

Operating Instructions for Class 1 Unmanned Aircraft (courtesy translation)

For the operation of class 1 unmanned aircraft the following operational requirements have to be fulfilled: The unmanned aircraft is only allowed to be operated when it is used in accordance with a valid operating approval, when the operational reliability of the engine and control system is determined before the flight, when the prevailing weather conditions are sufficient for a safe execution of the flight, which include an unobstructed view of the pilot that must not be disturbed by obstacles or solar irradiation and when the area of operation is not obstructed by obstacles.

1. The valid operating approval has to be present during the operation of the unmanned aircraft and has to be presented to the authority upon request.
2. A general liability insurance in regard to § 164 AAA is essential.
3. The operation has to be in accordance to an ascertained operation manual (Flight Handbook).
4. A pre flight check has to be conducted before every start-up in accordance with a checklist. In the course of this inspection a radio range test has to be performed.
5. An adequate energy source (fuel, battery charge, ..) and lubricants for the flight (duration of the flight + reserve) has to be on board of the unmanned aircraft.
6. The operation of the unmanned aircraft is only permitted within the stated operating limitations (mass, center of gravity, payload, ...).
7. The unmanned aircraft has to be suitable and approved for the prevailing environmental conditions.
8. If not otherwise stated in the operating approval, the unmanned aircraft must only be operated during daylight.
9. The approbation of the land owner is necessary for takeoff and landing.
10. The pilot must be experienced and skilled in the operation of the unmanned aircraft.
11. The pilot must not be under the influence of alcohol, medicine, drugs or be subject to other detractions.
12. When multiple unmanned aircraft are intended to be operated simultaneously in the same area a prior consultation between the pilots is essential.
13. Manned aircraft have priority (right of way) over unmanned aircraft.
14. If the class 1 unmanned aircraft is intended to be operated beyond a maximum altitude of 150m above ground level, a separate permission issued by Austro Control (§ 3 Abs. 5 RotA 2010) is required.
15. In regard to § 3 paragraph 6 RotA 2010 as amended, the operation of class 1 unmanned aircraft within the obstacle clearance areas of controlled airfields requires a special permit issued by Austro Control GmbH is needed. If the unmanned aircraft is intended to be operated in the obstacle clearance area of an uncontrolled airfield or within 2500 m around the aerodrome reference point of an airfield without an obstacle clearance area an affirmation of the airport operations manager (Flugplatzbetriebsleiter) is required.
16. All further operating instructions and limitations that are laid down in the operating approval have to be followed.