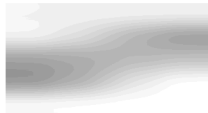





# Operational Authorisation



1. Authority that issues the authorisation	
1.1 Issuing authority	CAA-NL (ILT)
1.2 Point of contact	
Name	Team Luchtvaart Operaties en Vliegscholen Afdeling Vergunningverlening Rail en Luchtvaart
Telephone	
Email	@ilent.nl
2. UAS operator data	
2.1 UAS operator registration number	NLDxikihfepy7y9
2.2 Operational authorisation number	NLD-OAT-215/01G
2.3 UAS operator name	Omgevingsdienst NL
2.4 Operational point of contact	
Name	
Telephone	
Email	@odra.nl
3. Authorised operation	
3.1 Authorised location(s)	The Netherlands (FIR Amsterdam) and other EU-countries in accordance with article 13 of Implementing Regulation (EU) 2019/947
3.2 Extent of the adjacent area	Generically compliant with enhanced containment requirements
3.3 Risk assessment reference and revision	<ul style="list-style-type: none"><li>SORA version 2.0</li></ul>
3.4 Level of assurance and integrity	up to and including SAIL II
3.5 Type of operation	<ul style="list-style-type: none"><li>VLOS</li><li>EVLOS</li></ul>
3.6 Transport of dangerous goods	<ul style="list-style-type: none"><li>No</li></ul>
3.7 Ground risk characterisation	
3.7.1 Operational area	<ul style="list-style-type: none"><li>VLOS and EVLOS over a controlled ground area</li><li>VLOS and EVLOS over sparsely populated area</li></ul>
3.7.2 Adjacent area	Ground area outside ground risk buffer may contain gatherings of people. Requirements for enhanced containment are met.
3.8 Ground risk mitigations	
3.8.1 Strategic mitigations	<ul style="list-style-type: none"><li>Low for all operations</li></ul>
3.8.2 ERP	<ul style="list-style-type: none"><li>Medium for all operations</li></ul>
3.9 Height limit of the operational volume	<ul style="list-style-type: none"><li>500 feet (150 m) in The Netherlands (400 ft (120 m) flight geography + 100 ft (30 m) contingency volume) in ICAO class G airspace. Limit may be extended in atypical or controlled airspace subject to ATC-approval.</li><li>Other height restrictions may be applicable for cross-border operations in other EU-MS (subject to prior approval of competent authority of country of intended operation)</li></ul>
3.10 Residual air risk level	
3.10.1 Operational volume	<ul style="list-style-type: none"><li>ARC – a for flights in atypical airspace</li><li>ARC – b for flights in uncontrolled airspace over rural areas</li><li>ARC – b for flights in controlled airspace and TMZ in The Netherlands.</li><li>For x-border ops reduction from ARC C or D to ARC-b requires prior approval of competent authority of country of operation.</li></ul>
3.10.2 Adjacent volume	<ul style="list-style-type: none"><li>Up to and including ARC – d</li></ul>
3.11 Air risk mitigations	
3.11.1 Strategic mitigations	<ul style="list-style-type: none"><li>For all operations; as per UAS.SPEC.050 and UAS.SPEC.060</li><li>For ops in Dutch airspace with initial classification ARC-c or ARC-d (SORA) local density analyses have demonstrated the local density to be equal to (or better) AEC 10, justifying reduction to ARC-b.</li><li>For x-border ops reduction from iARC C or D to ARC-b requires prior approval of competent authority of country of operation</li></ul>
3.11.2 Tactical mitigation methods	<ul style="list-style-type: none"><li>(E)VLOS (See and Avoid)</li></ul>
3.12 Achieved level of containment	<ul style="list-style-type: none"><li>Enhanced</li></ul>
3.13 Remote pilot competency	Declared
3.14 Competency of staff, other than the remote pilot, essential for the safety of the operation	Declared
3.15 Type of events to be reported to the competent authority (in addition to those required by Regulation (EU) No 376/2014)	See <a href="https://www.ilent.nl/onderwerpen/voorvallen-luchtvaart">https://www.ilent.nl/onderwerpen/voorvallen-luchtvaart</a> for details
3.16 Insurance	<ul style="list-style-type: none"><li>Yes</li></ul>
3.17 Operations manual reference	OH UAS Omgevingsdienst NL v1.2
3.18 Compliance evidence file reference	On request via CAA-NL or Omgevingsdienst NL
3.19 Remarks / additional limitations	N/A

<b>4. Data of authorised UAS</b>		
<b>4.1</b>	<b>Manufacturer</b>	Various (as per declaration)
<b>4.2</b>	<b>Model</b>	Various (as per declaration)
<b>4.3</b>	<b>Type of UAS</b>	<ul style="list-style-type: none"> <li>• Multicopter</li> </ul>
<b>4.4</b>	<b>Maximum characteristic dimensions</b>	Up to 3 m for all authorized operations
<b>4.5</b>	<b>Take-off mass</b>	Various (as per declaration)
<b>4.6</b>	<b>Maximum speed</b>	Various (as per declaration)
<b>4.7</b>	<b>Additional technical requirements</b>	N/A
<b>4.8</b>	<b>Serial number or, if applicable, UA registration mark</b>	N/A
<b>4.9</b>	<b>Number of type certificate (TC) or design verification report, if required</b>	N/A
<b>4.10</b>	<b>Number of the certificate of airworthiness (CofA), if required</b>	N/A
<b>4.11</b>	<b>Number of the noise certificate, if required</b>	N/A
<b>4.12</b>	<b>Mitigation to reduce effect of ground impact</b>	<ul style="list-style-type: none"> <li>• No</li> </ul>
<b>4.13</b>	<b>Technical requirements for containment</b>	<ul style="list-style-type: none"> <li>• Enhanced</li> </ul>
<b>5. Remarks</b>		
<p>This is a generic Operational Authorisation (OA). Operations may be conducted at all locations in accordance with section 3 of this OA. Restrictions and conditions outside the scope of this OA may be applicable (General Aviation requirements / SERA). The most recent version of all documents associated with (the application for) this OA (e.g. SORA's, OM) must always be made available to ILT by sending updates to <a href="mailto:ILT@ILenT.nl">ILT@ILenT.nl</a>. Some changes require prior approval or amendment of this OA. Within the limitations of this OA, the use of various UAS's and crew members is permitted as long as meeting the SORA requirements up to SAIL II is declared by the operator per UAS-type and crew member. These declarations are part of the OA and should be kept up to date by filing any changes to <a href="mailto:ILT@ILenT.nl">ILT@ILenT.nl</a> before commencing related operations. Four types of related declarations are used:</p> <ul style="list-style-type: none"> <li>• UAS technical requirements (TU)</li> <li>• Organisation/Operational requirements</li> <li>• Qualification of crew (CP)</li> <li>• Qualification of maintenance staff</li> </ul> <p>The operator Omgevingsdienst NL is authorised to conduct UAS operations with the UAS(s) defined in Section 4 and according to the conditions and limitations defined in Section 3, for as long as it complies with this operational authorisation, with Regulation (EU) 2019/947, and with any applicable Union and national regulations related to privacy, data protection, liability, insurance, security, and environmental protection.</p>		
		
<b>Expiry date</b>	20-04-2028	
<b>Signature</b>		
<b>Name</b>		
<b>Stamp</b>	CAA-NL (ILT)	