

Navigera i EASA Easy Access Rules

Version: 1.0

Publicerad: 2024-06-11

Detta är en guide hur du hittar till och använder Easy Access Rules.
Reservation för eventuella fel och ändringar som kan ha uppstått
sedan publiceringsdatumet.

Your safety is our mission

Navigera till www.easa.europa.eu/en

Välj EASA Pro

< **EASA Light** 

for passengers, EU citizens & general public

Most popular

- Air Passengers' Safety & Wellbeing
- Urban Air Mobility
- Drones
- Sustainability

 **EASA Pro** >

for aviation authorities, industry professionals, job applicants & media

Most popular

- Regulations
- Type Certificates
- AMC & GM
- Newsroom
- Careers

Hovra med musen över "Regulations" för att få upp en lista med relevanta regelverk för luftfart

The screenshot shows the EASA website's navigation bar with the 'Regulations' menu highlighted. Below the navigation bar, a dropdown menu for 'Regulations' is displayed, listing various regulatory categories. On the left side of the page, there are promotional banners for staying informed and easy access to popular pages. The bottom of the page shows a 'Main stream' section with a list of documents.

Navigation Bar:

- Home
- The Agency
- Newsroom & Events
- Domains
- Regulations**
- Document Library
- Can We Help You?

Regulations Dropdown Menu:

- Basic Regulation
- Initial Airworthiness
- Additional Airworthiness Specifications
- Continuing Airworthiness
- Air Traffic Management/Air Navigation Services (ATM/ANS) — Provision of Services
- Air Traffic Management/Air Navigation Services (ATM/ANS) — Ground Equipment
- Air Traffic Controllers (ATCO)
- Airspace Usage Requirements (AUR)
- Repository of Information
- Other Regulations on the functioning of EASA
- Regulations in the area of aviation safety not stemming from the EASA Basic Regulation
- Other Regulations in the area of civil aviation relating to environmental protection, not stemming from the EASA Basic Regulation
- Aircrew
- Air Operations
- Balloons – Air Operations
- Sailplanes – Air Operations
- Third Country Operators (TCO)
- Standardised European Rules of the Air (SERA)
- Aerodromes (ADR)
- Unmanned Aircraft Systems (UAS)
- U-space
- Information Security (IS)

Left Side Banners:

- Want to stay informed?**
Access [EASA Pro](#), [Light](#) and [Community](#) with one account
- Stay informed, receive email and push notifications**

Main stream:

- Type Certificate Data Sheets (TCDS)
- [EASA.IM.P.1](#)
- [- Hartzell](#)

Right Side Banners:

- Most popular**
- with IATA to safety**
- S spoofing**
- IEU Aviation**
- Environmental labelling**

Page Footer:

25 Jan 2024 - Press Release

Klicka på [Unmanned Aircraft Systems \(UAS\)](#) för att komma till dokumenten som innehåller operativa flygregler för UAS

The screenshot shows the EASA website's navigation bar and a dropdown menu for 'Regulations'. The navigation bar includes links for Home, The Agency, Newsroom & Events, Domains, Regulations, Document Library, and Can We Help You?. The 'Regulations' dropdown menu is open, displaying a list of regulatory categories. The 'Unmanned Aircraft Systems (UAS)' link is highlighted with a red rectangle. Other visible links in the menu include Basic Regulation, Initial Airworthiness, Additional Airworthiness Specifications, Continuing Airworthiness, Aircrew, Air Operations, Balloons – Air Operations, Sailplanes – Air Operations, Third Country Operators (TCO), Air Traffic Management/Air Navigation Services (ATM/ANS) — Provision of Services, Air Traffic Management/Air Navigation Services (ATM/ANS) — Ground Equipment, Air Traffic Controllers (ATCO), Airspace Usage Requirements (AUR), Standardised European Rules of the Air (SERA), Aerodromes (ADR), U-space, Information Security (IS), Repository of Information, and Other Regulations on the functioning of EASA. The 'Most popular' section on the right shows a graph icon and the text 'Most popular'.

Home The Agency Newsroom & Events Domains Regulations Document Library Can We Help You?

Want to stay informed?

Access [EASA Pro](#), [Light](#) and [Community](#) with one account

Stay informed, receive email and push notifications

Easy Access to popular pages

Main stream

Type Certificate Data Sheets (TCDS)

EASA.IM.P.1 - Hartzell

Regulations

- Basic Regulation
- Initial Airworthiness
- Additional Airworthiness Specifications
- Continuing Airworthiness
- Aircrew
- Air Operations
- Balloons – Air Operations
- Sailplanes – Air Operations
- Third Country Operators (TCO)
- Air Traffic Management/Air Navigation Services (ATM/ANS) — Provision of Services
- Air Traffic Management/Air Navigation Services (ATM/ANS) — Ground Equipment
- Air Traffic Controllers (ATCO)
- Airspace Usage Requirements (AUR)
- Standardised European Rules of the Air (SERA)
- Aerodromes (ADR)
- Unmanned Aircraft Systems (UAS)
- U-space
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- Other Regulations on the functioning of EASA
- Regulations in the area of aviation safety not stemming from the EASA Basic Regulation
- Other Regulations in the area of civil aviation relating to environmental protection, not stemming from the EASA Basic Regulation

Most popular

IEU Aviation environmental labelling

25 Jan 2024 - Press Release

Unmanned Aircraft Systems (UAS)

Commission Implementing Regulation (EU) 2019/947 of 24 May 2019 — Rules and procedures for the operation of unmanned aircraft

Commission Delegated Regulation (EU) 2019/945 of 12 March 2019 — Unmanned aircraft systems and third-country operators of unmanned aircraft systems

- Easy Access Rules: [Unmanned Aircraft Systems \(Regulation \(EU\) 2019/947 and Regulation \(EU\) 2019/945\)](#)

Air Operations officiella namn är
”*Commission Implementation Regulation (EU) 2019/947 of May 2019 — Rules and procedures for the operation of unmanned aircraft*”

I dagligt tal brukar den lite slarvigt benämnas ”947”.

2019/945 som är inbakad i Easy Access dokumentet handlar mer om tillverkning av UAS.

Klicka dig vidare till den konsoliderade versionen.

Consolidated version

Publication date	Title	
25/04/2024	Easy Access Rules for Unmanned Aircraft Systems (Regulations (EU) 2019/947 and 2019/945)	i

Regulations

Publication date	Title	
15/03/2022	Commission Implementing Regulation (EU) 2022/425	i
16/07/2021	Commission Implementing Regulation (EU) 2021/1166	i
20/07/2020	Commission Delegated Regulation (EU) 2020/1058	i

Du har nu navigerat fram till sidan där du kan hämta det Europeiska operativa UAS regelverket förordning (EU) 2019/947 i *Easy Access Version*.

Scrolla ned på sidan till "Publications" och ladda ner dokumentet i PDF.

OBS, ta för vana att ladda ner en PDFen igen ibland då den kan uppdateras med nya tillägg.

[Klicka här för att gå direkt till denna sida](#)

Easy Access Rules for Unmanned Aircraft Systems (Regulations (EU) 2019/947 and 2019/945)

Revision from April 2024 — Available in pdf, xml, and online format

POPULAR

Login or register to stay informed

Publication Date: 25/04/2024 | Related domains: Drones & Air Mobility

This publication contains the rules and procedures for the operation of unmanned aircraft, displayed in a



consolidated
navigation

It covers

2019/947

compliance

as Comm

unmanned

operator

Revision

Unmanned

Issue 1, 2

Publications



email alerts

Publications

Visit the [Regulations page](#) to check if any rule was adopted after 25 Apr 2024



Easy Access Rules for Unmanned Aircraft Systems (Regulation (EU) 2019/947 and Regulation (EU) 2019/945) (PDF)



Easy Access Rules for Unmanned Aircraft Systems (Regulation (EU) 2019/947 and Regulation (EU) 2019/945) (Online format)



Easy Access Rules for Unmanned Aircraft Systems (Regulation (EU) 2019/947 and Regulation (EU) 2019/945) (XML)

Har du öppnat PDFen i Adobe Acrobat klickar du på symbolen för bokmärke i vänsterkanten för att få fram innehållsförteckningen.

Öppnar du PDFen i exempelvis din webbläsare eller annan programvara finns vanligtvis en liknande symbol/funktion.

Detta är ett väldigt bra verktyg då dokumentets egen innehållsförteckning börjar på sidan 6 och slutar på sidan 14 (i denna version).



I Google chrome ser det ut så här i vänsterkanten



Microsoft Edge har en liknande symbol



- 🔖 Disclaimer
- 🔖 Note from the editor
- 🔖 Incorporated amendments
- 🔖 Table of contents
- 🔖 List of Abbreviations

> 🔖 Cover Regulation to
Implementing Regulation
(EU) 2019/947

> 🔖 Annex to Implementing
Regulation (EU) 2019/947
— UAS OPERATIONS IN
THE 'OPEN' AND
'SPECIFIC' CATEGORIES

> 🔖 Cover Regulation to
Delegated Regulation
(EU) 2019/945

> 🔖 Annex to Delegated
Regulation (EU) 2019/945

▼ 🔖 Cover Regulation to
Implementing
Regulation (EU)
2019/947

> 🔖 Article 1 - Subject
matter

> 🔖 Article 2 - Definitions

> 🔖 Article 3 - Categories
of UAS operations

🔖 Article 4 - 'Open'
category of UAS
operations

> 🔖 Article 5 - 'Specific'
category of UAS
operations

> 🔖 Article 6 - 'Certified'
category of UAS
operations

🔖 Article 7 - Rules and
procedures for the
operation of UAS

🔖 Article 8 - Rules and
procedures for the
competency of
remote pilots

Med hjälp av innehållsförteckningen kan du enkelt navigera i dokumentet och leta fram de delar du är ute efter.

Klicka på pilarna för att ta fram underrubriker.

Första delen, Cover Regulation, innehåller bland annat på vilka grunder regelverket tillämpas men även användbara definitioner i artikel 2.

✓ Cover Regulation to
Implementing
Regulation (EU)
2019/947

 Article 4 - 'Open'
category of UAS
operations

>  Article 5 - 'Specific'
category of UAS
operations

>  Article 6 - 'Certified'
category of UAS
operations

 Article 7 - Rules and
procedures for the
operation of UAS

 Article 8 - Rules and
procedures for the
competency of
remote pilots

>  Article 9 - Minimum
age for remote pilots



>  Article 14 -
Registration of UAS
operators and
certified UAS

De delar av Cover Regulation som är mest relevanta för dig som är operatör och/eller fjärrpilot och flyger inom öppen kategori är:

- Artikel 4 - Drift av UAS i den "öppna" kategorin
- Artikel 7 - Regler och förfaranden för drift av UAS
- Artikel 8 - Regler och förfaranden för fjärrpiloters kompetens
- Artikel 9 - Minimiålder för fjärrpiloter
- Artikel 14 - Registrering av UAS-operatörer och certifierade UAS

...Men finns även fler delar som är viktiga såklart!

- 🔖 Disclaimer
- 🔖 Note from the editor
- 🔖 Incorporated amendments
- 🔖 Table of contents
- 🔖 List of Abbreviations
- > 🔖 Cover Regulation to Implementing Regulation (EU) 2019/947
- ✓ 🔖 Annex to Implementing Regulation (EU) 2019/947 — UAS OPERATIONS IN THE 'OPEN' AND 'SPECIFIC' CATEGORIES
 - > 🔖 PART A — UAS OPERATIONS IN THE 'OPEN' CATEGORY
 - > 🔖 PART B — UAS OPERATIONS IN THE 'SPECIFIC' CATEGORY
 - > 🔖 PART C — LIGHT UAS OPERATOR CERTIFICATE (LUC)
 - > 🔖 APPENDICES

Innehållet i annexen är också viktigt!

Annex Part-A, Drift av UAS i den "öppna" kategorin, är det annexet av förordningen som innehåller regler för dig som är operatör och/eller fjärrpilot inom öppen kategori.

Annex to Implementing Regulation (EU) 2019/947 — UAS OPERATIONS IN THE 'OPEN' AND 'SPECIFIC'

PART A — UAS OPERATIONS IN THE 'OPEN' CATEGORY

- > UAS.OPEN.010
General provisions
- > UAS.OPEN.020
UAS operations in subcategory A1
- > UAS.OPEN.030
UAS operations in subcategory A2
- > UAS.OPEN.040
UAS operations in subcategory A3
- > UAS.OPEN.050
Responsibilities of the UAS operator
- > UAS.OPEN.060
Responsibilities of the remote pilot
- UAS.OPEN.070
Duration and validity of the remote pilot online theoretical

Part-A - Drift av UAS i den "öppna" kategorin är uppdelat i sju "kapitel".

Det praktiska med Easy Access Rules-dokumenten är att alla annex har en liknande uppdelning/struktur så att man skall känna igen sig.

Part-A består av

- UAS.OPEN.010 General provisions
- UAS.OPEN.020 UAS operations in subcategory A1
- UAS.OPEN.030 UAS operations in subcategory A2
- UAS.OPEN.040 UAS operations in subcategory A3
- UAS.OPEN.050 Responsibilities of the UAS operator
- UAS.OPEN.060 Responsibilities of the remote pilot
- UAS.OPEN.070 Duration and validity of the remote pilot online theoretical competency and certificates of remote pilot competency

- ✓  Annex to Implementing Regulation (EU) 2019/947 — UAS OPERATIONS IN THE 'OPEN' AND 'SPECIFIC'
- ✓  PART A — UAS OPERATIONS IN THE 'OPEN' CATEGORY
 - >  UAS.OPEN.010
General provisions
 - >  UAS.OPEN.020
UAS operations in subcategory A1
 - >  UAS.OPEN.030
UAS operations in subcategory A2
 - >  UAS.OPEN.040
UAS operations in subcategory A3
 - >  UAS.OPEN.050
Responsibilities of the UAS operator
 - >  UAS.OPEN.060
Responsibilities of the remote pilot
 -  UAS.OPEN.070
Duration and validity of the remote pilot online theoretical

Regelpunkternas struktur

Part-A som handlar om regelverk för flygning inom öppen kategori börjar med UAS.OPEN.010 *General provisions*

UAS betyder att regelpunkten tillhör ett Annex till 2019/947.

.OPEN betyder att den tillhör Part-A, *Drift av UAS i den "öppna" kategorin*

.010 är regelpunktens unika nummer

Alla regelpunkter har samma uppbyggnad.

Annex to Implementing Regulation (EU) 2019/947 — UAS OPERATIONS IN THE 'OPEN' AND 'SPECIFIC' CATEGORIES

PART A — UAS OPERATIONS IN THE 'OPEN' CATEGORIES

UAS.OPEN.010 General provisions

UAS.OPEN.020 UAS operations in subcategory A1

UAS.OPEN.030 UAS operations in subcategory A2

UAS.OPEN.040 UAS operations in subcategory A3

AMC1 UAS.OPEN.040(1) Operations in subcategory A3

GM1 UAS.OPEN.030(1) and UAS.OPEN.040(1) UAS operations in subcategories A1 and A3

GM1 UAS.OPEN.040(4) UAS operations in subcategory A3

Det går även att öppna upp regelpunkten i innehållsförteckningen om det finns ytterligare en underrubrik.

Ofta finns både tillhörande AMC & GM.

Exempelvis UAS.OPEN.040 som handlar om regler för underkategori A3 finns ett AMC och två GM.

AMC1 UAS.OPEN.040(1) Operations in subcategory A3

ED Decision 2019/021/R

AREAS WHERE UAS OPERATIONS IN A3 MAY BE CONDUCTED

When a person enters the range of the UAS operation, the remote pilot should, where possible, ensure the safety of the uninvolvement of the person and discontinue the operation to ensure the safety of the UAS operation is not ensured.

The minimum distance from the person that is passing the area could be estimated as

30 m;

the height ('1:1 rule', i.e. if the UA is flying at a height of 30 m, the distance from the uninvolvement person should be at least 30 m), and

the distance that the UA would cover in 2 seconds at the maximum speed (as a reaction time of 2 seconds).

The horizontal distance is intended to protect people on the ground, but can be extended to property and animals.

GM1 UAS.OPEN.030(1) and UAS.OPEN.040(1) UAS operations in subcategories A1 and A3

ED Decision 2019/021/R

DIFFERENCE BETWEEN SUB-CATEGORIES A2 AND A3

Subcategory A2 addresses operations during which flying close to people is intended for a significant portion of the flight. The minimum distance ranges from 30 m to 5 m from uninvolvement people. 5 m is only allowed when there is an active low-speed mode function on the UA, and the remote pilot has conducted an evaluation of the situation regarding the weather, the performance of the UA and the segregation of the overflown area.

Sub-category A3 addresses operations that are conducted in an area (hereafter referred to as 'the area') where the remote pilot reasonably expects that no uninvolvement people will be endangered within the range of the unmanned aircraft where it is flown during the mission. In addition, the operation must be conducted at a safe horizontal distance of at least 150 m from residential, commercial, industrial or recreational areas.

GM1 UAS.OPEN.040(4) UAS operations in subcategory A3

USE OF UASs WITH A CLASS C0 OR C1 CLASS IDENTIFICATION LABEL II

Since subcategory A3 UAS operations are conducted at a 150-m distance from residential, commercial, and industrial areas, where no uninvolvement people are endangered, subcategory A3 encompasses

- ✓ ANNEX VII (Part-NCO)
 - > SUBPART A:
GENERAL
REQUIREMENTS
 - > SUBPART B:
OPERATIONAL
PROCEDURES
 - > SUBPART C:
AIRCRAFT
PERFORMANCE AND
OPERATING
LIMITATIONS
 - ✓ SUBPART D:
INSTRUMENTS, DATA
AND EQUIPMENT

- ✓ SUBPART D:
INSTRUMENTS, DATA
AND EQUIPMENT
 - > SECTION 1 –
Aeroplanes
 - > SECTION 2 –
Helicopters

- ✓ SECTION 1 –
Aeroplanes
 - > NCO.IDE.A.100
Instruments and
equipment –
general
 - ✓ NCO.IDE.A.105
Minimum
equipment for
flight

I andra regelverk kan ett kapitel kallas subpart.

En subpart kan även ha flera sektioner.
Subpart-D i detta exemplet är uppdelad i två sektioner.
En subpart för regelpunkter som gäller Aeroplanes (fixed wing)
De heter NCO.IDE.A.xxx

En subpart för regelpunkter som gäller Helicopters
De heter NCO.IDE.H.xxx

Detta är ett exempel från det flygoperativa regelverket
förordning (EU) 965/2012 *Air Operations*

- ✓  Annex to Implementing Regulation (EU) 2019/947 — UAS OPERATIONS IN THE 'OPEN' AND 'SPECIFIC' CATEGORIES
- ✓  PART A — UAS OPERATIONS IN THE 'OPEN' CATEGORY
 - >  UAS.OPEN.010 General provisions
 - >  UAS.OPEN.020 UAS operations in subcategory A1
 - >  UAS.OPEN.030 UAS operations in subcategory A2
 -  **UAS.OPEN.040 UAS operations in subcategory A3**
 -  AMC1 UAS.OPEN.040(1) Operations in subcategory A3
 -  GM1 UAS.OPEN.030(1) and UAS.OPEN.040(1) UAS operations in subcategories A1 and A3
 -  GM1 UAS.OPEN.040(4) UAS operations in subcategory A3

UAS.OPEN.040 som innehåller regler gällande flygning inom underkategori A3 har ett tillhörande AMC två GM.

Detta innebär att regeln innehåller tre "nivåer"

Den innehåller en
IR – Implementing Rule

AMC – Acceptable Means of Compliance

GM – Guidance Material

UAS.OPEN.040 UAS operations in subcategory A3

Regulation (EU) 2020/639

AMC1 UAS.OPEN.040(1) Operations in subcategory A3

ED Decision 2019/021/R

GM1 UAS.OPEN.030(1) and UAS.OPEN.040(1) UAS operations in subcategories A1 and A3

ED Decision 2019/021/R

GM1 UAS.OPEN.040(4) UAS operations in subcategory A3

ED Decision 2022/002/R

Man kan enkelt skilja på dem genom färgen på rubriken.
IR har en blå bakgrund, AMC har gul, GM har grön.

IR – Implementing Rule

UAS.OPEN.040 UAS operations in subcategory A3

Regulation (EU) 2020/699

UAS operations in subcategory A3 shall comply with all of the following conditions:

- (1) be conducted in an area where the remote pilot reasonably expects that no uninvolved person will be endangered within the range where the unmanned aircraft is flown during the entire time of the UAS operation;
- (2) be conducted at a safe horizontal distance of at least 150 metres from residential, commercial, industrial or recreational areas;
- (3) be performed by a remote pilot who is familiar with manufacturer's instructions provided by the manufacturer of the UAS and who has completed an online training course and passed an online theoretical knowledge examination as defined in point (4)(b) of [point UAS.OPEN.020](#);
- (4) be performed with an unmanned aircraft that:
 - (a) has an MTOM, including payload, of less than 25 kg, in the case of a privately built UAS, or
 - (b) meets the requirements defined in point (b) of [Article 20](#);
 - (c) is marked as class C2 and complies with the requirements of that class, as defined in Part 2 of the Annex to Delegated Regulation (EU) 2019/947 and is equipped with active

Easy Access Rules är konsoliderade dokument som är en sammanställning av alla rättsakter och kompletteringar/ändringar av grunddokumentet för att göra det mer överskådligt.

Alla IR tillhör en förordning eller genomförandeförordning. Regulation eller implementing regulation på engelska.

Vilken det är syns väldigt litet i det högra hörnet av rubriken. Egentligen ingenting du behöver bry dig om.

En IR brukar även kallas lite slarvigt för "hard law" då det är en regelpunkt i en förordning.

Förordningar

En förordning är en bindande rättsakt som alla EU-länder måste tillämpa i sin helhet så snart den träder i kraft, utan att införliva den i nationell lagstiftning.

Genomförandeakter

I en genomförandeakt kan kommissionen fastställa regler för att se till att EU:s lagstiftning tillämpas på samma sätt i hela EU. Den är rättsligt bindande och antas i samråd med kommittéer som består av EU-ländernas företrädare.

Källa: https://commission.europa.eu/law/law-making-process/types-eu-law_sv

AMC – Acceptable Means of Compliance

AMC1 UAS.OPEN.040(1) Operations in subcategory A3

ED Decision 2019/021/R

AREAS WHERE UAS OPERATIONS IN A3 MAY BE CONDUCTED

- (a) If an uninvolved person enters the range of the UAS operation, the remote pilot should, where necessary, adjust the operation to ensure the safety of the uninvolved person and discontinue the operation if the safety of the UAS operation is not ensured.
- (b) A minimum horizontal distance from the person that is passing the area could be estimated as follows:
 - (1) no less than 30 m;
 - (2) no less than the height ('1:1 rule', i.e. if the UA is flying at a height of 30 m, the distance of the UA from the uninvolved person should be at least 30 m), and
 - (3) no less than the distance that the UA would cover in 2 seconds at the maximum speed (this assumes a reaction time of 2 seconds).

This minimum horizontal distance is intended to protect people on the ground, but can be extended to property and animals.

Ett AMC är som ett förtydligande av en IR.

Här finns förklarat vad som förväntas av dig för att leva upp till regelkravet i en IR.

Ett AMC brukar kallas för 'soft law' men skall följas om du inte kan visa upp att du på ett annat sätt kan leva upp till regelkraven på ett godtagbart sätt.

Då kallas det för AltMoc. Detta är generellt sett mer för organisationer och inget som en privatflygare gör.

Definitionen av AMC:

Acceptable means of compliance are non-binding standards issued by EASA which may be used by persons and organisations to demonstrate compliance with [Regulation \(EU\) 2018/1139](#) and the delegated and implementing acts adopted on the basis thereof.

AMC – Acceptable Means of Compliance

Frågor och svar om AMC som EASA har publicerat

Am I obliged to follow an AMC?

AMC illustrate a means to comply with the rule, but not the only means: they are non-binding. So you are not obliged to follow an EASA AMC, and may choose other means to demonstrate compliance with the rules.

Why should I follow an AMC?

Because if you follow the EASA AMC there is a presumption that you comply with the rules, and competent authorities will recognise that compliance without the need for any further demonstration of compliance from your side. If you choose to use alternative means to comply with the rule, you will need to demonstrate compliance with the rule to your competent authority. The burden of proof of compliance rests fully with you.

Can competent authorities approve alternative means of compliance (AltMoC) ?

Yes, provided that it is demonstrated that these alternative means provide for compliance with the rules. Regulated persons may propose an alternative means of compliance (AltMoC) to their competent authority, and, provided they can demonstrate that compliance with the rules is achieved, the competent authority may approve such AltMoC. It is important to note that this approval will be granted on an individual basis: Other applicants wishing to make use of the same AltMoC must obtain individual approval from their competent authority.

källa: <https://www.easa.europa.eu/en/the-agency/faqs/acceptable-means-compliance-amc-and-alternative-means-compliance-altmoc>

AMC – Acceptable Means of Compliance

Frågor och svar om AMC som EASA har publicerat

What are alternative means of compliance (AltMoC)?

Implementing Rules of the EASA Basic Regulation define AltMoC as follows:

‘Alternative means of compliance’ mean those means that propose an alternative to an existing Acceptable Means of Compliance or those that propose new means to establish compliance with Regulation (EU) 2018/1139 (Regulation (EC) No 216/2008 for CH, IS, LI and NO) and its Implementing Rules for which no associated AMC have been adopted by the Agency.

Complementing the legal provisions, the Agency has developed further criteria that may be used to characterise an AltMoC:

- It is technically different in character to the published EASA AMC;
- A form included in EASA AMC is changed in layout or by adding/deleting fields;
- A change of numbering, e.g. table of contents of the Operations Manual, is not per se an AltMoC, only if the order or numbering of whole chapters is changed (e.g. Chapter 7 becomes Chapter 8).

Editorial changes to an EASA AMC are not considered to constitute an AltMoC.

Please note that the above can only be a general guideline. Organisations and competent authorities may need to evaluate each case to establish if a means of compliance is an AltMoC.

^ The implementing rule has no corresponding EASA AMC. Consequently, is any means of compliance an AltMoC? ^

We need to distinguish between new means of compliance proposed by competent authorities and those by organisations.

If the competent authority proposes a means of compliance for use by organisations, it is most likely an AltMoC. The reason is that the AltMoC might express expectations that need to be met by the regulated entities so as to establish rule compliance.

Conversely, if the competent authority establishes a means of compliance for itself (i.e. to Part-ARX) or an organisation proposes a means of compliance, it might be a description of an organisational process or standard operating procedure, implementing for example a prescriptive implementing rule. Process descriptions or detailed standard operating procedures reflecting the work of an individual entity are not *per se* AltMoC.

Nevertheless, the above can only be a general guideline. Organisations and competent authorities may need to evaluate each case to establish if a means of compliance is an AltMoC.

GM – Guidance Material

GM1 UAS.OPEN.030(1) and UAS.OPEN.040(1) UAS operations in subcategories A1 and A3

ED Decision 2019/021/R

DIFFERENCE BETWEEN SUB-CATEGORIES A2 AND A3

Subcategory A2 addresses operations during which flying close to people is intended for a significant portion of the flight. The minimum distance ranges from 30 m to 5 m from uninvolved people. 5 m is only allowed when there is an active low-speed mode function on the UA, and the remote pilot has conducted an evaluation of the situation regarding the weather, the performance of the UA and the segregation of the overflow area.

Sub-category A3 addresses operations that are conducted in an area (hereafter referred to as 'the area') where the remote pilot reasonably expects that no uninvolved people will be endangered within the range of the unmanned aircraft where it is flown during the mission. In addition, the operation must be conducted at a safe horizontal distance of at least 150 m from residential, commercial, industrial or recreational areas.

Som namnet antyder är GM en förklaring till innehållet i IR och AMC för att ytterligare hjälpa till att förstå hur regeln skall tolkas.

Definitionen av GM:

Guidance material is non-binding material issued by EASA which helps to illustrate the meaning of a requirement or specification and is used to support the interpretation of [Regulation \(EU\) 2018/1139](#), the delegated and implementing acts adopted on the basis thereof, certification specifications and acceptable means of compliance.