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Authorisation request for UAS operations in EVLOS

By way of derogation from the SORA approval procedure and based on Art. 18 para. 1 lit. b of the Ordinance on Special Category Aircraft (OSCA), the following simplified standard procedure is applicable for the operation of unmanned aircraft or model aircraft over sparsely populated areas (less than 10 inhabited buildings within a perimeter of 100 m) in controlled areas for flights in EVLOS (extended visual line of sight) up to a height of 120 m above ground level.

Applicant

Company name / Name:

Address:

Town / Postcode:

Country:

Telephone no.:

E-mail:

Enterprise Identification Number (UID):

Details of planned operation

Period of operation:

Purpose of operation:

Planned duration, number of flights:

Details of model

Manufacturer / Model:

Name of operator:

Address of operator:

Take-off weight:

Max. take-off weight: 25 kg

Dimension:

Max. dimension 3 m



Specific details of planned operation

Drone operation will take place outside the 5 km perimeter of a civil or military aerodrome/heliport Yes No

Is the operation coordinated with the responsible airport if you are operating near an airport? (see [drone map](#))

I am aware that manned aircraft have priority at all times and that I am responsible for ensuring safe separation Yes No

I am aware that operation in the vicinity of deployed emergency services is not permitted Yes No

In the event of sudden deployment of emergency services, drone operation must be aborted immediately.

The drone is operated and maintained according to the manufacturer's specifications Yes No

A logbook is keeping track of the maintenance operations. Yes No

I understand the weather and operating conditions defined by the manufacturer as well as the corresponding limits and will comply with them throughout the operation Yes No

I understand the cantonal and municipal regulations and will comply with them throughout the operation Yes No

I understand the requirements of data protection and protection of personality and will comply with them throughout the operation Yes No

General operating conditions

The operation will take place over a controlled area Yes No
The overflow area, the airspace in which the operation is carried out and the overflow persons are under the control of the pilot and his crew.

The operation will take place over sparsely populated areas Yes No
Less than 10 inhabited buildings within 100 m

Take-offs and landings will always be performed in VLOS and persons near the take-off and landing locations are under the control of the pilot Yes No

The specified height for flights is a maximum of 120 m above ground level Yes No

The aircraft will fly at a maximum distance of 1 km from the pilot or 2 km from the pilot if the distance of the aircraft from an observer does not exceed 1 km at any time Yes No

The maximum ground speed of the drone is 50 m/s Yes No

The observer will be a maximum of 1 km away from the pilot Yes No

Robust, effective means of communication will be used for communication between pilots and observers Yes No

The observer has been informed of the exact flight plan and flight schedule of the aircraft
Yes No

The communication latency between the observers and the pilot is a maximum of 15 seconds
Yes No

The crew has communication terms for any situation and the pilots and observers are familiar with this phraseology
Yes No

Tools used by the observer to detect the aircraft are in good order and effective
Yes No

Aircraft requirements

A geo-cage is programmed before every flight.
Yes No

The C3 link is at all times monitored by the pilot
Yes No

The pilot can take manual control of the aircraft at any time
Yes No
in order to avoid a collision

The aircraft has a function independent from the flight controller and the primary command and control link that allows the pilot to land the UAS in case of loss of control.
Yes No

Requirements for pilots and crew

How are the pilots trained for the operations and which previous experience do they have (flight hours)?

The pilot has training/knowledge in the following areas:
Yes No

- UAS regulations
- UAS airspace behaviour
- Aviation and aviation safety
- Limits of human performance
- Meteorology
- Navigation / Charts
- UAS knowledge
- Operating instructions
- Other knowledge relevant to the operation

A logbook (data recording) shall be kept. The individual flights, including take-off and landing times, take-off and landing locations (if applicable), the pilot in command, the visual observers and any unusual technical or operational incidents shall be recorded.

The pilot is sufficiently prepared for the operation
Yes No

Emergency procedures

What are the emergency procedures if persons are injured?

Is there a first-aid stand? Where is the nearest hospital? What is the number for the emergency services, etc.?

What are the emergency procedures in the event of a “fly-away”?

This could be an “engine-kill” function, for example

What are the emergency procedures in the event of loss of the control link?

What are the emergency procedures for incoming air traffic?

What are the emergency procedures in the event of loss of communication channels between observer and pilot?

Coordination with the air force and HEMS operators shall take place at least 24 hours before the operation

Yes No

Detailed description of emergency recovery system

Information on built-in safety measures such as parachutes and the resulting rate of descent, trigger sequences, etc. is required. If there are other safety precautions (e.g engine-kill switch), please provide detailed information on the function and trigger sequences. A permit can only be issued if it can be guaranteed that in the event of a failure of the motor or avionics the aircraft does not pose a risk to third parties on the ground or in the air.

Information on limits

- Flying in icing conditions is not permitted (outside air temperature < 5°C in visible humidity).
- Maximum wind: 20 km/h; max. gusts: 30 km/h.
- Flying in rain is not permitted
- Minimum visibility must be 5 km in every direction

I shall comply with the limits described above

Yes No

Third party liability insurance

Third party liability claims made by third parties on the ground must be covered by the operator in a third party liability insurance policy with guaranteed cover of at least CHF 1 million (Ordinance on Special Category Aircraft [OSCA], SR 748.941, Art. 20).

Is the operator insured accordingly?

Yes No

Occurrence Reporting

UAS operators/pilots need to report accidents and serious incidents via the REGA alarm center (Tel. 1414, from abroad +41 333 333 333) immediately to the aviation department of the Swiss Transportation Safety Board (STSB). In addition, all UAS operators/pilots must report all safety-related incidents with serious or fatal injuries to persons or involving manned aircrafts within 72 Hours to the Federal Office for Civil Aviation (FOCA) through www.aviationreporting.eu

Operational Amendments

The authorisation holder must evaluate any modifications in operations. Modifications must be reported to the FOCA and classified as follow:

- a) Deviations: All modifications that have an effect on the requirements defined in the application form are classified as deviations.
- b) Change: Modifications to procedures, operational conditions and/or technical systems that do not affect the requirements listed in the application form shall be classified as Change to a current autorisation.

Changes and deviations must be authorized by the FOCA by means of a Notice of Amendment. The authorization holder shall evaluate any change that affects the security of the aircraft and inform the FOCA.

I, the undersigned, confirm that I have read the relevant requirements and confirm the accuracy of the information provided in the form completed above. Operation shall be performed according to the above information and complies with FOCA regulations.

Location

Date

Signature

Please send this form to: rpas@bazl.admin.ch