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| <br>European Union Aviation Safety Agency | <b>SAIL III Means of Compliance with OSO#8</b><br><b>“Flight Manual”</b> | Doc. No.: MOC to OSO#8-01<br>Issue : 1<br>Date : 22 July 2025<br>Proposed <input checked="" type="checkbox"/> Final <input type="checkbox"/> |
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**SUBJECT:** Operational procedures are defined, validated and adhered to

**REQUIREMENTS incl. Amdt.:** Annex E to AMC to Article 11 of Regulation 2019/947

**ASSOCIATED IM/MoC:** Yes ☐ / No ☒

**ADVISORY MATERIAL:** N/A

## Log of issues

| Issue | Issue date   | Change description |
|-------|--------------|--------------------|
| 1.0   | 21.July.2025 | First issue.       |

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## 1. Background

This MoC has been developed by the airworthiness task force (AW TF) established under the UAS Technical Body (TeB) and provides prescriptions to UAS designers to show compliance with OSO#08 for UAS to be utilized in SAIL III operations. These prescriptions refer to the only element applicable for designers under OSO#8: the flight manual. The establishment of compliance and the statement of compliance of compliance to this MoC are under the responsibility of the UAS designers, who are the target audience of this MoC. A designer may or may not be operator of the UAS. “Applicant” throughout this document designates the UAS designer who assesses and establishes compliance applying this MoC for a specific UAS model and configuration and for the configuration control system implemented by the design organization. The applicant also keeps recording of the evidence of compliance and issues a statement of compliance utilizing the form associated to this MoC. Producing the form is a provision of this MoC. The applicant should provide it, compiled and signed, to the UAS operators applying for operational authorisations with the UAS model subject of the statement of compliance.

Applicants who wish to propose the application of alternative standards to those referenced by this MoC should contact the Competent Authority. The proposal may need to be assessed by the AW TF and, if found appropriate, may be reflected in further revisions of the MoC.

### Members of the UAS TeB Airworthiness TF

- EASA
- AESA
- Austro Control

- DAC Luxembourg
- DGAC
- ENAC
- FOCA
- HCAA
- Irish Aviation Authority
- LBA
- CAA Latvia
- CAA Norway
- CAA Romania
- CAA Estonia
- CAA Slovenia
- CAA Netherlands

## 2. Applicability

This MoC is applicable to UAS operated in the specific category up to SAIL III, in order to demonstrate compliance with the requirements of OSO#08 for the flight manual.

## 3. Means of compliance for the flight manual

The design organization should establish and provide to the operator a flight manual in accordance with the standard ASTM F2908-18 Standard Specification for Unmanned Aircraft Flight Manual (UFM) for an Unmanned Aircraft System (UAS), considering the following changes / adaptations to adapt the standard for utilization in the European regulatory framework defined by Reg. 2019/947 and its AMC, specifically for UAS utilized in SAIL III of the specific category of operation :

- “Operated in the light UAS category”: operated in SAIL III
- “An UFM may also contain the instruction for maintenance and continuing airworthiness for owner / operator authorized maintenance”: maintenance instructions are addressed by the AW TF MoC to OSO#3 and are provided separately; the UFM should reference them as appropriate but not incorporate them.
- “*applicant/proponent, n*—the person or organization responsible for seeking the approval to operate and operating a UA”: applicant in the frame of this MoC refers to the UAS designer.
- “Unmanned Aircraft Flight Manual”: Unmanned Aircraft System Flight Manual
- “Model number”: UAS model identifier (refer to MoC to OSO#2)
- “The name and contact information of the manufacturer of the UAS”: substitute “manufacturer” with “designer” throughout the document.
- “GCS”: CMU (same for “control station” throughout the standard)
- 5.1.4: substitute with “information supporting the UAS operator in the definition of normal, contingency and emergency operating procedures” (similar consideration for points 6.7 and 6.8)
- 5.5 substitute “distributed to all UAS owners of record” with “known operators of the UAS”

- Points 7.1.3 System name and 7.1.4 Model number: report commercial name of the UAS and UAS model identifier (they could be different or the same)
- 7.5.4 Command and control (C2) link: add to the list the further information that the MoC to OSO#6 requires to be included in the flight manual
- 7.6 No. 2 – *Performance and Limitations*—The following detailed information shall be provided to the operator: substitute with “7.6 No. 2 – *Performance and Limitations*—The following detailed information shall be provided in the UFM”
- 7.6: add to the list provided under 7.6 the further information on performance and limitations that the MoCs to OSO #6, #18, #19/20 and #24 require to be included in the flight manual.
- “ITAR”: it does not apply to EU civil drones
- “7.7 No. 3 – *Normal Procedures*—The following detailed information shall be provided to the owner”: substitute with “7.7 No. 3 – *Normal Procedures*—The following detailed information shall be provided in the UFM”
- 7.7.1.2 Radio Frequency (RF) environment: report the RF environment that has been validated under the MoC to OSO#24, or RF environment limitations as appropriate.

Additionally, the flight manual should cover:

1. Procedures & limitations for transportation, reconfiguration, and storage
2. Information on Instrument marking and placard information
3. Use of external services
  - External services should be understood as any service that is provided to the UAS operator, which is necessary to ensure the safety of a UAS operation and is provided by a service provider other than the UAS operator. This would be the case, for example, of an UA controlled by means of mobile network, or satellite communication system. Their establishment with adequate performance level is under responsibility of the UAS operator under OSO#13 of SOR, not of the UAS designers who state compliance with this MoC. However, the designer is required to report in the flight manual:
    1. Identification of the types of external service (such as SATCOM or LTE) declared to be adequate for utilization with the UAS (e.g.: LTE to support C2 Link in BRLOS)
    2. identification of the applicable limitations or conditions which need to be complied when the external service is utilized.
    3. Identification of the minimum requirements<sup>1</sup> to allow the operator to establish the adequate service level agreement (SLA) with the external service provider(s) in order to achieve the required minimum performances.
4. Further elements as required by the EASA MoCs on M2 medium robustness / LUAS 2512 (technical mitigations) and MoC to LUAS 2511 for enhanced containment (refer to MoC for medium containment of SORA 2.5 when available).

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<sup>1</sup> Refer for example to note 16 of chapter 3.6 of the SAIL III MoC to OSO#6