation, to ensure that the probability of encountering manned aircraft is low. <i>Note: Airspace with an air risk that is classified as not higher than ARC-b can be considered having a low probability of encountering manned aircraft.</i>				<input type="checkbox"/>
Visibility	Self-declaration	1.14 The flight visibility should allow the remote pilot to conduct the entire flight in VLOS.				<input type="checkbox"/>
Others	Self-declaration	1.15 The UA should not be used to carry dangerous goods, except for dropping items in connection with agricultural, horticultural or forestry activities where the carriage of such items does not contravene any other applicable regulations.				<input type="checkbox"/>

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PDRA characterisation and conditions

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Operational mitigations

Operational volume (see Figure 2 of AMC1 Article 11)	Self-declaration		Document name	Page number	Chapter number	"I declare compliance."
		3.1 The UAS operator should define the operational volume for the intended operation, including:				<input type="checkbox"/>
		3.1.1 the flight geography; and				<input type="checkbox"/>
		3.1.2 the contingency volume, with its external limit(s) at least 10 m beyond the limit(s) of the flight geography, if the operation is conducted with untethered UA.				<input type="checkbox"/>
		3.2 To determine the operational volume, the UAS operator should consider the position-keeping capabilities of the UAS in 4D space (latitude, longitude, height, and time).				<input type="checkbox"/>
		3.3 In particular, the accuracy of the navigation solution, the flight technical error of the UAS, as well as the flight path definition error (e.g. map error) and latencies should be considered and addressed when determining the operational volume.				<input type="checkbox"/>
		3.4 The remote pilot should apply emergency procedures as soon as there is an indication that the UA may exceed the limits of the operational volume, as per point 5.3.8(d) below.				<input type="checkbox"/>

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PDRA characterisation and conditions

Topic	Method of proof	Condition	Reference to documentation			Proof
Ground risk	Self-declaration	3.5 The UAS operator should establish a ground risk buffer to protect third parties on the ground outside the operational volume.	Document name	Page number	Chapter number	"I declare compliance." <input type="checkbox"/>
		3.6 For the operation of untethered UA, the ground risk buffer should cover a distance beyond the external limit(s) of the contingency area. That distance should be at least as defined in Table PDRA-S01.1 — Main limitations and provisions for PDRA-S01 (AMC 4 to Article 11 of IR (EU) 2019/947.				<input type="checkbox"/>
		3.7 For the operation of tethered UA, the ground risk buffer is considered in point 1.7 above.				<input type="checkbox"/>
Air risk	Declaration supported by data	3.8 If the UAS operation is performed above 120 m and up to 150 m, the UAS operator should: 3.8.1 establish an air risk buffer to protect third parties in the air outside the operational volume; and				<input type="checkbox"/>
		3.8.2 if the air risk buffer is part of controlled airspace, coordinate the operation with the respective ANSP;				<input type="checkbox"/>
		3.8.3 develop appropriate procedures to not jeopardise other airspace users.				<input type="checkbox"/>

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Topic	Method of proof	Condition	Reference to documentation			Proof
			Document name	Page number	Chapter number	"I declare compliance."
Air risk	Self-declaration	3.9 The operational volume should be outside any geographical zone corresponding to a flight restriction zone of a protected aerodrome or of any other type, as defined by the responsible authority, unless the UAS operator has been granted an appropriate permission.				<input type="checkbox"/>
		3.10 Prior to the flight, the UAS operator should assess the proximity of the planned operation to manned aircraft activity.				<input type="checkbox"/>

UAS Operator and UAS operations conditions

			Document name	Page number	Chapter number	"I declare compliance."
UAS operator and UAS operations	Declaration supported by data	4.1 The UAS operator should: 4.1.1 develop an operations manual (OM) (for the template, refer to AMC1 UAS.SPEC.030(3)(e) and to the complementary information in GM1 UAS.SPEC.030(3)(e));				<input type="checkbox"/>
		4.1.2 define the operational volume and ground risk buffer for the intended operation, as per points 3.1 to 3.6 above, and include them in the OM;				<input type="checkbox"/>

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PDRA characterisation and conditions

Topic	Method of proof	Condition	Reference to documentation			Proof
			Document name	Page number	Chapter number	"I declare compliance."
UAS operator and UAS operations	Declaration supported by data	4.1.3 develop procedures to ensure that the security requirements applicable to the area of operations are complied with during the intended operation;				<input type="checkbox"/>
		4.1.4 develop measures to protect the UAS against unlawful interference and unauthorised access;				<input type="checkbox"/>
		4.1.5 develop procedures to ensure that all operations comply with Regulation (EU) 2016/679 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data. In particular, the UAS operator should carry out a data protection impact assessment, when this is required by the data protection national authority of the Member State with regard to the application of Article 35 of that Regulation;				<input type="checkbox"/>
		4.1.6 develop guidelines for its remote pilots to plan UAS operations in a manner that minimizes nuisance, including noise and other emissions-related nuisance, to people and animals				<input type="checkbox"/>

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Topic	Method of proof	Condition	Reference to documentation			Proof
			Document name	Page number	Chapter number	
UAS operator and UAS operations	Declaration supported by data	4.1.7 ensure the adequacy of the contingency and emergency procedures and prove it through any of the following: (a) dedicated flight tests; or (b) simulations, provided that the representativeness of the simulation means is proven for the intended purpose with positive results; or (c) any other means acceptable to the competent authority;				"I declare compliance." <input type="checkbox"/>
		4.1.8 develop an effective emergency response plan (ERP) that is suitable for the intended operation in accordance with the conditions for a 'medium' level of robustness (please refer to AMC3 UAS.SPEC.030(3)(e));				<input type="checkbox"/>
		4.1.9 upload updated information into the geoawareness function, if such system is installed on the UAS, when required by the UAS geographical zone for the intended location of the operation;				<input type="checkbox"/>
		4.1.10 ensure that before starting the operation, the controlled ground area is in place, effective, and compliant with the minimum distance that is defined in points 3.1 and 3.5 above and, when required, coordinate with the appropriate authorities;				<input type="checkbox"/>

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Topic	Method of proof	Condition	Reference to documentation			Proof
			Document name	Page number	Chapter number	"I declare compliance."
UAS operator and UAS operations	Declaration supported by data	4.1.11 ensure that before starting the operation, all persons that are present in the controlled ground area: (a) have been informed of the risks of the operation;				<input type="checkbox"/>
		(b) have been briefed on or trained in, as appropriate, the safety precautions and measures that the UAS operator has established for their protection; and				<input type="checkbox"/>
		(c) have explicitly agreed to participate in the operation;				<input type="checkbox"/>
		4.1.12 designate for each flight a remote pilot with adequate competency and other personnel in charge of duties essential to the UAS operation if needed;				<input type="checkbox"/>
		4.1.13 ensure that the UAS operation effectively uses and supports the efficient use of the radio spectrum in order to avoid harmful interference;				<input type="checkbox"/>
		4.1.14 keep for a minimum of 3 years and maintain up to date a record of the information on UAS operations, including any unusual technical or operational occurrences and other data as required by the declaration or by the operational authorisation.				<input type="checkbox"/>

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Topic	Method of proof	Condition	Reference to documentation			Proof
			Document name	Page number	Chapter number	"I declare compliance."
UAS maintenance	Self-declaration	4.2. The UAS operator should: 4.2.1 ensure that the UAS maintenance instructions that are defined by the UAS operator are included in the OM and cover at least the UAS manufacturer's instructions and requirements when applicable; and				<input type="checkbox"/>
		4.2.2 ensure that the maintenance staff follow the UAS maintenance instructions when performing maintenance;				<input type="checkbox"/>
		4.2.3 keep for a minimum of 3 years and maintain up to date a record of the maintenance activities conducted on the UAS;				<input type="checkbox"/>
		4.2.4 establish and maintain up to date a list of the maintenance staff employed by the operator to carry out maintenance activities;				<input type="checkbox"/>
		4.2.5 comply with point UAS.SPEC.100, if the UAS uses certified equipment.				<input type="checkbox"/>

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Topic	Method of proof	Condition	Reference to documentation			Proof
			Document name	Page number	Chapter number	"I declare compliance."
External services	Self-declaration	4.5 The UAS operator should ensure that the level of performance for any externally provided service that is necessary for the safety of the flight is adequate for the intended operation. The UAS operator should declare that this level of performance is adequately achieved.				<input type="checkbox"/>
		4.6 The UAS operator should define and allocate the roles and responsibilities between the UAS operator and the external service provider(s), if applicable.				<input type="checkbox"/>

Conditions for the personnel in charge of duties essential to the operation

General	Self-declaration	5.1 The UAS operator should keep and maintain up to date a record of all the relevant qualifications and training courses completed by the remote pilot and the other personnel in charge of duties essential to the UAS operation and by the maintenance staff for at least 3 years after those persons have ceased to be employed by the organisation or have changed position within the organisation.				<input type="checkbox"/>
		5.2 The remote pilot should have the authority to cancel or delay any or all flight operations under the following conditions:				<input type="checkbox"/>

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Topic	Method of proof	Condition	Reference to documentation			Proof
General	Self-declaration	5.2.1 the safety of persons is jeopardised; or	Document name	Page number	Chapter number	"I declare compliance." <input type="checkbox"/>
		5.2.2 property on the ground is jeopardised; or				<input type="checkbox"/>
		5.2.3 other airspace users are in jeopardy; or				<input type="checkbox"/>
		5.2.4 there is a violation of the terms of the operational authorisation.				<input type="checkbox"/>
Remote pilot	Self-declaration	5.3 The remote pilot should:				
		5.3.1 not perform any duties under the influence of psychoactive substances or alcohol, or when they are unfit to perform their tasks due to injury, fatigue, medication, sickness or other causes;				<input type="checkbox"/>
		5.3.2 be familiar with the manufacturer's instructions provided by the manufacturer of the UAS;				<input type="checkbox"/>
		5.3.3 ensure that the UA remains clear of clouds;				<input type="checkbox"/>
		5.3.4 hold a certificate of remote pilot theoretical knowledge, in accordance with Attachment A to Chapter I of Appendix 1 to the Annex to the UAS Regulation, which is issued by the competent authority or by an entity that is designated by the competent authority of a Member State.				<input type="checkbox"/>

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Topic	Method of proof	Condition	Reference to documentation			Proof
			Document name	Page number	Chapter number	"I declare compliance."
Remote pilot	Self-declaration	<p>5.3.5 hold an accreditation of completion of a practical-skills training course for this PDRA, in accordance with Attachment A to Chapter I of Appendix 1 to the Annex to the UAS Regulation, which is issued by: (a) an entity that has declared compliance with the requirements of Appendix 3 to the Annex to the UAS Regulation and is recognized by the competent authority of a Member State; or (b) a UAS operator that has been authorised by the competent authority of the Member State of registration to operate according to this PDRA (or declared to the same competent authority, compliance with STS-01) and with the requirements of Appendix 3 to the Annex to the UAS Regulation.</p>				<input type="checkbox"/>
		<p>5.3.6 If operations are conducted at a height between 120 and 150 m, the remote pilot should undergo additional theoretical knowledge training in the following topics:</p> <p>(a) raising awareness about the air risk and about the existence of other airspace users;</p>				<input type="checkbox"/>

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Topic	Method of proof	Condition	Reference to documentation			Proof
			Document name	Page number	Chapter number	"I declare compliance." <input type="checkbox"/>
Remote pilot	Self-declaration	(b) checking height determination/limitation devices; and				<input type="checkbox"/>
		(c) using applicable procedures in case a manned aircraft is detected.				<input type="checkbox"/>
		5.3.7 Before starting the UAS operation, the remote pilot should: (a) verify that the means to terminate the UA flight and the remote identification system are operational;				<input type="checkbox"/>
		(b) obtain updated information relevant to the intended operation about any geographical zones defined in accordance with Article 15 of the UAS Regulation; and				<input type="checkbox"/>
		(c) ensure that the UAS is in a safe condition to complete the intended flight safely and, if applicable, check whether the direct remote identification is active and up to date.				<input type="checkbox"/>
		5.3.8 During the flight: (a) keep the UA in VLOS and maintain a thorough visual scan of the airspace that is surrounding the UA to avoid any risk of collision with manned aircraft; the remote pilot should discontinue the flight if the operation poses a risk to other aircraft, people, animals, environment or property;				<input type="checkbox"/>

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Topic	Method of proof	Condition	Reference to documentation			Proof
Remote pilot	Self-declaration	(b) for the purpose of point (a) above, be possibly being assisted by a UA observer; clear and effective communication should be established between the remote pilot and the UA observer;	Document name	Page number	Chapter number	"I declare compliance." <input type="checkbox"/>
		(c) use the contingency procedures that are defined by the UAS operator for abnormal situations, including situations where the remote pilot has an indication that the UA may exceed the limits of the flight geography; and				<input type="checkbox"/>
		(d) use the emergency procedures that are defined by the UAS operator for emergencies, including triggering the means to terminate the flight when the remote pilot has an indication that the UA may exceed the limits of the operational volume; the means to terminate the flight should be triggered at least 10 m before the UA reaches the limits of the operational volume.				<input type="checkbox"/>
		(e) keep the UA at a ground speed of less than 5 m/s in case of untethered UA;				<input type="checkbox"/>
		(f) activate the direct remote identification system ¹ .				<input type="checkbox"/>

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PDRA characterisation and conditions

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			Document name	Page number	Chapter number	
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Technical conditions

UAS	Self-declaration	6.1 The UAS operator should use a UAS marked as class C5 and complies with the requirements of that class, as defined in Part 16 of the Annex to Regulation (EU) 2019/945.				<input type="checkbox"/>
		6.2 As an alternative to point 6.1, the UAS operator may use a UAS that complies with the requirements of Part 16 of the Annex to Regulation (EU) 2019/945, except that the UAS does not need to:				
		6.2.1 bear a class C3 UAS or a class C5 UAS identification label;				<input type="checkbox"/>
		6.2.2 be exclusively powered by electricity, if the UAS operator ensures that the environmental impact that is caused by the use of non-electric UAS is minimized;				<input type="checkbox"/>

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PDRA characterisation and conditions

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Technical conditions

UAS	Self-declaration	6.2.3 include a notice that is published by EASA and provides the applicable limitations and obligations, as required by the UAS Regulation; and				<input type="checkbox"/>
		6.2.4 include the manufacturer's instructions for the UAS if it is privately built; however, information on its operation and maintenance, as well as on the training of the remote pilot, should be included in the OM.				<input type="checkbox"/>
		<i>Note 1: The UAS can comply with point (9) of Part 4 of the Annex to Regulation (EU) 2019/945 by using an add-on that complies with Part 6 of the Annex to that Regulation. Note 2: If the UA does not bear a physical serial number that is compliant with standard ANSI/CTA-2063-A 'Small Unmanned Aerial Systems Serial Numbers' and/or does not have an integrated system of direct remote identification, it can comply with point (9) of Part 4 of the Annex to Regulation (EU) 2019/945 by using an add-on that complies with Part 6 of the Annex to that Regulation. Note 3: If the UAS is privately built, there may be no identification on the UA of its MTOM. In that case, the UAS operator should ensure that the MTOM of the UA, in the configuration of the UA before takeoff, does not exceed 25 kg.</i>				

Signature

Date	Place
Printed name	
Signature	