



<b>CHECKLIST FOR ISSUANCE OF RLA</b>
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<b>ROC number</b>					
<b>RPAS Manufacturer</b>					
<b>RPAS Model</b>					
<b>RPAS Serial number</b>					
<b>Registration marks</b>					
<b>General</b>					
<i>Please tick appropriate block</i>		<b>Yes</b>	<b>No</b>	<b>Note No</b>	
Flight manual					
Maintenance program					
Flight Folio					
Registration marks (as per CAR Part 101.02.4(5))					
Fire proof plate fitted					
Class of operations applied for					
<b>NOTES</b>					
<b>RPAS INFORMATION</b>					
<b>SECTION 1</b>		<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Note No</b>
1.	RPAS type				
2.	RPA structure				
3.	RPA composition				
4.	Flight envelope capability				
5.	RPA dimensions/measurements and mass together with drawings				
6.	Mass & balance				
7.	Payloads (specific or generic)				
8.	Use of frequencies				
9.	Remote pilot station				
10.	Ground support equipment				
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11.	Flight recovery system				
<b>NOTES</b>					

**PERFORMANCE CHARACTERISTICS**

SECTION 2		Yes	No	N/A	Note No
1.	Maximum altitude				
2.	Maximum endurance				
3.	Maximum range				
4.	Airspeed (take-off, cruise, landing, stall, maximum)				
5.	Maximum rate of climb				
6.	Maximum rate of descent				
7.	Maximum bank angle				
8.	Turn rate limits				
9.	Propulsion system (such as engine/motor, fuel, electrical, hydraulic, pneumatic, gas, solar)				

<b>NOTES</b>					

PERFORMANCE CAPABILITIES AND LIMITATIONS					
SECTION 3		Yes	No	N/A	Note No
1.	RPA performance limitations due to environmental and meteorological conditions (wind, ice, humidity, temperature, precipitation, hail)				
2.	Required take-off and landing distances and/or areas				
3.	Flight control surfaces and actuators				
4.	Location of all air data sensors, antennas, radios, and navigation equipment with respect to segregation and redundancy				
5.	Autopilot (type, manufacturer, description of working method)				
6.	Navigation systems (description of the components, together with horizontal, vertical position and velocity accuracy)				
7.	Sensors and/or telemetry				
<b>NOTES</b>					

EMERGENCIES & SYSTEM FAILURES					
SECTION 4		Yes	No	N/A	Note No
At the minimum, the following emergency scenarios should be documented, with procedures for handling them:					
a.	Loss of autopilot (fatal error)				
b.	Loss of flight control due to servo failure, if applicable				
c.	Loss of propulsion power				
d.	Loss of engine power (one engine out), if applicable				
e.	Low battery voltage, if applicable				
f.	Loss of navigation components (heading or altitude)				

g.	Loss of Global Navigation Satellite System				
h.	Loss of data link (radio control link failure)				
i.	Loss of remote pilot station (remote pilot station communication failure)				
j.	Loss of power of remote pilot station				
k.	Loss of remote pilot/RPA observer communication				
l.	Dealing with structural damage				
m.	Any other failure modes or scenarios other than those listed above that can endanger safe flight, shall be identified, described and managed in a safe manner.				

<b>NOTES</b>					

<b>HAZARD ASSESMENT</b>					
<b>SECTION 5</b>		<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Note No</b>
An objective assessment of the RPAS's potential hazard considerations, which should include:					
a.	Identification of RPAS functions				
b.	Systems that assist with the identification of failure conditions				
c.	Management and mitigations of the failure conditions				
d.	A list of alarms and methods for troubleshooting				
<b>NOTES</b>					


<b>FAIL-SAFE FEATURES</b>				
<b>SECTION 6</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Note No</b>
Procedures to be followed by the remote pilot in case of malfunctions or failure. Information of flight termination features.				
<b>NOTES</b>				


**NIGHT OPERATIONS**

	Yes	No	N/A	Note No
For operations at night, the holder of an ROC must demonstrate to the satisfaction of the Director, how , in the instance of their RPAS:				
a.	Meet the requirements for BVLOS operations below 400 ft			
b.	Strobe lighting installed			
c.	For aeroplanes, have navigation lights, or in the instance of a helicopter or multi-rotor, a beacon light installed.			

<b>NOTES</b>	

**CONTROLLED AIRSPACE**

	Yes	No	N/A	Note No
The following to be fitted for operations in controlled airspace				
a.	Mode C or S Transponder			
b.	Altimeter fitted			
c.	Functional strobe lights or lights			
d.	Functional navigation lights			

<b>NOTES</b>	




<b>BEYOND VISUAL-LINE-OF-SIGHT: OUTSIDE CONTROLLED AIRSPACE</b>					
		<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Note No</b>
An RPAs, shall as a minimum, meet the following operational and technical requirements:					
(a) The operator shall demonstrate compliance with the following technical requirements:					
(i)	RPA will only be operated using command inputs.				
(ii)	Met the requirements as prescribed in TS. 101.02.2.				
(iii)	RPA has the ability to remain clear from obstacles / other hazards and be able to take appropriate action to execute collision avoidance from a/c / obstacles and lost/degraded C2 links unless: (aa) the area is void of other traffic; (bb) the operation occurs in specifically segregated airspace; (cc) any other mitigation is in place to avoid other a/c; obstacles or hazard.				
(iv)	The C2 data link frequency to be used for the data link is deemed appropriate.				
(v)	The C2 performance requirements as per TS 101.05.8 are acceptable.				
<b>NOTES</b>					



BEYOND VISUAL LINE-OF-SIGHT: INSIDE CONTROLLED AIRSPACE					
		Yes	No	N/A	Note No
BVLOS operations in controlled shall meet the requirements of:					
(a)	Requirements of BVLOS operations outside of controlled airspace.				
(b)	Requirements of operations within controlled airspace.				
<b>NOTES</b>					

RECOMMENDATION					
<b>ASSESSMENT FOUND TO BE:</b> <span style="float: right;"><i>(Tick applicable box)</i></span>					
<b>ACCEPTABLE</b>				<b>NOT ACCEPTABLE</b>	
<b>SIGNATURE OF UAS OFFICER</b>		<b>NAME IN BLOCKLETTERS</b>		<b>DATE</b>	