



Joint Authorities for
Rulemaking on Unmanned
Systems

JARUS Information

27th September 2026

Lima, Peru

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Goals

- Harmonise global UAS rulemaking
- Develop recommendations and Means of Compliance
- Support national and regional UAS regulatory frameworks
- Promote international collaboration



JARUS Overview

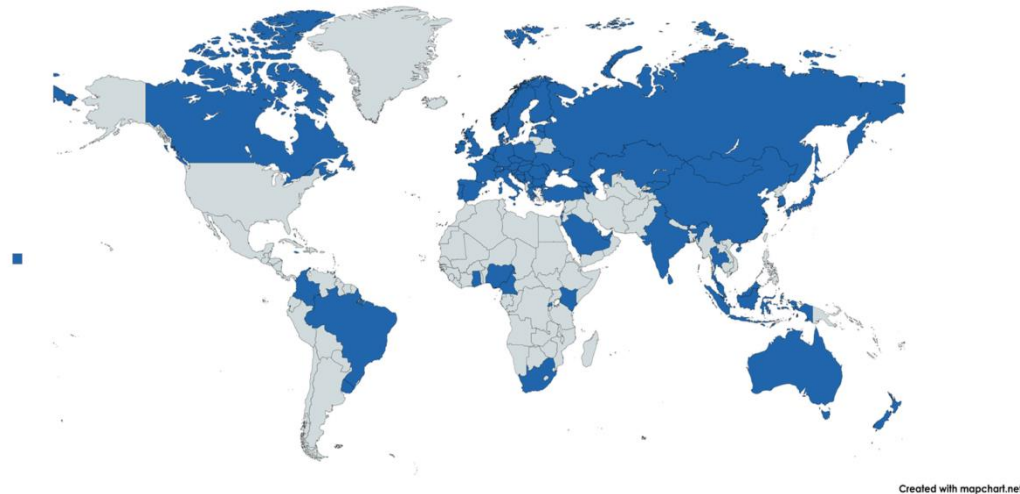
- Founded in 2008, JARUS is a voluntary organisation with no cost commitment.
- JARUS is comprised of members from National Aviation Authorities (NAAs) international/regional regulatory authorities and a wide range of experts of industry experts.
- JARUS currently has 74 member organisations, with our industry colleagues represented through the Industry Stakeholders Body (ISB). JARUS collaborates and cooperates with a wide range of international stakeholders. Balance between Regulators and industry input maintained at approximately 70/30
- **JARUS is a democratic organization.** All power lies with the JARUS plenary composed of all members.



A global collaboration of authorities

74 member authorities

Membership update of 27 August 2026



Four recent new members

Barbados

Hungary

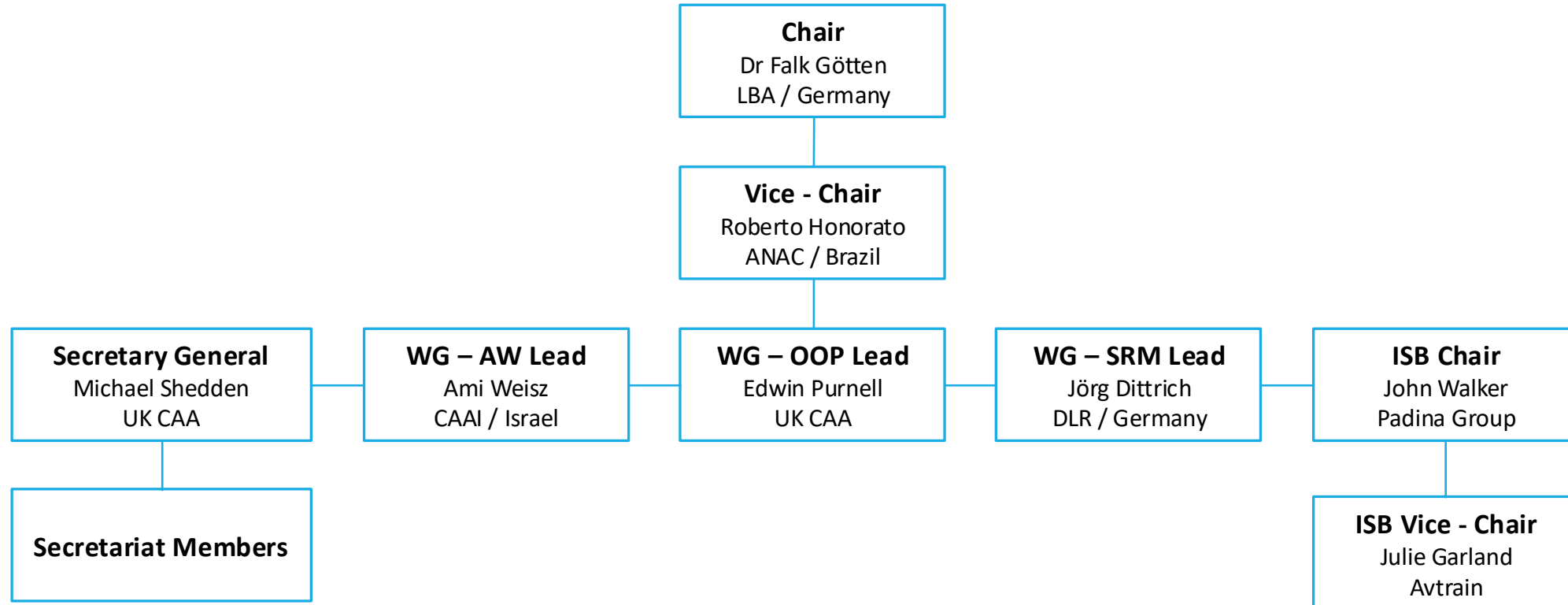
Philippines

Bahamas

All 74 member authorities – 8 American Nations

Armenia	Czech Republic	Israel	New Zealand	Slovak Republic
Australia	Denmark	Italy	Nigeria	Slovenia
Austria	EASA	Jamaica	Norway	South Africa
Azerbaijan	Estonia	Japan	Philippines	Spain
Bahamas	EUROCONTROL	Kazakhstan	Poland	Sri Lanka
Barbados	Finland	Kenya	Portugal	Sweden
Belgium	France	Kyrgyz Republic	Qatar	Switzerland
Bosnia and Herzegovina	Georgia	Latvia	Republic of Korea	Thailand
Brazil	Germany	Luxembourg	Republic of North Macedonia	Trinidad and Tobago
Bulgaria	Ghana	Malaysia	Republic of Serbia	Türkiye
Cameroon	Greece	Malta	Romania	Ukraine
Canada	Hungary	Moldova	Russian Federation	United Arab Emirates
China	India	Mongolia	Rwanda	United Kingdom
Colombia	Indonesia	Montenegro	Saudi Arabia	Uruguay
Croatia	Ireland	Netherlands	Singapore	

Organisation



Purpose of SORA

SORA...

- ... provides a common language and framework between operators and authorities

- ... standardizes the risk assessment for Specific UAS operations

- ... provides interfaces to ATM and UTM airspace management

- ... provides a risk classification framework for all sizes of aircraft and all airspaces

- ... effectively helps to bridge the gap between Open and Certified Operations Category

- ... plays a central role in simplifying cross border operations

SORA use across the world

SORA 2.0 was released in 2019, SORA 2.5 in 2024:

Adopted as Means of Compliance (48):

- EASA 31 countries (2.5)
- Canada (2.5 derivative)
- Australia (2.5 derivative)
- Indonesia (2.5)
- Malaysia
- New Zealand
- Israel
- Georgia
- Ghana (2.5 derivative)
- United Arab Emirates
- Colombia
- Sri Lanka
- Japan (2.5, special use cases)
- United Kingdom (2.5 derivative)
- Brazil (2.5)

Apparently, in use by:

- Greenland
- Argentina
- Peru

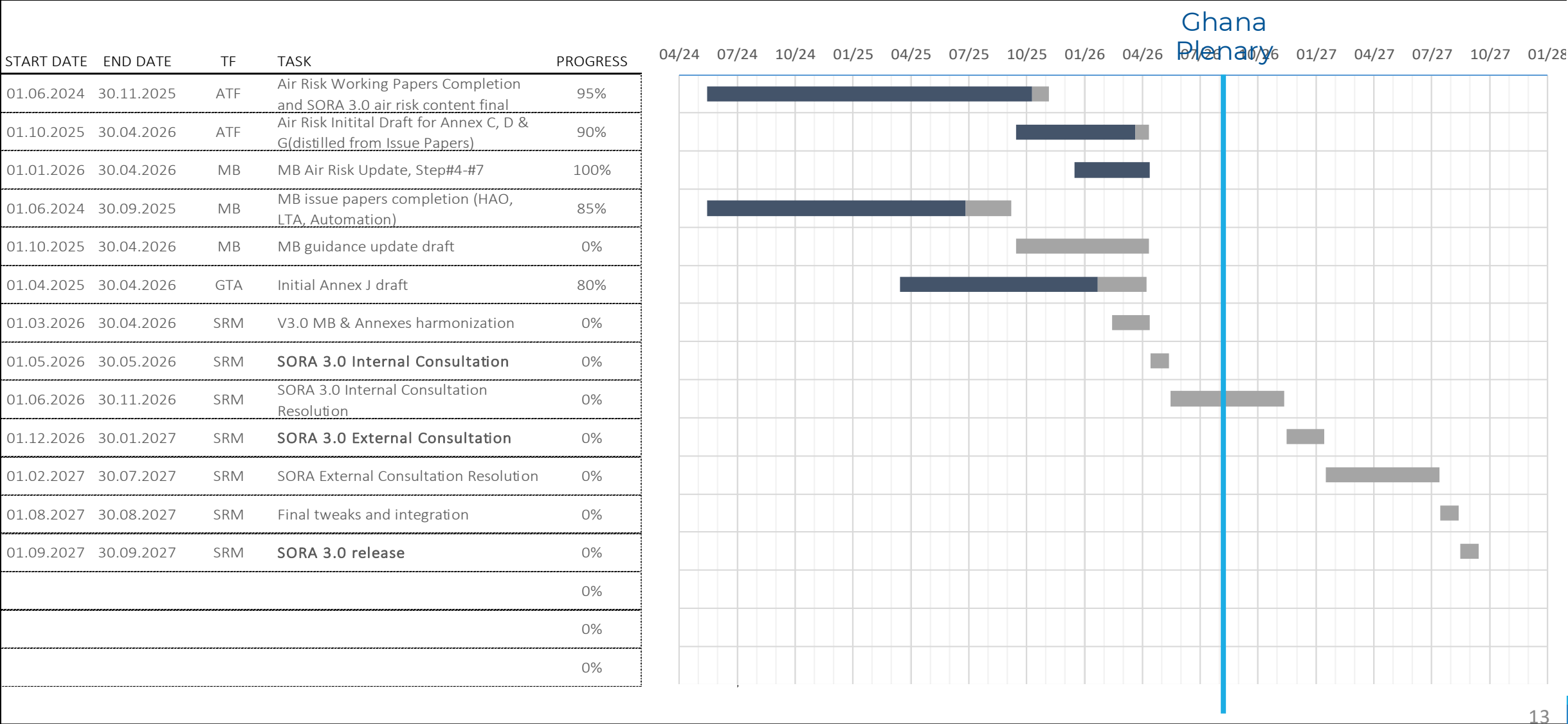
In the adaptation/implementation/try out process:

- Thailand (in rulemaking)
- Cameroon (in rulemaking)
- China
- Singapore
- Kazakhstan
- Qatar
- and many more...

SORA 3.0 Work Plan

- T1: Qualitative framework**, revisiting the initial Air Risk Class (ARC) framework in line with ICAO principles and regulator experience.
- T2: Quantitative framework**, providing a quantitative underpinning to the qualitative framework.
- T3: Strategic mitigations**, formalising the impact of different strategic mitigations including the value of ANSP or UTM services.
- T4: Tactical mitigations**, increasing alignment with existing and in-progress technical standards.
- T5: Uncrewed-uncrewed encounters**, which are currently out of scope.
- T6: Uncrewed collision severity**, revisiting the current baseline assumption that all UAS-crewed aircraft collisions are catastrophic.
- T7: Crewed aircraft behaviour (around UA)**, including consideration of shared responsibility, right of way and EC.
- T8: SORA package review**, ensuring air risk consistency and completeness with the wider SORA package.
- T9: SORA special use cases**, discussing additions and improvements of the main body and ground risk related annexes
- T10: Analyse possible SAIL split**, reviewing a possible separation of air and ground risk with respect to SAIL,
- T11: Guidance to authorities**, ensuring harmonised global SORA application.
- T12: Supplemental guidance and means of compliance for OSOs and mitigations**, by updating Annexes B & E,
- T14: Alignment with updates to SORA v3.0 and ICAO study group provide updates to Annex H,**
- T15: Safety-Related Services**, providing an expansion of services that support operational safety objectives,
- T16: Current Safety Services Implementation White paper**, providing a survey of the existing implementations for approving third party safety services by competent authorities, and industry current development of safety services.
- T17: Level of Safety**, documenting SORA TLOS basis, recommending operational data recording

SORA 3.0 Release Plan



Takeaways

JARUS develops methodologies, aligned with ICAO, to enhance the capacity of authorities to regulate safety aspects of drones operations.

Your National experience can help the global guidance

Identify a national focal point and the expertise your authority can contribute.

Bring operational questions and lessons into the working groups and consultations.

Regional application of SORA and having Focal Points – the future

Thank you for listening

Questions?



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