

Mission Planning	Launch
Confirm operational airspace <i>Class G under 400 ft AGL</i> <i>Class B, C, D, E (obtain waiver)</i> <i>COA or Part-107 rules?</i> Check TFRs Check NOTAMs Consider nearby air traffic Determine highest obstacles in AOR Charge all batteries and devices Format SD cards Weather assessment <i>Visibility >3SM / Ceiling > 500 FT / Winds</i> Plan flight route and LZ <i>Avoid non-participating persons</i> Establish PIC and Observer responsibilities Brief comms plan Brief video plan Conduct crew safety brief <i>Consider security for crew</i>	<i>Confirm launch area is clear above</i> Announce "Clear Prop " <i>Start Motors and listen for abnormalities</i> Announce "Launching " Lights..... ON as appropriate <i>Apply power and climb to safe altitude</i> Recording.....START <i>Conduct 360 deg clearing turn</i> Proceed to operational site
	Return and Landing
	Announce "Returning to home " RTH or fly to LZ.....INITIATE <i>Ensure LZ is clear, lighted, and selected</i> <i>Remain at safe altitude for return route</i> Once visually acquired, position over LZ Announce "Landing" <i>Rotate camera to avoid NADIR landing</i> Video recording.....STOP Descend Once PROP STOPS! Aircraft batteryTURN OFF & REMOVE
Pre-Flight	
<u>Aircraft</u>	HOT SWAP PROCEDURE
<i>Check props for damage and orientation</i>	Check motors for excessive heat
<i>Check legs and fuselage for damage</i>	Place fully charged battery in aircraft
<u>Batteries</u>	Put aircraft back on LZ
<i>Check flight batteries power level</i>	Ensure link with GCS and software
<i>Check batteries for bulging or damage</i>	Announce "Clear Prop"
<u>Camera</u>	Resume LAUNCH checklist
<i>Remove gimbal lock / cover</i>	Terminating Flight
<i>Clean camera lens</i>	Turn off GCS and Mobile Device
<i>Check gimbal and sensor are secure</i>	Remove SD Card from aircraft/sensor
<i>Insert SD card</i>	Install Gimbal lock
<i>Install ND Filter if necessary</i>	Post Flight
<u>GCS</u>	Inspect all components
<i>Link mobile device with GCS</i>	Check motors for debris
<i>Check antennas and position properly</i>	Check propellers for damage
Insert aircraft battery	Check aircraft body for damage
Place aircraft at LZ	Confirm all components stored in case
Turn on aircraft/GCS/mobile device ***	Upload SD card to secure medium.
1. ___ 2. ___ 3. ___	Additional Considerations
Ensure updated software	Sterile Cockpit for crews while flying
Ensure IMU and Compass calibrated	Maintain VLOS and avoid other aircraft
Set RTH altitude and command	
Set max Alt / Range/Speed	
Select proper flight mode (P/S/C etc.)	
Mission Equip ready (night ops)	
***JAW Manufacturer checklist	

EMERGENCY		PROCEDURES	
Loss of Link / C2 Fail		GPS Failure	
Announce....."Link Lost"		Flight mode "Manual" or "Atti"	
Reposition GCS Antennas to optimum orientation		<i>Aircraft will NOT auto RTH</i>	
Move GCS to gain better LOS to vehicle		Pilot should note aircraft bearing from GCS	
Move GCS away from metal stuctures/trees		Climb to safe return altitude	
Confirm remaining battery power level of GCS		Fly reciprical heading to Acft bearing	
<i>Plug in GCS if necessary</i>		Visually fly aircraft to LZ and land	
Check aircraft battery level and location			
<i>If signal regained,</i>		Inadvertant IMC	
.....Continue flight if safe to do so		Confirm IMC with camera and eyes	
<i>If signal intermittent,</i>		Reverse course 180 degrees	
.....Initiate RTH or Land Immediately		<i>If climbing prior to IMC, DESCEND</i>	
<i>If signal is NOT regained,</i>		<i>if descending prior to IMC..... CLIMB</i>	
..... Prepare LZ for returning aircraft		<i>(CONSIDER TERRAIN AND MAX ALTITUDE)</i>	
Note range, bearing and GPS Coord of aircraft		<i>If visibility regained,</i>	
<i>If aircraft does not return to home</i>	Continue flight if safe to do so	
.....Initiate lost aircraft procedures		<i>If aircraft is still IMC,</i>	
Notify FAA	Inititate RTH function	
		LAND as soon as practical	
		LOW Battery	
<p><i>NOTE: This guide is not specific to any manufacturer. Familiarize yourself with the programmed actions of your aircraft prior to flight.</i></p>		Aircraft will warn, then return to home, and/or land immediately	
		Pilot tycpially has control of lateral movement, but not altitude. Maintain control and guide aircraft to a safe LZ	