airvolute

UAS PLATFORM SAFETY GUIDELINES

Document Version & Date:
V2.0 - 10.4.2026

⚠ **IMPORTANT - READ BEFORE USE**

Failure to read and follow these safety guidelines may result in serious injury, death, property damage, or criminal liability. Operating an unmanned aircraft system (UAS) in the European Union is subject to binding EU Regulations. Ignorance of the law is not a defence. Keep this document with the product at all times.

Note for operators in military or dual-use contexts: In addition to EU civil aviation regulations, operations conducted in support of national defence, law enforcement, or government authority may be subject to separate national exemptions or supplementary requirements under Article 2(3) of Regulation (EU) 2018/1139. Operators must confirm the applicable regulatory framework with their contracting authority before flight. These guidelines cover civil-compliant operations; mission-specific operational orders take precedence only where national law explicitly provides a defence exemption.

Table of contents

1. Operator Registration and Pilot Competency

1.1 UAS Operator Registration

Any natural or legal person operating a UAS that requires registration under Regulation (EU) 2019/947 must register as a UAS operator with the national aviation authority (NAA) of the Member State in which they are established (or reside for natural persons). Registration must be renewed annually where required by the NAA.

- Registration is required for operators of UAS in classes C1–C4.
- Registration is required for operators of any UAS equipped with a sensor capable of capturing personal data (e.g. camera), regardless of class.
- Upon registration the operator receives an operator registration number (e-ID), which must be displayed on the aircraft.
- Minors under 16 years of age may not register as UAS operators in the EU unless national law provides otherwise.
- Legal entities procuring UAS for institutional, security, or government use must ensure that the individual designated as remote pilot holds valid registration and competency credentials. Institutional procurement does not transfer regulatory responsibility from the individual operator.

1.2 Remote Pilot Competency

Remote pilots must hold the appropriate competency certificate for the intended operational subcategory:

Subcategory	Required Competency
A1 (C0/C1)	Online theoretical knowledge test (via NAA). No minimum age (national rules apply for C1).
A2 (C2)	Online theoretical test + self-declaration of practical skills + A2 Certificate of Competency (A2 CofC) from NAA.
A3 (C3/C4)	Online theoretical test (same as A1/A2 prerequisite).
Specific category	Operational Authorisation (OA) from NAA; may require additional training defined in the Operations Manual.

The minimum age to operate a UAS in subcategory A2 is 16 years in most Member States; national rules may set higher minimums.

Operators deploying UAS in professional, security, or defence-adjacent roles are strongly advised to require additional platform-specific type training beyond the minimum regulatory competency, regardless of UAS class.

1.3 Pilot Health & Safety Precautions

- Persons with certain medical conditions (epilepsy, depth perception impairment, reduced reaction times) should consult a physician before operating UAS equipment. The pilot bears sole responsibility for self-assessment of fitness to operate before each flight.
- Any pilot experiencing dizziness, nausea, impaired vision, or altered awareness - regardless of cause - must immediately hand control to a qualified standby pilot or initiate a controlled landing. No UAS shall be operated while the remote pilot is in an impaired state.

2. Operational Categories and Rules

2.1 Open Category - Subcategory Restrictions

The Open category does not require prior authorisation by the NAA. It is divided into three subcategories. The remote pilot must comply with all rules of the applicable subcategory:

Subcategory	Key Operational Restrictions
A1	Flight over uninvolved people allowed (not over assemblies of people). Max altitude: 120 m AGL. Keep away from manned aircraft.
A2	Flight over uninvolved people only if at least 30 m horizontal distance (or 5 m with low-speed mode active). Max altitude: 120 m AGL.
A3	Flight away from residential, commercial, industrial, and recreational areas. Minimum 150 m horizontal distance from those areas. Max altitude: 120 m AGL.

The majority of professional-grade multi-rotor and fixed-wing UAS platforms in this product range fall under class C3 or C4 by MTOM.

2.2 Specific Category

Operations not meeting Open category requirements must be conducted under the Specific category, which requires either: (a) an Operational Authorisation (OA) from the NAA; or (b) a declaration under a Standard Scenario (STS). Operations under STS-01 or STS-02 require a remote pilot licence issued by the NAA.

Operators deploying UAS for security, surveillance, infrastructure inspection, or other professional missions that require flight over or near people, beyond VLOS, or above 120 m AGL must obtain an Operational Authorisation. The OA process requires the submission of an Operational Risk Assessment (ORA) / SORA to the NAA.

2.3 Absolute Prohibitions in the Open Category

⚠ **These operations are prohibited in the Open Category**

Transport of dangerous goods. Dropping or releasing any object. Flight beyond visual line of sight (BVLOS) without a competent observer. Flight over or within a prohibited or restricted zone without authorisation. Flight above 120 m AGL (unless within 50 m of a structure). Flight over an assembly of people. Autonomous flight in A1/A2 without real-time monitoring. Night-time flight without specific authorisation.

These prohibitions apply specifically within the Open category framework. Operations requiring BVLOS, payload deployment, or night flight must be conducted under an Operational Authorisation in the Specific category. Operators should refer to Section 11 (UAS-Specific Safety Guidelines) for mission planning guidance applicable to such operations.

3. Airspace Awareness and Geographic Zones

3.1 Maximum Altitude

In the Open category, the maximum operational height is 120 metres above ground level (AGL). An exception applies when flying within a horizontal distance of 50 metres from a man-made structure - in this case the aircraft may fly up to 15 metres above the structure's height, subject to authorisation from the structure's owner/controller.

Platforms operated under Specific category authorisation may be cleared for higher operational ceilings as defined in their Operational Authorisation document. The altitude limits stated in the OA supersede the Open category defaults for those specific operations only.

3.2 UAS Geographical Zones

Member States designate UAS geographical zones - areas where UAS operations are prohibited, restricted, or conditionally permitted. These include but are not limited to:

- Prohibited zones (e.g. military installations, nuclear facilities, prisons, national security sites).
- Restricted zones (e.g. controlled airspace CTR/ATZ, temporary restricted areas TRA, national parks, Natura 2000 areas).
- No-drone zones around aerodromes (typically within 5 km of airport reference point unless otherwise designated).
- U-Space airspace (requires network remote identification and geofencing).
- Temporary Danger Areas (TDAs) and Temporary Segregated Areas (TSAs) - commonly active during military exercises - must be checked via official NOTAM channels before every flight, even in areas not normally restricted.
- Operators working in proximity to military facilities or on defence-related contracts must obtain written clearance from the facility commander or contracting authority before conducting any UAS operation in or near the relevant area, regardless of whether the zone appears unrestricted on civilian airspace maps.

Pilots MUST check the official national digital map / NAA application before every flight.

4. Pre-Flight Safety Checklist

i Complete this checklist before every flight

Never skip steps. If any item cannot be confirmed, do not fly until the issue is resolved.
Platform-specific extended checklists may be provided in the aircraft's dedicated flight manual. Where a platform-specific checklist exists, it supplements - and does not replace - this general checklist.

4.1 Documentation & Legal

- □ Operator registration number valid and up to date.
- □ Remote pilot competency certificate carried or available.
- □ Operational authorisation / STS declaration in place (if Specific category).
- □ Third-party liability insurance policy valid (proof carried).
- □ Intended flight area checked on official national airspace app - no NOTAMs, TFRs, or geographic restrictions.
- □ Required permits obtained from local authorities / landowner where applicable.
- □ Mission briefing completed and signed off (for professional / multi-operator deployments).
- □ NOTAM check completed within 2 hours of planned take-off time.
- □ Contracting authority / site commander clearance confirmed (where applicable).

4.2 Weather and Environment

- □ Wind speed within manufacturer limits - see product specifications.
- □ Daylight confirmed (or NAA authorisation for night flight obtained).
- □ Operating temperature within battery and aircraft limits.
- □ Landing zone clear of people, animals, and obstacles.
- □ Precipitation, fog, or icing conditions assessed - flight suspended if outside platform IP/weather rating.
- □ Electromagnetic environment assessed - no known active jamming or high-power radar within operational range.

4.3 Aircraft Hardware

- □ Frame: no cracks, broken welds, or structural damage.
- □ Propellers: securely mounted, no chips, cracks, or delamination. Correct rotation direction confirmed.
- □ Motors: spin freely, no bearing noise, screws tight.
- □ ESCs: no visible damage; all motor connections secure.
- □ Flight controller: firmware up to date; no error codes on power-up.
- □ Video transmitter: frequency legal for the country of operation; antenna secure.
- □ GPS / GNSS lock acquired (if applicable).
- □ All access panels and payload bay covers closed and latched.
- □ Pitot tube / airspeed sensor unobstructed (fixed-wing / VTOL platforms).
- □ Control surface deflections correct and full range confirmed (fixed-wing / VTOL platforms).

4.4 Battery and Power

- □ Battery: fully charged; cell voltages balanced; no puffing, puncture, or damage.
- □ Battery securely fastened; connector fully seated.
- □ Low-battery RTH (return to home) or warning level configured correctly.
- □ Estimated flight time calculated against available battery capacity with 20% minimum reserve margin confirmed.

4.5 Radio Link and Control System

- □ Transmitter charged and bound to receiver; correct model profile loaded.
- □ Failsafe configured: aircraft disarms / throttle cut / RTH on signal loss.
- □ Ground Control Station (GCS) connected and displaying telemetry (if applicable)
- □ Datalink signal quality confirmed at maximum intended operational range (if range-testing is feasible pre-flight).
- □ Arm/disarm procedure tested on ground; all axes respond correctly.
- □ Observer (spotter) in position; communication protocol agreed.

> **i Note**
> The observer requirement is mandatory for FPV operations. For non-FPV UAS operations where the pilot maintains direct VLOS, a dedicated observer is recommended but only mandatory where specified in the Operational Authorisation or mission orders.

5. In-Flight Safety Rules

⚠ **Propellers & Moving Parts Safety**

Keep hands, hair, and loose clothing away from spinning propellers. Always power off the drone before handling, adjusting, or transporting it. Inspect propellers for damage regularly and replace any cracked or chipped blades to prevent injury or equipment failure.

This warning applies to all rotary-wing platforms regardless of size or class. For larger UAS (MTOM > 4 kg), establish a minimum exclusion radius of 3 metres around the aircraft during spin-up and while motors are armed.

5.1 General Conduct

- Maintain situational awareness at all times through direct visual observation of the aircraft and its operational environment (through the observer if applicable).
- Do not fly under the influence of alcohol, drugs, medication, fatigue, or any impairment.
- Yield right of way to all manned aircraft without exception.
- Do not fly near or interfere with emergency operations (fire, police, medical).
- Maintain a safe operational distance from people, vehicles, animals, and infrastructure.
- Do not fly over crowds, gatherings, or public events without Specific category authorisation.
- Never fly over moving motorway/highway traffic at low altitude.
- For security and surveillance operations: do not conduct UAS overflights of critical national infrastructure (CNI) - including power generation, water treatment, transport hubs, and communications facilities - without written authorisation from the relevant operator and competent authority.
- Two-person rule recommended for all professional operations: one remote pilot on controls, one mission operator / observer managing navigation, telemetry, or payload.

5.2 People and Privacy

- Do not capture images or video of identifiable persons without their explicit and informed consent (GDPR, Reg. (EU) 2016/679).
- Do not film through windows of private property.
- Delete personal data that is collected incidentally and not required for the intended purpose.
- Any operator processing personal data - including imagery, video, or positional data relating to identifiable individuals - must appoint a Data Protection Officer or Data Controller and implement a Privacy Notice, regardless of whether the operation is commercial, professional, or institutional.
- Operators conducting security or reconnaissance missions must maintain a data handling protocol covering classification, retention periods, access controls, and secure disposal of collected imagery and telemetry data, in accordance with applicable national security and data protection legislation.

5.3 Interference and Electronic Safety

- Do not fly in areas of known radio frequency interference (RF jamming, radar installations).
- Maintain minimum frequency separation from other UAS operators using the same control or datalink frequency band. Co-ordinate frequency allocation before multi-aircraft operations.
- Power down all radio-frequency transmitting equipment (control link, datalink, video link) when the aircraft is not in active use, to minimise RF interference and reduce electronic signature.
- Do not modify radio equipment in a way that increases power beyond legally permitted limits.

6. Battery Safety (LiPo / LiHV / Li-Ion)

> ⚠ **LiPo Batteries Present a FIRE and EXPLOSION HAZARD**
>
> Lithium polymer batteries can ignite, catch fire, or explode if mishandled, overcharged, over-discharged, physically damaged, or exposed to extreme temperatures. A LiPo fire burns at extremely high temperatures and produces toxic gases. Always treat batteries with maximum care.

6.1 Charging

- Use only a charger that is approved or recommended for this product and the specific battery chemistry.
- Never leave a charging battery unattended.
- Always charge in a fire-safe location: LiPo-rated charging bag, ceramic container, or purpose-built charging safe.
- Do not charge on carpets, inside vehicles, or near flammable materials.
- Do not charge a visibly damaged, swollen (puffed), or hot battery.
- Do not exceed the maximum charge rate (C-rating) specified for the battery.
- Use storage charge mode (typically 3.70–3.85 V/cell) if the battery will not be used within 24–48 hours.
- In field-deployed or forward-operating environments, charging must only be conducted using power sources that match the charger's input specification. Use of unregulated generators or vehicle power without a suitable power conditioner may cause overcharge and fire.

6.2 Storage and Transport

- Store batteries at 3.7–3.85 V/cell (storage voltage) in a cool, dry location (10–25 °C).
- Store in a LiPo-safe bag or fireproof container away from flammable materials.
- Do not store in direct sunlight, vehicles, or areas with extreme temperature fluctuations.
- Air transport is governed by IATA Dangerous Goods Regulations (DGR) - batteries must be at ≤30% state of charge; regulations on carry-on vs. checked baggage apply. Always consult the airline before travel.
- Military or government logistics channels for battery transport may be subject to separate dangerous goods handling regulations (e.g. STANAG or national armed forces DGR procedures). Confirm the applicable transport regulation with the relevant logistics authority before shipment.

6.3 Disposal

Lithium batteries are classified as hazardous waste under Directive 2006/66/EC (Battery Directive) and must NOT be disposed of with general household waste. Discharge fully using a safe discharger, then take to a certified battery recycling point or local authority hazardous waste facility.

6.4 Signs of Battery Failure - Do Not Use If:

- Battery is swollen, puffed, or has changed shape.
- Battery has visible punctures, dents, or burns.
- Cell voltage imbalance exceeds 0.1 V at rest.
- Battery has been submerged in water.
- Battery emits an unusual smell.
- Battery has been involved in a crash with significant impact.

7. Maintenance and Airworthiness

7.1 Mandatory Inspections

The remote pilot is responsible for ensuring the aircraft is in an airworthy condition before every flight.

Before every flight

- Full pre-flight checklist (Section 4). Propeller inspection. Battery voltage check.

After every crash / hard landing

- Full structural inspection. Propeller replacement (recommended). Motor bearing check.

7.2 Modifications and Repairs

- Use only spare parts approved or recommended by the manufacturer.
- Document all repairs and modifications in the maintenance log below.
- After any significant repair, conduct a functional ground test before flight.

7.3 Maintenance Log

Complete this log after every maintenance action, repair, or modification.

Organisations operating multiple airframes should maintain individual logs per aircraft serial number. The serial number and platform model should be recorded at the top of each log.

Date	Flight Hours	Action Performed	Parts Replaced / Notes	Technician

8. Emergency Procedures

8.1 Battery Fire

> ⚠ **LiPo Fire - Do Not Use Water**
>
> Do not use water on a LiPo fire. Use a Class D dry powder extinguisher, sand, or a LiPo fire-rated bag to contain. Do not inhale fumes - evacuate and ventilate the area. Call fire services (112 in the EU) if fire cannot be immediately contained. LiPo fires can reignite after appearing to be extinguished.

- Move people away from the burning battery immediately.
- If safe, use sand or dry powder to smother; never water or CO2 on LiPo.
- Call emergency services: 112 (EU).
- Report the incident as required.

8.2 Accident Involving Injury or Significant Property Damage

- Stop flight operations immediately.
- Provide first aid; call 112 if medical assistance is required.
- Do not move the aircraft or disturb the scene more than necessary for safety.
- Collect contact details of any witnesses.
- Notify the NAA and your insurance provider.
- For operations conducted under contract to a government body or military authority: immediately notify the contracting authority's designated safety officer or chain of command in accordance with the applicable mission orders, in addition to civil NAA reporting obligations.
- Preserve all onboard flight data recorder / black box data and telemetry logs and do not overwrite or reset the flight controller until the incident has been formally reviewed.

9. Environmental Responsibility

9.1 Nature and Wildlife

- Do not fly over Natura 2000 protected areas without prior authorisation from the competent authority.
- Maintain at least 150 m distance from wildlife, livestock, and nesting sites.
- Avoid flying in conditions where the noise of the aircraft may disturb breeding or feeding wildlife.
- Do not fly over national parks, nature reserves, or SSSI sites without specific permission.

9.2 Noise

UAS platforms - particularly multi-rotor airframes operating at high throttle - can generate significant noise. Be considerate of residents, neighbouring properties, and quiet areas. Some local authorities have introduced noise ordinances applicable to drone operations - check before flying in urban or semi-urban areas.

9.3 Waste and WEEE

This product is subject to the EU WEEE Directive (2012/19/EU). Do not dispose of the aircraft, electronic components, or batteries with general household waste. Bring to a designated collection point for electrical and electronic equipment. The product is marked with the crossed-out wheeled bin symbol.

Operators disposing of end-of-life platforms used in security or defence contexts should additionally follow any applicable national procedures for the handling of equipment that may contain sensitive technology, encrypted firmware, or classified modifications before routing to standard WEEE collection.

10. FPV-Specific Safety Guidelines

This section applies exclusively to platforms operated using First-Person View (FPV) video goggles or a screen-based live video feed as the primary means of aircraft observation. Where a platform can be operated in both FPV and direct-VLOS modes, the rules in this section apply for all FPV-mode flights. Sections 1-9 of this document apply in full alongside this section.

10.1 FPV Pilot Requirements and Observer Rules

> ⚠ **FPV Flight Requires an Observer (Spotter)**
>
> When flying using FPV goggles or a screen, the remote pilot cannot maintain visual line of sight (VLOS) with the unmanned aircraft. EU regulations require that an observer (competent spotter) be positioned alongside the remote pilot, maintaining VLOS with the aircraft at all times and communicating continuously with the pilot. Exception: flights within a dedicated facility/airspace protected from third-party intrusion.

- The observer must have unobstructed visual contact with the aircraft and its surroundings.
- The observer must be able to warn the pilot of any hazard immediately.
- Only one aircraft may be flown at a time per remote pilot.
- FPV goggles must allow the pilot to quickly and easily switch to unaided visual observation.
- The observer and pilot must agree on a clear communication protocol before flight - including verbal cues for hazard, abort, and land immediately commands.
- The observer must not simultaneously act as a spotter for any other aircraft or pilot during the flight.
- In multi-aircraft FPV operations, each aircraft requires its own dedicated pilot/observer pair operating independently.
- The observer should position themselves to maintain both VLOS with the aircraft and a clear line of communication with the pilot, accounting for ambient noise levels at the operating site.

10.2 Pilot Health Precautions - FPV

- FPV goggles may cause disorientation - pilots should not operate the aircraft if experiencing dizziness, nausea, or visual disturbance.
- Persons with certain medical conditions (epilepsy, depth perception impairment, reduced reaction times) should consult a physician before operating FPV equipment.
- Prolonged FPV goggle use can induce spatial disorientation and motion sickness. Pilots new to FPV operation should start with short sessions and gradually build duration.
- If the pilot experiences any goggle-induced disorientation during flight, they must immediately inform the observer, hand situational control to the observer's guidance, and initiate a controlled landing without delay.
- Goggle lens prescription inserts or corrective glasses must not obstruct the pilot's ability to rapidly remove or flip up goggles and revert to unaided observation.

10.3 FPV Pre-flight Checks

- □ Observer (spotter) in position; communication protocol agreed.
- □ FPV frequency/channel selected and confirmed free of interference from other video transmitters on-site.
- □ FPV video latency acceptable - high latency (>60 ms) impairs pilot reaction time and constitutes a flight safety risk; do not fly if latency is excessive.
- □ FPV antenna orientation optimised for the intended flight area.
- □ OSD (on-screen display) showing battery voltage, RSSI, and GPS data correctly.
- □ Goggle DVR or video recording (if used) confirmed recording prior to take-off.

10.4 FPV In-flight rules

- Power down VTX when not in use to avoid interfering with other pilots.
- Maintain continuous verbal communication with the observer throughout the flight. If communication is lost (e.g. due to noise), initiate a controlled return-to-home or landing without delay.
- Do not fly the aircraft beyond the range at which the observer can maintain clear, unobstructed visual contact, regardless of the video feed range.
- In the event of complete video feed loss: inform the observer immediately, use OSD telemetry data to assess aircraft state if available, activate RTH if configured, and do not attempt to continue the mission under zero-video conditions.
- Avoid flying directly into the sun or other strong light sources that may wash out the FPV feed and reduce situational awareness.

11. UAS-specific Safety Guidelines

This section applies to all unmanned aircraft system platforms operated under direct VLOS, extended VLOS, or BVLOS conditions - including multi-rotor, fixed-wing, and VTOL airframes - when not operated in FPV goggle mode. Section 10 (FPV-Specific) applies additionally for FPV-mode operations. Sections 1–9 apply in full alongside this section.

11.1 Mission Planning and Operational Risk Assesment

- A documented pre-mission risk assessment must be completed before any operation in the Specific category and is strongly recommended for all Open category operations in non-standard environments (e.g. urban areas, near infrastructure, in reduced visibility).
- The risk assessment must identify: the operational area, potential ground risk (people, vehicles, structures), airspace risk (proximity to manned traffic, controlled airspace), contingency measures, and emergency recovery procedures.
- For operations conducted under an Operational Authorisation, the risk assessment methodology must align with the EASA SORA (Specific Operations Risk Assessment) framework or the equivalent framework accepted by the relevant NAA.
- The mission commander or pilot-in-charge is responsible for confirming that all team members are briefed on the mission plan, emergency procedures, and abort criteria before take-off.
- Operations must have a defined abort criterion: a pre-agreed condition under which the mission is terminated regardless of operational pressure (e.g. wind speed exceeding threshold, loss of GNSS, battery below reserve margin, unexpected traffic in area).

11.2 Navigation and Autonomy

- All UAS with autonomous or semi-autonomous flight modes (waypoint navigation, auto-hover, terrain-following, return-to-home) must have the autonomous mode tested and validated on the specific airframe before operational deployment.
- Autonomous modes must never be engaged over populated areas unless explicitly permitted by the Operational Authorisation.
- The remote pilot must be able to override any autonomous mode and assume manual control immediately at all times. Verify override functionality during ground testing.
- GNSS-dependent autonomous modes must not be used in environments with known GNSS degradation (urban canyons, near high-power radar or jamming, below dense tree cover). A GNSS signal health check must be performed as part of the pre-flight checklist.
- BVLOS operations require a functioning and tested lost-link procedure. The aircraft must be capable of executing a predetermined contingency action (holding, RTH, or controlled descent to a safe area) automatically on loss of control link.
- All mission waypoints and geofence boundaries must be reviewed and confirmed correct before autonomous mission execution. An incorrect waypoint loaded into the flight controller is an operator error, not a platform fault.

11.3 Payload Safety

- No payload may be carried that exceeds the platform's declared maximum payload capacity or causes the combined MTOM to exceed the UAS class limit stated in the aircraft's technical documentation.
- All payload mounting must be via the manufacturer-approved mounting interface. Improvised mounting is prohibited unless a structural risk assessment has been completed by a qualified engineer.
- The loaded centre of gravity (CoG) must remain within the approved flight envelope. CoG must be recalculated whenever a payload configuration changes.
- Payloads involving optical sensors, thermal cameras, or imaging equipment are subject to GDPR and privacy obligations set out in Section 5.2 of this document.
- Payloads that emit RF energy (e.g. additional radio transmitters, active radar, electronic warfare equipment) must be assessed for compatibility with the aircraft's own RF systems and must comply with applicable spectrum licensing requirements.
- Payload jettison or deliberate release of any object from the aircraft is prohibited in the Open category and requires explicit OA authorisation in the Specific category.

11.4 UAS Pre-flight Checks

In addition to the general checklist in Section 4, the following apply to UAS operations:

- □ Autonomous flight modes (if used): waypoints loaded and reviewed; geofence active and correct; RTH altitude set above all obstacles in the operational area.
- □ Lost-link / failsafe behaviour confirmed: mode, altitude, and landing zone verified.
- □ Magnetic compass calibration completed at the operating site (required any time the aircraft is moved to a new location or operated near metallic structures).
- □ GCS telemetry nominal: all sensor feeds healthy, no pre-arm warnings.
- □ Payload: mass confirmed, CoG within limits, mounting secure.
- □ BVLOS operations only: communication relay / visual observers along the flight corridor in position and confirmed.
- □ Emergency landing zone pre-identified and communicated to all team members.

12. Manufacturer Contact and Support

Company / Brand Name: Airvolute s.r.o.
Registered Address: Mikovíniho 217/4, 917 01 Trnava, Slovakia
Customer Support Email: info@airvolute.com
Website / Support Portal: https://airvolute.com/

13. Legal Disclaimer

Airvolute s.r.o. has prepared these guidelines in good faith and in accordance with EU legislation applicable at the date of publication. Laws, regulations, and technical standards may change. It is the operator's sole responsibility to ensure compliance with all laws applicable at the time and place of operation.

Airvolute s.r.o. accepts no liability for loss, damage, injury, or legal consequence arising from failure to comply with these guidelines, national legislation, or applicable EU regulations. These guidelines do not constitute legal advice.

These guidelines do not constitute or supersede any classified operational procedure, mission order, or national security directive. Where operations are conducted under government or military contract, the applicable mission-specific procedures govern where they conflict with this document. In all cases, compliance with applicable EU civil aviation regulations remains mandatory unless a valid statutory exemption is in place.

Version	Date	Summary of Changes
1.0	7.4.2026	Initial release
2.0	10.4.2026	Document extended to apply to all UAS platforms

Document prepared in accordance with: *Regulation (EU) 2019/945* | *Regulation (EU) 2019/947* | *EASA Easy Access Rules for UAS*