

1ST



1ST SQUADRON
COMMERCIAL AERIAL DRONE
RPAS OPERATOR
TP15263



_____ Date _____

FLIGHT LOG

Kevin R Parks, M.Sc., RPAS



1st SQUADRONE



AIRCRAFT FLIGHT LOGS

Flight logs & records

Commercial Aerial Drone Pilot TP15263

KR Parks, M.Sc., RPAS

Remotely Piloted Aircraft Systems



1st SQUADRONE

-Forever Flying Forward-

Latest Revision 12-18-2020



The Logging of flights is under your responsibility and is a requirement of Transport Canada. This manual is drafted to be compliant with TP15263 regulations: <https://tc.canada.ca/en/aviation/publications/knowledge-requirements-pilots-remotely-piloted-aircraft-systems-250-g-including-25-kg-operating-within-visual-line-sight-vlos-tp-15263>



Government
of Canada

Gouvernement
du Canada

1st Squadrone is a self declared registered RPAS Flight School with transport Canada listing of approved programs is here:

<https://tc.canada.ca/en/aviation/drone-safety/find-drone-flight-school>

Yours Truly

A handwritten signature in black ink, appearing to read 'KR Parks'.

KR Parks, M.Sc.



Flight Logs:

The proper entry of flights, incidents, records and maintenance of aircraft is a primary concern of the pilot/owner.

This booklet is meant to log and record flights until full and a new log may begin..

Regulations on Aircraft Maintenance and Records

Transport Canada requires pilots maintain records on flights and aircraft. That updates, recalls, software updates are performed and recorded.

This manual must also be with you during operations and available for on site inspection.



Emergency Contingency Plan

The following procedures must be followed in case of a fly-away, crash, close encounter with another aircraft, or hard landing. To expedite notifications to TC, the Pilot will know the location of their project in decimal degrees

Fly-away Procedures

A fly-away occurs when the Pilot loses control of the RPAS and the RPA exits the project area in either a vertical or horizontal direction. The procedures to recover control will vary depending on the RPAS;

Procedure to activate 'RTH' (Return to Home)

1. Press the "RTH -Return to Home" button on the controller to try and command the Drone to return to the site.
2. If the home button does not work, the Pilot will attempt to take manual control of the Drone and fly it back to the site.

If these are successful, the Pilot will immediately land the RPA and cease all flying until the issue is resolved.

If the Pilot cannot regain control of the RPA, the Pilot will activate emergency procedures as follows:

Fly-away noted Information

1. Estimated battery life, direction of flight, potential range AND any aerodromes affected. RPA model, weight, range and color.
2. Contact the nearest local controlled aerodrome using the Canadian Flight Supplement.

Crash Procedures & Analysis

If the RPA is involved in a crash the following steps are followed:

1. Turn off the controller and ensure the RPAS is deactivated to avoid further damage or injury.
2. Determine if there are any injuries and if so follow standard first aid procedures.
 - a. Ensure the area is safe and secure.
 - b. Call Emergency services 911 and render medical aid if required.
3. Assess if the RPA has caused damage to vehicles, buildings, powerlines or infrastructure. Ensure there is no further risk of damage or danger.
6. Once safe to do so, record the following:
 - a. Time of incident.
 - b. Weather conditions.
 - c. Events leading to the crash.
 - d. Pictures of any damage.
7. Record the incident on the incident tracker. Attach all applicable documentation to the incident report including:
 - a. Pilot record of incident.
 - b. OHS report.
 - c. Pictures of damage if applicable.

RPAS Maintenance

The type of maintenance performed on a RPAS will depend on the RPAS type and the recommendations from the

manufacturer of the RPAS. The Pilot and/or owner of the RPAS will follow these guidelines:

1. Never open the body of a RPAS or attempt to perform any maintenance on a RPAS that is not prescribed in the RPAS's user manual.
2. Follow the manufacturer's recommended maintenance cycles and storage recommendations.
3. Before and after each flight, inspect the RPA for visible signs of damage to any of the

components paying

close attention to the rotors.

4. Replace damaged rotors immediately and discard them.

5. Firmware upgrades must be performed regularly. Ensure that:

a. The craft is up to date before operational flights.

b. The controller and batteries are updated at the same time.

c. After all updates, a test flight must be performed to ensure that the update was successful and that there are no conflicts between the RPA, batteries, and the controller.

Incident Reporting

Reporting of incidents is imperative to ensuring the operation of a safe and legally compliant RPAS program. Incident reporting serves not only as a way to stay legally compliant, but also serves as a mechanism that will enable tracking issues that may prove to undermine the effectiveness of a specific RPAS. Incident reporting will also enable the FOC to identify gaps in training and provide an avenue to address those gaps. Additionally, federal law dictates that a Pilot of a RPAS cease operations if any of the following incidents or accidents occurs, until such time as the cause of the occurrence has been determined and corrective actions have been taken to eliminate the risk of reoccurrence:

1. Injuries to any person requiring medical attention.

2. Unintended contact between the unmanned aircraft and persons, animals, vehicles, vessels, buildings or structures.

3. Unanticipated damage incurred to the airframe, control station, payload or command and control links that adversely affects the performance or flight characteristics of the unmanned aircraft.

4. Anytime the unmanned aircraft is not kept within lateral boundaries or altitude limits.

5. Any collision with or loss of separation from another aircraft.

6. Anytime the unmanned aircraft becomes uncontrollable, experiences a fly-away or is

missing.

7. Any incident not referred to in paragraphs (a) to (f) for which a Canadian Aviation Daily Occurrence Report.

In situations where a report of interference from any persons that jeopardized the safety of the flight (either direct interference with the crew and/or the aircraft), the crew will notify the FOC and cease operations until the issue is resolved.

Section 10.0 of this Directive outlines an order of operations for internal reporting of incidents in the Emergency Contingency Plan. Internal incidents are reported through an online form (Figure 2). This is a live system that immediately notifies the FOC that an incident has occurred. If the incident resulted in damage to any personal or public property, or resulted in an injury to the public.

The RPA involved in the incident is automatically grounded until the internal investigation is completed and if required, permission is obtained from FOC. Filing of incident reports with FOC is the responsibility of the SFOC Pilot in command.



FLIGHT ACTIVITY LOG REPORT

Flight: _____ Dated _____ 20__

Owner _____ reg# _____ Pilot _____

Aircraft _____ OM _____ Project _____

LOG _____

I Certify this aircraft airworthy & _____ work performed by:

Maintenance _____ Initials _____ Date _____ 20__

Pilot flight sign off, Initials _____ Date _____ 20__



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