

Initial Airworthiness Special Condition


Light Unmanned Aircraft Systems - High Risk

Note

This document contains a number of amendments that will be incorporated into the final published version following consultation.

Warning

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 <p>EASA European Union Aviation Safety Agency</p>	<p>Special Condition</p> <p>Light Unmanned Aircraft Systems - High Risk</p>	<p>Doc. No. : SC Light-UAS High Risk 01</p> <p>Issue : 01</p> <p>Date : 22 December 2021</p> <p>Proposed <input type="checkbox"/> Final <input checked="" type="checkbox"/></p>
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Special Condition for Light Unmanned Aircraft Systems – High Risk

IDENTIFICATION OF ISSUE:

On 17 December 2020 EASA adopted Special Condition Light UAS Medium Risk is. 01 (SC Light-UAS Medium Risk 01 is.01), applicable to SAIL III and IV of the specific category of operation. Special Condition Light UAS High Risk, applicable to SAIL V and VI, can be obtained from the SC Light-UAS Medium Risk 01 is.01 applying the changes highlighted below.

SUBPART A – GENERAL

Light-UAS.2000 Applicability and Definitions

(a) (...):

- (1) intended to be operated in the Specific category and whose operation is demonstrated to be ~~medium~~ high risk;

SUBPART D –DESIGN AND CONSTRUCTION

Light-UAS.2375 Payload Accommodation

(a) (...)

- (1) ~~minimize~~ prevent hazards to the UA or to third parties during normal operation, and

SUBPART F – SYSTEMS AND EQUIPMENT

Light-UAS.2510 Equipment, systems and installation

The medium risk requirement is substituted with:


(a) The equipment and systems identified in Light-UAS.2500, considered separately and in relation to other systems, must be designed and installed such that:

- (1) Each catastrophic failure condition is extremely improbable and does not result from a single failure;
- (2) Each hazardous failure condition is extremely remote; and
- (3) Each major failure condition is remote.

(b) The operation of equipment and systems not covered by Light-UAS.2505 and Light-UAS 2510 must not cause a hazard throughout the operating and environmental limits for which the UAS is certified.

Note: MoC for Light UAS 2510 SAIL V and VI will be developed in coherence with safety objectives provided by AMC to Article 11 of Regulation (EU) 2019/947 in terms of probability of loss of control per flight hour



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Light-UAS.2515 Electrical and electronic system lightning protection

The following requirement is added:

Each electrical and electronic system that performs a function, the failure of which would significantly reduce the capability of the UAS or the ability of the remote crew to respond to an adverse operating condition, must be designed and installed such that the system recovers normal operation of that function in a timely manner after the UAS is exposed to lightning.

Light-UAS.2520 High-Intensity Radiated Fields (HIRF) Protection

The following requirement is added:

Each electrical and electronic system that performs a function, the failure of which would significantly reduce the capability of the UAS or the ability of the remote crew to respond to an adverse operating condition, must be designed and installed such that the system recovers normal operation of that function in a timely manner after the UAS is exposed to the HIRF environment.

