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| STS practical skill assessment report | | | | | **Company** | | |
| Assessment report nr.: | E.g. CH.STSXX-P.XXX-ABCDE-FG | | | | | | |
| Previous report: | E.g. CH.STSXX-P.XXX-ABCDE-F(G-1) | | | | | | |
| 1. **General assessment information** | | | | | | | |
| Name (remote pilot): |  | Surname: | |  | | | |
| Remote pilot-ID (UAS Operator number): |  | Validity STS-theory: | | | |  | |
| Assessment period: |  | | | | | | |
| Practical skill assessor: |  | | | | | | |
| Company of practical skill assessor: |  | | | | | | |
| UAS-Type: | ☐ aeroplane ☐ helicopter ☐ multirotor ☐ hybrid / VTOL ☐ other | | | | | | |
| Utilised UAS: |  | | | | | | |
| Operating environment | environment X | | | | | | |
| Standard scenario | ☐ STS-01 ☐ STS-02 | | | | | | |
| **Procedures** | | | | | | **Assessment** | |
| **STS-01** **ü | û** | **STS-02** **ü | û** |
| 1. **Pre-flight actions** | | | | | | | |
| **i) Operation planning, airspace considerations and site risk assessment. The following points are to be included:** | | | | | | | |
| A) identify the objectives of the intended operation, | | | | | |  |  |
| B) make sure that the defined operational volume and relevant buffers (e.g. ground risk buffer) are suitable for the intended operation, | | | | | |  |  |
| C) spot the obstacles in the operational volume that could hinder the intended operation, | | | | | |  |  |
| D) Obtaining weather data and evaluation in relation to the intended operation | | | | | |  |  |
| E) select relevant data on airspace information (including on UAS geographical zones) that can have an impact on the intended operation, | | | | | |  |  |
| F) make sure the UAS is suitable for the intended operation, | | | | | |  |  |
| G) make sure that the selected payload is compatible with the UAS used for the operation, | | | | | |  |  |
| H) implement the necessary measures to comply with the limitations and conditions applicable to the operational volume and ground risk buffer for the intended operation in accordance with the operations manual procedures for the relevant scenario, | | | | | |  |  |
| I) implement the necessary procedures to operate in controlled airspace, including a protocol to communicate with ATC and obtain clearance and instructions, if necessary, | | | | | |  |  |
| J) confirm that all the necessary documents for the intended operation are on site, and | | | | | |  |  |
| K) brief all participants about the planned operation | | | | | |  |  |
| ONLY STS-02: (L) airspace scanning | | | | | |  |  |
| ONLY STS-02: (M) operations with airspace observers (AOs): adequate placement of AOs, and a deconfliction scheme that includes phraseology, coordination and communications means; | | | | | |  |  |
| **ii) UAS pre-flight inspection and set-up (including flight modes and power-source hazards). The following points are to be included:** | | | | | | | |
| A) assess the general condition of the UAS, | | | | | |  |  |
| B) ensure that all the removable components of the UAS are properly secured, | | | | | |  |  |
| C) make sure that the UAS software configurations are compatible, | | | | | |  |  |
| D) calibrate the instruments in the UAS, | | | | | |  |  |
| E) identify any flaw that may jeopardise the intended operation, | | | | | |  |  |
| F) make sure that the energy level of the battery is sufficient for the intended operation, | | | | | |  |  |
| G) make sure that the flight termination system of the UAS and its triggering system are operational, | | | | | |  |  |
| H) check the correct functioning of the command-and-control link, | | | | | |  |  |
| I) activate the geo-awareness function and upload the information to it (if geo-awareness function is available), and | | | | | |  |  |
| J) set the height, distance, and speed limitation systems (if available). | | | | | |  |  |
| iii) Knowledge of the basic actions to be taken in the event of an emergency, including issues with the UAS, or if a mid‑air collision hazard arises during the flight. | | | | | |  |  |
| 1. **In-flight procedures** | | | | | | | |
| i) Maintain an effective look-out and always keep the unmanned aircraft within VLOS to include situational awareness of the location in relation to the operational volume and other airspace users, obstacles, terrain, and persons who are not involved | | | | | |  |  |
| **ii) Perform accurate and controlled flight manoeuvres at different heights and distances representative of the corresponding STS (including flight in manual/non-GNSS assisted mode or the equivalent). Manoeuvres:** | | | | | | | |
| A) hover in position (only for rotorcraft), loiter (only for fixed-wing and fixed-wing VTOL) | | | | | |  |  |
| B) transition from hover (or from loiter) into forward flight | | | | | |  |  |
| C) climb and descent from level flight, | | | | | |  |  |
| D) turns in level flight, | | | | | |  |  |
| E) speed control in level flight, | | | | | |  |  |
| F) actions after a failure of a motor/propulsion system (e.g. simulation), and | | | | | |  |  |
| G) evasive action (manoeuvres) to avoid collisions. | | | | | |  |  |
| **iii) Real-time monitoring of the UAS status and endurance limitations. Flight under abnormal conditions:** | | | | | | | |
| A) manage a partial or complete power shortage of the unmanned aircraft propulsion system while ensuring the safety of third parties on the ground, | | | | | |  |  |
| B) manage the path of the unmanned aircraft in abnormal situations, | | | | | |  |  |
| C) manage a situation in which the unmanned aircraft positioning equipment is impaired, | | | | | |  |  |
| D) manage a situation of an incursion by a person not involved into the operational volume or the controlled ground area, and respond appropriately to maintain safety, | | | | | |  |  |
| E) react to, and take the appropriate corrective actions for a situation where the unmanned aircraft is likely to exceed the limit of the flight geography (contingency procedures) and from the operational volume (emergency procedures) as defined during the flight preparation, | | | | | |  |  |
| F) manage the situation when an aircraft approaches the operational volume, and | | | | | |  |  |
| G) demonstrate the recovery method following a deliberate (simulated) loss of the command-and-control link. | | | | | |  |  |
| 1. **Post-flight actions** | | | | | | | |
| i) Shut down and secure the UAS. | | | | | |  |  |
| ii) Post-flight inspection and recording of any relevant data relating to the general condition of the UAS (its systems, components and power sources) and crew fatigue. | | | | | |  |  |
| iii) Conduct a debriefing about the operation. | | | | | |  |  |
| iv) Identify situations when an occurrence report was necessary and complete the required occurrence report. | | | | | |  |  |
| 1. **Overall assessment** | | | | | | | |
| overall practical skill assessment | ☐ pass | | ☐ fail | | | | |
| guidance on areas for improvement: | | | | | | | |
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|  |  |  |
| place / date: |  | signature accountable manager |

**Next Steps:**

1. Submit practical assessment report to FOCA [rpas@admin.bazl.ch](mailto:rpas@admin.bazl.ch)
2. Complete theoretical assessment ([UAS Gate](https://www.bazl.admin.ch/bazl/de/home/drohnen/uasgate.html))
3. Receive the STS-Certificate