



SG01-RPAS Responsibility, Liability & Insurance

Opinion & Views of an RPAS Operator

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Who is Responsible?



1. Aviation Authority?
2. Operator?
3. Manufacturer?
4. Injured party?



RPAS Operator is central character

1. Injured party v Operator
2. Aviation Authority v Operator
3. Operator v manufacturer





Organisational Responsibility



1. Legal and moral responsibility to staff, clients and public
2. All RPAS Operators are fully trained
3. To avoid incidents, serious incidents and serious accidents
4. Routine maintenance on RPAS



IAA Requirements for permit application



- **OPERATIONS MANUAL**
- **MANUFACTURERS MANUAL**
- **MANUFACTURERS TRAINING CERTIFICATE**
- **INSURANCE CERTIFICATION**
- **APPLICATION FEE**





Operators Responsibility



1. Flight Planning
2. On Site Procedures
3. Flight Procedures
4. Emergency Procedures





Pre Flight Survey



1. *Proximity to local airports/airfield by checking Aeronautical Charts*
2. *Proximity to other flying activity by checking NOTAMs*
3. *Proximity to obstacles (eg. Bridges, buildings, masts, pylons)by checking Aeronautical charts, OSi 1:50,000 topographic maps and OSi orthophotography*
4. *Proximity to sources of radio interference (eg. Powerlines)by checking OSi 1:50,000 topographic maps and OSi orthophotography*
5. *Likely proximity to third party personnel*
6. *Ensure that permission from the land owner has been granted*
7. *The local weather forecast with particular emphasis on wind speedand possible sources of localised turbulence*
8. *Local height above mean sea level.*
9. *Locations and telephone numbers of local police, Hospital and fire brigade*



On Site Checklist



1. *Ensuring that there is a 50m separation between the aircraft take off location and persons not under the control of the pilot-in-command, either by cordon or by natural features which act as physical barriers.*
2. *Ensuring the weather conditions are suitable for UAV operation*
3. *Ensuring that the take off altitude is suitable for safe UAV operation*
4. *Ensuring that the UAV is fit to fly*
5. *Ensuring that the aircraft in flight does not overfly or come within 150m laterally, of third party personnel, vessels, vehicles or structures*
6. *Ensuring that the payload on the aircraft is consistent with the payload in the manufacturers manual*
7. *Going through preflight procedures according to the manufacturers manual.*
8. *Flying according to the aerial works permission granted to the operator*



Manufacturers Flight Checklist



1. Ground Station
2. Airframe
3. Software
4. Mission
5. Take Off





In Flight Checklist



1. VLOS 500m + 120m Ceiling
2. Congested Area
3. Controlled Airspace
4. >8km from aerodrome
5. >150m from public
6. >2km fro aircraft in flight





Emergency Procedures



1. Loss of power to motor
2. Aircraft battery failure
3. Transmitter battery failure
4. Loss of ground control signal
5. Control Frequency Interference
6. Pilot Incapacitation
7. Fly Away Action



Landing Procedures



1. Crew ready and public 50m away
2. Check wind direction
3. Initiate landing sequence
4. Store parachute
5. Unplug batteries on Aircraft
6. Close all applications



Pilot Responsibility



Pilot is responsible for the entire RPAS operation

- 1. Pre flight Survey**
- 2. On Site safety checks**
- 3. Actual RPAS flight**
- 4. Data quality**



Manufacturer Responsibility?



1. Air Worthiness?
2. Flyaway?





INSURANCE is mandatory

16 hours of flying = €5,500 insurance premium

€344 per hour insurance cost





Thank You for Listening





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