

CEN Reference: BT N 12077  
CENELEC Reference: BT166/DG11767/INF

## Simultaneous circulation to CEN and CENELEC TECHNICAL BOARDS

BT by correspondence	CENELEC Agenda item:	6.2.3
For information	Issue date:	2020-06-10

### SUBJECT

**Draft Standardization Request (SReq) on drones (UAS – Open Category) under written procedure at the Committee on Standards until 3 July 2020**

### BACKGROUND

The latest exchanges that took place within the SRAHG Drones were in September 2019. At that stage, the SRAHG was basically happy with the foreseen programme. The few comments issued by the SRAHG (amongst others on the TDs adjustments) are included in the final draft.

After that, CCMC was informed that, internally, the EC had to agree upon an interface with the RED which was resolved by clause 2.1 of Annex II Requirements for the harmonised standards referred to in Article 1(1). This took several months of discussions within EC. Meanwhile, the EC desk officer in charge slightly improved the text of this Annex II. CCMC and, consequently, the SRAHG were not informed.

The modifications can be summarized as follows:

- 1) In general, better clarification of the content of each of the 4 standards;
- 2) Clause 2.1 of Annex II clarify the relation with the RED (see above);
- 3) Emphasize on principles of privacy of personal data by design and by default by adhering to Article 25 of Regulation 2016/679;
- 4) Clause 2.2.3 of Annex II provide requirement on the verification methods addressing sound power level requirements shall build on the test code provided in Part 13 of the Annex to Delegated Regulation (EU) 2019/945;
- 5) Clause 2.2.4 of Annex II gives a broad possible freedom in the configurations of the command unit, including the connection of a mobile device to the command unit;
- 6) Further clarification on direct remote identification;
- 7) Further clarification on geo-awareness requirements.

The final draft circulated for approval by Member States at CoS on 7 June 2020 is attached (Annex 1) together with the EC note (Annex 2). The deadline for CoS is 3 July 2020.

Considering these changes, apparently not impacting the current work in ASD-STAN D5/WG-8 on drones, **it is urgent to organize a new SRAHG web-meeting** (foreseen on 19 or 23 June PM).

As is now best practice, a webinar introducing the work and the challenges of the new draft SReq to the BT Members will be organised by CCMC. The date of the webinar will be communicated to the Members in due time.

It is to be noted that the four draft harmonized standards are now in the finalization stage and ASD-STAN will submit the drafts to CCMC for launching the enquiry in September 2020.

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2020-06-08 – TL



Brussels, **XXX**  
[...] (2020) **XXX** draft

**COMMISSION IMPLEMENTING DECISION**

of **XXX**

**on a standardisation request to the European Committee for Standardisation as regards  
unmanned aircraft classes intended to be operated in the ‘open’ category of operations  
in support of Commission delegated Regulation (EU) 2019/945 of 12 March 2019**

(Text with EEA relevance)

# COMMISSION IMPLEMENTING DECISION

of **XXX**

**on a standardisation request to the European Committee for Standardisation as regards unmanned aircraft systems intended to be operated in the ‘open’ category of operations in support of Commission Delegated Regulation (EU) 2019/945**

(Text with EEA relevance)

Only the English, German and French versions are binding

Version of 8 June 2020

This draft has not been adopted or endorsed by the European Commission. Any views expressed are the preliminary views of the Commission services and may not in any circumstances be regarded as stating an official position of the Commission. The information transmitted is intended only for the Member State or entity to which it is addressed for discussions and may contain confidential and/or privileged material.

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) No 1025/2012 of the European Parliament and of the Council of 25 October 2012 on European standardisation, amending Council Directives 89/686/EEC and 93/15/EEC and Directives 94/9/EC, 94/25/EC, 95/16/EC, 97/23/EC, 98/34/EC, 2004/22/EC, 2007/23/EC, 2009/23/EC and 2009/105/EC of the European Parliament and of the Council and repealing Council Decision 87/95/EEC and Decision No 1673/2006/EC of the European Parliament and of the Council<sup>1</sup>, and in particular Article 10(1) thereof,

Whereas:

- (1) Regulation (EU) 2018/1139 of the European Parliament and of the Council<sup>2</sup> establishes a regulatory framework ensuring the safe operation of unmanned aircraft in the Single European Sky airspace. Pursuant to Article 56(6) of that Regulation, Chapter II of Commission Delegated Regulation (EU) 2019/945<sup>3</sup> establishes a Union harmonisation legislation laying down requirements for the design and manufacture of unmanned aircraft systems (UAS) intended to be used in operations that present the lowest risks and can be classified as UAS operations in the “open” category in

<sup>1</sup> OJ L 316, 14.11.2012, p. 12.

<sup>2</sup> 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 and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.8.2018, p. 1).

<sup>3</sup> Commission Delegated Regulation (EU) 2019/945 of 12 March 2019 on unmanned aircraft systems and on third-country operators of unmanned aircraft systems (OJ L 152, 11.6.2019, p. 1).

accordance with Article 4 of Commission Implementing Regulation (EU) 2019/947<sup>4</sup> and for the design and manufacture of remote identification add-ons that are to be made available on the market. Delegated Regulation (EU) 2019/945 also establishes rules on making those products available on the Union market and on their free movement in the Union.

- (2) It follows from Article 4(1) of Delegated Regulation (EU) 2019/945 that the products referred to in Article 2(1) of that Regulation are to meet the requirements set out in Parts 1 to 6 of the Annex to that Regulation. In accordance with Article 12 of Delegated Regulation (EU) 2019/945, those products are to be presumed to be in conformity with the requirements or parts thereof if they are in conformity with harmonised standards or parts thereof, the references of which have been published in the Official Journal of the European Union.
- (3) Harmonised standards help to ensure a high level of safety in the operation of unmanned aircraft throughout the Union and thus contribute to free movement of UAS in the Union. Given that such standards are, whenever possible, technology-neutral and performance-based, they also promote equal conditions of competition among relevant economic operators dealing with UAS, in particular small and medium-sized enterprises. Indirectly, those standards also lead to lower production costs, which benefits consumers in particular.
- (4) The intention to request drafting of harmonised standards in support of the requirements set out in Article 4(1) of Delegated Regulation (EU) 2019/945 is stated in point 2.3 of the Annual Union Work Programme for European standardisation for 2018<sup>5</sup>.
- (5) The European Committee for Standardization (CEN) has indicated that the work covered by the standardisation request falls entirely within its area of competence, but that it will collaborate with the European Telecommunications Standards Institute and the European Committee for Electrotechnical Standardization whenever necessary.
- (6) It is therefore appropriate to request CEN to draft new harmonised standards for products falling within the scope of Article 2(1) of Delegated Regulation (EU) 2019/945 in support of Article 4(1) of that Delegated Regulation.
- (7) The harmonised standards should include either detailed technical specifications of the requirements set out in Article 4(1) of Delegated Regulation (EU) 2019/945 or verification methods to demonstrate compliance with those requirements. They should also indicate clearly the correlation between the technical specifications or the verification methods and the requirements they aim to cover. They should also be based on risk assessment and risk reduction methodologies and reflect the generally acknowledged state of the art.
- (8) UAS may be subject to Union legislation not covered by this request. When developing the harmonised standards, appropriate attention should be paid to all the applicable essential requirements set out in such Union legislation, which may be relevant for the aspects that the harmonised standards cover.
- (9) As the requirements set out in Article 4(1) of Delegated Regulation (EU) 2019/945 cover more specifically the risks related to air and ground collisions of the unmanned

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<sup>4</sup> Commission Implementing Regulation (EU) 2019/947 of 24 May 2019 on the rules and procedures for the operation of unmanned aircraft (OJ L 152, 11.6.2019, p. 45).

<sup>5</sup> COM (2017) 453 final of 25 August 2017.

aircraft while in flight in the Single European Sky airspace, at the exclusion of the protection of persons involved in the operation of the UAS, UAS falling within the scope of Directive 2014/53/EU of the European Parliament and of the Council<sup>6</sup> that are compliant with that Delegated Regulation would be presumed to also comply with the broader essential health and safety requirements set out in Article 3(1)(a) of that Directive, which are intrinsically linked to those risks of collision of the unmanned aircraft. The harmonised standards covered by this standardisation request would therefore be complementary to and should not overlap with the harmonised standards that have been drafted in support of Directive 2014/53/EU and that are applicable to unmanned aircraft.

- (10) In order to support the principle of technology neutrality, harmonised standards should avoid making the use of specific frequencies mandatory whenever possible. However, CEN should be free to restrict the scope of the harmonised standards covered by this request to well-defined frequencies, when it deems it necessary to address security and law enforcement requirements.
- (11) The European standardisation organisations (ESOs) have agreed to follow the Guidelines for the execution of standardisation requests<sup>7</sup>.
- (12) In order to expedite the standardisation process and promote global standardisation of UAS, CEN should take into consideration the possible existence of relevant standards or on-going standardisation work. A European UAS Standards Coordination Group (EUSCG) has been established to facilitate cooperation between standardisation activities on UAS at the European level and the international level. CEN should report, in the EUSCG rolling development plan, the progress made with regard to the development of the harmonised standards covered by this standardisation request.
- (13) In order to ensure transparency and facilitate the execution of the requested standardisation activities CEN should prepare a work programme and submit it to the Commission. CEN should promptly inform the Commission if it considers that additional standards need to be developed or that more time is necessary for the execution of the standardisation request.
- (14) In order to enable the Commission to better monitor the requested standardisation work, CEN should provide the Commission with access to an overall project plan containing detailed information on the execution of the standardisation request.
- (15) Experience shows that during execution of the standardisation request, it may be necessary to adjust the scope of the request or the deadlines set therein. CEN should therefore promptly report to the Commission if it considers that more time is required to draft the standards than initially foreseen or that it is appropriate to adapt the scope of the request, in order to allow the Commission to take appropriate action.
- (16) Information as to which requirements are covered by a harmonised standard is necessary when assessing the compliance of the documents drafted by ESOs in accordance with Article 10(5) of Regulation (EU) 1025/2012. Such information is also necessary before publication of references of harmonised standards in the Official Journal of the European Union in accordance with Article 10(6) of

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<sup>6</sup> Directive 2014/53/EU of the European Parliament and of the Council of 16 April 2014 on the harmonisation of the laws of the Member States relating to the making available on the market of radio equipment and repealing Directive 1999/5/EC (OJ L 153, 22.5.2014, p. 62).

<sup>7</sup> SWD(2015) 205 final of 27 October 2015.

Regulation (EU) 1025/2012. In each harmonised standard CEN should therefore describe the extent to which it aims to cover one or several of the requirements for one or several of the products referred to in Article 2(1) of Delegated Regulation (EU) 2019/945.

- (17) In accordance with Article 10(3) of Regulation (EU) No 1025/2012, each standardisation request is subject to acceptance by the relevant ESO. It is therefore necessary to provide rules for the validity of this request in case it is not accepted by CEN.
- (18) In order to ensure legal certainty as to the validity of the standardisation request after its execution, it is appropriate to provide for a date of expiry of this Decision.
- (19) The ESOs, the European stakeholders' organisations receiving Union financing and the Expert Group on Aviation Safety<sup>8</sup> have been consulted on the draft standardisation request.
- (20) The measures provided for in this Decision are in accordance with the opinion of the Committee established by Article 22 of Regulation (EU) No 1025/2012.

HAS ADOPTED THIS DECISION:

*Article 1*  
*Requested standardisation activities*

1. By the deadlines set out in Annex I to this Decision, the European Committee for Standardisation (CEN) is requested to draft the new harmonised standards listed in that Annex in support of Article 4(1) of Delegated Regulation (EU) 2019/945 for:
  - (a) unmanned aircraft systems (UAS) intended to be operated under the rules and conditions applicable to the 'open' category of UAS operations pursuant to Implementing Regulation (EU) 2019/947, except privately built UAS, and bearing a class identification label as set out in Parts 1 to 5 of the Annex to Delegated Regulation (EU) 2019/945 indicating to which of the five UAS classes referred to in Implementing Regulation (EU) 2019/947 it belongs to;
  - (b) remote identification add-ons as set out in Part 6 of the Annex to Delegated Regulation (EU) 2019/945.
2. The standards referred to in paragraph 1 shall meet the requirements set out in Annex II.
3. CEN shall include in each harmonised standard a clear and precise description of the relationship between its content and the corresponding requirements set out in Parts 1 to 6 of the Annex to Delegated Regulation (EU) 2019/945 that it aims to cover and an indication of which UAS class the standard applies to.
4. Each harmonised standard developed on the basis of the request referred to in paragraph 1 shall refer to this Decision.
5. CEN shall provide the Commission with the titles of the requested harmonised standards in all the official languages of the Union.

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<sup>8</sup> Commission expert group on aviation safety (E03604)

*Article 2*  
*Work programme*

1. CEN shall prepare a work programme indicating all the standards listed in Annex I, the responsible technical bodies carrying them out and a timetable for the execution of the requested standardisation activities in line with the deadlines set out in that Annex.
2. The draft work programme shall take into account the priorities set out in point 2 of Annex II for the execution of the request referred to in Article 1(1).
3. CEN shall submit the draft work programme to the Commission by ... [3 months after the notification of this Decision by the Commission]. CEN shall inform the Commission of any amendments to the work programme.
4. CEN shall provide the Commission with access to an overall project plan.

*Article 3*  
*Reporting*

1. CEN shall report annually to the Commission on the execution of the request referred to in Article 1(1) indicating the progress made in implementation of the work programme referred to in Article 2.
2. CEN shall submit the first annual report to the Commission by ... [6 months after notification of this Decision by the Commission].
3. Subsequent annual reports shall be submitted by 1<sup>st</sup> February each year.
4. CEN shall provide the Commission with the final report by 30 June 2022.
5. CEN shall promptly report to the Commission any major concerns relating to the scope of the request referred to in Article 1 or the deadlines set out in Annex I.
6. CEN shall also report on an adequate basis in the rolling development plan of the European UAS Standards Coordination Group the progress made with regard to the development of the harmonised standards covered by this standardisation request.

*Article 4*  
*Validity of the standardisation request*

If CEN does not accept the request referred to in Article 1(1) within a month of receiving it, the request may not constitute a basis for the standardisation activities referred to in that Article.

This Decision shall expire on 30 June 2022.

*Article 5*  
*Addressees*

This Decision is addressed to the European Committee for Standardisation.

Done at Brussels,

*For the Commission*  
*Thierry BRETON*  
*Member of the Commission*



Brussels, **XXX**  
[...] (2020) **XXX** draft

ANNEXES 1 to 2

## **ANNEXES**

**to the Commission Implementing Decision**

**on a standardisation request to the European Committee for Standardisation as regards  
unmanned aircraft classes intended to be operated in the 'open' category of operations  
in support of Commission delegated Regulation (EU) 2019/945 of 12 March 2019**

[...]

## ANNEX I

### List of harmonised standards referred to in Article 1(1) and deadlines for their adoption

Reference information	Deadline for the adoption <sup>1</sup> by the ESOs
Harmonised standard on general product requirements for different classes of UAS	31 December 2021
Harmonised standard on direct remote identification requirements for UAS and direct remote identification add-ons	31 December 2021
Harmonised standard on geo-awareness requirements for UAS	31 December 2021
Harmonised standard on lighting requirements for UAS	31 December 2021

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<sup>1</sup> 'Adoption' refers to the relevant ESO making an adopted standard available to its members or the public.

**ANNEX II**  
**Requirements for the harmonised standards referred to in Article 1(1)**

**1. PART A. GENERAL REQUIREMENTS**

**1.1. Legal requirements to be supported by the harmonised standards**

1.1.1 The harmonised standards shall support the application of the requirements referred to in Article 4(1) and set out in Parts 1 to 6 of the Annex to Delegated Regulation (EU) 2019/945 (“the requirements”).

1.1.2 The harmonised standards shall provide either of the following:

- detailed technical specifications of the requirements regarding the different classes of UAS and remote identification add-ons
- verification methods to demonstrate compliance of the different classes of UAS and remote identification add-ons with the requirements.

1.1.3 The structure of the harmonised standards shall be such that a clear distinction can be made between the clauses and sub-clauses of the standards that are necessary for compliance with the requirements and those that are not. It shall also make it possible to identify the clauses and sub-clauses relating to the requirements applicable to a specific class of UAS or to an add-on. The requirements shall be taken into account from the beginning and throughout the entire process of developing the standards.

1.1.4 The harmonised standards shall identify clearly the requirements that are covered by the standard and those that are not. Where a harmonised standard contains technical specifications that do not support the application of the requirements, such technical specifications shall be clearly distinguished from the technical specifications supporting the requirements.

**1.2. Risk assessment and risk reduction to include safety aspects in harmonised standards**

The harmonised standards shall be drafted by applying, when appropriate, an iterative process of risk assessment and risk reduction as set out in point 5 of Part 1 of the Annex to Delegated Regulation (EU) 2019/945 and by following the principles set out in Article 4(2) of Regulation (EU) 2018/1139.

**1.3. Requirements for the standardisation work**

CEN shall identify European and international standards and ongoing standardisation work at international level, related to the requirements covered by the harmonised standards developed under this request.

**2. PART B. SPECIFIC REQUIREMENTS**

**2.1. Requirements for technical specifications and verification methods**

2.1.1 As other Union harmonisation legislation may apply to UAS in addition to Delegated Regulation (EU) 2019/945, specific attention shall be given to ensure compatibility of the harmonised standards developed under this request with the relevant essential requirements set out in such other Union legislation, in particular Directive 2014/53/EU, and harmonised standards developed in support of that legislation. To this end, CEN shall collaborate with ETSI and CENELEC whenever necessary.

2.1.2 Delegated Regulation (EU) 2019/945 covers more specifically the risks related to air and ground collisions of the unmanned aircraft while in flight in the Single European Sky

airspace, at the exclusion of the protection of persons involved in the operation of the UAS than the broader essential health and safety requirements set out in Article 3(1)(a) of Directive 2014/53/EU of the European Parliament and of the Council. The harmonised standards covered by this standardisation request should therefore be complementary and not overlap with the harmonised standards that have been drafted in support of Directive 2014/53/EU and that are applicable to unmanned aircraft.

2.1.3 When developing technical specifications addressing requirements that concern detection, tracking and identification of UAS, CEN shall ensure that the needs of security and law enforcement authorities are adequately taken into consideration.

## **2.2. Harmonised standard on general product requirements for UAS classes listed in point 1 of Annex I**

2.2.1 This harmonised standard shall cover all the requirements set out in Parts 1 to 5 of the Annex to Delegated Regulation (EU) 2019/945 for each of the five classes of UAS, with the exception of direct remote identification, geo-awareness and lighting. It shall describe appropriate technical solutions and verification methods to ensure and demonstrate the conformity of the UAS with those requirements as per the following:

Product	Requirement covered
UAS class C0	Points (1) to (10) of Part 1 of the Annex to Delegated Regulation (EU) 2019/945
UAS class C1	Points (1) to (11), (14), (15), (17), (18), (19) of Part 2 of the Annex to Delegated Regulation (EU) 2019/945
UAS class C2	Points (1) to (13), (16), (17), (19), (20) of Part 3 of the Annex to Delegated Regulation (EU) 2019/945
UAS class C3	Points (1) to (8), (11), (12), (13), (15), (16) of Part 4 of the Annex to Delegated Regulation (EU) 2019/945
UAS class C4	Points (1) to (5) of Part 5 of the Annex to Delegated Regulation (EU) 2019/945

2.2.2 When relevant, the design of the technical solutions proposed shall take into account the principles of privacy by design and by default outlined in Article 25 of Regulation 2016/679 of the European Parliament and of the Council<sup>2</sup>. To this end, relevant standardisation activities shall be taken into account as appropriate.

2.2.3 Verification methods addressing sound power level requirements shall build on the test code provided in Part 13 of the Annex to Delegated Regulation (EU) 2019/945.

2.2.4 The harmonised standard shall take into account all possible configurations of the command unit, including the connection of a mobile device to the command unit.

<sup>2</sup> Regulation 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) (OJ L 119, 4.5.2016, p. 1).

### 2.3. Harmonised standard on direct remote identification for UAS and direct remote identification add-ons listed in point 2 of Annex I

2.3.1 This harmonised standard shall cover the direct remote identification requirements set out in Part 2 to 4 and Part 6 of the Annex to Delegated Regulation (EU) 2019/945. It shall describe the appropriate technical solutions and verification methods to ensure and demonstrate the conformity of UAS and direct remote identification add-ons with those requirements as per the following:

Product	Requirement covered
UAS class C1	Point (12) of part 2 of the Annex to Delegated Regulation (EU) 2019/945
UAS class C2	Point (14) of part 3 of the Annex to Delegated Regulation (EU) 2019/945
UAS class C3	Point (9) of part 4 of the Annex to Delegated Regulation (EU) 2019/945
Remote identification add-ons	Part 6 of the Annex to Delegated Regulation (EU) 2019/945

2.3.2 The technical solutions referred to in point 2.3.1 shall:

- take into account the format of the unique digital registration number for UAS operators and the process for the upload and verification of that number into the remote identification system provided by the registration system as defined by the European Union Aviation Safety Agency (EASA);
- efficiently support the objectives of the local remote identification function, namely to address security and law enforcement needs and to contribute to ensure citizens’ fundamental rights for the respect of privacy and the protection of personal data by facilitating the identification of the UAS operator as recommended by the Article 29 Data Protection Working Party<sup>3</sup> and the European Data Protection Supervisor<sup>4</sup>;
- sufficiently detail the specifications of the transmission signal so as to allow the development of efficient and simple reception solutions and include, in particular, the transmission protocol, the frequency used for transmission and the periodicity of transmission;
- take into account existing national requirements while allowing the implementation of global solutions.

2.3.3 The harmonised standard shall establish, as far as possible, technical specifications that are compatible with other international standards. To this end, special attention shall be given to the work done by the American Society for Testing and Materials (ASTM)<sup>5</sup>. Other related

<sup>3</sup> Opinion 01/2015 on Privacy and Data Protection Issues relating to the Utilisation of Drones, 16 June 2015 – see for instance recommendation 5.3.4 “*Make the drone as far as possible visible and identifiable (using emitted wireless signal, ...)*”

<sup>4</sup> Opinion of the European Data Protection Supervisor on the Communication from the Commission to the European Parliament and the Council on “A new era for aviation - Opening the aviation market to the civil use of remotely piloted aircraft systems in a safe and sustainable manner”, 26 November 2014 – see for instance conclusion “76. *Further action is also needed to encourage measures that would facilitate identification of the controller of an RPAS.*” and Informal comments from the EDPS on a Proposal for a Regulation of the European Parliament and of the Council on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency - Unmanned aircraft (Drones) – see for instance §3 “*The EDPS recalls its advice to encourage measures that would facilitate identification of the operator of an RPAS.*”

<sup>5</sup> *New Practice for Remote ID and Tracking (ASTM WK65041).*

international standardisation activities shall also be taken into account as appropriate. Efficient coordination shall be put in place with the European Organisation for Civil Aviation Equipment (EUROCAE) to ensure that the harmonised standard takes into account, to the possible extent, the work done by that organisation on a network identification function<sup>6</sup>. Incompatibility between the harmonised standard and standards developed, or in the process of being developed, by EUROCAE for network identification shall be avoided.

#### **2.4. Harmonised standard on geo-awareness requirements for UAS listed in point 3 of Annex I**

2.4.1 This harmonised standard shall cover the geo-awareness requirements set out in Parts 2, 3 and 4 of the Annex to Delegated Regulation (EU) 2019/945. It shall describe the appropriate technical solutions and verification methods to ensure and demonstrate the conformity of UAS with those requirements as per the following:

<b>Product</b>	<b>Requirement covered</b>
UAS class C1	Point (13) of part 2 of the Annex to Delegated Regulation (EU) 2019/945
UAS class C2	Point (15) of part 3, of the Annex to Delegated Regulation (EU) 2019/945
UAS class C3	Point (10) of part 4, of the Annex to Delegated Regulation (EU) 2019/945

2.4.2 The technical solutions referred to in point 2.4.1 shall be based on the common unique digital format for the information on UAS geographical zones and the procedures to transfer the relevant information into the geo-awareness system of the UAS as defined by EASA.

2.4.3 Efficient coordination shall be put in place with EUROCAE to ensure that the harmonised standard takes into account the work done by that organisation on a geo-fencing function<sup>7</sup>. Incompatibility between the harmonised standard and standards developed, or in the process of being developed, by EUROCAE for geo-fencing shall be avoided and sharing of common features shall be promoted as much as possible.

2.4.4 The harmonized standard shall take into account all possible configurations of the command unit, including the connection of a mobile device to the command unit.

#### **2.5. Harmonised standard on lighting requirements for UAS listed in point 4 of Annex I**

2.5.1 This harmonised standard shall cover the lighting requirements set out in Parts 2, 3 and 4 of the Annex to Delegated Regulation (EU) 2019/945. It shall describe the appropriate technical solutions and verification methods to ensure and demonstrate the conformity of UAS with those requirements as per the following:

<b>Product</b>	<b>Requirement covered</b>
UAS class C1	Point (16) of part 2 of the Annex to Delegated Regulation (EU) 2019/945
UAS class C2	Point (18) of part 3 of the Annex to Delegated Regulation (EU) 2019/945
UAS class C3	Point (14) of part 4 of the Annex to Delegated Regulation (EU) 2019/945

<sup>6</sup> UTM E-Identification (WG-105 SG-32).

<sup>7</sup> UTM Geo-Fencing (WG 105 SG-33).



**EUROPEAN COMMISSION**

Directorate-General for Internal Market, Industry, Entrepreneurship and SMEs

Goods for the Single Market and Enforcement  
**Standardisation**

Brussels,  
GROW/B3/RG/(2020)

**NOTE TO THE MEMBERS OF THE COMMITTEE ON STANDARDS**

**Subject: Launch of the written procedure on the Draft Commission Implementing Decision on a standardisation request to the European Committee for Standardisation as regards unmanned aircraft systems intended to be operated in the ‘open’ category of operations in support of Commission Delegated Regulation (EU) 2019/945**

In the 20<sup>th</sup> meeting of the Committee of 24<sup>th</sup> January 2020, the draft standardisation request regarding unmanned aircraft systems intended to be operated in the ‘open’ category of operations in support of Commission Delegated Regulation (EU) 2019/945 was presented by the Commission and discussed within the Committee.

In this meeting, it was also announced that the Commission intends to obtain the opinion of the Committee on this draft standardisation request by written procedure. Hereby, the written procedure is being initiated.

This is a formal step to endorse the draft standardisation request, and as such modifications are not expected during this process.

The draft standardisation request takes account of the earlier consultations of the European standardisation organisations and the European stakeholder organisations receiving Union financing in accordance with the Regulation 1025/2012 on European standardisation, as well as the consultations of sectoral experts from the Member States, in particular in the Expert Group on Aviation Safety<sup>1</sup>.

I attach the draft Commission Implementing Decision on the standardisation request in the French, English and German language, in accordance with the agreed language regime of the Committee for draft implementing acts.

I would be grateful if you could reply with your vote **by 3 July, 2020, 18:00** (Brussels time), preferably to [grow-committee-on-standards@ec.europa.eu](mailto:grow-committee-on-standards@ec.europa.eu).

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<sup>1</sup> Commission expert group on aviation safety (E03604)

In accordance with established rules, any Committee member who does not oppose the draft implementing act or who does not explicitly abstain from voting thereon before the expiry of that time limit shall be regarded as having tacitly agreed to the draft implementing act.

Thank you in advance for your cooperation.

Yours sincerely,

Radek MALY

Enclosures: - Draft Commission Implementing Decision on the standardisation request regarding unmanned aircraft systems intended to be operated in the 'open' category of operations (DE, EN, FR)

Cc: Permanent Representations