



Manuals	Opinion 05-2019	Part 16(7) UAS class C3 shall, in addition to the information indicated in point (1)(2)(a) of Part 4, include in the user's manual a description of the means to terminate the flight	EASA	Jun-20	Specific	Opinion published														
Manuals	Opinion 05-2019	Part 17(8) UAS class C8 shall, in addition to the information indicated in point (1)(2)(a) of Part 4, include in the user's manual: (a) a description of the means to terminate the flight; (b) a description of the function that tests the correct operation of the means to terminate the flight; (c) the distance most likely to be travelled by the UA after activation of the means to terminate the flight (called as paragraph (D)), to be covered by the UAS operator when exiting the ground risk buffer	EASA	Jun-20	Specific	Opinion published														
Manuals	Opinion 05-2019	Part 16 UAS class C3 accessories kit shall be accompanied by a user's manual providing: (a) the list of all class C3 UAS to which the kit can be applied; (b) instructions on how to install and operate the accessory	EASA	Jun-20	Specific	Opinion published														
Definition and identification	EU/2019/945	Part 2(1), 2(2), 4(8) and 4(2) UAS in class C1, C2, C3 and the direct remote identification information (model, manufacturer name, model number, serial number, TCDO) (UAS) (Unmanned Aerial Systems Serial Numbers)	EASA	Jun-19	open	Regulation published														Opinion 05-2019 This is a major initial review of the UAS compliant with standard ADS-B/TCDO/UA Small Unmanned Aerial Systems Serial Numbers
Definition and identification							ANSI/CTA-1082 Small Unmanned Aerial Systems Serial Numbers	This standard defines the elements and characteristics of a serial number to be used by small unmanned aerial systems.	CTA 16, Protocols Version 4.0-1 - Vehicle - Controller - TCDO Compliance Point - Return	standard	published									
Definition and identification	EASA Decision 2019/21 LR	100192 Environmental conditions for safe operations defined, measurable and adhered to (Criteria #1 Procedure)	EASA	Oct-19	Specific	published														
Operator organisations	EASA Decision 2019/22 LR	100181 Ensure the operator is competent and/or proven	EASA	Oct-19	Specific	published														
manufacturer organisation	EASA Decision 2019/22 LR	100193 UAS manufacturer (component and/or) proven entry	EASA	Oct-19	Specific	published														
Maintenance organisation	EASA Decision 2019/22 LR	100183 UAS maintained for component and/or proven entry (i.e. industry standard) (Criteria #1 Procedure)	EASA	Oct-19	Specific	published														
Maintenance organisation	EASA Decision 2019/22 LR	100184 UAS maintained for component and/or proven entry (i.e. industry standard) (Criteria #1 Procedure)	EASA	Oct-19	Specific	published														
service provider	EASA Decision	100182 - Operational conditions for UAS operations are adequate to the operation	EASA	Oct-19	Specific	published														
Operator organisations	EASA Decision	100180 - Inspection of the UAS (product inspection) to ensure conformity to the CDOs	EASA	Oct-19	Specific	published														
Operator organisations	EASA Decision	100186 - Operational procedures are defined, validated and adhered to (to address technical issues with the UAS) (Criteria 1, 2,3)	EASA	Oct-19	Specific	published														
Operator organisations	EASA Decision	100187 - Procedures are in place to handle the detection of technical systems supporting UAS operation (Criteria 1, 2,3)	EASA	Oct-19	Specific	published														
Operator organisations	EASA Decision	100184 - Operational procedures are defined, validated and adhered to (to address Human Error) (Criteria 1, 2,3)	EASA	Oct-19	Specific	published														
Operator organisations	EASA Decision	100181 - Operational procedures are defined, validated and adhered to (to address Airborne Operating Conditions) (Criteria 1, 2,3)	EASA	Oct-19	Specific	published														
Operator organisations	EASA Decision	100180 Safe recovery from Human Error (Criteria #1, #2, #3, #4, #5, #6, #7, #8, #9, #10)	EASA	Oct-19	Specific	published														
Operator organisations	EASA Decision	100186 Multi crew coordination (Criteria #1 Procedure)	EASA	Oct-19	Specific	published														
Operator organisations	EASA Decision	100192 Environmental conditions for safe operations defined, measurable and adhered to (Criteria #1 Procedure)	EASA	Oct-19	Specific	published														
Operator organisations	EASA Decision	100185 Emergency Procedures (EP) (EP) is in place, operator validated and effective (Criteria #1 Operator)	EASA	Oct-19	Specific	published														
							ISOWD 24306	General requirements for enhanced unmanned aircraft system	ISO TC20 SC16	May-21	standard	ongoing								
2	UAS Traffic Management																			

**EUROCONTROL** Specifications - Define technical and/or operational procedures that advance ATM

Guidelines - Provide more general implementation support to stakeholders.

NOTE: Standards are developed and maintained as both harmonising standards and as means of compliance. Standards are used as reference material by CAA and EASA, and continue to provide the basis of Community Specifications for the entire EU SES regulations in accordance with regulation EC/EC2006 (Interoperability Regulation).

**ISO**

International Standard - provides rules, guidelines or characteristics for activities or for their results, aimed at achieving the optimum degree of order in a given context. It can take many forms. Apart from product standards, other examples include: test methods, codes of practice, guideline standards and management systems standards.

Technical Specification - addresses work still under technical development, or where it is believed that there will be a future, but not immediate, possibility of agreement on an International Standard. A Technical Specification is published for immediate use, but it also provides a means to obtain feedback. The aim is that it will eventually be transformed and republished as an International Standard.

Technical Report - contains information of a different kind from that of the previous two publications. It may include data obtained from a survey, for example, or from an informative report, or information of the perceived "state of the art".

Publicly Available Specification - is published to respond to an urgent market need, representing either the consensus of the experts within a working group, or a consensus in an organization external to ISO. As with Technical Specifications, Publicly Available Specifications are published for immediate use and also serve as a means to obtain feedback for an eventual transformation into an International Standard. Publicly Available Specifications have a maximum life of six years, after which they can be transformed into an International Standard or withdrawn.

International Workshop Agreement - is a document developed outside the normal ISO committee system to enable market players to operate in an "open workshop" environment. International Workshop Agreements are typically administratively supported by a member body. The published agreement includes an indication of the participating organizations involved in its development. An International Workshop Agreement has a maximum lifespan of six years, after which it can be either transformed into another ISO deliverable or is automatically withdrawn.

Guides - help readers understand more about the main areas where standards add value. Some Guides talk about how, and why, ISO standards can make a work better, safer, and more efficiently.

**SAE**

Standards - these Technical Reports are a documentation of broadly accepted engineering practices or specifications for a material, product, process, procedure or test method.

Recommended Practices - these Technical Reports are documentations of practice, procedures and technology that are intended as guides to standard engineering practice. They consist of a mix of general values, or free text proposed data that have not yet gained acceptance.

Information Reports - these Technical Reports are compilations of engineering reference data or educational material useful to the technical community.

Assembly Material Specifications - these Technical Reports identify material and process specifications conforming to sound, established engineering and manufacturing practices to assemble systems and practices.

























Remove pilot competence										<p>The proposed document is a revision of the specification of PTTS topics for pilots of Unmanned Aircraft Systems (UAS) for use by the European Aviation Safety Agency (EASA). The document has been based mainly on Practical Test Standard (PTS) topics for licensed aircraft pilots. The topics included could be used for the development of a PTS for UAS commercial pilot operations and PTS for UAS pilot operations. The UAS commercial pilot areas would be based on the PTS for licensed aircraft pilots. The UAS pilot areas would be based on the PTS for licensed aircraft pilots. The UAS pilot areas would be based on the PTS for licensed aircraft pilots. The document is not intended to outline the requirements for other operations, such as observer, pilot operations, or ground operations, nor does it distinguish between different levels of pilot activity or discuss the role of pilot-competent, experimental pilots.</p>	<p>EASA G-2014-01 Operator Certification Annexes A, G, I-10 Unmanned Aircraft Systems Competence Requirements</p>							
Remove pilot competence										<p>ADP4499 Common gender specifications</p>	<p>EASA G-2014-01 Operator Certification</p>	May-19	recommended practice	planned				
Remove pilot competence										<p><b>UAS OPERATOR</b> The applicant for a remote pilot who is familiar with the user manual provided by the manufacturer of the UAS and holds a certificate of remote pilot competence issued by the competent authority of an EU member state responsible for the oversight authority of the Member State of registration of the UAS category. The certificate shall be renewed after completing at least one of the following conditions and in the other indicated – not completing an online training course and passed the appropriate theoretical knowledge examination as referred to in point (4) of point UAS-CAT.001 (20); (b) completing an online training course in the operating conditions of the category A3 set out in point (1) and (2) of point UAS-CAT.001 (20); (c) achieving the completion of the self-practical training defined in point (2) and passing an additional theoretical knowledge examination provided by the competent authority of an EU member state responsible for the oversight authority of the Member State of registration of the UAS category. The examination shall comprise at least 30 multiple-choice questions aimed at assessing the remote pilot's knowledge of the technical and operational mitigations for ground risk, meteorology, UAS flight performance, and technical and operational mitigations for ground risk.</p>	<p>EASA</p>	Jun-19	open and specific	Regulation applicable from 1 July 2020				
maintenance										<p>ASTM W07051 New Guidance for Lightweight UAS Maintenance Technicians Qualification</p>	<p>F38 Unmanned Aircraft Systems and PMA Airworthiness</p>	Jun-18	standard	ongoing	Undergoing revisions prior to issue			
Remove pilot competence										<p>F37074-02 Guide for Assessment of Pilot Skills for Remote Pilots of Unmanned Aircraft Systems</p>	<p>F38 Unmanned Aircraft Systems</p>		standard	published				
Remove pilot competence										<p>ASTM F3208 Standard Guide for Training for Remote Pilots of Unmanned Aircraft Systems (UAS) Operations</p>	<p>F38 Unmanned Aircraft Systems</p>	Apr-18	standard	published				
										<p>ASTM W07075 Training for Remote Pilot Operators (RPO) of Unmanned Aircraft Systems (UAS)</p>	<p>F38 Unmanned Aircraft Systems</p>	Jul-19	standard	ongoing				
										<p>ASTM W07073 Training and the Development of Training Manuals for the Unmanned Aircraft Operator</p>	<p>F38 Unmanned Aircraft Systems</p>	Sep-19	standard	ongoing				
Remove pilot competence										<p>ASTM F3300-18 Standard for Training and the Development of Training Manuals for the UAS Operator</p>	<p>F38 Unmanned Aircraft Systems</p>	Nov-19	standard	published				
Remove pilot competence										<p>ASTM F3207 Final Report Guidance for Remote Pilots of Unmanned Aircraft Systems (UAS) Operations</p>	<p>G-2014-01 Operator Certification Annexes A, G, I-10 Unmanned Aircraft Systems Competence Requirements</p>		recommended practice	published				
Remove pilot competence										<p>FAA/ASTM Proposed Remote Pilots of Unmanned Aircraft Systems (UAS) Operations Appendix 1.2C Medical</p>	<p>NATO</p>		standard	published				
Remove pilot competence	EASA Decision	2020-091	Remote crew trained and correct and able to control the abnormal and emergency situation (a. Technical issue with the UAS)	EASA	Oct-19	Specific	published											
Remove pilot competence	EASA Decision	2020-092	Remote crew trained and correct and able to control the abnormal and emergency situation (a. Human error)	EASA	Oct-19	Specific	published											
Remove pilot competence	EASA Decision	2020-093	The remote crew is trained to identify critical and/or abnormal conditions and to avoid them	EASA	Oct-19	Specific	published											
Remove pilot competence	EASA Decision	2020-094	Multi-crew coordination <a href="#">https://www.easa.europa.eu/en/remote-pilots-operations/remote-pilots-operations-2020-094</a>	EASA	Oct-19	Specific	published											
Remove pilot competence	EASA Decision	2020-097	Remote crew is fit for the operation	EASA	Oct-19	Specific	published											
Remove pilot competence	EASA Decision	2020-099	Safe recovery from Human Error <a href="#">https://www.easa.europa.eu/en/remote-pilots-operations/remote-pilots-operations-2020-099</a>	EASA	Oct-19	Specific	published											
Remove pilot competence	EASA Decision	2020-093	Environmental conditions for safe operations defined, controlled and adhered to (EASA-093-Annex)	EASA	Oct-19	Specific	published											
Remove pilot competence	EASA Decision	2020-094	Multi-crew cooperation <a href="#">https://www.easa.europa.eu/en/remote-pilots-operations/remote-pilots-operations-2020-094</a>	EASA	Oct-19	Specific	published											
Remove pilot competence	EASA Decision	2020-099	Weather Supplemental Data Service Provider (SDSP) data and service to UAS Service Equipment/Provider (SESP) and Operations in a UAS Traffic Management (UTM) ecosystem.	EASA						<p>F38 Unmanned Aircraft Systems</p>		standard	ongoing					

