

## Application for an operational authorisation for the 'specific' category

**Data protection:** Personal data included in this application is processed by the competent authority pursuant to [Regulation \(EU\) 2016/679](#) of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing [Directive 95/46/EC](#) (General Data Protection Regulation). Personal data will be processed for the purpose of the performance, management and follow-up of the application by the competent authority in accordance with Article 12 of [Regulation \(EU\) 2019/947](#) of 24 May 2019 on the rules and procedures for the operation of unmanned aircraft.

If the applicant requires further information concerning the processing of their personal data or exercising their rights (e.g. to access or rectify any inaccurate or incomplete data), they should refer to the point of contact of their competent authority.

The applicant has the right to file a complaint regarding the processing of their personal data at any time to the national data protection supervisory authority.

 New application

 Amendment to operational authorisation

### 1. UAS operator data

<b>1.1 UAS operator registration number</b>	
<b>1.2 UAS operator name</b>	
<b>1.3 Name of the accountable manager</b>	
<b>1.4 Operational point of contact</b>	
Name	
Telephone	
Email	

### 2. Details of the UAS operation

<b>2.1 Expected date of start of the operation</b>		<b>2.2 Expected end date</b>	
<b>2.3 Intended location(s) of the operation</b>			
<b>2.4 Risk assessment reference and revision</b>	<input type="checkbox"/> SORA version __ <input type="checkbox"/> PDRA # __-__ <input type="checkbox"/> other _____		
<b>2.5 Level of assurance and integrity</b>			
<b>2.6 Type of operation</b>	<input type="checkbox"/> VLOS <input type="checkbox"/> BVLOS		
<b>2.7 Transport of dangerous goods</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No		
<b>2.8 Ground risk characterisation</b>	<b>2.8.1 Operational area</b>		
	<b>2.8.2 Adjacent area</b>		
<b>2.9 Upper limit of the operational volume</b>			
<b>2.10 Airspace volume of the intended operation</b>	<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> U-space <input type="checkbox"/> Other, specify _____		
<b>2.11 Residual air risk level</b>	<b>2.11.1 Operational volume</b>	<input type="checkbox"/> ARC-a <input type="checkbox"/> ARC-b <input type="checkbox"/> ARC-c <input type="checkbox"/> ARC-d	
	<b>2.11.2. Adjacent volume</b>	<input type="checkbox"/> ARC-a <input type="checkbox"/> ARC-b <input type="checkbox"/> ARC-c <input type="checkbox"/> ARC-d	
<b>2.12 Operations manual reference</b>			
<b>2.13 Compliance evidence file reference</b>			

### 3. UAS data

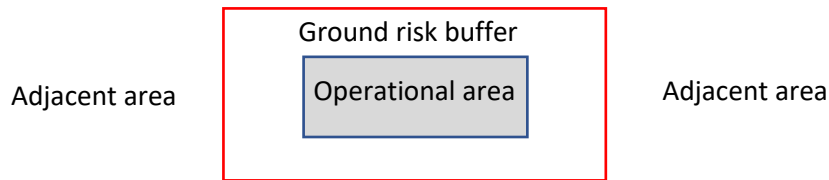
<b>3.1 Manufacturer</b>		<b>3.2 Model</b>	
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<b>3.3 Type of UAS</b>	<input type="checkbox"/> Aeroplane <input type="checkbox"/> Helicopter <input type="checkbox"/> Multicopter <input type="checkbox"/> Hybrid/VTOL <input type="checkbox"/> Lighter than air / other	<b>3.4 Max characteristic dimensions</b>	_____ m
<b>3.5 Take-off mass</b>	_____ kg	<b>3.6 Maximum speed</b>	_____ m/s (_____ kt)
<b>3.7 Serial number or, if applicable, UA registration mark</b>			
<b>3.8 Type certificate (TC) or design verification report, if applicable</b>			
<b>3.9 Number of the certificate of airworthiness (CofA), if applicable</b>			
<b>3.10 Number of the noise certificate, if applicable</b>			
<b>3.11 Mitigation of effects of ground impact</b>	<input type="checkbox"/> No <input type="checkbox"/> Yes, low <input type="checkbox"/> Yes, medium <input type="checkbox"/> Yes, high		
<b>3.12 Technical requirements for containment</b>	<input type="checkbox"/> Basic <input type="checkbox"/> Enhanced		
<b>4. Remarks</b>			
<b>5. Declaration of compliance</b>			
<p><i>I, the undersigned, hereby declare that the UAS operation will comply with:</i></p> <ul style="list-style-type: none"> <li>— any applicable Union and national regulations related to privacy, data protection, liability, insurance, security, and environmental protection;</li> <li>— the applicable requirements of Regulation (EU) 2019/947; and</li> <li>— the limitations and conditions defined in the operational authorisation provided by the competent authority.</li> </ul> <p><i>Moreover, I declare that the related insurance coverage, if applicable, will be in place at the start date of the UAS operation.</i></p>			
<b>Date</b>	<b>Signature and stamp</b>		

Instructions for filling in the application form

If the application relates to an amendment to an existing operational authorisation, indicate the number of the operational authorisation and fill out in red the fields that are amended compared to the last operational authorisation.

- 1.1 UAS operator registration number in accordance with Article 14 of the UAS Regulation.
- 1.2 UAS operator's name as declared during the registration process.
- 1.3 Name of the accountable manager or, in the case of a natural person, the name of the UAS operator.
- 1.4 Contact details of the person responsible for the operation, in charge to answer possible operational questions raised by the competent authority.
- 2.1 Date on which the UAS operator expects to start the operation.
- 2.2 Date on which the UAS operator expects to end the operation. The UAS operator may ask for an unlimited duration; in this case, indicate 'Unlimited'.
- 2.3 Location(s) where the UAS operator intends to conduct the UAS operation. The identification of the location(s) should contain the full operational volume and ground risk buffer (the red line in Figure 1). Depending on the initial ground and air risk and on the application of mitigation measures, the location(s) may be 'generic' or 'precise' (refer to GM2 UAS.SPEC.030(2)).



**Figure 1 — Operational area and ground risk buffer**

- 2.4 Select one of the three options. If the SORA is used, indicate the version. In case a PDRA is used, indicate the number and its revision. In case a risk assessment methodology is used other than the SORA, provide its reference. In this last case, the UAS operator should demonstrate that the methodology complies with Article 11 of the UAS Regulation.
- 2.5 If the risk methodology used is the SORA, indicate the final SAIL of the operation, otherwise the equivalent information provided by the risk assessment methodology used.
- 2.6 Select one of the two options.
- 2.7 Select one of the two options.
- 2.8 Characterise the ground risk (i.e. density of overflown population density, expressed in persons per km<sup>2</sup>, if available, or 'controlled ground area', 'sparsely populated area', 'populated area', 'gatherings of people') for both the operational and the adjacent area.
- 2.9 Insert the maximum flight altitude, expressed in metres and feet in parentheses, of the operational volume (adding the air risk buffer, if applicable) using the AGL reference when the upper limit is below 150 m (492 ft), or use the MSL reference when the upper limit is above 150 m (492 ft).
- 2.10 Select one or more of the nine options. Select 'Other' in case none of the previous applies (i.e. military areas).
- 2.11 Select one of the four options.
- 2.12 Indicate the OM's identification and revision number. This document should be attached to the application.
- 2.13 Indicate the compliance evidence file identification and revision number. This document should be attached to the application.
- 3.1 Name of the manufacturer of the UAS.
- 3.2 Model of the UAS as defined by the manufacturer.
- 3.3 Select one of the five options.
- 3.4 Indicate the maximum dimensions of the UA in metres (e.g. for aeroplanes: the length of the wingspan; for helicopters: the diameter of the propellers; for multirotors: the maximum distance between the tips of two opposite propellers) as used in the risk assessment to identify the ground risk.
- 3.5 Indicate the maximum value, expressed in kg, of the UA take-off mass (TOM), at which the UAS operation may be operated. All flights should then be operated not exceeding that TOM. The TOM maybe be different from (however, not higher than) the MTOM defined by the UAS manufacturer.
- 3.6 Maximum cruise airspeed, expressed in m/s and kt in parentheses, as defined in the manufacturer's instructions.
- 3.7 Unique serial number (SN) of the UA defined by the manufacturer according to standard ANSI/CTA-2063-A-2019, *Small Unmanned Aerial Systems Serial Numbers*, 2019, or UA registration mark if the UA is registered. In case of privately built UAS or UAS not bearing a unique SN, insert the unique SN of the remote identification system.

- 3.8 Include the EASA TC number, or the UAS design verification report number issued by EASA, if applicable.
- 3.9 If a UAS with an EASA TC is required by the competent authority, the UAS should have a certificate of airworthiness (CofA).
- 3.10 If a UAS with an EASA TC is required by the competent authority, the UAS should have a noise certificate.
- 3.11 Select one of the four options.
- 3.12 Select one of the two options.
- 4 Free-text field for the addition of any relevant remark.

Note 1: Section 3 may include more than one UAS. In that case, it should be filled in with the data of all the UASs intended to be operated. If needed, fields may be duplicated.

Note 2: The signature and stamp may be provided in electronic form.