

# Pre-Flight Safety and Hazardous Scenarios Checklist - Page 1

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## **Safety and Observer Brief: For PIC, CO-Pilot and other observers, workers**

1. Review 14 CFR 91.113 (next page, for reference)
2. Establish safe distance from aircraft while it's operational

### **-20m for non-pilot personnel**

### **-150m for unaffiliated people**

1. Establish, if necessary, a barrier between non-flight personnel and the aircraft itself
2. Incident reporting procedures (**clarify this with Jon. FAA procedures, as if an incident occurred in a plane?**)
3. Make sure everyone know where fire extinguisher is, and that everyone can easily access and use it
4. Establish location of first aid kit
5. Anyone within 150m required to wear a hard-hat
6. Phone, radio emergency contact procedures established.
7. Discuss pilot-observer distractions. When is it appropriate to talk to PIC, co-pilot? Etc...

## **Hazardous Situation Response Procedures**

1. TX Communications lost
  - i. If loitering, then reduce physical distance until control regained
  - ii. if in RTL, stand a safe distance from landing location, attempt to regain control
2. Telemetry Communications lost
  - i. If loitering, then reduce physical distance until control regained
  - ii. if in RTL, stand a safe distance from landing location, attempt to regain control
3. Bird in Vicinity: circling craft
  - i. If within **10m** of aircraft: FOR MATRIX
    - Climb to max ceiling (400ft) to test whether bird will lose interest in craft
    - IF NO: bring aircraft to home position and land.
  - ii. If within **10m** of aircraft: FOR SOLO
    - Geofence will not allow craft to fly higher than 100m (330ft), therefore:
    - bring craft to home position and land

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### 4. Sudden Loss of Altitude or Crash

- i. Steer aircraft away from any and all personnel and bystanders
- ii. Communicate situation concisely and quickly to all bystanders
- iii. Reduce throttle/slow descent as much as is possible
- iv. If Possible, not last geo position on your GCS
- v. Find and obtain fire extinguisher
- vi. Recover craft. Follow shut-down procedures if craft is still powered on

### **Right-of-way rules: Except Water Operations**

§ 91.113 *Right-of-way rules: Except water operations.* **(a) Inapplicability.** *This section does not apply to the operation of an aircraft on water.*

**(b) General.** *When weather conditions permit, regardless of whether an operation is conducted under instrument flight rules or visual flight rules, vigilance shall be maintained by each person operating an aircraft so as to see and avoid other aircraft. When a rule of this section gives another aircraft the right-of-way, the pilot shall give way to that aircraft and may not pass over, under, or ahead of it unless well clear.*

**(c) In distress.** *An aircraft in distress has the right-of-way over all other air traffic.*

**(d) Converging.** *When aircraft of the same category are converging at approximately the same altitude (except head-on, or nearly so), the aircraft to the other's right has the right-of-way. If the aircraft are of different categories—*

**(1)** *A balloon has the right-of-way over any other category of aircraft;*

**(2)** *A glider has the right-of-way over an airship, powered parachute, weight-shift-control aircraft, airplane, or rotorcraft.*

**(3)** *An airship has the right-of-way over a powered parachute, weight-shift-control aircraft, airplane, or rotorcraft.*

*However, an aircraft towing or refueling other aircraft has the right-of-way over all other engine-driven aircraft.*

**(e) Approaching head-on.** *When aircraft are approaching each other head-on, or nearly so, each pilot of each aircraft shall alter course to the right.*

**(f) Overtaking.** *Each aircraft that is being overtaken has the right-of-way and each pilot of an overtaking aircraft shall alter course to the right to pass well clear.*

**(g) Landing.** *Aircraft, while on final approach to land or while landing, have the right-of-way over other aircraft in flight or operating on the surface, except that they shall not take advantage of this rule to force an aircraft off the runway surface which has already landed and is attempting to make way for an aircraft on final approach. When two or more aircraft are approaching an airport for the purpose of landing, the aircraft at the lower altitude has the right-of-way, but it shall not take advantage of this rule to cut in front of another which is on final approach to land or to overtake that aircraft.*

*[Doc. No. 18334, 54 FR 34294, Aug. 18, 1989, as amended by Amdt. 91-282, 69 FR 44880, July 27, 2004]*