This Statutory Instrument has been published in substitution of the S.I. of the same number to include the correct image in paragraph 2 of Schedule 2 and is being issued free of charge to all known recipients of that Statutory Instrument.

STATUTORY INSTRUMENTS

2025 No. 1106

CIVIL AVIATION

The Unmanned Aircraft (Amendment) Regulations 2025

Made - - - -	*20th October 2025*
Laid before Parliament	*21st October 2025*
Coming into force in accordance with regulation 1(2) and (3)	

The Secretary of State makes these Regulations in exercise of the powers conferred by Article 57, paragraph 1 of Article 58 and paragraph 3(a) of Article 127 of Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation(**a**).

PART 1

Introductory

Citation, commencement, extent and interpretation

1.—(1) These Regulations may be cited as the Unmanned Aircraft (Amendment) Regulations 2025.

(2) Subject to paragraph (3), these Regulations come into force on 1st January 2026.

(3) Regulations 8(2) and (3), 9(2), 10(2), 11(2), 12 and 32 come into force on 1st January 2028.

(4) These Regulations extend to England and Wales, Scotland and Northern Ireland.

(5) In these Regulations—

"the Delegated Regulation" means Commission Delegated Regulation (EU) 2019/945 of 12 March 2019 on unmanned aircraft systems and on third-country operators of unmanned aircraft systems(**b**);

"the Implementing Regulation" means Commission Implementing Regulation (EU) 2019/947 of 24 May 2019 on the rules and procedures for the operation of unmanned aircraft(**c**).

(**a**) EUR 2018/1139, amended by S.I. 2019/645; there are other amending instruments but none is relevant.
(**b**) EUR 2019/945, relevant amending instruments are S.I. 2020/1593 and 2024/504.
(**c**) EUR 2019/947, relevant amending instruments are S.I. 2020/1593, 2021/1203 and 2022/637 and 1235.

PART 2

Amendment of the Delegated Regulation

Amendment of the Delegated Regulation

2. The Delegated Regulation is amended in accordance with this Part.

Amendments to the names of the classes of UAS

3. Part 1 of Schedule 1 makes amendments to the names of the classes of UAS.

Amendment of class identification labels

4. Schedule 2 makes amendments of the class identification labels set out in the Annex to the Delegated Regulation.

Amendment of Chapter I

5.—(1) In Article 2 (scope), in paragraph 4, for "UAS intended to be exclusively operated indoors" substitute—

"—

(a) UAS designed to be exclusively operated in areas which are wholly or mainly enclosed;

(b) UAS with an MTOM of less than 100 g.".

(2) In Article 3 (definitions)—

(a) in paragraph 44, omit "by the Secretary of State";

(b) after paragraph 48, insert—

"(49) 'relevant restricted areas' means—

(a) geographical zones designated by regulations under Article 15 of Implementing Regulation (EU) 2019/947,

(b) areas in which flying a UA is prohibited, restricted or subject to conditions under regulations made under article 239 of the Air Navigation Order 2016(**a**),

(c) areas which are flight restriction zones of protected aerodromes within the meaning of article 94A(7) of the Air Navigation Order 2016(**b**),

(d) areas which are protected space sites within the meaning of article 94BA of the Air Navigation Order 2016(**c**), and

(e) places in the UK designated as prohibited places by regulations made under section 8(1) of the National Security Act 2023(**d**).".

(**a**) S.I. 2016/765, amended by S.I. 2024/990; there are other amending instruments but none is relevant.
(**b**) Article 94A(7) was inserted by S.I. 2018/623 and amended by S.I. 2020/1593 and 2021/879.
(**c**) Article 94BA was inserted by S.I. 2021/879.
(**d**) 2023 c. 32.

Amendment of Chapter II

6.—(1) In Article 4 (requirements), in paragraph 2, omit "that are not toys within the meaning of the Toys (Safety) Regulations 2011".

(2) In Article 6 (obligations of manufacturers)—

(a) in paragraph 5, for "2 to 4" substitute "1 to 5";

(b) after paragraph 11, insert—

"12. Where a manufacturer places a product of a particular type on the market for the first time, the manufacturer must give a market surveillance authority a notice consisting of—

(a) a statement that the manufacturer has placed a product of this type on the market for the first time,

(b) the name of the manufacturer of the product,

(c) the unique code assigned by the manufacturer to this type, and

(d) if the manufacturer assigns, to products of this type, serial numbers which indicate the product type or other features of the product, an explanation of how the serial numbers indicate the product type or other features of the product.".

(3) In Article 13 (conformity assessment procedures)—

(a) in paragraph 2, in point (a)—

(i) the words from "assessing" to the end become point (i);

(ii) after that point, insert—

", or

(ii) the conditions in paragraph 3 are satisfied;";

(b) in paragraph 2, in point (c), for the words from "Annex" to the end substitute "Annex.";

(c) after paragraph 2, insert—

"3. The conditions in this paragraph are—

(a) that the conformity assessment is conducted before 1st January 2028,

(b) that the assessment is of the compliance of a product with the requirements set out in Parts 2, 3 or 4 of the Annex, and

(c) that the product is covered by a type examination under Part 8 of the Annex to Commission Delegated Regulation (EU) 2019/945 of 12 March 2019 on unmanned aircraft systems and on third-country operators of unmanned aircraft systems(**a**) as it has effect in EU Law.".

(4) In Article 18 (approval of conformity assessment bodies)—

(a) in each of paragraphs 1 and 2, for "the Secretary of State", substitute "a market surveillance authority";

(b) in paragraph 5, for "paragraph 2" substitute "paragraph 4".

(5) In Article 24 (subsidiaries and subcontracting by approved bodies), for "the Secretary of State", in both places it occurs, substitute "a market surveillance authority".

(**a**) OJ L 152, 11.6.2019, p. 1.

(6) In Article 25 (application for approval), in paragraph 1, for "the Secretary of State" substitute "a market surveillance authority".

(7) In Article 28 (changes to approvals)—

(a) in paragraph 1—

(i) for "the Secretary of State", in the first place it occurs, substitute "a market surveillance authority";

(ii) for "Secretary of State", in the second place it occurs, substitute "market surveillance authority";

(b) in paragraph 2—

(i) for "the Secretary of State" substitute "a market surveillance authority";

(ii) omit from "for" to the end.

(8) In Article 32 (information obligation on approved bodies), in paragraph 1—

(a) in the words before point (a), for "the Secretary of State" substitute "a market surveillance authority";

(b) omit point (c).

Amendment of Chapter III

7. In Article 40 (requirements for UAS operated in the 'certified' and 'specific' categories), in paragraph 5—

(a) for the words before point (a) substitute "Where a UAS intended to be operated in the 'specific' category and at a height below 120 metres is equipped with a direct remote identification, the direct remote identification shall—";

(b) in point (a), at the beginning insert "allow";

(c) in point (b), at the beginning insert "ensure";

(d) in point (c), omit "to".

Amendment of Part 1 of the Annex

8.—(1) Part 1 of the Annex (requirements for class C0 Unmanned aircraft system) is amended as follows.

(2) After point (7), insert—

"(7A) if equipped with a camera, have a unique serial number compliant with standard ANSI/CTA-2063-A-2019, Small Unmanned Aerial Systems Serial Numbers, 2019(**a**);

(7B) if equipped with a camera, have a direct remote identification that:

(a) allows the upload of the UAS operator registration number required in accordance with Article 14 of Implementing Regulation (EU) 2019/947 and any additional number provided by the registration system; the system shall perform a consistency check verifying the integrity of the full string provided to the UAS operator at the time of registration; in case of inconsistency, the UAS shall emit an error message to the UAS operator;

(b) ensures, in real time during the whole duration of the flight, the direct periodic broadcast from the UA using an open and documented transmission protocol, in

(**a**) This standard can be obtained from the Department for Transport, 33 Horseferry Road, London, SW1P 4DR and are published with the Explanatory Memorandum alongside this instrument at www.legislation.gov.uk.

a way that it can be received directly by existing mobile devices within the broadcasting range, of at least the following data:

(i) the UAS operator registration number and the verification code provided by the CAA during the registration process unless the consistency check defined in point (a) is not passed;

(ii) the unique physical serial number of the UA compliant with point (7A);

(iii) the time-stamp, the geographical position of the UA and its height above the surface or take-off point;

(iv) the route course measured clockwise from true north and ground speed of the UA;

(v) the geographical position of the remote pilot or, if not available, the take-off point; and

(vi) an indication of the emergency status of the UAS;

(c) reduces the ability of tampering the functionality of the direct remote identification system;

(7C) if equipped with a camera, be capable of taking off only if the direct remote identification is functional and activated;

(7D) if equipped with a camera, be equipped with a geo-awareness function that provides:

(a) an interface to load and update data containing information on relevant restricted areas, which ensures that the process of loading or updating such data does not degrade its integrity and validity;

(b) a warning alert to the remote pilot when a potential breach of airspace limitations is detected; and

(c) information to the remote pilot on the UA's status as well as a warning alert when its positioning or navigation systems cannot ensure the proper functioning of the geo-awareness function;";

(3) In point (8)(a), after the fourth list item—

(a) omit "and";

(b) insert—

"— the procedures to upload the UAS operator registration number into the direct remote identification system;

— reference of the transmission protocol used for the direct remote identification system emission; and".

(4) Omit point (10).

Amendment of Part 2 of the Annex

9.—(1) Part 2 of the Annex (requirements for a class C1 Unmanned aircraft system) is amended as follows.

(2) After point (12), insert—

"(12A) be capable of taking off only if the direct remote identification is functional and activated;";

(3) In point (13)(a), for the words from "airspace" to the "2019/947", substitute "relevant restricted areas".

Amendment of Part 3 of the Annex

10.—(1) Part 3 of the Annex (requirements for a class C2 Unmanned aircraft system) is amended as follows.

(2) After point (14), insert—

"(14A) be capable of taking off only if the direct remote identification is functional and activated;";

(3) In point (15)(a), for the words from "airspace" to "2019/947", substitute "relevant restricted areas".

Amendment of Part 4 of the Annex

11.—(1) Part 4 of the Annex (requirements for a class C3 Unmanned aircraft system) is amended as follows.

(2) After point (9), insert—

"(9A) be capable of taking off only if the direct remote identification is functional and activated;".

(3) In point (10)(a), for the words from "airspace" to "2019/947", substitute "relevant restricted areas".

Amendment of Part 5 of the Annex

12.—(1) In Part 5 of the Annex (requirements for a class C4 UAS), after point (3), insert—

"(3A) have a unique serial number compliant with standard ANSI/CTA-2063-A-2019, Small Unmanned Aerial Systems Serial Numbers, 2019;

(3B) have a direct remote identification that:

(a) allows the upload of the UAS operator registration number required in accordance with Article 14 of Implementing Regulation (EU) 2019/947 and any additional number provided by the registration system; the system shall perform a consistency check verifying the integrity of the full string provided to the UAS operator at the time of registration; in case of inconsistency, the UAS shall emit an error message to the UAS operator;

(b) ensures, in real time during the whole duration of the flight, the direct periodic broadcast from the UA using an open and documented transmission protocol, in a way that it can be received directly by existing mobile devices within the broadcasting range, of at least the following data:

(i) the UAS operator registration number and the verification code provided by the CAA during the registration process unless the consistency check defined in point (a) is not passed;

(ii) the unique physical serial number of the UA compliant with point (3A);

(iii) the time-stamp, the geographical position of the UA and its height above the surface or take-off point;

(iv) the route course measured clockwise from true north and ground speed of the UA;

(v) the geographical position of the remote pilot or, if not available, the take-off point; and

(vi) an indication of the emergency status of the UAS;

(c) reduces the ability of tampering the functionality of the direct remote identification system;".

(2) In point (4)(a), after the fourth list item—

(a) omit "and";

(b) insert—

"— the procedures to upload the UAS operator registration number into the direct remote identification system;

— reference of the transmission protocol used for the direct remote identification system emission; and".

Amendment of Part 7 of the Annex

13. In Part 7 of the Annex (conformity assessment module A - internal production control), in the following provisions, for "Parts 1, 5, 6, 16 or 17 which apply to them" substitute "the Part of the Annex which applies to them"—

(a) point 1;

(b) point 3;

(c) point 4(1).

PART 3

Amendment of the Implementing Regulation

Chapter 1

Amendments coming into force on 1st January 2026

Amendment of the Implementing Regulation

14. The Implementing Regulation is amended in accordance with this Chapter.

Amendments to the names of the classes of UAS

15. Part 2 of Schedule 1 makes amendments to the names of the classes of UAS.

Amendments to the names of the subcategories of the 'open' category

16. Schedule 3 makes amendments to the names of the subcategories of the 'open' category.

Amendment of Article 2

17. In Article 2 (definitions), after point (35), insert—

"(36) 'Delegated Regulation (EU Law version)' means Delegated Regulation (EU) 2019/945(**a**) as it has effect in EU Law;

(37) 'relevant restricted areas' means—

(a) geographical zones designated by regulations under Article 15 of this Regulation,

(b) areas in which flying a UA is prohibited, restricted or subject to conditions under regulations made under article 239 of the Air Navigation Order 2016,

(**a**) OJ No. L 152, 11.6.2019, p. 1.

(c) areas which are flight restriction zones of protected aerodromes within the meaning of article 94A(7) of the Air Navigation Order 2016,

(d) areas which are protected space sites within the meaning of article 94BA of the Air Navigation Order 2016, and

(e) places in the UK designated as prohibited places by regulations made under section 8(1) of the National Security Act 2023.".

Insertion of Article 2A

18. After Article 2 (definitions), insert—

"Article 2A

Scope (operations in an enclosed area)

1. This Regulation does not apply to operations performed in an area—

(a) which is wholly or mainly enclosed, and

(b) where no uninvolved person is present.".

Amendment of Article 4

19. In Article 4 ('open' category of UAS operations), in paragraph 1, in point (a), for the words from "belongs to" to the end, substitute—

"—

(i) belongs to one of the classes set out in Delegated Regulation (EU) 2019/945,

(ii) is privately built,

(iii) is a UAS to which this Regulation applies by virtue of Article 20A,

(iv) has an MTOM of less than 100 g, or

(v) is covered by point UAS.OPEN.020(5)(zb), UAS.OPEN.030(3)(b) or UAS.OPEN.040(4)(za) of Part A of the Annex;".

Amendment of Article 10

20. In Article 10 (rules and procedures for the airworthiness of UAS), for "Article 20" substitute "point UAS.OPEN.020(5)(zb), UAS.OPEN.030(3)(b) or UAS.OPEN.040(4)(za) of Part A of the Annex".

Amendment of Article 12

21. In Article 12 (authorising operations in the 'specific' category)—

(a) after paragraph 3, insert—

"3A. The CAA may, when granting an operational authorisation under paragraph 2, direct that any of the following provisions in point UAS.SPEC.050 in Part B of the Annex are disapplied for operations under that authorisation where the CAA considers the operator has a legitimate reason for not complying with those provisions—

(a) point (1)(l)(i) (green flashing light);

(b) point (1)(l)(ii) (remote identification system).";

(b) after paragraph 4, point (c)(vi) insert—

"vii. whether the CAA has disapplied any of the provisions mentioned in paragraph 3A for operations under the authorisation.".

Amendment of Article 14

22. In Article 14 (registration of UAS operators and certified UAS)—

(a) in paragraph 5, in point (a)ii., for the words from "sensor" to the end, substitute "camera and has a MTOM of 100 g or more";

(b) in paragraph 6, in subparagraph 2, after "UAS operators" insert "who are at least 18 years of age".

Omission of Article 20

23. Omit Article 20 (particular provisions concerning the use of certain UAS in the 'open' category).

Insertion of Article 20A

24. After Article 20, insert—

"Article 20A

UAS complying with the Delegated Regulation (EU Law version)

1. Before 1st January 2028, this Regulation applies to a UAS of an EU class as if it were a UAS of the equivalent UK class.

2. For the purposes of paragraph 1—

(a) a UAS is of an EU class if it complies with the requirements in the Part of the Annex to the Delegated Regulation (EU Law version) which relates to that class;

(b) a UAS is of a UK class if it complies with the requirements in the Part of the Annex to the Delegated Regulation (EU) 2019/945 which relates to that class;

(c) a UK class is equivalent to an EU class if the number in the name of the UK class is the same as the number in the name of the EU class.".

Omission of Article 22

25. Omit Article 22.

Amendment of point UAS.OPEN.020 of Part A of the Annex

26. In the Annex, in Part A, in point UAS.OPEN.020 (UAS operations in subcategory A1)—

(a) omit point (1);

(b) in point (2) omit from the beginning to "(5)(c),";

(c) in point (4)(b), for the words from the beginning to "2019/945", substitute "other than in the case of an unmanned aircraft with an MTOM of less than 100 g";

(d) in point (5)—

(i) before point (a) insert—

"(za) has an MTOM of less than 100 g; or

(zb) has an MTOM of less than 250 g, does not comply with the requirements in Part 1 or Part 2 of the Annex to the Delegated Regulation (EU) 2019/945 and was placed on the market before 1st January 2026; or";

(ii) omit point (b).

Amendment of point UAS.OPEN.030 of Part A of the Annex

27. In the Annex, in Part A, in point UAS.OPEN.030 (UAS operations in subcategory A2)—

(a) in point (1), at the beginning, insert "in the case of an unmanned aircraft referred to in point (3)(a),";

(b) after point (1), insert—

"(1A) in the case of an unmanned aircraft referred to in point (3)(b), be conducted at a safe horizontal distance of at least 50 metres from uninvolved persons.";

(c) in point (3)—

(i) the words from "is marked" to the end become point (a);

(ii) after that point, insert—

"; or

(b) has an MTOM of less than 2 kg, does not comply with the requirements in Part 3 of the Annex to the Delegated Regulation (EU) 2019/945 and was placed on the market before 1st January 2026.".

Amendment of point UAS.OPEN.040 of Part A of the Annex

28. In the Annex, in Part A, in point UAS.OPEN.040 (UAS operations in subcategory A3)—

(a) before point (1), insert—

"(A1) be conducted at a safe horizontal distance of at least 50 metres from uninvolved persons;";

(b) after point (2), insert—

"(2A) be conducted at a safe horizontal distance of at least 50 metres from any building;";

(c) before point (4)(a)—

"(za) has an MTOM of less than 25 kg, does not comply with the requirements in Parts 3, 4 or 5 of the Annex to the Delegated Regulation (EU) 2019/945 and was placed on the market before 1st January 2026; or";

(d) omit point (4)(b).

Amendment of point UAS.OPEN.050 of Part A of the Annex

29. In the Annex, in Part A, in point UAS.OPEN.050 (responsibilities of the UAS operator), in point (4)(c), for the words from "any" to the end, substitute "relevant restricted areas".

Amendment of point UAS.OPEN.060 of Part A of the Annex

30. In the Annex, in Part A, in point UAS.OPEN.060 (responsibilities of the remote pilot)—

(a) in point (1)—

(i) in point (a), for "points (5)(a), (5)(b) or (5)(c)", substitute "point (5)(za)";

(ii) in point (b), for the words from "any" to the end, substitute "relevant restricted areas";

(iii) in point (c), for "(5)(a), (5)(b) or (5)(c)", substitute "(5)(za), (5)(zb), (5)(a), (5)(c), or (5)(d)";

(b) in point (2), for point (g) substitute—

"(g) when operating at night, ensure that a green flashing light on the unmanned aircraft is activated.".

Amendment of Part B of the Annex

31. In Part B of the Annex (UAS operations in the 'specific' category)—

(a) in point UAS.SPEC.050 (responsibilities of the UAS operator), in point (1)—

(i) in point (d)(vi), for the words from "any" to the end, substitute "relevant restricted areas";

(ii) in point (e)(iii), for the words from "any" to the end, substitute "relevant restricted areas";

(iii) for point (l), substitute—

"(l) except in the case of an operation under an authorisation for which the CAA has disapplied this requirement under paragraph 3A of Article 12, ensure that each individual unmanned aircraft is installed with:

(i) at least one green flashing light for the purpose of visibility of the unmanned aircraft at night, and

(ii) an active and up-to-date direct remote identification.";

(b) in UAS.SPEC.060 (responsibilities of the remote pilot), in point (2)(a), for the words from "any" to the end, substitute "relevant restricted areas".

Chapter 2

Amendments coming into force on 1st January 2028

Amendment of the Implementing Regulation: coming into force 1st January 2028

32.—(1) Part A of the Annex to the Implementing Regulation, as amended by Chapter 1 of this Part, is amended as follows.

(2) In point UAS.OPEN.020(5)—

(a) in point (zb), at the end, insert "and, if equipped with a camera, is operated with active and updated direct remote identification system";

(b) in point (a), after "19 m/s" insert "and, if equipped with a camera, is operated with active and updated direct remote identification system";

(c) in point (c), at the end insert "and, if equipped with a camera, is operated with active and updated direct remote identification system and geo-awareness function".

(3) In point UAS.OPEN.030(3)(b), at the end insert "and is operated with active and updated direct remote identification system".

(4) In point UAS.OPEN.040(4)—

(a) in point (za), at the end insert "and is operated with active and updated direct remote identification system";

(b) in point (a), after "25 kg,", insert "and is operated with active and updated direct remote identification system";

(c) in point (e), at the end, insert "and is operated with active and updated direct remote identification system".

Signed by authority of the Secretary of State for Transport

Keir Mather
Parliamentary Under Secretary of State
Department for Transport

20th October 2025

SCHEDULES

SCHEDULE 1

Regulations 3 and 15

Amendments to the names of the classes of UAS

PART 1

Amendment of the Delegated Regulation

1. In the following provisions in Part 1 of the Annex, for "C0" substitute "UK0"—

(a) the heading;

(b) the words before the class identification label;

(c) the words before point (1).

2. In the following provisions in the Annex, for "C1" substitute "UK1"—

(a) in Part 2—

(i) the heading;

(ii) the words before the class identification label;

(iii) the words before point (1);

(b) in Part 15, the table.

3. In the following provisions in the Annex, for "C2", in each place it occurs, substitute "UK2"—

(a) in Part 3—

(i) the heading;

(ii) the words before the class identification label;

(iii) the words before point (1);

(b) in Part 15, the table.

4. In the following provisions in the Annex, for "C3", in each place it occurs, substitute "UK3"—

(a) in Part 4—

(i) the heading;

(ii) the words before the class identification label;

(iii) the words before point (1);

(b) in Part 16, in the provisions setting out the requirements with which a C5 UAS shall comply, point (8);

(c) in Part 16, in the provisions concerning accessories kits—

(i) the words before point (1);

(ii) point (1);

(iii) point (3)(i).

5. In the following provisions in Part 5 of the Annex, for "C4" substitute "UK4"—

(a) the heading;

(b) the words before the class identification label;

(c) the words before point (1).

6. In the following provisions, for "C5", in each place it occurs, substitute "UK5"—

(a) in Article 2, paragraph 1, point (b);

(b) in Article 6—

(i) paragraph 5;

(ii) paragraph 11;

(c) in Article 8, paragraph 10;

(d) in Article 16, paragraph 2;

(e) in the Annex, in Part 16—

(i) the heading;

(ii) the words before the class identification label;

(f) in the Annex, in Part 16, in the provisions setting out the requirements with which a C5 UAS shall comply—

(i) the words before point (1);

(ii) point (8).

7. In the following provisions, for "C6" substitute "UK6"—

(a) in Article 6, paragraph 11;

(b) in Article 8, paragraph 10;

(c) in the Annex, in Part 17—

(i) in the heading;

(ii) in the words before the class identification label;

(iii) in the words before point (1).

PART 2

Amendment of the Implementing Regulation

8. The Annex to the Implementing Regulation is amended as follows.

9. In point UAS.OPEN.020(5)(c), for "C0" substitute "UK0".

10. In point UAS.OPEN.020(5)(d), for "C1" substitute "UK1".

11. In the following provisions, for "C2" substitute "UK2"—

(a) UAS.OPEN.030, point (3)(a);

(b) UAS.OPEN.040, point (4)(c).

12. In UAS.OPEN.040, in point (4)(d), for "C3" substitute "UK3".

13. In UAS.OPEN.040, in point (4)(e), for "C4" substitute "UK4".

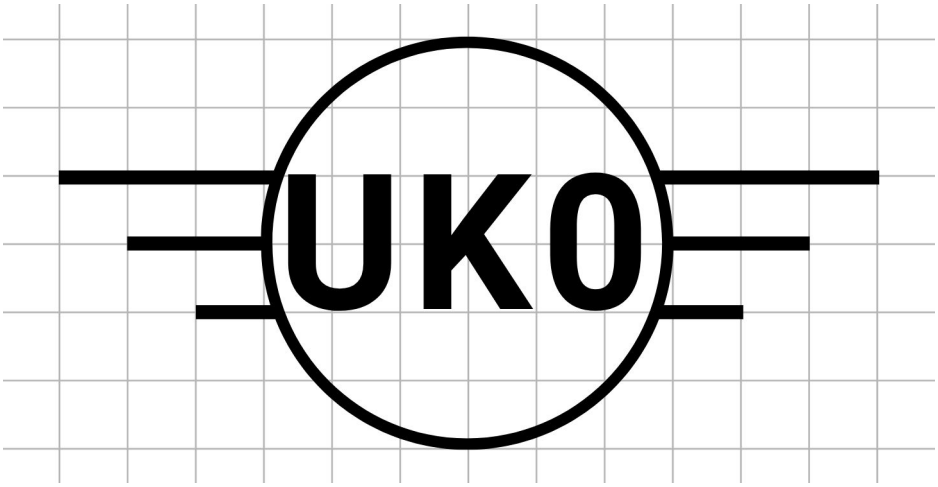
SCHEDULE 2

Regulation 4

Amendments to class identification labels

1. The Annex to the Delegated Regulation is amended as follows.

2. In Part 1, for the class identification label substitute—



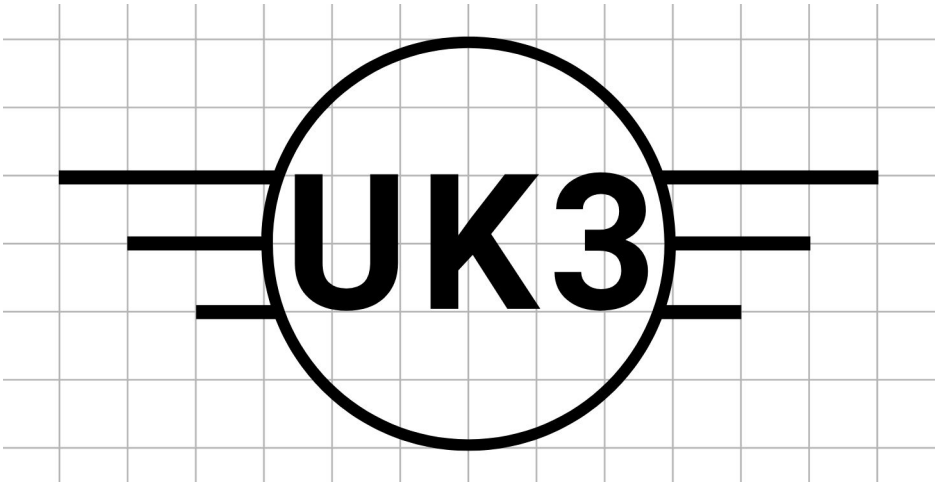
3. In Part 2, for the class identification label substitute—



4. In Part 3, for the class identification label substitute—



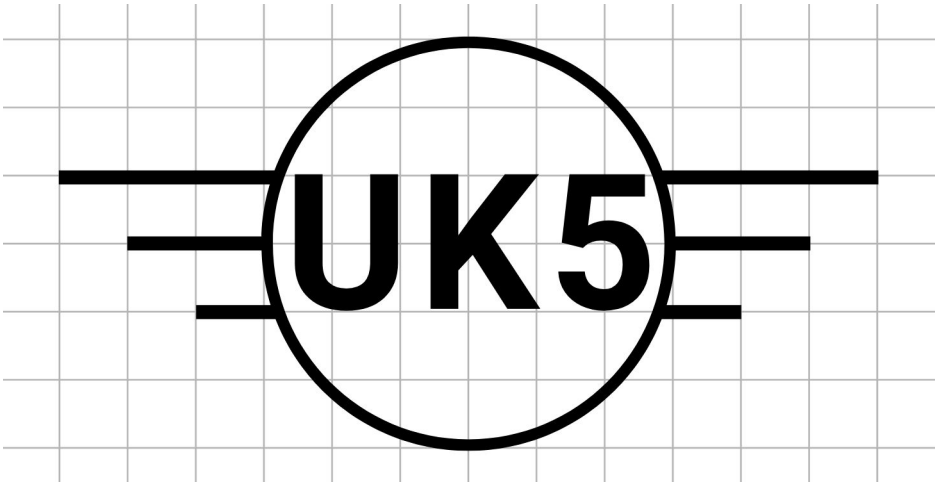
5. In Part 4, for the class identification label substitute—



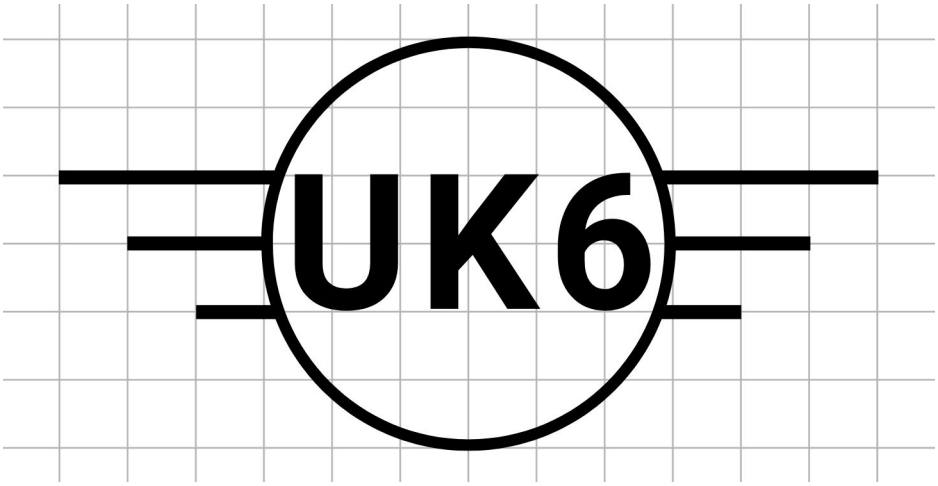
6. In Part 5, for the class identification label substitute—



7. In Part 16, for the class identification label substitute—



8. In Part 17, for the class identification label substitute—



SCHEDULE 3

Regulation 16

Amendments to the names of the subcategories of the ‘open’ category

1. The Annex to the Implementing Regulation is amended in accordance with the following paragraphs of this Schedule.

2. In the following provisions, for “A1” substitute “Over People (A1)”—

(a) in point UAS.OPEN.010, point (1);

(b) in point UAS.OPEN.020—

(i) the heading;

(ii) the words before point (1);

(c) point UAS.OPEN.060, point (1)(c).

3. In the following provisions, for “A2” substitute “Near People (A2)”—

(a) in point UAS.OPEN.010, point (1);

(b) in point UAS.OPEN.030—

(i) the heading;

(ii) the words before point (1);

(c) in point UAS.OPEN.050, point (7).

4. In the following provisions, for "A3" substitute "Far from People (A3)"—

(a) in point UAS.OPEN.010, point (1);

(b) in point UAS.OPEN.030, point (2)(b);

(c) in point UAS.OPEN.040—

(i) the heading;

(ii) the words before point (1);

(d) in point UAS.OPEN.050, point (7).

EXPLANATORY NOTE

(This note is not part of the Regulations)

These Regulations amend Commission Delegated Regulation (EU) 2019/945 of 12 March 2019 on unmanned aircraft systems and on third-country operators of unmanned aircraft systems (EUR 2019/945) ("the Delegated Regulation") and Commission Implementing Regulation (EU) 2019/947 of 24 May 2019 on the rules and procedures for the operation of unmanned aircraft (EUR 2019/947) ("the Implementing Regulation").

Part 2 makes the following amendments to the Delegated Regulation:

• The names of classes of unmanned aircraft systems ("UAS") are amended: the "C" prefix in the names of classes is replaced with a "UK" prefix.

• The class identification labels for UAS classes are amended.

• Article 2 is amended so that UAS with a maximum take-off mass ("MTOM") of less than 100g and UAS which are designed to be exclusively operated in areas which are wholly or mainly enclosed are excluded from the scope of the Regulation.

• References to UAS that are toys within the meaning of the Toys (Safety) Regulations 2011 (S.I. 2011/1881) are removed.

• Article 13 is amended so that, until 1st January 2028, the internal production control method can be used for UK1, UK2 and UK3 UAS where the product is covered by a type assessment under the Delegated Regulation as it has effect in EU law and Part 7 of the Annex is amended accordingly.

• Articles 18, 24, 25, 28 and 32, which concern conformity assessment bodies, are amended so that powers held by the Secretary of State are conferred on the market surveillance authority.

• Article 40 (requirements for UAS operated in the 'certified' and 'specific' categories) is amended so that it provides that the requirements relating to direct remote identification in relation to an unmanned aircraft intended to be operated in the 'specific' category only apply if the unmanned aircraft is equipped with direct remote identification.

• In Parts 1 to 5 of the Annex, which set out requirements which apply to UAS classes UK0-UK4, additional requirements which relate to serial numbers, direct remote identification and geo-awareness are inserted and will come into force on 1st January 2028.

•Requirements relating to geo-awareness functions in Parts 1 to 5 of the Annex are amended so that these functions must include an interface to upload data on relevant restricted areas. A definition of 'relevant restricted areas' is inserted in Article 3.

Part 3 makes the following amendments to the Implementing Regulation:

• The names of classes of UAS are amended.

• The names of the subcategories of the 'open' category of operations are amended.

• Article 2A, which provides that the Implementing Regulation does not apply to operations in an area which is wholly or mainly enclosed and where no uninvolved person is present, is inserted.

• Article 12 is amended so that the Civil Aviation Authority (CAA) may disapply certain requirements in Part B of the Annex (UAS operations in the 'specific' category).

• Article 14 is amended so that a UAS operator must register themselves when operating in the 'open' category with a UAS with a camera and a MTOM of 100g or more, and so that the CAA shall only issue a unique digital registration number to those who are at least 18 years of age.

• Articles 20 and 22, which permitted the operation, in the 'open' category, of certain UAS which do not comply with the Delegated Regulation, are omitted.

• Article 20A, which relates to UAS complying with the Delegated Regulation as it has effect in EU law, is inserted. Part A of the Annex is amended accordingly.

• In the Annex, Part A (UAS operations in the 'open' category) and Part B (UAS operations in the 'specific' category) are amended. The amendments relate to the types of UAS which can operate in the 'open' category, the operational requirements of the three subcategories of the 'open' category and the operational requirements for the 'specific' category.

•Requirements relating to geo-awareness functions in the Annex are amended so that they refer to relevant restricted areas. A definition of 'relevant restricted areas' is inserted in Article 2.

A full impact assessment has not been produced for this instrument as no, or no significant, impact on the private, voluntary or public sector is foreseen. De minimis impact assessments have been conducted in relation to geo-awareness requirements, direct remote identification requirements and other amendments made by this instrument. These de minimis assessments are available from the Department for Transport, 33 Horseferry Road, London, SW1P 4DR and are published with the Explanatory Memorandum alongside this instrument at www.legislation.gov.uk.

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