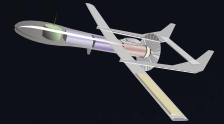


## Light UAS Scheme™ (LUASS™)



### European Unmanned Systems Centre (EuroUSC™)

EuroUSC™ is authorised by the UK CAA (DAI/9932/09) to assess the 'Airworthiness' of Light Unmanned Aircraft Systems of 150Kg and below. The *Light UAS Scheme™* (LUASS™) covers the Design, Construction (including functionality of embedded FCS software), Airworthiness, Operation, Pilot/Crew Qualifications and Exemption or Permission to operate. In 2004 EuroUSC™ obtained the first approval in the UK for a light UAS to operate from a Civil Airport. Since then EuroUSC™ has supported many companies in the field of UAS assessment, operations and training.

EuroUSC™ can undertake inspections worldwide issuing Design & Construction Certificates (Airworthiness) in the country of manufacture or operation. Currently these Certificates are valid in:-

- United Kingdom.
- Territories which are under UK CAA remit.
- Countries which have a reciprocal arrangement with the United Kingdom.
- Countries which accept the D&C Certificate as proof of 'Airworthiness'.

The *Light UAS Scheme™* is applicable to:

- Manufacturers
- Distributors
- Operators
- Pilot/Crew Qualifications
- Flight Training Schools
- End Customers

### LUASS™

Light UAS are characterized by a take-off mass of less than 150kg. The Scheme enables light UAS Manufacturers and Operators to meet their legal, regulatory and insurance obligations through a six stage process that takes account of the complexity of the intended UAS operations and the maturity of the organization involved:-

- Stage 1 - Registration with the Scheme
- Stage 2 - Application assessment
- Stage 3 - Airworthiness (Design and Construction) Assessment
- Stage 4 - Permission for Flight Test
- Stage 5 - Flight Test and Pilot/Crew Assessment
- Stage 6 - Permission for Aerial Work or Exemption to fly

### QLS Reports

To enable companies to gain a full understanding of how to get the most out of the *Light UAS Scheme™* a QLS Report is recommended. The QLS includes a visit to your premises by EuroUSC™ and preparation of a report by Senior Management covering in outline:-

- Assessment of Design & Construction of the Unmanned Aircraft System including compliance with applicable EuroUSC™, CAA and other appropriate standards and regulations.
- Review of UAS documentation and assessment of design authority and build state.
- Operator obligations.
- Marketing - assessment of potential key market segments
- Insurance issues (EC 785/2004) and identification of next steps, timescales and costs.
- Fixed price QLS Reports can be ordered by e-mailing [admin@eurousc.com](mailto:admin@eurousc.com).

### Insurance

EuroUSC™ has worked with the insurance industry to ensure that all Operators of light UAS can be covered by insurance. A wide range of policy options are now available including third Party liability (£20m cover as required by local authorities), physical loss and damage to UAS and in transit cover.

In order to acquire the necessary insurances to operate light UAS, Operators must provide the Design and Construction Number (DCN) for each aircraft which they operate together with a Basic National UAS Certificate (BNUC™) for each pilot or crew member. UAS Operators can now purchase their systems from Manufacturers who are registered with the *Light UAS Scheme™* safe in the knowledge that the UAS complies with regulations and appropriate international standards.

Unmanned  
Aircraft Systems

Approvals & Assessment

Airworthiness

CAA Approved  
Organisation

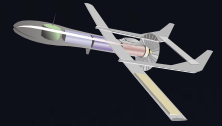
DAI/9932/09

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Skype: Light UAS Scheme  
Email: [admin@eurousc.com](mailto:admin@eurousc.com)  
Website: [www.eurousc.com](http://www.eurousc.com)

# Light UAS Scheme™



## Light UAS Consultancy

The setting up of light UAS manufacturing and operations need not be complex. EuroUSC™ has had notable success in providing the necessary support to allow all types of flight operation. EuroUSC™ can offer expert help drawing on experience from over 245 'subject matter experts' together with 'hands on experience gained from actual commercial UAS flight operations in the following areas:-

- Safety Management and Safety Case Development.
- Site assessment and preparation.
- Health, safety and the environment.
- Air Traffic Operations.
- Airspace clearances and Flight Operation services.
- Frequency Analysis and Management.
- EMC Immunity and Compatibility.
- Facilities Management and Operator Pilot/Crew training
- Assessment of functionality of software associated with the flight control system.

## Approved Manufacturer Training Courses

An approved syllabus for adoption by Manufacturers has been developed under the Light UAS Scheme™. Manufacturers of light UA below 20Kg can take advantage of this to develop their own approved courses. This enables Operators to gain a CAA recognized qualification at the Manufacturers own flight test site. The resultant Basic National UAS Certificate (BNUC™) is accepted by the CAA for Aerial Work. For light UAS with aircraft of <20kg a BNUC-S™ is awarded.

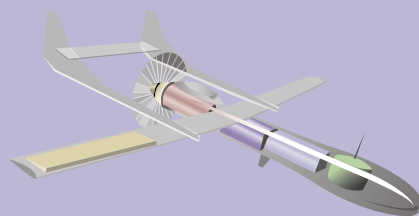
## Pilot Qualifications – Basic National UAS Certificate

EuroUSC™ regularly holds *Examination* days for candidates to gain their Basic National UAS Certificate allowing them to undertake Aerial Work with a light UAS. The Examination consists of a Ground School Examination and a Flight Test Examination specific to an aircraft type and its systems. The aircraft system used for the Flight Test Examination must have a valid Design and Construction Number (DCN). Independent Ground School Tuition and Flight School training is available where the Manufacturer of the light UAS is not registered with the *Light UAS Scheme™*.

## Design and Construction Assessment (Airworthiness)

A thorough assessment is carried out of each light UAS and a unique Design and Construction Number (DCN) is assigned. This signifies that the light UAS meets appropriate standards of operation and maintainability commensurate with undertaking Aerial Work and that Manufacturers can demonstrate appropriate quality control over production.

Operators can now purchase their systems from Manufacturers who are registered with the *Light UAS Scheme™* safe in the knowledge that the UAS complies with regulations and appropriate international standards.



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