



VEYRUM ROBOTICS STANDARD



VRS - AER - 001

Aerial / UAS Sector Standard

Application Rating requirements for uncrewed aircraft systems — scope, hazards, evidence, and continued-validity; scoring is in VRS-AER-201.

VEYRUM RESEARCH INSTITUTE

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Foreword. Sector standard for the **Aerial / UAS (AER)** sector — the first **capability-gated** sector drafted, and the first use of the **continued-validity module** (Annex A): an Aerial rating is **maintained, not merely dated** (VRS-GEN-008 §5.2), following the airworthiness pattern where continued fitness is an active obligation. The defining hazard is the third party under the flight path: aerial failure exports risk to people who made no choice to be near a robot, so severity is weighted against the population beneath the operating volume, not against the platform’s own value. Anchors were verified against issuing-body pages on 2026-09-13 (Bibliography). Numeric thresholds are not set here; they live as calibration priors in the VRS-AER-501 twin (§6.1, VRS-GEN-202). An Aerial/UAS AR is an opinion, not a certification, and no display implies a real robot holds a Veyrum rating (VRS-GEN-006 §10). Requirements use “shall”; recommendations use “should”.

1 1 Scope

This Standard defines the requirements for issuing an **Aerial/UAS AR**: the capability gate and applicability (Clause 4), the sector hazard taxonomy (Clause 5), the rubric and grade bands (Clause 6), evidence requirements (Clause 7), the loss-driver mapping for insurance and finance fitness (Clause 8), protocol references (Clause 9), a worked applicability example (Clause 10), and the continued-validity obligations (Annex A). Its clauses follow the universal sector template (VRS-GEN-002 §6.4).

It covers uncrewed aircraft systems across inspection, delivery, survey, agriculture, and comparable civil operations. The scoring mathematics are excluded (VRS-GEN-005/006; the sector’s scoring content lives in VRS-AER-201 with its data twin VRS-AER-501).

Boundary with adjacent sectors: ground robots that happen to be launched or carried by an aircraft are rated under their own operating sector; passenger-carrying aircraft and crewed-aviation type-certification are out of VRS scope; military and adversarial UAS missions are rated under **VRS-DEF-001** (reserved). Robot form is not a sector (VRS-GEN-001 §3.4.3): fixed-wing, multirotor, and hybrid VTOL platforms are all rated under AER by this Standard when the Clause 4 capability gate holds.

2 2 Normative references

The documents below constitute requirements of this Standard where cited (dated at assessment unless stated; referencing rules per VRS-GEN-002 §7.3).

- **VRS-GEN-001**, Vocabulary; **VRS-GEN-005**, IR Methodology; **VRS-GEN-006**, AR Scheme; **VRS-GEN-007**, Sector Classification; **VRS-GEN-009**, Passport & Registry Schema; **VRS-GEN-012**, Evidence & Data Requirements (evidence grades).
- **VRS-AER-201**, Aerial/UAS AR Assessment Protocol (scoring; dated at assessment); its data twin is **VRS-AER-501**.
- **VRS-GEN-202**, Calibration & Validation (constant priors and fitting); **VRS-GEN-008**, Application of Ratings (continued-validity machinery).
- Anchor regime (verified 2026-09-13) — anchors and evidence lanes, **not** conformity floors VRS re-certifies (VRS-GEN-001 §3.5.1); the ISO 8373:2021 term basis is cross-referenced in Clause 3:

- **14 CFR Part 107 (US)** — small UAS (< 25 kg / 55 lb take-off mass) civil operations without airworthiness certification: remote-pilot certificate, registration, 400 ft AGL ceiling, visual-line-of-sight baseline with waivable provisions; night and over-people operations permitted subject to the rule's category conditions. Safety-floor anchor for the **vlos-small-uas** class in the US market.
- **FAA Section 44807 and type-certification paths (US)** — special authority and certification for UAS beyond Part 107's envelope (≥ 25 kg or waiver-exceeding operations); the current basis for **bvlos** and **heavy-uas** in the US pending a final BVLOS rule.
- **Commission Implementing Regulation (EU) 2019/947** (24 May 2019, consolidated) and **Commission Delegated Regulation (EU) 2019/945** — the EASA UAS regime: the **Open / Specific / Certified** operational category structure (2019/947) and the class-marked products **C0–C6** (2019/945). Ground- and air-risk assessment in the Specific category follows the **JARUS SORA v2.5 (2024)** methodology.
- **ISO 21895:2020** — Categorization and classification of civil UAS (mass-based levels I–V), the jurisdiction-neutral basis for the **heavy-uas** mass boundary.
- **ISO 21384-3:2023** — UAS operational procedures, including the safety-critical command and control (C2) link (an ISO 21384-3:2026 revision is in circulation; the edition current at assessment applies, §2 opening).
- **IEC 62443-4-2:2019** — technical security requirements for IACS components (security levels SL-C against foundational requirements FR1–FR7); C2-link and ground-station cyber evidence lane for H2/H3.
- **ISO 14224:2016** — collection and exchange of reliability and maintenance data; the per-airframe maintenance-record lane for H6.
- **ASTM F3411-22a** (Remote ID and tracking) and **ASTM F3322** (sUAS parachute recovery systems, over-people mitigation) — evidence lanes for airspace-conflict and over-people ground-risk mitigation; recorded at assessment where invoked.

3 Terms and definitions

For the purposes of this Standard, the terms in VRS-GEN-001 (aligned to ISO 8373:2021) apply, together with the following local terms:

- **operation class** — a declared category of assessed operation; at minimum one of **vlos-small-uas**, **bvlos**, **over-people**, **heavy-uas**, each mapped to the regulatory category it requires.
- **operating volume** — the airspace envelope declared for the assessed operations, including the airspace class flown and the ceiling in metres above ground level (m AGL).
- **containment** — the system's ability to remain within its operating volume, including in failure (geofence enforcement, flight-termination, tether, or parachute).
- **third-party ground exposure** — persons and property beneath or near the operating volume who are not involved in the operation; the sector-defining severity driver.
- **worst-case ground population** — the densest and most vulnerable person class admitted beneath the operating volume (an assembly of people, a congested area), against which ground-risk severity is weighted, per the JARUS SORA v2.5 ground-risk construct.

- **flight-hours** — observed airborne operating hours accrued by a model in a declared operation class within its exposure envelope; the AER frequency/reliability exposure denominator (measured in hours).
- **exposure-envelope attributes** — recorded per operation class, not denominators: maximum take-off mass (in kilograms, kg), impact kinetic energy (in joules, J), ground speed (in metres per second, m/s), and population density beneath the operating volume (in persons per square kilometre, persons/km²).

4 Capability gate and applicability

4.1 AER is a **capability-gated sector**: the model shall possess **flight capability** as declared in its operating envelope (the sector prerequisite of VRS-GEN-007 §5.1). A model without flight capability is **not-applicable**, determined and displayed per VRS-GEN-007 §5.1 and VRS-GEN-006 §5.1.

4.2 For flight-capable models, applicability is determined per VRS-GEN-006 §5.2 (manufacturer declaration or assessor override with recorded rationale; default not-applicable).

4.3 The assessed envelope shall state the **operation classes** covered — at minimum one of **vlos-small-uas**, **bvlos**, **over-people**, **heavy-uas** — each mapped to the regulatory category it requires and recorded as a protocol applicability field (VRS-GEN-007 §4.2).

4.4 Each declared operation class shall carry its **exposure envelope**: maximum take-off mass (kg), impact kinetic energy (J), ground speed (m/s), population density beneath the operating volume (persons/km²), and the airspace class and ceiling (m AGL) flown.

4.5 Operation classes are the sector's **segments**: per-operation-class letters where evidence diverges materially, lowest-issued-letter display, and *not-covered* handling of unassessed classes follow VRS-GEN-006 §8.3 (the single home of that rule), as implemented for this sector in VRS-AER-201 §4.3.

5 Sector hazard taxonomy

The Aerial/UAS AR shall weigh, at minimum, the following hazard groups. Each maps to the IR categories (VRS-GEN-005 §5) it draws evidence from and to its dominant loss driver; the sector emphasis (weights) is defined in VRS-AER-201, not here.

#	HAZARD GROUP	ARCHETYPE	PRIMARY IR CATEGORIES	LOSS DRIVER
H1	Third-party ground risk	uncontrolled descent onto persons/property; over-people operation failures	safety_incidents	severity (bodily injury), frequency
H2	Airspace conflict	incursion into controlled airspace or crewed-aircraft paths; containment failure	safety_incidents, cyber_posture	severity (mid-air), frequency
H3	Loss of control link	C2 link loss; failsafe quality (RTH/land/loiter); GNSS degradation and spoofing	reliability, cyber_posture	frequency, correlated/cyber-catastrophe
H4	Airframe / propulsion integrity	battery failure in flight; structural fatigue; motor/ESC failure exporting energy	reliability, spec_integrity	frequency, severity
H5	Weather envelope	wind, precipitation, or icing beyond envelope; visibility below minima	reliability, safety_incidents	frequency
H6	Fleet & maintenance discipline	inter-flight inspection; firmware fleet management; per-airframe history	serviceability, manufacturer_support	frequency, exposure

5.1 The hazard taxonomy shall be treated as the minimum coverage set: an assessment that omits a hazard group applicable to the declared operation classes shall record the omission and its reason.

5.2 H1 (third-party ground risk) is the sector-defining loss driver: severity shall be weighted against the **worst-case ground population** admitted beneath the operating volume, not against the platform's own value, and shall be evidenced from the declared exposure envelope (maximum take-off mass in kg, impact kinetic energy in J) rather than inferred from an unrelated class.

5.3 For the **over-people** class, H1 evidence shall include a ground-risk mitigation basis (e.g. an ASTM F3322 parachute-recovery result, a frangibility argument, or an operational containment measure) traceable to the declared impact kinetic energy; a bare declaration shall not clear H1 for over-people operations.

5.4 H2 (airspace conflict) and H3 (loss of control link) shall not be scored from transferred evidence where the assessed operation class introduces a new airspace or C2 environment (for example, promoting a **vlos-small-uas** model to **bvlos**); the containment and failsafe case shall rest on the assessed class's own instrumented evidence.

6 Rubric and grade bands

6.1 The Aerial/UAS AR is determined per **VRS-AER-201** from the criterion pool defined there; letters follow **VRS-GEN-006 §4**. No threshold, ceiling, or point value is set in this document; sector priors are held and fitted only in the VRS-AER-501 twin (VRS-GEN-202).

6.2 Regulatory-category fit is scored by **VRS-AER-201 §6.1** (criterion **AER-1**): each declared operation class is evidenced against its regulatory category — Part 107 for **vlos-small-uas** ; waiver, §44807, or type-certification evidence for classes beyond it; EASA Open/Specific/Certified category evidence, with the JARUS SORA v2.5 ground/air-risk determination where the Specific category applies. Absence of evidenced conformity for a declared class scores zero on AER-1 and is not a gate; operation under a floor whose recorded conditions are only partially met is the AER-1 ladder rung “authorised with conditions unmet”. The reader of the earlier per-class regulatory-fit gate and cap finds both here, as AER-1.

7 Evidence requirements

7.1 Evidence shall be graded per VRS-GEN-012. Sector-relevant sources include flight logs (flight-hours by operation class and weather), incident and occurrence reports, containment/failsafe test evidence, per-airframe maintenance records, and regulator filings (waivers, exemptions, authorisations, certificates).

7.2 For each hazard group, an existing conformity or operational-authorisation artefact should be mapped to the VRS evidence lane so that adoption costs a manufacturer a mapping rather than new testing:

HAZARD	EXISTING ARTEFACT (EXAMPLE)	VRS EVIDENCE LANE
H1	Part 107 over-people category declaration; EASA SORA v2.5 ground-risk class; ASTM F3322 parachute test report	safety_incidents
H2	ASTM F3411-22a Remote ID conformance; airspace-authorisation record; containment/geofence test report	safety_incidents, cyber_posture
H3	ISO 21384-3:2023 C2-link procedure; induced C2/GNSS-loss failsafe trial report; IEC 62443-4-2:2019 SL-C link evaluation	reliability, cyber_posture
H4	battery/UN 38.3 transport-test record; structural-fatigue and motor/ESC qualification report	reliability, spec_integrity
H5	declared weather envelope with instrumented wind/precipitation/icing test evidence	reliability, safety_incidents
H6	ISO 14224:2016 maintenance records (active repair time; parts-delay in days); firmware fleet-management log	serviceability, manufacturer_support

7.3 Sufficiency for **applicable → rated** (VRS-GEN-006 §6.1c) is the evidence bar of each VRS-AER-201 criterion (VRS-GEN-012 §4): a model×class that does not meet a criterion’s evidence bar shall score no

points on that criterion rather than entering a separate state. Minimum flight-hour and occurrence counts are held as priors in VRS-AER-501 (VRS-GEN-202 §5).

7.4 Where H1 or H3 evidence rests on manufacturer declaration alone, without a test report or authorisation record, the assessment shall record the evidence gap; such evidence meets only the **Unverified** evidence bar for the affected criterion, and uninstrumented field-return recollection carries no evidence grade higher than B (VRS-GEN-012 §4).

8 Loss-driver mapping (insurance and finance fitness)

8.1 Every quantity that feeds the AER rating shall be traceable to a loss driver and to a Robot Risk Passport field (VRS-GEN-009), so that an underwriter or lender can compute it from obtainable evidence. The mapping is:

LOSS DRIVER	AER SIGNAL	EXPOSURE DENOMINATOR	CONSUMES
Frequency	H3 link losses; H4 in-flight failures; H2 airspace incursions	per 1,000 flight-hours	reliability, safety_incidents
Severity	H1 third-party ground bodily-injury; H2 mid-air consequence	per event, weighted by worst-case ground population	safety_incidents
Exposure	flight-hours accrued in the declared operation class	flight-hours	reliability
Recoverability	airframe write-off vs. repair after a forced landing	per event	serviceability
Residual value / obsolescence	airframe fatigue life; battery-cycle ageing; end-of-support horizon (months)	per model	economics_residual
Correlated / cyber-catastrophe	H3 shared C2/update plane or GNSS-spoofing exposure across a fleet	per fleet	cyber_posture

8.2 An AER signal that lacks an exposure denominator shall not be scored as a frequency; it shall be recorded as a descriptive attribute or elevated as a design question (VRS-GEN-202). No loss statistic shall be invented to fill a missing denominator.

8.3 The rating output shall be expressed so that it can feed an underwriting decision (rate relativity, deductible, exclusion, condition) or a credit decision (loan-to-value, residual curve, covenant), and shall be recorded in the Passport with its tier and evidence-basis flags (VRS-GEN-006 §9.3, VRS-GEN-009).

8.4 Third-party ground bodily-injury severity is the finance- and insurance-risk driver unique to this sector: because failure exports energy to uninvolved persons, the recorded maximum take-off mass (kg)

and impact kinetic energy (J) shall be surfaced as passport attributes so an underwriter can read the third-party severity floor — including any statutory minimum third-party liability cover the operating jurisdiction imposes — from the exposure envelope rather than from the platform’s own value.

8.5 Correlated and cyber-catastrophe accumulation (H3) shall be surfaced as a passport-recorded attribute: where many units of a model share one C2 or update plane, or a common GNSS dependency, one adversary action or one defective update can degrade or capture the fleet at once, so the risk does not diversify the way independent mechanical failures do. The attribute shall record whether that plane holds an IEC 62443-4-2:2019 SL-C evaluation, so an underwriter can set a per-fleet accumulation cap. This attribute is descriptive, not scored, until a fleet-loss denominator exists (VRS-GEN-202 §8).

9 Protocol references

- **VRS-AER-201** — Aerial/UAS AR Assessment Protocol (scoring) — dated reference at assessment time; its data twin is **VRS-AER-501**.
- Aerial Test Protocols (**VRS-AER-1xx**) are reserved; the first candidate is a containment/failsafe-behaviour protocol under induced C2 and GNSS loss, drawing on the ISO 21384-3:2023 C2 methods rather than duplicating them.

10 Worked example (informative) — applicability walkthrough

The following illustrates how an assessor applies Clauses 4–8 to a **hypothetical** model (illustrative only; VRS-GEN-006 §10).

Input. A manufacturer declares a multirotor inspection UAS, model code **AER-INS-01** , maximum take-off mass 4 kg, for two operation classes: **vlos-small-uas** (US, Part 107) and **over-people** (sustained flight over an assembly of people). It holds a Part 107 remote-pilot operation record, an ASTM F3322 parachute-recovery test report, an ASTM F3411-22a Remote ID conformance statement, an IEC 62443-4-2:2019 SL-2 evaluation of the C2 link, and 5,000 flight-hours with 3 recorded C2 link-loss events (all resolved by return-to-home) and 0 ground-impact events.

Step 1 — capability gate and applicability (Cl. 4). The model is flight-capable, so the AER gate is passed and 4.2 applies; the manufacturer declaration makes AER applicable. The envelope records classes **vlos-small-uas** and **over-people** , each with its exposure envelope (maximum take-off mass 4 kg, impact kinetic energy and ground speed recorded per 4.4).

Step 2 — hazard coverage (Cl. 5). H1–H6 all apply. H1 for the **over-people** class rests on the ASTM F3322 parachute result traceable to the declared impact kinetic energy, satisfying 5.3 (no bare declaration).

Step 3 — regulatory-category fit (Cl. 6.2; AER-1). **vlos-small-uas** is evidenced by the Part 107 record, scoring full marks on AER-1. **over-people** requires the Part 107 over-people category conditions; the parachute mitigation plus Remote ID evidence supports the category, so the class scores on AER-1 rather than being excluded.

Step 4 – partial conditions (Cl. 6.2; AER-1 ladder). Assume the over-people operating conditions are only partially evidenced (no recorded operational-area control); **over-people** then lands on the AER-1 rung “authorised with conditions unmet”, scoring fewer AER-1 points than **vlos-small-uas**, whose conditions are fully evidenced.

Step 5 – sufficiency (Cl. 7.3). 5,000 flight-hours with 3 link-loss events are checked against the VRS-AER-501 prior minima; assume they clear the minimum count, so each criterion’s evidence bar is met and each model×class is **applicable → rated**.

Step 6 – loss-driver read (Cl. 8). Link-loss frequency is expressed as 3 events per 5,000 flight-hours = 0.6 per 1,000 flight-hours (H3). Third-party ground severity (8.4) is read from the 4 kg take-off mass and recorded impact kinetic energy, not from the airframe value. The model shares a fleet update plane with an SL-2 (not SL-C) evaluation, so 8.5 records the accumulation attribute below the target level.

Output. The rating is computed by VRS-AER-201 (not in this document). The displayed sector letter is the lowest issued class letter (4.5) — here bounded by the **over-people** class, whose AER-1 “conditions unmet” rung lowers its points. The Passport record carries the per-class letters, the operation classes and exposure envelopes, the tier, the H3 evidence notes, and the accumulation attribute. The numeric score and band boundary come from VRS-AER-501 priors and are not asserted here.

11 Annex A (normative) — Continued-validity module (first use)

A.1 An Aerial rating is **maintained**: it shall remain valid only while the scheduled obligations of this Annex are met, and shall **lapse** when they are not (VRS-GEN-008 §5.2).

A.2 Obligations (cadence values are priors, VRS-GEN-202): (a) periodic evidence refresh — fleet flight-hour and occurrence data shall be kept at most **12 months** old; (b) maintenance-regime attestation — the manufacturer’s inspection/maintenance requirements shall remain published and supported; © **prompt-report events** — an in-flight loss-of-control, containment failure, or airframe-loss pattern shall be reported to the registry within the window defined in VRS-GEN-008 §7. Unreported known events shall void the rating for cause.

A.3 A lapsed rating shall be displayed as lapsed (never silently as current) and shall re-enter via evidence refresh, not re-assessment from zero, where the lapse was administrative and the flight-hour and occurrence record remains within the sufficiency window (§7.3).

12 Bibliography

- ISO 8373:2021, Robotics — Vocabulary ([iso.org/standard/75539.html](https://www.iso.org/standard/75539.html)) — robot-term basis.
- 14 CFR Part 107 (2021 recodification; over-people and night operations effective 21 April 2021), Small Unmanned Aircraft Systems ([ecfr.gov](https://www.ecfr.gov); [faa.gov](https://www.faa.gov) operational summaries) — **vlos-small-uas** US floor.
- Commission Implementing Regulation (EU) 2019/947 of 24 May 2019 (OJ L 152, 11.6.2019; consolidated) and Commission Delegated Regulation (EU) 2019/945 (class marks C0–C6), rules and procedures for the operation of unmanned aircraft (eur-lex.europa.eu/eli/reg_impl/2019/947/oj) — EASA Open/Specific/Certified regime.

- JARUS SORA v2.5 (2024), Specific Operations Risk Assessment — ground- and air-risk class methodology (jarus-rpas.org) — H1/H2 severity basis for the Specific category.
- ISO 21895:2020, Categorization and classification of civil unmanned aircraft systems (iso.org/standard/72093.html) — mass-based levels I–V; **heavy-uas** boundary.
- ISO 21384-3:2023, Unmanned aircraft systems — Part 3: Operational procedures (iso.org/standard/80124.html; ISO 21384-3:2026 revision in circulation) — C2-link and operational-procedure lane (H3).
- IEC 62443-4-2:2019, Security for industrial automation and control systems — Part 4-2: Technical security requirements for IACS components (SL-C; FR1–FR7) — H2/H3 cyber lane.
- ISO 14224:2016, Petroleum, petrochemical and natural gas industries — Collection and exchange of reliability and maintenance data for equipment — H6 maintenance-record lane.
- ASTM F3411-22a, Remote ID and tracking (17 June 2022), and ASTM F3322, sUAS parachute recovery systems (astm.org) — H2 airspace-conflict and H1 over-people mitigation lanes.

13 Change history

DATE	VERSION	STATUS	CHANGE	AUTHORITY
2026-09-05	0.1	Draft	Initial draft — first capability-gated sector; continued-validity module first use; per-class no-evidence-no-letter	CEO goal 2026-09-05
2026-09-12	0.1ε1	Draft	COHERENCE: retired 3 bare CALIBRATION-PENDING markers (Foreword, §6.1, Annex C.2 cadence) → VRS-GEN-202 stage prior labels, matching the GEN-005 (Run #31)/FLD-001 (Run #39) precedent. Editorial only — no constant, threshold, cap, or requirement changed.	Curator Run #55; charter COHERENCE
2026-09-13	0.2	Draft	DEEPEN: brought to publishable depth. Resolved the v0.1 EASA [UNVERIFIED] gap with the verified regime — Commission Implementing Reg (EU) 2019/947 (Open/Specific/Certified) + Delegated Reg (EU) 2019/945 (class marks C0–C6) + JARUS SORA v2.5 (2024). Added dated anchors (ISO 8373:2021, ISO 21895:2020, ISO 21384-3:2023, IEC 62443-4-2:2019, ISO 14224:2016, ASTM F3411-22a/F3322) verified 2026-09-13. Added Cl. 8 loss-driver mapping (third-party ground severity, fleet-cyber accumulation), Cl. 7.2 evidence-reuse table, Cl. 10 worked applicability example, expanded terms/units (flight-hours, kg, J, m/s, persons/km², per 1,000 flight-hours), and Cl. 4.4/4.5/5.2–5.4/6.2–6.4 requirements. Bibliography 0→9 dated entries. Net 976→3,666 words; shall 5→58. No requirements deleted; no constant set or changed; AER-501 twin untouched.	Curator Run #123; charter DEEPEN
2026-09-14	0.2ε1	Draft	REFACTOR (with VRS-MAR-001): editorial cross-referencing of restatements to their single home (VRS-GEN-004 §4.2; meaning unchanged, requirements preserved at home). §4.1/§4.2→GEN-007 §5.1 + GEN-006 §5; §4.4/§4.5→GEN-006 §8.3; §6.1 + Foreword + §2→GEN-006 §4.1/§8.1/§10, GEN-002 §7.3. No constant/anchor/table/example changed; AER-501 untouched. Net 3,666→3,659; shall 58→50; home-less duplication logged to design-questions.	Curator Run #158; charter REFACTOR
2026-09-16	1.0	Draft	VRS 2026 rewrite: criterion tables, tier ceilings, retired forms removed; see GEN-005 §6. §6.1 recast to point at VRS-AER-201 + GEN-006 §4; §6.2 regulatory-fit gate and §6.3 cap folded into criterion AER-1 (VRS-AER-201 §6.1, incl. “conditions unmet” rung); §6.4 cold-start deleted; §7.3/§7.4/§8.3 and worked	Curator; VRS 2026 rewrite

DATE	VERSION	STATUS	CHANGE	AUTHORITY
			example re-expressed on the evidence bar and tier; §2 dropped the VRS-GEN-201 reference; Annex A (cold-start) deleted and the continued-validity module renumbered Annex A. Retired forms removed (confidence band, provisional flag, hard letter cap, assessed-unrated, stage-prior markers, cold-start/GEN-201). No anchor, hazard row, or worked-example arithmetic changed; AER-501 regenerated by the dispatcher.	

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