



Internal Directive No. 9 OTHER

Use of unmanned systems

This directive is created in accordance with the relevant provisions:

- Act No. 262/2006 Coll., Labor Code, as amended,
- of the law No. 89/2019 Coll., Civil Code
- according to Regulation (EU) 2019/947 and Regulation (EU) 2019/945, as amended .

Article 1

Operating procedures are based on the requirements of Regulation (EU) 2019/947 and Regulation (EU) 2019/945, as amended. The operator registered with the Office for Civil Aviation (ÚCL) is the ÚCHP AV CR, ID 67985858 (hereinafter the employer). The employer delegates the obligations of the operator according to the aforementioned regulations to specific natural persons according to these operating procedures. Rights and obligations not specified here are governed by general legal regulations, in particular the Labor Code and the Civil Code, as amended.

Article 2

The employer shall designate one or more persons responsible for the operation of unmanned systems (UAS) and their representatives. The responsible person is usually the head of the research department that uses the UAS. The responsible person applies the duties of the UAS operator in the range of employees determined by the employer, this range is usually the research department. The representative represents the responsible person during the absence, when the responsible person cannot carry out activities even by means of electronic means of communication (e-mail, telephone, etc.).

Article 3

The employer gives the operator's registration number and the full chain to the responsible person. At the same time, the responsible person will be instructed that the complete chain is considered sensitive data that must not be disclosed to third parties.

Article 4

The responsible person will designate an employee who will put the UAS into operation. For these purposes, staff will communicate the registration number and full string so that the unmanned aircraft (UA) can be tagged with the registration number tag and the full string uploaded to the Remote Control Station (RPS) if the RPS is equipped with this feature. The responsible person is responsible for properly marking the UA and instructing the employee that the full string is sensitive data.



Article 5

The responsible person designates a remote pilot (RP) for each flight and is responsible for ensuring that the RP has the required pilot license. The power of attorney does not have to be in writing, but it must be express. If required by the anticipated nature of the traffic, they will also designate UA observers or air traffic observers. At the same time, he is responsible for ensuring that these persons are sufficiently qualified and trained. The RP must be determined well in advance to properly conduct pre-flight preparation.

Article 6

RP must comply with Regulation (EU) 2019/947 and Regulation (EU) 2019/945, as amended, and public decree no. 15149-20-701 on the establishment of a confined space LKR10-UAS. When operating abroad, the RP is obliged to familiarize itself with the local regulations valid in the country in question. When operating the UAS, the RP follows the instructions in the manual from the UAS manufacturer.

Article 7

RP is responsible for the proper execution of pre-flight preparation, which includes:

- checking current entries in the UAS operational logbook
- checking the state of charge of the batteries in the UA and in the RPS, or recharging them
- UA and RPS firmware updates
- updating the "geo awareness" system (flysafe database in DJI terminology)
- verification of flight possibilities, especially with regard to temporarily activated geographical zones
- verification of the safety of the planned flight with regard to meteorological conditions
- verifying that the UA shows no signs of damage
- checking the proper fastening of removable components
- compass calibration if necessary

Immediately after take-off, the RP will check the functionality of the RPS.

Article 8

If the responsible person does not designate the UA observer and the airspace observer and the RP before take-off finds that he needs an observer under the current conditions, he shall designate the observer himself and is responsible for ensuring that the observers are sufficiently qualified and trained.

Article 9

Immediately after the flight, the RP makes an entry in the UAS operational log, which must contain the name of the RP, place, date and time of take-off, flight time and battery number. The operational log can be kept in electronic form and the location and time of flight information can be replaced by a reference to information automatically recorded by the UAS software. All information that may affect the safety of further flights and that is important for the operator and/or other RPs must also be entered in the operational logbook.

Article 10

All relevant legal and educational documents in the Czech language are freely available on the website dron.caa.cz and on the website dronview.rlp.cz there is an aerial map used for pre-flight preparation. The aerial map also contains links to documents defining local adjustments in geographical zones.



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Article 11

- 1) This directive supersedes all previous versions of related internal regulations.
- 2) The head of technical and economic administration is responsible for updates.
- 3) Compliance with this directive is checked by the head of the technical and economic administration.
- 4) This **directive enters into force on January 1, 2023** .

In Prague, February 1, 2023
Item no. UCHP-160/POD-2023

Ing. Michal Šyc, Ph.D.
director of the institute