



# Guidance Material on SORA OSO 8 Integrity Criterion 1 Procedure Definition

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## Guidance Material on SORA OSO 8 Pre- and Postflight Inspections

The form of the Checklists are not delineated in the Guidance Material. The checklist shall be easy to use (abbreviated checklist) and primarily serves the purpose of the Operation.

The Pre-Mission Checklist should contain, as a minimum, a check of the following:

1. Weather conditions adequate to conduct the UAS operation and in the ConOps defined limits this includes as a minimum:
  - Temperature
  - Wind and Gusts
  - Precipitation
  - Icing
  - Visibility
2. Evaluation of the site of the operation, including:
  - The assessment of the area of operation and the surrounding area, including, for example, the terrain and potential obstacles and obstructions for keeping a VLOS of the UA, potential overflight of uninvolved persons, potential overflight of critical infrastructure (a risk assessment of the critical infrastructure should be performed in cooperation with the responsible organisation for the infrastructure, as they are most knowledgeable of the threats)
  - The assessment of the surrounding environment and airspace, including, for example, the proximity of restricted zones and potential activities by other airspace users
  - When UA VOs are used, the assessment of the compliance between visibility and planned range, the potential terrain obstruction, and the potential gaps between the zones covered by each of the UA VOs
  - The classes of airspace and other aircraft operations (local aerodromes or operating sites, restrictions, permissions)
3. NOTAM, Danger Area or Restricted area active for the mission if required in the SORA.
4. Crew trained after requirements defined in the ConOps (Training Manual of applicable). Crew self-declares itself fit to operate.
5. Compliance with any specific requirement from the relevant authorities in the intended area of operations, including those related to security, privacy, data and environmental protection, use of the RF spectrum; also considering cross-border operations (specific local requirements) where applicable



6. Information and/or coordination to all involved third parties as described in the ConOps, for example:
  - Aerodromes
  - HEMS
  - Military
7. ERP information/instructions available for the flight if applicable

The Pre-flight Checklist should contain, as a minimum, a check of the following:

1. UAS Check:
  - Rotors and Propellers: no visible damage and propellers tight and mounted according to manufacturer instructions
  - UAV Structure: no visible damage
  - Batteries: Charged and Number of cycles in line with maintenance, Emergency Battery operational if applicable
  - Compass and Position sensors calibrated and accurate
  - GPS signal available: at least 5 different satellites for GPS, GLONASS or GALILEO
  - Remote Control Check: Control and Command link Signal and UA response to control inputs: Roll, Pitch and Yaw
  - Emergency Response System check if available, Parachute triggering system check
2. Tactical Mitigation Means available and functioning if applicable according to SORA Step 6 TMPR (e.g. Flight Radar, Involi, ADS-B, Flarm etc...)
3. Radio Means of Communication Check (if applicable)
4. At least the following details must be recorded in a log book before each flight:
  - Date of the flight(s)
  - Location and time of take-off
  - Environmental Conditions (including Temperature, Wind and Gusts, Precipitations and Visibility)
  - Name of the Pilot(s), observer(s) and the additional Ground Crew

No Checklist is needed for in-flight Operation. In-flight procedures are documented in the ConOps (operating instructions for the UA (reference to or duplication of information from the manufacturer's manual); instructions on how to keep the UA within the flight geography, how to determine the best flight route; obstacles in the area, height; congested environments, keeping the UA in the planned volume); The in-flight procedures are part of the training syllabus.

The Post-flight Checklist should contain, as a minimum, a check of the following:

1. Disarm Motors
2. UAV Check:
  - Rotors and Propellers
  - UAV Structure
  - ERS Check if applicable
3. At least the following details must be recorded in a logbook after each flight:
  - Location and time of landing
  - Any unusual technical or operational occurrences, e.g. opening of parachute, premature decoupling