

Drone Regulation 2022

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**Laura Pierallini, Francesco Grasseti and
Francesco Ballirano**

Studio Pierallini

Lexology Getting The Deal Through is delighted to publish the third edition of *Drone Regulation*, which is available in print and online at www.lexology.com/gtdt.

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Every effort has been made to cover all matters of concern to readers. However, specific legal advice should always be sought from experienced local advisers.

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GENERAL FRAMEWORK

Basic rules and regulators

- 1 | What basic rules govern the operation of remotely piloted aircraft and unmanned aircraft (drones) in your jurisdiction? Which regulatory bodies are charged with enforcing these rules?

Although located in the centre of Europe, Switzerland is neither a member state of the European Union nor of the European Economic Area. However, in relation to aviation, the relevant EU legislation applies to the extent adopted by Switzerland on the basis of the Bilateral Agreement on Air Transportation of 21 June 1999 (as amended from time to time) between Switzerland and the EU. The same applies to the new European regulations on drones issued by the European Commission (namely Implementing Regulation (EU) 2019/947 on drone operation and the Delegated Regulation (EU) 2019/945 on drone manufacturing and selling requirements, supplemented by the related Acceptable Means of Compliance and Guidance Material (collectively the EU Drone Regulation).

The EU Drone Regulation was supposed to be applicable in Switzerland as of 1 January 2021. However, in September 2020 a parliamentary motion was filed and approved by the Swiss Parliament, which instructs the Swiss Federal Council to exclude traditional model aircraft when adopting Regulation (EU) 2019/947 and leave this category governed under Swiss domestic law. The Swiss Federal Council is currently in contact with the European Commission over a possible way of implementing the concerns raised of said motion.

The two possible outcomes of the discussions with the EU are as follows.

- It is decided that the requirement of the motion can be implemented in Switzerland: Switzerland will then adopt the EU Drone Regulation without article 16, which relates to model aircraft, and regulate this area on a national basis. When the EU Drone Regulation without the said article is adopted depends on the European Commission's response.
- It is decided that the requirement of the motion cannot be met: the result will be discussed further in the Swiss Parliament.

Following the discussions in Parliament, either Switzerland will adopt the EU Drone Regulation in full with article 16 or it will not adopt it.

Until then, the current Swiss domestic legislation remains applicable. Notwithstanding the foregoing, this contribution is based on the assumption that the EU Drone Regulation will be implemented in Switzerland in one way or the other.

The main Swiss domestic laws governing the use and the operation of drones are the Federal Act on Air Transport and the respective ordinances, in particular the Ordinance on Special Category Aircraft (OFCA; SR748.941) of the Federal Department of the Environment, Transport,

Energy and Communications, which is currently under revision to account for the implementation of the EU Drone Regulation.

The competent regulatory body charged with enforcing these rules is the Swiss Federal Office of Civil Aviation.

- 2 | What are the penalties for non-compliance with the laws and regulations governing drones?

Penalties for non-compliance with laws and regulations governing drones are not specifically regulated, but the general provisions of the Federal Act on Air Transport apply. Sanctions range from fines of currently up to 20,000 Swiss francs (or in severe cases up to currently 40,000 Swiss francs) to withdrawals of licences and permits. In addition, and depending on the offence, sanctions as per the general provisions of the Swiss Penal Code, the Federal Act on Administrative Criminal Law and penal provisions of special legislation (such as the Federal Act on Data Protection) may apply.

Classification

- 3 | Is there any distinction between public and private drones, as well as between leisure use and commercial use?

There is a special regulation for military and other state drones (ie, the use of drones by authorities). The applicable regulation must be determined according to the planned operation and the respective drone used.

The EU Drone Regulation does not make any distinction between commercial and non-commercial drone operations but has taken a risk centric approach with regards to drone operation in the respective category. A commercial operation is per se not subject to authorisation but likely many commercial operations of drones will fall into the specific category or even the certified category.

- 4 | Is there a weight-based or other classification system for drones resulting in the application of different rules?

The EU Drone Regulation, instead of a weight classification only, provides for a distinction on the basis of three risk categories: open (low risk), specific (medium risk) and certified (higher risk). The classification is made on a risk-based approach providing a legal framework for all types of drones and, depending on the category, different requirements apply. However, the open category is subject to a general weight limit of 25kg.

Within the open category drones are classified in five subclasses (C0, C1, C2, C3, and C4) depending on weight and being subject to different technical and operational requirements. The open category is moreover divided in different subcategories, which, inter alia, allow different type of operation in relation to the proximity to people:

- A1 includes drones up to 250g (drone class C0) and up to 900g (drone class C1), which may be operated close to people but not

directly over assemblies of people or expected uninvolved persons (whereas an unexpected overflight is not strictly prohibited);

- A2 includes drones up to 4kg (drone class C2), which must be operated with a horizontal minimum distance of 30 metres and uninvolved persons may not be overflown (horizontal safety distance may be reduced to a minimum of 5 metres from uninvolved persons under certain conditions); and
- A3 includes drones up to 25kg (drone class C3 or C4), which must be operated with a safe distance of at least 150 metres from residential, commercial, industrial or recreational areas.

An uninvolved person is a person who is not participating in the drone operation or who is not aware of the instructions and safety precautions given by the drone operator (ie, no explicit consent is given to be part of the operation and no safety instructions are given by the operator).

The EU Drone Regulation does not define an assembly of people by a specific number of persons but is related to the possibility that a single individual may move around in order to avoid the consequences of a drone that is out of control. Qualitative examples are sport, cultural, religious or political events, beaches or parks on a sunny day, commercial streets during opening hours of the shops and ski resorts/tracks/lanes.

5 | Is there any legal distinction between completely autonomous drones and remotely piloted drones?

The EU Drone Regulation provides for autonomous operation of drones as an operation during which a drone operates without the remote pilot being able to intervene. Such autonomous operation is only possible within the specific or certified category, or both (but not the open category) and is subject to several requirements, particularly in relation to the safety of other airspace users, people, animals, the environment or property. For the avoidance of doubt, a drone in the open category must be operated in direct visual line of site or be assisted by a drone observer (ie, the drone pilot must be able to determine the flight attitude and direction of the drone at any time). Autonomous operation is not to be confused with an automatic operation, which refers to operation following re-programmed instructions that the drone executes while the remote pilot is able to intervene at any time.

DESIGN AND MANUFACTURE

Regulation

6 | Do specific rules regulate the design and manufacture of drones in your jurisdiction?

The EU Drone Regulation provides for specific rules on the design and manufacture of drones. The construction and design of a drone must be in line with the intended function and provide for a safe operation to be maintained and adjusted without putting other airspace users, people, animals, the environment or property at risk. Moreover, any known hazards with an impact on safety shall be minimised. This includes, inter alia, class identification labels on the drone as well as the equipment with several safety systems, such as limiting the height above the surface or above the take-off point to 120 metres, a geo-awareness function providing warning alerts, or a system that ensures the local broadcast of information about a drone in operation, including the marking of the drone (direct remote identification). Also, if equipped with propellers, a drone shall be designed in such a way as to limit any injury that may be inflicted by the propeller blades. Moreover, open category drones shall be further marked by the manufacturers with a CE marking indicating a drone's conformity with the applicable requirements.

Manufacturing authorisation

7 | Must drone manufacturers obtain any licences or other authorisation to carry out their business? Are manufacturers subject to any other specific rules?

The EU Drone Regulation does not provide for any licence or authorisation of drone manufacturers. However, drone manufacturer (and under certain circumstances, importers and distributors) must meet the manufacturers' obligations stated therein (in particular, as per article 6 et seq of the Delegated Regulation (EU) 2019/945).

Product liability

8 | Do general product liability rules (or other specific liability rules) apply to the manufacture of drones?

Other than the specific requirements in relation to the manufacture and design of drones, general product liability in Switzerland is governed mainly by the Federal Product Liability Act and the Federal Product Safety Act. Moreover, contract law, general tort law and criminal law may also apply to the manufacture of drones.

REGISTRATION AND IDENTIFICATION

Registration

9 | Must drones be registered in a specific national registry? If so, who is entitled to register drones and what requirements and restrictions apply? Is the registry organised as an operator registry or an owner registry?

Drone operators having residence or their principal place of business in Switzerland and operating within the open or specific category shall register themselves online with the register maintained by the Swiss Federal Office of Civil Aviation in the case of drones weighing 250g or more. No registration is required if the drone is weighing less than 250g unless it can (in case of an impact) transfer a human kinetic energy above 80 Jules or is equipped with a camera, microphone or other sensors suitable for recording personal data.

The information to be registered is specific to the operator (to allow his or her or its identification). In case of drones of the certified category, additionally the details of the drone itself and the owner are to be registered. An operator of a drone cannot be registered in more than one EU member state at a time (the same applies to drones in the certified category). Registered operators must display their registration number on every drone that triggers the registration requirement of the operator. In the case of drones of the certified category, nationality and registration marks are to be established in line with ICAO Annex 7.

For completion's sake, drones qualifying as a toy complying with the Toy Safety Directive 2009/48/EC do not need to be registered and indoor drone operations do not fall under the term 'operation of unmanned aircraft systems' under the EU Drone Regulation.

Identification

10 | Are drones identified through a marking system similar to that used for manned aircraft?

Drones of the open and specific category weighing more than 250g shall have a unique physical serial number (compliant with standard ANSI/CTA-2063 Small Unmanned Aerial Systems Serial Numbers), which must be openly broadcasted in real time during the whole duration of the flight, so they can be received directly by existing mobile devices within the broadcasting range. The drone operator must ensure that the drone displays the drone operator registration number (eg, with a sticker) and the same number is uploaded in the remote identification. Drones of

the certified category will likely be identified through a marking system similar to manned aircraft (as per ICAO Annex 7).

CERTIFICATION AND LICENSING

Basic requirements and procedures

11 | What certificates or licences are required to operate drones and what procedures apply?

The operation of a drone in the open category is not subject to any certification or licence (other than the operator's registration). A drone in the open category must have a weight less than 25kg and must:

- be operated in accordance with the operation subcategories A1, A2 or A3;
- be maintained in visual line of sight or be assisted by a drone observer;
- be flown at no more than 120 metres above ground ('from the closest point of the surface of the earth') and not within restricted geographical zone; and
- not carry dangerous goods and not drop any material.

If one of the prerequisites is not met, the drone must be operated in the specific or certified category and the intended operation must be declared in advance to the Swiss Federal Office of Civil Aviation (FOCA) and an operating permit must be applied for.

In the specific category the operator must, as a rule, obtain an operational authorisation from the FOCA. When applying for such authorisation the applicant must, inter alia, present with the application a risk assessment according to SORA (Specific Operational Risk Assessment) and adequate mitigation measures. Under certain circumstances, the operator may benefit from a standard scenario (ie, where a precise list of mitigating measures has been identified in such a way that the competent authority can be satisfied with declarations in which operators declare that they will apply the mitigating measures when executing this type of operation), where an operational declaration is to be submitted to the FOCA along with the required supporting documentation (such standard scenarios will be published). Only after the FOCA has granted operational authorisation or, in case of an operational declaration under a standard scenario, confirmed receipt and completeness of the operator declaration, is the drone operator entitled to start the operation.

The certified category applies to large drones (ie, with characteristic dimensions of 3 metres or more) or those that are operated over assemblies of people or engaged in the transport of people or dangerous goods. Moreover, the FOCA may consider a drone's operation in the specific category as too great a risk based on the risk assessment and, thus require the operation to be qualified in the certified category. Due to the high operational risks, this strictly regulated category requires certification by the FOCA of the drone, its operator as well as its remote pilot. The rules are thus comparable to those applied to regular (manned) aviation.

Furthermore, a legal person may apply for a light drone operator certificate (LUC). Drone operators may ask the FOCA to have their organisation evaluated such that they demonstrate to be capable to assess the risk of an operation themselves. The application for such a LUC requires specific aviation knowledge and is intended for professional operators who conduct similar operations on a regular basis. The holder of a LUC may, under certain circumstances, authorise its own operation of drones. However, the privileges enjoyed by holders of a LUC are monitored and a holder of a LUC must meet high standards.

Taxes and fees

12 | Are certification and licensing procedures subject to any taxes or fees?

The fees for the registration as an operator have not been finally confirmed as at submission deadline for this publication (due to the revision of the respective ordinance), but indicatively will be 10 Swiss francs. There will be a package for the registration as an operator including online training and examination which will indicatively be 30 Swiss francs. The fees FOCA permits for the operation of drones in the specific category are charged on a time-spent basis, depending on how much processing is required by FOCA, and may indicatively be up to 25,000 Swiss francs. Taxes and fees for drones in the certified category are to be evaluated on a case-by-case basis.

Eligibility

13 | Who may apply for certifications and licences? Do any restrictions apply?

Aside from competency requirements for the remote pilot, the EU Drone Regulation provides for a minimum age for remote pilots of 16 years in the open and specific category, but lower ages can be provided for in national regulations. Where a jurisdiction has opted for such lower age for remote pilots, those pilots are only allowed to operate the drones on the territory of that jurisdiction. Switzerland has set the minimum age of piloting a drone in the open category at 12 years and in the specific category at 14 years. Younger children may only fly a drone under the supervision of a person who meets the competency requirements and is at least 16 years old. Further restrictions apply for certifications and licences in the certified category (which have not been finally confirmed as at submission deadline for this publication).

Remote pilot licences

14 | Must remote pilots obtain any certifications or licences to operate drones? If so, do the relevant procedures differ based on the type of drone or operation?

Remote pilots operating drones in the open category (other than drones under 250g where the operator is not subject to a registration requirement) must complete an online training course followed by a successfully completed online theoretical knowledge examination. The FOCA is currently establishing the respective procedures.

The remote pilot's training for operations within the specific category depends on the intended operation. Unless the operation falls in a standard scenario, after the risk assessment the operator is requested to propose a possible training. The FOCA will, in each case, confirm the training adequacy in the operational authorisation, at which point the training becomes the required training. However, if the operation falls in a standard scenario, the remote pilot must complete and successfully pass an online training course.

The remote pilot competency certificate to be issued by the FOCA for the open category and, in the specific category, standard scenarios is valid for five years (revalidation is possible) and will be recognised in all other EASA member states.

Remote pilots in the certified category do require a certification by the FOCA. The respective procedures are not yet established.

Foreign operators

15 | Are foreign operators authorised to fly drones in your jurisdiction? If so, what requirements and restrictions apply?

The EU Drone Regulation provides for the possibility of cross-border operation or operations outside the state of registration in the specific

category. If a drone operator intending to conduct an operation to take place partially or entirely outside Switzerland for which an operational authorisation has already been granted by the FOCA, the operator shall provide the competent authority of the respective EU member state with an application including certain information relating to the operational authorisation and the locations of the intended operation.

Certificate of airworthiness

16 | Is a certificate of airworthiness required to operate drones? If so, what procedures apply?

Drones operated in the open and specific category do not require a certificate of airworthiness. Conversely, for drones operated in the certified category a certificate of airworthiness will be likely issued in the certification process, however, implementing laws and regulation are still pending as at submission deadline for this publication.

OPERATIONS AND MAINTENANCE

One drone, one pilot

17 | Does the 'one drone, one pilot' rule apply in your jurisdiction?

In general, yes, as the operation of a drone in the open category should in principle be operated within a visual line of sight (VLOS) (ie, the drone shall be flown at a distance the remote pilot can clearly see it). However, the EU Drone Regulation provides for the possibility of flying a drone without keeping direct eye contact with the drone (FPV-mode), provided, however, there is a drone observer keeping direct visual contact with the drone, scanning the airspace to make sure that the remote pilot does not endanger other parties. The drone observer must be located alongside the remote pilot to cater for immediate communication in case there is an obstacle and the drone shall land immediately.

Maintenance

18 | Do specific rules regulate the maintenance of drones?

Even though a drone must comply with the technical requirements as per the EU Drone Regulation, the latter does not provide any specific regulation on the maintenance of drones, but refers to the technical requirements and rules and procedures for the airworthiness defined in the delegated acts adopted pursuant to article 58 of Regulation (EU) 2018/1139.

Basic operational rules and restrictions

19 | What rules and restrictions apply to flights performed in 'visual line of sight' (VLOS) and 'beyond visual line of sight' (BVLOS)? Is there a distinction in this regard?

Generally, VLOS applies with the possible exception as follows. The EU Drone Regulation provides for the possibility of flying a drone without keeping direct eye contact with the drone (FPV-mode), provided, however, there is a drone observer keeping direct visual contact with the drone, scanning the airspace to make sure that the remote pilot does not endanger other parties. The drone observer must be located alongside the remote pilot to cater for immediate communication in case there is an obstacle and the drone shall land immediately. Nevertheless, the EU Drone Regulation further provides for certain drone operations BLVOS within the specific category (such as over sparsely populated areas or over controlled ground area). In any case such operation is subject to approval by the Swiss Federal Office of Civil Aviation (FOCA).

20 | What rules and restrictions apply to critical and non-critical operations? Is there a distinction in this regard?

Drone operations that meet the requirements of the open category are considered non-critical. The operation of a drone of maximum 25kg equipped with a camera (and not a toy) in the open category is only possible when it is being operated:

- within the subcategory A1, A2 or A3 in VLOS (or be assisted by a drone observer) and never over assemblies of people;
- with an altitude of not more than 120 metres above ground level (ie, from the closest point of the surface to the earth, always using a right angle to the earth's surface);
- not carrying dangerous goods and not dropping any material; or
- outside restricted areas.

If a drone's operation does not meet the above-mentioned prerequisites, it is considered critical and, thus, falling into the specific (or certified) category that requires FOCA approval of the intended operation. The authorisation will include the relevant rules and restrictions applicable to the respective operation.

Transport operations

21 | Is air transport via drone (eg, cargo and mail) regulated in your jurisdiction? If so, what requirements, limitations and restrictions apply?

Air transport via drone is not specifically regulated, however, the EU Drone Regulation requires the carriage of dangerous goods (ie, explosives, gases, toxic, infectious, radioactive or corrosive substances) and the dropping of any material to be operated in the certified category.

22 | Do any specific provisions governing consumer protection and tracking systems apply with respect to cargo and delivery operations via drone?

No, there is currently no such regulation.

Insurance requirements

23 | What insurance requirements apply to the operation of drones?

Under Swiss law, any operator (not necessarily corresponding to its legal owner) of drones weighing more than 250g is required to take out a third-party liability insurance policy with cover of at least 1 million Swiss francs. Only third-party liability insurance is mandatory for the operator, regardless of whether it is a natural or legal person. The insurance of the drone itself is optional.

Safety requirements

24 | What safety requirements apply to the operation of drones?

In addition to the requirements regarding a drone's operation in the open category, the following safety rules shall be strictly respected during every flight with a drone:

- the operation of a drone must not be performed by a remote pilot under the influence of psychoactive substances or alcohol or unfit to perform the tasks;
- the remote pilot shall at all times and under all circumstances be responsible for collision avoidance with all other manned aircraft and immediately discontinue a flight when continuing it may pose a risk to other aircraft, people, animals, environment or property;
- operate the drone only under weather and other environmental conditions that allow the application of this principle; and
- manned aircraft have priority over drones at all times.

AIRSPACE

Air traffic control

25 | How is air traffic control regulated in your jurisdiction? Which authority provides air traffic control services for drones?

Air traffic control services are provided by Skyguide, a Swiss company headquartered in Geneva and majority-owned by the Swiss Confederation. Currently, there is no air traffic control service for drones in place. However, drone air traffic control will be part of the Swiss U-Space programme that is being developed and tested by Skyguide and is expected to be implemented soon.

Restrictions

26 | Are there any airspace restrictions on the operation of drones?

Without authorisation (ie, in the open category), a drone must not be operated:

- closer than 5km from runways of any civil or military airport or heliport;
- within an airspace above an altitude of 120 metres;
- over nature conservation areas; or
- close or inside an area where there is an ongoing emergency response (unless permission granted by the responsible emergency response services).

For subcategories A2 and A3 further airspace restrictions apply.

The general restrictions of airspace (eg, bans) apply. The Swiss Federal Office of Civil Aviation provides a map of flight zones in Switzerland.

The drones (newly made available to the market) operated in the open category shall further be equipped with a geo-awareness system that provides a warning alert to the remote pilot when a potential breach of airspace limitations is detected.

Take-off and landing

27 | Must take-off and landing of drones take place in specific areas or facilities?

No (other than the no-fly zones). However, take-off or landing from non-public places may infringe civil law in relation to privacy protection.

LIABILITY AND ACCIDENTS

Cargo liability

28 | Are there any specific rules governing the liability of drones for losses or damage to cargo?

There are (at least for drones of the open and specific category) no specific rules governing the liability of drones for losses or damage to cargo.

Third-party liability

29 | Are there any specific rules governing the liability of drones for damage to third parties on the surface or in the air?

No specific rules govern the liability of drones for damage to third parties on the surface or in the air. Article 64 of the Federal Act on Air Transport provides for a liability of the operator of the drone (which does not necessarily correspond to its legal owner) for damages to people or things on the surface. This liability is construed as a strict liability (ie, irrespective of negligence or fault).

Accident investigations

30 | How are investigations of air accidents involving drones regulated in your jurisdiction?

The Federal Swiss Transportation Safety Investigation Board (STSB) is mandated to investigate accidents and dangerous incidents involving, inter alia, drones. However, the results of the safety investigations of the STSB are not intended to clarify questions of blame and liability but rather acquire insights by means of which future accidents and hazardous situations can be prevented so as safety may be improved. Nevertheless, law enforcement authorities may conduct further investigations in relation to criminal conduct.

Accident reporting

31 | Is there a mandatory accident and incident reporting system for drone operators in your jurisdiction?

There is a reporting system for accidents or incidents consisting of two different reporting procedures. It is mandatory for any drone operator and the pilot to immediately report accidents and serious incidents to the Aviation Division of the STSB via the REGA (Swiss air ambulance) alarm centre. Moreover, all incidents and accidents which resulted in serious or fatal injury to people must be reported to the Swiss Federal Office of Civil Aviation (FOCA) or through the EU reporting system within 72 hours. However, the latter report is not required for accidents or incidents with drones operated in the open and specific categories where no serious or fatal injury to persons is recorded and no manned aircraft are involved.

Safety management and risk assessment

32 | Are drone operators required to implement safety management systems and risk assessment procedures within their organisation?

The implementation of a safety management system within an operator's organisation is required for drone operators holding a light drone operator certificate (LUC) by the FOCA.

An operational authorisation for operations within the specific category may require a risk assessment of the intended operation. It is further a responsibility of the drone operator to ensure that personnel in charge of duties essential to the drone operation (other than the remote pilot itself), comply with certain conditions.

ANCILLARY CONSIDERATIONS

Import and export control

33 | Do specific import and export control rules apply to drones in your jurisdiction?

The general limitations on the control of goods with both civil and military application (dual-use), as well as special military goods that are not subject to the Federal War Material Act, apply.

Data privacy and IP protection

34 | How are personal data privacy and IP protection regulated in your country with specific reference to drone operations?

The general Federal Act on Data Protection and private law rights in relation to the protection of individual privacy and personal data are generally applicable to drone operations, unless there are no identifiable persons recorded. However, specific regulations in relation to data protection and drone operations are currently being discussed in Switzerland. There is no specific IP protection in relation to drones or drone operations.

UPDATE AND TRENDS**Sector trends and regulatory developments**

35 Which industry sectors have seen the most development in the use of drones in your jurisdiction and which sectors are expected to see further development in future? Have there been any notable recent regulatory developments relating to drones?

First, it remains to be seen when and how the EU Drone Regulation will be applicable in Switzerland.

The Swiss drone sector is growing rapidly, and Switzerland is considered a leader in the research and development of drones. The term 'drone valley' is increasingly used between the top-ranked Swiss Federal Institutes of Technology in Zurich and Lausanne, which have been home to about 100 drone start-ups in recent years. Moreover, more than two dozen larger companies developing drones foster Switzerland's position as one of the industry leaders in the development of drones. There are several innovation hubs for drone testing planned or already established, such as the testing zone on the Schmerlat airfield (Canton Schaffhausen) providing for a registered testing zone for a complex drone intended for testing in all three categories (including beyond visual line of sight). The Swiss Association of Civil Drones represents the Swiss drone industry as an umbrella organisation and supports, defends and promotes Swiss drone companies as well as embracing the use and acceptance of drones. Thus, the drone sector will attract further investors and other stakeholders in the field, which will certainly lead to a continuance of its growth.

At European Union level, since the end of 2018, the U-Space project has been driven forward by a working group in which Switzerland (as well as many other EU member states) is also actively participating, contributing its interests and influencing developments accordingly. The working group is coordinated by the European Aviation Safety Agency (EASA). In mid-June 2020, the EASA published the first draft of the U-Space Regulation. The document proposes a regulatory framework to implement operational, technical and commercial developments of the project and describes how fair access to airspace will be provided to all airspace users. One central aspect is that the market regulates the provision of U-Space services based on the requirements of all stakeholders. According to the European Commission, the regulation is scheduled to enter into force in June 2022.

In parallel with developments at an international level, the Swiss Federal Office of Civil Aviation (FOCA) launched a private-public partnership with Skyguide, the Swiss air navigation service provider, to develop, test and implement U-Space technologies and services (Swiss U-Space). The secretariat is provided by the FOCA. Various Swiss and international companies have now signed the cooperation agreement to formalise their partnership, which is now referred to by the acronym SUSI (Swiss U-Space Implementation). Using the UTM operating concept of the US Federal Aviation Administration (FAA) and the European UTM system CORUS as a basis, the FOCA has drawn up a concept (ConOps), which describes in detail the roles, services and higher-level architecture of U-Space. The FOCA has also officially committed to and formalised an in-depth exchange with the FAA within the framework of a partnership agreement.



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Complex Commercial Litigation	Government Relations	Ports & Terminals	Tax Controversy
Construction	Healthcare Enforcement & Litigation	Private Antitrust Litigation	Tax on Inbound Investment
Copyright	Healthcare M&A	Private Banking & Wealth Management	Technology M&A
Corporate Governance	High-Yield Debt	Private Client	Telecoms & Media
Corporate Immigration	Initial Public Offerings	Private Equity	Trade & Customs
Corporate Reorganisations	Insurance & Reinsurance	Private M&A	Trademarks
Cybersecurity	Insurance Litigation	Product Liability	Transfer Pricing
Data Protection & Privacy	Intellectual Property & Antitrust	Product Recall	Vertical Agreements
Debt Capital Markets		Project Finance	
Defence & Security Procurement			
Digital Business			

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