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Annex II to EASA Opinion No 06/2026

COMMISSION DELEGATED REGULATION (EU) .../...

of **XXX**

**amending Delegated Regulation (EU) 2019/945 as regards the introduction
of specific security requirements applicable to UAS operations**

EXPLANATORY MEMORANDUM

1. CONTEXT OF THE DELEGATED ACT

The European Commission's Action Plan on Drone and Counter Drone Security ⁽¹⁾ requires the introduction of certain measures to enhance the security of unmanned aircraft system (UAS) operations. The proposed amendments to Delegated Regulation (EU) 2019/945 require Member States to verify the identity of UAS operators before registration, lower the mass threshold for mandatory registration and direct remote identification from 250 g to 100 g, and clarify the framework governing UAS geographical zones by introducing 'national conditions' to make information on UAS operations more accessible and consistent across the Union.

2. CONSULTATIONS PRIOR TO THE ADOPTION OF THE ACT

EASA consulted affected stakeholders on the proposed amendments through a focused consultation held from 18 May until 8 June 2026, involving national aviation authorities as well as operators and manufacturers from the manned and unmanned aviation sectors, and through a consultation of its Member States Advisory Body (MAB) held on 8 September 2026.

3. LEGAL ELEMENTS OF THE DELEGATED ACT

Article 58(1) of Regulation (EU) 2018/1139 empowers the Commission to adopt, in accordance with Article 128 of that Regulation, delegated acts laying down detailed rules on the specific conditions for the design, production and maintenance of UA and their engines, propellers, parts, non-installed equipment and equipment to control UA remotely, as well as for personnel and organisations involved in those activities.

The technical requirements applicable to UAS are proposed to be amended in order to address the security concerns identified in the European Commission's Action Plan on Drone and Counter Drone Security.

⁽¹⁾ <https://digital-strategy.ec.europa.eu/en/library/action-plan-drone-and-counter-drone-security>

COMMISSION DELEGATED REGULATION (EU) .../...

of XXX

amending Delegated Regulation (EU) 2019/945 as regards the introduction of specific security requirements applicable to UAS operations

THE EUROPEAN COMMISSION,

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

Having regard to 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 ⁽²⁾, and in particular Articles 58 and 61 thereof,

Whereas:

- (1) Recent security incidents involving the unauthorised, malicious or negligent operation of unmanned aircraft systems (UAS) have highlighted the need to enhance the traceability and accountability of such operations. To address the enforcement gaps identified in the Commission's *Action Plan on Drone and Counter Drone Security* ⁽³⁾ of 11 February 2026, competent authorities and law enforcement agencies need to increase their ability to identify UAS operations remotely without relying on physical access to unmanned aircraft. While the risks posed by products with a mass of less than 100 g remain inherently limited, UAS with a higher mass may pose risk especially to security and privacy. It is therefore necessary to extend the obligations concerning the direct remote identification function to lower-mass categories of UAS starting from 100 g and to UAS made available on the Union market and operated in the 'specific' category.
- (2) Privately built UAS should also be equipped with a direct remote identification function compliant with an EN standard in order to ensure a consistent level of traceability and accountability regardless of whether the UAS is placed on the market by a manufacturer or privately built by its operator for own use.
- (3) The effectiveness of the remote identification function relies on its ability to support the identification of UAS operators. It is therefore necessary to ensure that UAS are not able to take off when a correct UAS operator registration number has not been uploaded into the direct remote identification system.
- (4) The European Union Aviation Safety Agency has prepared draft implementing rules and submitted them to the Commission with Opinion No 06/2026 ⁽⁴⁾ in accordance with points (b) and (c) of Article 75(2) and with Article 76(1) of Regulation (EU) 2018/1139.

⁽²⁾ OJ L 212, 22.8.2018, p. 1.

⁽³⁾ <https://digital-strategy.ec.europa.eu/en/library/action-plan-drone-and-counter-drone-security>

⁽⁴⁾ <https://www.easa.europa.eu/document-library/opinions>

- (5) The measures provided for in this Regulation are in accordance with the opinion of Member State experts consulted in accordance with Article 128(4) of Regulation (EU) 2018/1139,

HAS ADOPTED THIS REGULATION:

Article 1

Delegated Regulation (EU) 2019/945 is amended as follows:

- (1) Article 1 is amended as follows:

- (a) paragraphs 1 and 2 are replaced by the following:

- ‘1. This Regulation lays down the requirements for the design and manufacture of unmanned aircraft systems (UAS) intended to be operated in accordance with the rules and conditions laid down in Implementing Regulation (EU) 2019/947 and of remote identification components and add-ons. It also defines the type of UAS whose design, production and maintenance shall be subject to certification.
2. It also lays down rules on making UAS and remote identification components and add-ons available on the market and on their free movement in the Union.’;

- (2) Article 2 is amended as follows:

- (a) paragraph 1 is replaced by the following:

- ‘1. Chapter II of this Regulation establishes Union harmonisation legislation applicable to the following products:
 - (a) UAS intended to be operated in accordance with the rules and conditions applicable to the “open” category of UAS operations pursuant to Implementing Regulation (EU) 2019/947;
 - (b) UAS intended to be operated in accordance with the rules and conditions applicable to operational declarations under the “specific” category of UAS operations pursuant to Regulation (EU) 2019/947, including privately built UAS;
 - (c) UAS intended to be operated in the “specific” category at a height below 120 m above the surface, including privately built, limited to the direct remote identification function, the take-off inhibition function and the unique serial number requirement;
 - (d) direct remote identification components and add-ons’;

- (3) Article 3 is amended as follows:

- (a) paragraph (2) is replaced by the following:

- ‘(2) “component” is a part intended to be integrated in a UAS to provide a specific function;’;
- (b) paragraph (13) is replaced by the following:
- ‘(13) “manufacturer” means any natural or legal person that manufactures a product or has a product designed or manufactured and markets that product under its name or trademark or operates it for its own use.’;
- (c) paragraph (31) is replaced by the following:
- ‘(31) “direct remote identification function” means a function that ensures the local broadcast of information about a UA during flight to support privacy protection as well as security and enforcement purposes;’;
- (d) the following paragraph (41) is added:
- ‘(41) “add-on” is an accessory intended to be installed on a UAS to provide a specific function.’;
- (4) Article 4 is amended as follows:
- (a) paragraph 1 is replaced by the following:
- ‘1. The UAS referred to in paragraph 1 point (a), except for UAS with a maximum take-off mass below 100 g, and in paragraph 1 point 1(b) of Article 2 shall bear a class identification label as set out in Parts 1 to 5, 16 and 17 of the Annex to this Regulation, indicating to which of the seven UAS classes referred to in Implementing Regulation (EU) 2019/947 they belong;’;
- (b) the following paragraph (1a) is inserted:
- ‘1a. UAS bearing a class identification label shall meet the requirements of their class set out in Parts 1 to 5, 16 and 17 of the Annex to this Regulation;’;
- (c) the following paragraph (1b) is inserted:
- ‘1b. The products referred to in paragraph 1 point (c) of Article 2 shall meet the requirements set out in paragraph 3 of Part 6 of the Annex to this Regulation, shall not be able to take off if the consistency check defined under point (3)(b) of Part 6 of this Annex is not passed, and shall have a unique serial number compliant with standard ANSI/CTA-2063-A-2019, Small Unmanned Aerial Systems Serial Numbers, 2019;’;
- (d) the following paragraph (1c) is inserted:
- ‘1c. The product referred to in paragraph 1 point (d) of Article 2 shall meet the requirements set out in Part 6 of the Annex to this Regulation.’;

- (e) paragraph 2 is replaced by the following:
- ‘2. UAS that are not toys within the meaning of Directive 2009/48/EC ⁽⁵⁾ shall comply with the relevant health and safety requirements set out in Regulation (EU) 2023/1230 ⁽⁶⁾ only in relation to risks other than those linked to the safety of the UA flight.’;
- (5) Article 6 is amended as follows:
- (a) paragraph 1 is replaced by the following:
- ‘1. When placing their products on the Union market or putting them into service, manufacturers shall ensure that:
- (a) for products referred to in paragraph 1 points (a) and (b) of Article 2, their products bear the appropriate class identification label;
- (b) their products have been designed and manufactured in accordance with the requirements set out in paragraph 1b of Article 4 or Parts 1 to 6, 16 and 17 of the Annex to this Regulation;’;
- (b) paragraph 5 is replaced by the following:
- ‘5. Manufacturers of UAS shall ensure that UA bear a type within the meaning of Decision No 768/2008/EC ⁽⁷⁾ and a unique serial number allowing for their identification compliant with the requirements set out in Parts 1 to 5 of the Annex to this Regulation. Manufacturers of class C5 accessories kits shall ensure that the kits bear a type and a unique serial number allowing for their identification. Manufacturers of remote identification add-ons shall ensure that the remote identification add-ons bear a type and a unique serial number allowing for their identification compliant with the requirements set out in Part 6 of the Annex to this Regulation;’;
- (c) paragraph 11 is replaced by the following:
- ‘11. When placing on the market or putting into operation a class C5 or C6 UAS or a class C5 accessories kit, manufacturers shall inform the market surveillance authority of the Member State in which they have their principal place of business. In cases where the manufacturer is not established in the EU, this obligation shall be fulfilled by the authorised representative or by

⁽⁵⁾ Directive 2009/48/EC of the European Parliament and of the Council of 18 June 2009 on the safety of toys (OJ L 170, 30.6.2009, p. 1).

⁽⁶⁾ Regulation (EU) 2023/1230 of the European Parliament and of the Council of 14 June 2023 on machinery and repealing Directive 2006/42/EC of the European Parliament and of the Council and Council Directive 73/361/EEC (OJ L 165, 29.6.2023, p. 1).

⁽⁷⁾ Decision No 768/2008/EC of the European Parliament and of the Council of 9 July 2008 on a common framework for the marketing of products, and repealing Council Decision 93/465/EEC (OJ L 218, 13.8.2008, p. 82).

any other economic operator established in the Union in accordance with Article 4 of Regulation (EU) 2019/1020 ⁽⁸⁾.’;

(6) Article 13 is amended as follows:

(a) paragraph 1 is replaced by the following:

‘1. The manufacturer shall perform a conformity assessment of the product using one of the following procedures with a view to establishing its compliance with the requirements set out in paragraph 1b of Article 4 and Parts 1 to 6, 16 and 17 of the Annex to this Regulation. The conformity assessment shall take into account all operating conditions foreseeable in Implementing Regulation (EU) 2019/947.’;

(b) point (a) of paragraph 2 is replaced by the following:

‘(a) internal production control as set out in Part 7 of the Annex to this Regulation, when assessing the compliance of a product with the requirements set out in paragraph 1b of Article 4 and Parts 1, 5, 6, 16 or 17 of the Annex to this Regulation, subject to the condition that the manufacturer has applied harmonised standards, the references of which have been published in the *Official Journal of the European Union*, for all the requirements for which such standards exist’;

(7) in Article 40, paragraphs 4 and 5 are deleted;

(8) the Annex to Delegated Regulation (EU) 2019/945 is amended as follows:

(a) PART 1 is amended as follows:

(i) the following point (1bis) is inserted:

‘(1bis) The actual mass of the UA in all possible configurations taking into account the payloads placed on the market by the manufacturer together with the UAS shall not exceed the declared MTOM by more than 3 %.’;

(ii) point (2) is replaced by the following:

‘(2) have a maximum speed in level flight of less than 19 m/s, with a maximum tolerance of 3 %.’;

(iii) point (3) is replaced by the following:

⁽⁸⁾ Regulation (EU) 2019/1020 of the European Parliament and of the Council of 20 June 2019 on market surveillance and compliance of products and amending Directive 2004/42/EC and Regulations (EC) No 765/2008 and (EU) No 305/2011 (OJ L 169, 25.6.2019, p. 1).

- ‘(3) have a maximum attainable height above the take-off point limited to 120 m, with a maximum tolerance of 15 m, or integrate a system that limits the height above the surface or above the take-off point to:
- (i) 120 m, with a maximum tolerance of 15 m; or
 - (ii) a value selectable by the remote pilot; in that case, clear information about the height of the UA above the surface or take-off point during flight shall be provided to the remote pilot, with a maximum tolerance of 15 m;’;
- (iv) point (a) of point (8) is replaced by the following:
- ‘(a) the characteristics of the UA including but not limited to the:
- class of the UA;
 - maximum take-off mass (MTOM);
 - general characteristics of allowed payloads in terms of mass, dimensions, interfaces with the UA and other possible restrictions;
 - equipment and software to control the UA remotely;
 - a description of the behaviour of the UA in case of a loss of the command and control link;
 - 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 emission;’;
- (v) the following points (11), (12) and (13) are added:
- ‘(11) have a unique serial number compliant with standard ANSI/CTA-2063-A-2019, Small Unmanned Aerial Systems Serial Numbers, 2019;
- (12) unless tethered, integrate a direct remote identification function compliant with point (3) of Part 6 of this Annex.
- (13) unless tethered, not be able to take off if the consistency check defined under point (3)(b) of Part 6 of this Annex is not passed.’;
- (b) PART 2 is amended as follows:
- (i) the following point (1bis) is inserted:
- ‘(1bis) The actual mass of the UA in all possible configurations, taking into account the payloads placed on the market by the manufacturer together with the UAS shall not exceed the declared MTOM by more than 3 %.’;

- (ii) point (2) is replaced by the following:
 - ‘(2) have a maximum speed in level flight of less than 19 m/s, with a maximum tolerance of 3 %.’;
- (iii) point (3) is replaced by the following:
 - ‘(3) have a maximum attainable height above the take-off point limited to 120 m, with a maximum tolerance of 15 m, or integrate a system that limits the height above the surface or above the take-off point to:
 - (i) 120 m, with a maximum tolerance of 15 m; or
 - (ii) a value selectable by the remote pilot; in that case, clear information about the height of the UA above the surface or take-off point during flight shall be provided to the remote pilot, with a maximum tolerance of 15 m;’;
- (iv) point (8) is replaced by the following:
 - ‘(8) if the UA is capable of performing vertical take-off and landing, have a guaranteed A-weighted sound power level (LWA) determined as per Part 13 not exceeding the levels established in Part 15 of this Annex;’;
- (v) point (9) is replaced by the following:
 - ‘(9) if the UA is capable of performing vertical take-off and landing, have the indication of the guaranteed A-weighted sound power level (LWA) affixed on the UA and/or its packaging as per Part 14 of this Annex;’;
- (vi) point (12) is replaced by the following:
 - ‘(12) unless tethered, integrate a direct remote identification function compliant with point (3) of Part 6 of this Annex.’;
- (vii) point (15) is replaced by the following:
 - ‘(15) provide the remote pilot with a clear warning when the energy reserve of the UA or its CMU reaches a low level to allow the remote pilot sufficient time to safely land the UA;’;
- (viii) point (a) of point (18) is replaced by the following:
 - ‘(a) the characteristics of the UA including but not limited to the:
 - class of the UA;
 - maximum take-off mass (MTOM);
 - general characteristics of allowed payloads in terms of mass, dimensions, interfaces with the UA and other possible restrictions;
 - equipment and software to control the UA remotely;

- 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;
- sound power level (LWA); and
- a description of the behaviour of the UA in case of a loss of the command and control link and the method to recover the command and control link of the UA.’;

(ix) the following point (21) is added:

‘(21) unless tethered, not be able to take off if the consistency check defined under point (3)(b) of Part 6 of this Annex is not passed.’;

(c) PART 3 is amended as follows:

(i) the following point (1bis) is inserted:

‘(1bis) The actual mass of the UA in all possible configurations, taking into account the payloads placed on the market by the manufacturer together with the UAS shall not exceed the declared MTOM by more than 2 %.’;

(ii) point (2) is replaced by the following:

‘(2) have a maximum attainable height above the take-off point limited to 120 m, with a maximum tolerance of 15 m, or integrate a system that limits the height above the surface or above the take-off point to:

- (i) 120 m, with a maximum tolerance of 15 m; or
- (ii) a value selectable by the remote pilot; in that case, clear information about the height of the UA above the surface or take-off point during flight shall be provided to the remote pilot, with a maximum tolerance of 15 m;’;

(iii) point (5) is replaced by the following:

‘(5) in the case of a tethered UA, have a tensile length of the tether that is less than 120 m and a mechanical strength that is no less than:

- (a) for heavier-than-air aircraft, 4 times the maximum thrust capability of the aircraft;
- (b) for lighter-than-air aircraft, 4 times the force exerted by the combination of the maximum static thrust and the aerodynamic force of the maximum allowed wind speed in flight;’;

- (iv) point (9) is replaced by the following:
 - ‘(9) if the UA is capable of performing vertical take-off and landing, be equipped with a low-speed mode selectable by the remote pilot and limiting the ground speed to no more than 3 m/s.’;
- (v) point (10) is replaced by the following:
 - ‘(10) if the UA is capable of performing vertical take-off and landing, have a guaranteed A-weighted sound power level (LWA) determined as per Part 13 not exceeding the levels established in Part 15 of this Annex.’;
- (vi) point (11) is replaced by the following:
 - ‘(11) if the UA is capable of performing vertical take-off and landing, have the indication of the guaranteed A-weighted sound power level (LWA) affixed on the UA and/or its packaging as per Part 14 of this Annex.’;
- (vii) point (14) is replaced by the following:
 - ‘(14) unless tethered, integrate a direct remote identification function compliant with point (3) of Part 6 of this Annex.’;
- (viii) point (17) is replaced by the following:
 - ‘(17) provide the remote pilot with a clear warning when the energy reserve of the UA or its CMU reaches a low level to allow the remote pilot sufficient time to safely land the UA.’;
- (ix) point (a) of point (19) is replaced by the following:
 - ‘(a) the characteristics of the UA, including but not limited to the:
 - class of the UA;
 - maximum take-off mass (MTOM);
 - general characteristics of allowed payloads in terms of mass, dimensions, interfaces with the UA and other possible restrictions;
 - equipment and software to control the UA remotely;
 - 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;
 - sound power level (LWA); and
 - description of the behaviour of the UA in case of a loss of the command and control link, and the method to recover the command and control link of the UA; and’;

- (x) the following point (22) is added:
 - ‘(22) unless tethered, not be able to take off if the consistency check defined under point 3(b) of Part 6 of this Annex is not passed.’;
- (d) PART 4 is amended as follows:
 - (i) the following point (1bis) is inserted:
 - ‘(1bis) The actual mass of the UA in all possible configurations, taking into account the payloads placed on the market by the manufacturer together with the UAS shall not exceed the declared MTOM by more than 2 %.’;
 - (ii) point (2) is replaced by the following:
 - ‘(2) have a maximum attainable height above the take-off point limited to 120 m, with a maximum tolerance of 15 m, or integrate a system that limits the height above the surface or above the take-off point to:
 - (i) 120 m, with a maximum tolerance of 15 m; or
 - (ii) a value selectable by the remote pilot; in that case, clear information about the height of the UA above the surface or take-off point during flight shall be provided to the remote pilot, with a maximum tolerance of 15 m;’;
 - (iii) point (4) is replaced by the following:
 - ‘(4) in the case of a tethered UA, have a tensile length of the tether that is less than 120 m and a mechanical strength that is no less than:
 - (a) for heavier-than-air aircraft, 4 times the maximum thrust capability of the aircraft;
 - (b) for lighter-than-air aircraft, 4 times the force exerted by the combination of the maximum static thrust and the aerodynamic force of the maximum allowed wind speed in flight;’;
 - (iv) point (6) is replaced by the following:
 - ‘(6) if the UA is capable of performing vertical take-off and landing, have the indication of the guaranteed A-weighted sound power level (LWA) determined as per Part 13 affixed on the UA and/or its packaging as per Part 14 of this Annex;’;
 - (v) point (9) is replaced by the following:
 - ‘(9) unless tethered, integrate a direct remote identification function compliant with point (3) of Part 6 of this Annex;’;

(vi) point (13) is replaced by the following:

‘(13) provide the remote pilot with a clear warning when the energy reserve of the UA or its CMU reaches a low level to allow the remote pilot sufficient time to safely land the UA.’;

(vii) point (a) of point (15) is replaced by the following:

‘(a) the characteristics of the UA, including but not limited to the:

- class of the UA;
- maximum take-off mass (MTOM);
- general characteristics of allowed payloads in terms of mass, dimensions, interfaces with the UA and other possible restrictions;
- equipment and software to control the UA remotely;
- 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;
- sound power level (LWA);
- description of the behaviour of the UA in case of a loss of the command and control link and the method to recover the command and control link of the UA.’;

(viii) the following point (18) is added:

‘(18) unless tethered, not be able to take off if the consistency check defined under point 3(b) of Part 6 of this Annex is not passed.’;

(e) PART 5 is amended as follows:

(i) the following point (1bis) is inserted:

‘(1bis) The actual mass of the UA in all possible configurations, taking into account the payloads placed on the market by the manufacturer together with the UAS shall not exceed the declared MTOM by more than 3 %.

(ii) point (a) of point (4) is replaced by the following:

‘(a) the characteristics of the UA, including but not limited to the:

- class of the UA;
- maximum take-off mass (MTOM);

- general characteristics of allowed payloads in terms of mass, dimensions, interfaces with the UA and other possible restrictions;
- equipment and software to control the UA remotely;
- description of the behaviour of the UA in case of a loss of the command and control link;
- 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 emission;’;

(iii) the following points (6), (7) and (8) are added:

- ‘(6) unless tethered, integrate a direct remote identification function compliant with point (3) of Part 6 of the Annex;
- (7) unless tethered, not be able to take off if the consistency check defined under point 3(b) of Part 6 is not passed;
- (8) have a unique serial number compliant with standard ANSI/CTA-2063-A-2019, Small Unmanned Aerial Systems Serial Numbers, 2019.’;

(f) PART 6 is amended by the following:

‘PART 6 — Requirements for direct remote identification components and add-ons’;

‘(1) A direct remote identification component:

- (a) is a part made available on the market with the purpose of being integrated, by the manufacturer of the UAS, into a UAS in order to provide the direct remote identification function;
- (b) shall enable the uploading of the serial number and of the aircraft category of the UAS in which it is integrated;
- (c) shall provide the function defined in point (3);
- (d) shall be placed on the market with manufacturer’s instructions providing the reference of the transmission protocol used for the direct remote identification emission and the instruction to:
 - (i) integrate the component into the UA; and
 - (ii) upload the UAS operator registration number into the direct remote identification system.

(2) A direct remote identification add-on:

- (a) is an accessory intended to be installed on a UAS to provide the direct remote identification function;

- (b) shall have a unique serial number compliant with standard ANSI/CTA-2063-A-2019, Small Unmanned Aerial Systems Serial Numbers, 2019;
 - (c) shall have its serial number affixed on it and its packaging or its manufacturer's instructions in a legible manner;
 - (d) shall not adversely affect the airworthiness of the UAS for which it has been designed;
 - (e) shall provide the functions set out in section (3) with the exception of points (c)(vi) and (c)(vii);
 - (f) shall be placed on the market with manufacturer's instructions providing:
 - (i) the reference of the transmission protocol used for the direct remote identification emission; and
 - (ii) the instruction to:
 - (A) install the add-on on the UA; and
 - (B) upload the UAS operator registration number into the direct remote identification system.
- (3) The direct remote identification function shall provide the following functions:
- (a) allow the upload of the UAS operator registration number required in accordance with Article 14 of Implementing Regulation (EU) 2019/947 and of any additional number provided by the registration system;
 - (b) 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 system shall provide an alert;
 - (c) ensure, 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 broadcast range, of at least the following data:
 - (i) the UAS operator registration number and the verification code provided by the Member State of registration during the registration process, unless the consistency check defined in point (b) is not passed;
 - (ii) the unique serial number of the UA or of the add-on;
 - (iii) the timestamp, 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 the ground speed of the UA;

- (v) the geographical position of the remote pilot or, if not available, the take-off point;
 - (vi) an indication of the emergency status of the UAS; and
 - (vii) the aircraft category;
- (d) reduce the ability of tampering the direct remote identification.’;
- (g) PART 8 is amended as follows:
 - (i) point (3) of paragraph 3 of Module B is replaced by the following:
 - ‘(3) the technical documentation shall make it possible to assess the product’s conformity with the applicable requirements of this Regulation and the technical documentation shall contain, wherever applicable, the elements set out in Article 17 of this Regulation.’;
 - (ii) paragraph 8 of Module B is replaced by the following:
 - ‘8. Each notified body shall inform its notifying authority concerning the EU-type examination certificates and/or any additions thereto which it has issued or withdrawn, and shall, periodically or upon request, make available to its notifying authority the list of certificates and/or any additions thereto refused, suspended or otherwise restricted.

Each notified body shall inform the other notified bodies concerning the EU-type examination certificates and/or any additions thereto which it has refused, withdrawn, suspended or otherwise restricted, and, upon request, concerning the certificates and/or additions thereto which it has issued.

The Commission, the European Union Aviation Safety Agency (EASA), the Member States and the other notified bodies may, on request, obtain a copy of the EU-type examination certificates and/or additions thereto. On a reasoned request, the Commission and the Member States may obtain a copy of the technical documentation and the results of the examinations carried out by the notified body.’;
- (iii) point (1) of paragraph 3 of Module C is replaced by the following:
 - ‘(1) The manufacturer shall affix the CE marking in accordance with Articles 15 and 16 of this Regulation to each product that is in conformity with the type described in the EU-type examination certificate and that satisfies the applicable requirements set out in Parts 1 to 6, 16 and 17.’;

- (h) PART 11 is amended as follows:
- (i) point 1 is replaced by the following:
 - ‘1. The product identification.
 - a. Type identifier (model)
 - b. Category of product [UAS (including the class number as defined by Parts 1 to 5, 16 and 17 of this Annex), C5 conversion kit (indicate the type(s) of UAS to which the kit ensures the conversion), direct remote identification component or add-on].’;
 - (ii) point 4 is replaced by the following:
 - ‘4. The guaranteed sound power level (LWA) for this UAS equipment is ... dB(A) [for UAS capable of performing vertical take-off and landing, classes 1 to 3 only].’;
 - (iii) point 5 is replaced by the following:
 - ‘5. The object of the declaration described above is in conformity with the relevant Union harmonisation legislation:
 - [include the reference to this Regulation and the Annex relevant to the class of the product];
 - or other Union harmonisation legislation, where applicable.’;
 - (iv) points 8, 9, 10 and 11 are renumbered 6, 7, 8 and 9 respectively;
- (i) PART 12 is amended as follows:
- ‘The simplified EU declaration of conformity referred to in Article 14(3) shall be provided as follows:
- [Name of manufacturer] hereby declares that the UAS [type] of class ... having a guaranteed sound power level (LWA) of ... dB(A) [for UAS capable of performing vertical take-off and landing UAS, classes 1, 2, 3, 5 and 6 only]
 - or
 - the C5 conversion kit providing conversion to the following UAS [indicate the list of UAS types that can be converted with the kit];
 - or
 - the direct remote identification component/add-on;
 - is in compliance with Regulations ... [list all the Regulations that the product complies with].
 - The full EU declaration of conformity is accessible at the following website: *[website address]*’;

- (j) in PART 15, the text below the table is replaced by the following:

‘Where “lg” is the base 10 logarithm. The permissible sound power level shall be rounded up or down to the nearest integer number (less than 0,5, use lower number; greater than or equal to 0,5, use higher number).’.

Article 2

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

Done at Brussels,

For the Commission

The President

[\[...\]](#)