

# My drone is non-Cx compliant, and weighs >900g. How do I request a flight authorization?

I have a drone that weighs more than 900g, but is not Cx compliant (e.g. DJI Mavic Pro 2). How can I request a flight authorization request in a skeyes geozone?

To fly your drone that applies to the above metrics, you need to check if your drone is compliant with the prerequisites for a **Standard Scenario (STS) in the Specific Category**.

Currently, BE-STS-1 is available for use, as described on the below slide:

**SPECIFIC category: STS**

**Authorisation required before flight, granted by CA based on assessment of Specific Operational Risk Assessment (SORA)**

**Declaration suffices if standard scenario is followed, confirmation of receipt by CA required before flight**

**OR**

**Self-authorisation for operators with an LUC**

**STANDARD SCENARIO:**

- Declaration to CA suffices, confirmation of receipt required
- Two versions will be available **but only as from 2/12/2021:**
  - STS-01 – VLOS over a controlled ground area in a populated environment
  - STS-02 – BVLOS with Airspace Observers over a controlled ground area in a sparsely populated environment
- Temporary **Belgian BE-STS-01** already available as from 1/1/2021 ( declaration possible up to 2/12/2021, such declarations remain valid maximum up to 2/12/2023)

For further details and possible updates on the applicable regulations in Belgium: please consult: <https://mobilit.belgium.be>

**skeydrone**

The prerequisites to use this BE-STS-1 are:

- You have received proof of receipt of operational declaration from BCAA
- Additionally:

**SPECIFIC category**

Operational volume = flight geography + contingency volume

**STANDARD SCENARIO BE -STS-01**  
(MD publicised in 'Staatsblad/Moniteur 31/12/2020)

**National Belgian STS-01 is very similar to the EU version, except:**

- Instead of C5 drone: rotary drone certified ('homologated') according to 2016 KB, can be tethered, no fixed wing
- Max. characteristics 2m instead of 3m, max. MTOM 22kg instead of 25kg
- Some additional mandatory technical specs found in Cx drones such as e.g.: speed and height indication, low speed mode (<5m/s), protected C2 link, low battery warning a.o. (Appendix 3)
- Mandatory content template for Ops Manual (Appendix 2)(your OM needs to be compliant when audited, but no pre -approval required by BCAA)
- Pilot competencies (Appendix 1)
  - Having a former Class 1 pilot license converted in to Open A2 'Certificate of remote pilot competency' + declaration of being knowledgeable about the Specific category and associated risk assessment
  - or
  - Having 'Certificate of remote pilot theor. knowledge for operations in the national BE-STS01' issued by the BCAA or Designated Entity + 'Accreditation of completion of BE-STS01 practical skill training' issued by Recognized Entity

Height range	GRB (m)	CGA (m)
0-10m	10m	10m
10-20m	20m	20m
20-30m	30m	30m
30-40m	40m	40m
40-50m	50m	50m

For further details and possible updates on the applicable regulations in Belgium: please consult: <https://mobilit.be/guide>

skye drone

If you qualify to use STS-1 for your operation, you can indicate this by selecting in DSA for your operation:

- Category: Specific
- Subcategory: Standard Scenario

If you do not qualify, you may still be able to fly.

- If you are allowed to fly under an **exploitation permit** you received earlier, you are **permitted** to fly keeping in mind the conditions laid out for the Geozone you wish to fly in. In the DSA tool, you can indicate your flight authorization request by selecting:
  - Category: Specific
  - Subcategory: SORA based exploitation license
- If you do not have an exploitation permit, check if you have **a) a still active class 1A license AND b) a still valid derogation request for the area you wish to fly in.**  
(for more information, check: <https://support.droneguide.be/i63-i-have-a-derogation-that-is-still-active-in-2021-how-do-i-transfer-this-to-the-dsa-tool>)

- If you do not qualify for any of the above options, please contact skeyes drone support.

For more information on this topic, you can also check out SkeyDrone's information: <https://skeydrone.aero/new-eu-regulations/>