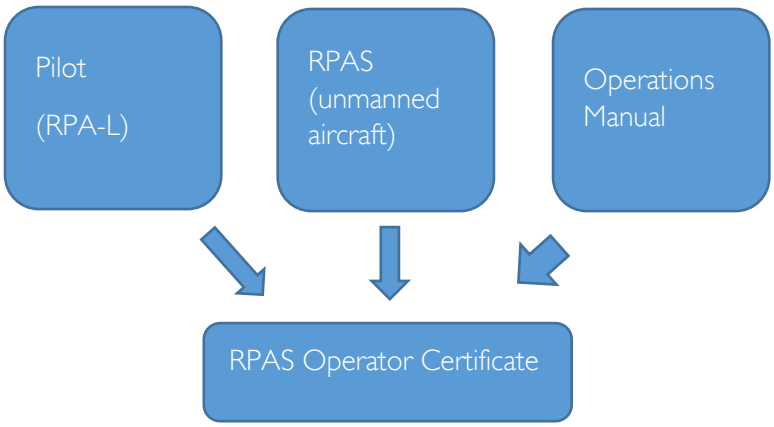
A. The EuroUSC-route for The Netherlands

Would you like to fly RPAS in The Netherlands in a professional manner? Several different rules apply compared to recreational drone flight. You will find an explanation of the basic principles below.

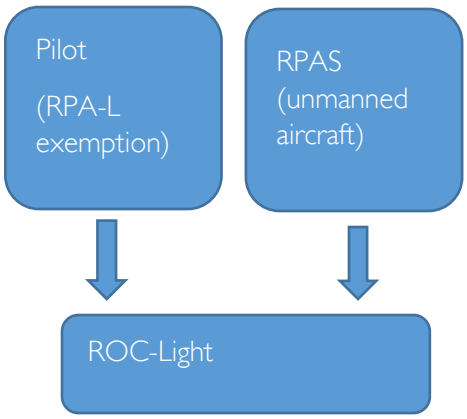
1. The elements

In order to achieve an ROC or RPAS Operator Certificate, you will need three elements to fly professionally. The final aim is the company or operator that may execute RPAS operations.

Another way to operate professionally is the ROC-Light, but then you are limited to a lower height, less distance and with a mass of less then 4kg companred to ROC-holders.



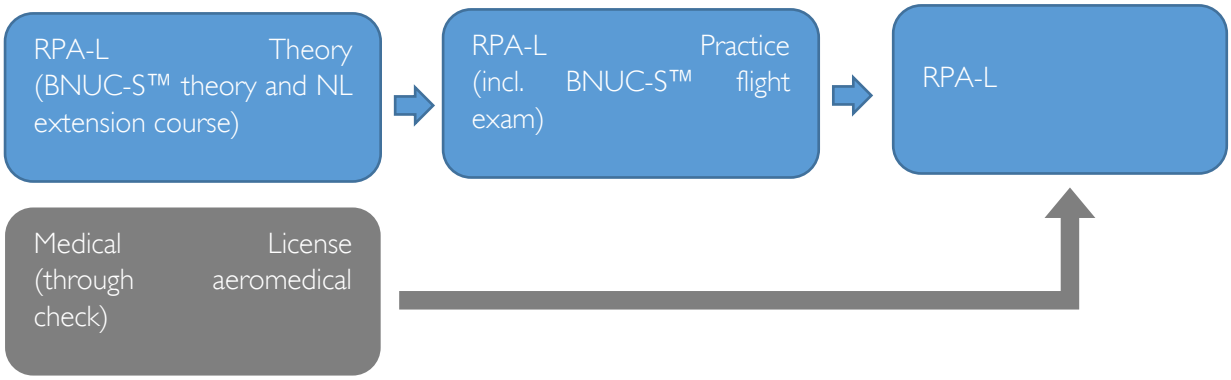
Figuur 2 ROC for companies



Figuur 1 ROC-Light for companies

2. The pilot

To become a professional pilot, one has to get a pilot license in a specific recognised school, for RPAS, this is called an RPA-L.. Through a CAA-NL (ILT) and EuroUSC accredited flight school, one can get an RPA-L in combination with a BNUC-S. The pilot will also need to have a medical certificate with a aeromedical centre or a certified doctor.



2.1. RPA-L

The RPA-L comprises of a theory and practice part. In the beginning, the candidate pilot must make a choice between:

1. RPA-L (A) : RPAS with fixed wings, such as an aeroplane
2. RPA-L (H) : RPAS with rotary wings, such as helicopters or multirotors
3. RPA-L (OA) : another aircraft type

divided into

1. MTOM 0-25kg
2. MTOM 25-150kg

Watch out, when flying an RPA-L(H), then you will only[1] do the practical part for flying with an RPA-L(A).

2.1.1. Credits for EASA part-FCL holders

No credits can be given for EASA part-FCL holders.

2.1.2. RPA-L exemption

There is a possibility to get an exemption on the RPA-L on the basis of a rule called minidrones or ROC-Light. This applies only to aircraft with a maximal take-off mass of less then 4kg. For this exemption, an application with CAA-NL (ILT) will need to be filed. As a result, you will only be allowed to make use of the operational limitations of the ROC-Light.

Prerequisites for the exemption for the RPA-L (RPAS with mass between 1 till 4kg) is a certificate of competency, such as:

1. ATPL, PPL, CPL, RPL[2]
2. A valid BNUC-S extended with a Dutch RPAS course (extension course or flight preparation module)
3. A valid certificate issued by DARPAS/KNVvL
4. A valid certificate issued by a CAA-NL recognised flight school for unmanned aviation such as EuroUSC-Benelux in cooperation with its partners.

The ILT charges a small fee for the administration of the exemption.

2.2. BNUC-S™

The BNUC-S™ is a pilot license that is recognised in several countries. Its theory is included in the EuroUSC-Benelux RPA-L course. It is possible that for some countries an extension exam and/or course is required. This extension provides the specific national details concerning law or procedures.

2.3. The training

For the RPA-L, the theoretical training takes minimum three days. The candidate will also need to pass for the theoretical exam.

[1] Volgens de EuroUSC-Benelux scholing
[2] Recreative Pilot License (enkel voor Nederland)

In the theoretical training, both BNUC-S™ and BNUC-S™ NL Extension Course (flight preparation module) are embedded. The NL extension course prepares the candidate to make flight planning in accordance with Dutch law.

The second part of the training, is the practical training followed by a flight exam. The duration for this training depends on the candidates but normally takes 30 hours unless candidates are already experienced.

Duration: 3 days of theory and 30 hours of practice (including NL extension course). Both the examinations will be taken by EuroUSC™ and these can take place on another day.

ILT charges a candidate for the issuance of the RPA-L.

Voor de licentie moet men een theoretische opleiding van minimum drie dagen volgen en slagen in het theoretische examen. In die theoretische opleiding zit een vluchtvoorbereidingsmodule of BNUC-S™ extensiecu

2.4. Data

The data of the education depends from school to school. The theoretical exam follows mostly one week since the last day of training.

2.5. Enrolment and information

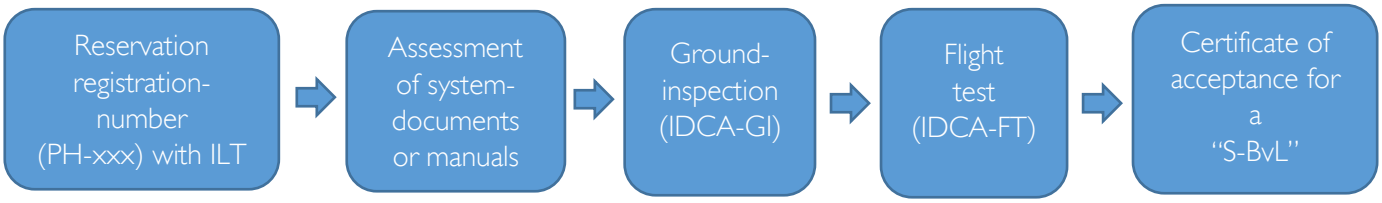
Enrolment can be done using www.eurousc.nl or an accredited EuroUSC™ flight school.

For more information contact admin@eurousc.nl

3. The RPAS or unmanned aircraft

An RPAS used in a professional environment must be assessed against the standard called AS-RPAS of the CAA-NL. It is important to know that every single RPAS must be assessed individually for the issuance of a special certificate of airworthiness (S-BvL) and finalization of the registration process.

For the assessment, it is recommended that a registration number is reserved with the Aircraft Registration service of CAA-NL..



The assessment procedure is as follows:

1. An assessment of the requested documents of the RPAS and its use. This could be a part of the operations Manual. In this phase the owner must represent a valid insurance certificate in accordance with EU785/2004, max. 3 weeks if the RPAS is not known by EuroUSC™
2. A ground inspection: max. 3h
3. A flight test: max. 3h.

If the RPAS assessment is succesful, the RPAS registration will be completed. For the delivery of an Special certificate of airworthines (S-BvL) and certificate of registration (BvI) CAA-NL will charge a small amount.

For an IDCA or individual design and construction assessment, contact EuroUSC Administration: admin@eurousc.nl. Depending on the file, the appropriate documents and procedures will be send.

3.1. Exemption for the special certificate of airworthiness

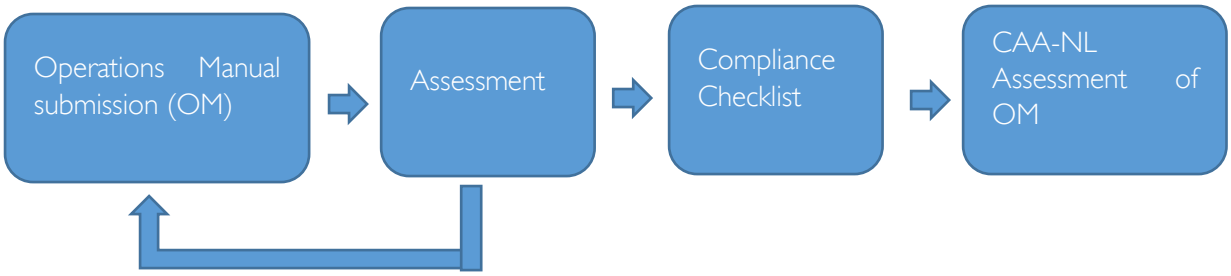
To avoid an IDCA, an RPAS owner may apply for an exemption based on the ROC-Light rules, applicable to drones with a MTOM < 4kg. The application for the exemption must be submitted to CAA-NL. The result is that you will only be able to fly under the restrictions of the ROC-Light.

A registration and insurance in accordance with EU785/2004 is still valid.

The CAA-NL charges a small amount for the administration of the exemption.

4. The Operations Manual

Every organisation that would like to operate an RPAS will need correct procedures. These procedures might describe maintenance, pilot designation, operational limitations, responsbilities,… . CAA-NL requires operators to have an operations manual whereby this procedures are published. RPAS can be used in many ways and every operation has its specific requirements and limitations.



EuroUSC™ can assess the operations manual before the operator submits it to CAA-NL. This way, the operator avoids losing extra time and costs. At the same time, EuroUSC™ makes sure the international character of the operations manual is maintained. An operations manual should be made for one company and be used in several countries if appropriate parts are included.

4.1. An operations manual for the ROC-Light

The ROC-Light does not require an operations manual.

5. RPAS Operator Certificate

If every single element is approved, CAA-NL can grant an RPAS Operator Certificate (ROC). This requires an additional charge to be paid to CAA-NL.

5.1. ROC-Light

If all elements for the ROC-Light are satisfactory, the CAA-NL may grant an RPAS Operator Certificate (ROC). This requires an additional charge to be paid to CAA-NL..

6. More information

EuroUSC has following accreditations:

1. EuroUSC Ltd. UK CAA Qualified Entity (QE): DAI/9932/09
2. EuroUSC-Benelux RPAS Assessment (QE): NL-ASRPAS-359
3. EuroUSC-Benelux Assessment of pilots and training : NL-RTF-502/1

For further questions, please contact EuroUSC-Benelux™ :

EuroUSC-Benelux BV
Steenweg naar Halle 282
1652 Alsemberg
Belgium

admin@eurousc.nl