TRAFICOM
Finnish Transport and Communications Agency

Application for an operational authorisation for the 'specific' category SORA 2.5

Data protection: Personal data included in this application is processed by the competent authority pursuant to Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation). Personal data will be processed for the purpose of the performance, management and follow-up of the application by the competent authority in accordance with Article 12 of Regulation (EU) 2019/947 of 24 May 2019 on the rules and procedures for the operation of unmanned aircraft.

If the applicant requires further information concerning the processing of their personal data or exercising their rights (e.g. to access or rectify any inaccurate or incomplete data), they should refer to the point of contact of their competent authority.

The applicant has the right to file a complaint regarding the processing of their personal data at any time to the national data protection supervisory authority.

☐ New application ☐ Amendment to operational authorisation FIN-OAT- _____ / _____

1. UAS operator data

1.1 UAS operator registration number

1.2 UAS operator name

1.3 Operational point of contact: Name

Telephone Email

1.4 Insurance

☐ I hereby confirm that I have submitted my insurance number into Traficom's drone registration system. The insurance is in accordance with Aviation Act 864/2014, § 139 and it is valid and adequate for my intended operation.

2. Details of the UAS operation

2.1 Expected date of start of the operation

2.2 Expected end date

Section 2.3 Risk assessment reference and revision

☐ Sora version _____ ☐ Other _____

2.4 Type of operation
☐ VLOS ☐ BVLOS

2.5 Transport of dangerous goods
☐ Yes ☐ No

2.6 Dropping material
☐ Yes ☐ No

2.7 What is the minimum RP:UA ratio allowed between the remote pilot (RP) and the UA that may be operated simultaneously?

RP:UA _____ : _____

2.8 Operations manual reference

2.9 Compliance matrix file reference

3. UAS data

If you have more than one UAS, the information of the largest UAS should be indicated in this form. For the rest of UAS, please indicate the following information in a separate document.

3.1 Design organisation name

3.2 Model name

3.3 Type of UAS

☐ Fixed-wing ☐ Rotorcraft-helicopter ☐ Rotorcraft-gyroplane ☐ VTOL-capable aircraft (VCA) (including multirotors)

☐ Lighter than air/other

3.4 Maximum UA characteristic dimensions (Indicate the exact maximum dimensions in meters. E.g. in case of multirotor the maximum distance between the tips of two opposite propellers)

_____ , _____ m

3.5 Take-off mass

_____ , _____ kg

3.6 Maximum operational speed.

_____ m/s _____ kt

3.7 Type of C2 link

LU3676e - 4/2026

3.8 Size of the adjacent ground area

_____ km

3.9 Is the UAS tethered during the operation?

☐ Yes ☐ No

3.10 Type of propulsion system

☐ Electric ☐ Combustion

☐ Hybrid, specify type: _____

☐ Other, please specify: _____

3.11 Serial number or, if applicable, UA registration (required for SAIL IV, V, VI)

3.12 Type certificate (TC) or design verification report (DVR) number and issue date, if applicable (required for SAIL IV, V, VI)

☐ Yes, specify

☐ No

3.13 Number of the certificate of airworthiness (CofA), if applicable (required for SAIL IV, V, VI)

3.14 Number of the noise certificate, if applicable (required for SAIL IV, V, VI)*

3.15 E-conspicuity system (Direct remote ID or network remote ID is mandatory.)

☐ Direct remote ID ☐ Network remote ID ☐ SRD-860 In

☐ SRD-860 Out ☐ ADS-B In ☐ ADS-B Out

☐ Other, please specify:

3.16 Green flashing light (If no, provide explanation why green flashing light is not installed in UAS.)

☐ Yes

☐ No

☐ I, the UAS operator, declare that:

- the UAS operation complies with any applicable Union and national regulations related to privacy, data protection, liability, insurance, security, and environmental protection;
- I have developed operations manual **in accordance with EASA Operations Manual template and the structure is in line with the aforementioned document.**
- I have developed procedures to ensure that the intended UAS operation complies with the security requirements applicable to the area(s) of operation;
- I have developed measures to protect against unlawful interference and unauthorised access;
- I have developed procedures to ensure that all flights comply with Regulation (EU) 2016/679 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data;
- I have developed procedures for the remote pilot(s) to plan UAS operations in a manner that minimises nuisance, including noise- and other emissions-related nuisance, to people and animals;
- I have records of:
  - all relevant qualifications and training courses completed by the remote pilot(s) and other personnel in charge of duties essential to the UAS operation and by maintenance staff, for at least 3 years after those persons have ceased employment with the organisation or have changed their position within the organisation;
  - the maintenance activities carried out on the UAS for a minimum of 3 years;
  - the information on UAS operations, including any unusual technical or operational occurrences and other data as required by the declaration or by the operational authorisation for a minimum of 3 years;
  - an up-to-date list of designated remote pilots-in-command for each flight, and if applicable, for each phase of flight
  - an up-to-date list of maintenance staff employed to carry out maintenance activities;
- the insurance coverage, if applicable, will be in place at the expected date of start of the UAS operation.

Section 4 – Specific operations risk assessment (SORA)
Step #1 — Documentation of the proposed operation

Step #1.1 Description of proposed locations

- If location-specific: please provide the geo-coordinates for each operational volume (flight geography and contingency volume), the ground risk buffer and the air risk buffer (if available) as a separate file using either .txt; .kmz or .kml.

Give reference to the file:

- If location-independent: (generic authorisation) Please provide a reference to the documented process for the determination of volumes and buffers and the assessment of the local conditions and their compliance limitations.

Give reference to the file as example of a location:

Step #1.2 Short description of the proposed operation	
Step #1.3 Dimensions of the operational volume and the adjacent volume (Rounded up to first decimal place.)	Maximum height of the flight geography HFG_{max} _____ Maximum height of the contingency volume HCV_{max} _____ Width of the contingency volume SCV_{max} _____ Width of the ground risk buffer $SGRB_{max}$ _____ Width of the adjacent volume SAV _____

Step #2 — UAS intrinsic ground risk class (iGRC)

Step #2.1 Type of operational areas or maximum population density on the ground (including flight geography, contingency volume and ground risk buffer)

Max UA characteristic dimension →			1m	3m	8m	20m	40
		Max UA speed →	25m/s	35m/s	75m/s	120m/s	200m/s
Select appropriate IGRC below							
Max iGRC population density (people/km²)	Controlled ground area		☐ 1	☐ 1	☐ 2	☐ 3	☐ 3
	Sparsely populated area	< 5	☐ 2	☐ 3	☐ 4	☐ 5	☐ 6
		< 50	☐ 3	☐ 4	☐ 5	☐ 6	☐ 7
		< 500	☐ 4	☐ 5	☐ 6	☐ 7	☐ 8
	Populated area	< 5000	☐ 5	☐ 6	☐ 7	☐ 8	☐ 9
	Assemblies of people	< 50 000	☐ 6	☐ 7	☐ 8	☐ 9	☐ 10
		> 50 000	☐ 7	☐ 8	Not part of SORA		

- For UA ≤ 250 g and max. speed ≤ 25 m/s, consider an iGRC of 1 regardless of population density, unless operating over assemblies of people.
- Applicant may decide to calculate the iGRC by applying the mathematical model defined in Annex F of SORA 2.5 provided by JARUS. The UAS operator should choose the column that matches the critical area calculated for the UA that is used, as identified in Table B.8 of Annex B to AMC 1 to Article 11. An automatic tool to calculate the critical area of a UA is available on the EASA website

Step #2.2 Mark the intrinsic ground risk class (iGRC)	
Step #2.3 Remarks/ reasoning for Step #2 (optional)	

Step #3 — Final ground risk class (GRC) determination (optional)

Step #3.1 Specify the ground risk mitigations applied and the level of robustness (if applicable)

M1(A) Strategic mitigation — sheltering
The M1(A) mitigation is linked to the fact that people spend on average a very small amount of time outdoors unprotected by a structure. A UA weighing less than 25 kg that is not expected to penetrate a standard dwelling will receive a –1 GRC reduction in Step #3 under the M1(A) sheltering mitigation, provided it is not flown over large outdoor assemblies of people and most of the people overflown are protected by adequate structures.

☐ None (0)

☐ Low (-1)

☐ Medium (-2)

	M1(B) Strategic mitigation — operational restrictions M1(B) mitigations are combinations of limitations on time and location of the operation to reduce the number of people at risk on the ground independently of sheltering. These mitigations are applied before the flight. The UAS operator should provide space-time-based restrictions (e.g. flying over a market square when it is not crowded) to substantiate that the actual density of people during the operation is lower than that in Step #2. ☐ None (0) ☐ Medium (-1) ☐ High (-2) (if high, attach validation report for mitigation measures))
	M1(C) Tactical mitigation — ground observation The remote crew or the system can observe most of the overflown area(s), allowing the detection of uninvolved people in the operational area and manoeuvring the UA so that the number of uninvolved people overflown during the operation is significantly reduced. ☐ None (0) ☐ Low (-1)
	M2 Effects of UA impact dynamics are reduced M2 mitigations are intended to reduce the effect of ground impact once the control of the operation is lost. This is done by either reducing the probability of lethality of a UA impact (i.e., energy, impulse, transfer of energy dynamics, etc.) and/or by reducing the size of the expected critical area. If an M2 mitigation that affects the UA's descent behaviour is used, assess whether the size of the ground risk buffer defined in Step #2 is still valid. ☐ None (0) ☐ Medium (-1) (if medium, choose one from below) ☐ Declaration of compliance to MOC Light-UAS.2512-01 **or** ☐ Standard ASTM F3322 **or** ☐ UAS MTOM lower or equal to 900 g and a maximum speed of 19 m/s ☐ High (-2) (if high, attach EASA's DVR)
Step #3.2 Mark the final ground risk class (GRC)	
Step #3.3 Remarks/ Reasoning for Step #3 (optional)	
Step #3 — Final ground risk class (GRC) determination (optional)	
Step #4.1 Classification of the airspace where the operation is intended to be conducted (multiple answers possible)	☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
	☐ Restricted area ☐ Prohibited area ☐ Danger area
	☐ TMZ ☐ RMZ ☐ ATZ ☐ CTR ☐ CTA ☐ FIZ
Step 4.2 Specify the intrinsic air risk class (iARC) of the operational volume	**iARC(s) of the operational volume** ☐ iARC-d (AEC 1) OPS in an airport / heliport environment in class C or D airspace ☐ iARC-d (AEC 2) OPS > 150 m (~500 ft) AGL but < FL 600 in a TMZ ☐ iARC-d (AEC 3) OPS > 150 m (~500 ft) AGL but < FL 600 in controlled airspace ☐ iARC-c (AEC 4) OPS > 150 m (~500 ft) AGL but < FL 600 in uncontrolled airspace over an urban area ☐ iARC-c (AEC 5) OPS > 150 m (~500 ft) AGL but < FL 600 in uncontrolled airspace over a rural area ☐ iARC-c (AEC 6) OPS in an airport/heliport environment in class E or G airspace ☐ iARC-c (AEC 7) OPS < 150 m (~500 ft) AGL in a TMZ ☐ iARC-c (AEC 8) OPS < 150 m (~500 ft) AGL in controlled airspace ☐ iARC-c (AEC 9) OPS < 150 m (~500 ft) AGL in uncontrolled airspace over an urban area ☐ iARC-b (AEC 10) OPS < 150 m (~500 ft) AGL in uncontrolled airspace over a rural area ☐ iARC-b (AEC 11) OPS > FL 600 ☐ iARC-a (AEC 12) OPS in atypical / segregated airspace

Step #4.3 Remarks/ Reasoning for choosing the ARC in Step #4	
Step #5 — Strategic air risk mitigations and residual air risk class (rARC)	
Step #5.1 Specify the strategic mitigations of the air risk class, if applied	☐ Yes – please continue to step # 5.2 ☐ No – If the iARC identified in step 4.2 is (are) the final air risk class(es) (rARC) – Please go to step 5.3.
Step #5.2 Select applicable ARC reduction(s) below, and describe associated strategic mitigations	☐ iARC-d (AEC 1 or AEC 2) ➜ rARC-c Short description of the mitigations:
	☐ iARC-d (AEC 1 or AEC 2) ➜ rARC-b Short description of the mitigations:
	☐ iARC-d (AEC 3) ➜ rARC-c Short description of the mitigations:
	☐ iARC-d (AEC 3) ➜ rARC-b Short description of the mitigations:
	☐ iARC-c (AEC 4) ➜ rARC-b Short description of the mitigations:
	☐ iARC-c (AEC 5) ➜ rARC-b Short description of the mitigations:

	☐ iARC-c (AEC 6, 7, 8) ➜ rARC-b Short description of the mitigations:
	☐ iARC-c (AEC 9) ➜ rARC-b Short description of the mitigations:
Step #5.3 Residual air risk class (after strategic mitigation)	☐ ARC-a – Please specify below: ☐ Restricted or prohibited airspace or danger area for unmanned aviation ☐ Airspace where normal manned aircraft cannot go ☐ Airspace characterization where the encounter rate of manned aircraft can be shown to be less than 10-6 per flight hour during the operation ☐ Airspace not covered in AEC 1 through 12 ☐ ARC-b ☐ ARC-c ☐ ARC-d
Step #5.4 Remarks/ Reasoning for Step #5 (not needed if no mitigation applied)	
Step #6 — Tactical mitigation performance requirements (TMPRs) and robustness level	
Step #6.1 Tactical mitigation performance requirements (TMPRs)	☐ VLOS / BVLOS with AOs ➜ Continue to step 7.1 Note: In VLOS, demonstration of compliance to the TMPR is not necessary. ☐ BVLOS: ☐ No requirement (ARC-a) ➜ Continue to step 7.1 ☐ Low (ARC-b) ➜ Explain your reasoning in 6.2 ☐ Medium (ARC-c) ➜ Explain your reasoning in 6.2 ☐ High (ARC-d) ➜ Explain your reasoning in 6.2
Step #6.2 Remarks/ Reasoning for Step #6 Mandatory for low, medium and high levels of TMPR. Describe how do you intend to achieve the requirement for each function (detect, decide, command, execute, feedback loop).	

Step #7 — SAIL determination

Step #7.1 Specific assurance and integrity level (SAIL).

SAIL determination				
Select Residual ARC				
Select Final GRC	a	b	c	d
≤2	☐ I	☐ II	IV	VI
3	☐ II	☐ II	IV	VI
4	☐ III	☐ III	IV	VI
5	IV	IV	IV	VI
6	V	V	V	VI
7	VI	VI	VI	VI
>7	Operation classified in the 'certified' category			

Step #7.2 Indicate the SAIL level of your operation

SAIL

Step #8 — Determination of containment requirements

Step #8.1 Specific cases (optional)

☐ UA with a take-off weight of less than 250 g ➔ Apply 'Low' containment and go to step 9.

Step #8.2 Size of the adjacent area

(Calculated from the operational volume as the distance flown in 3 minutes at max. speed of the UA.)

☐ 5 km ☐ Specify value: _____ ☐ 35 km

Step #8.3 Average population density (add value)

_____ people / km², fits within the category:

☐ < 50'000 people / km²

☐ < 5'000 people / km²

☐ < 500 people / km²

☐ < 50 people / km²

Step #8.4 Outdoor assembly of people within 1 km of the operational volume?

☐ No

☐ Yes

Step #8.5 Containment

☐ Low

☐ Medium

☐ High

☐ Tethered

Step #8.6 Remarks/ Reasoning for Step #8 (optional)

Step #9 — Identification of operational safety objectives (OSOs)

Step #9.1 Operational safety objectives

5. Remarks

Date	Signature and stamp

Instructions for filling in the application form

If the application relates to an amendment to an existing operational authorisation, indicate the number of the operational authorisation and fill out in red the fields that are amended compared to the last operational authorisation.

Section 1

1.1 UAS operator registration number in accordance with Article 14 of the UAS Regulation.

1.2 UAS operator's name as declared during the registration process.

1.3 Contact details of the person responsible for the operation, in charge to answer possible operational questions raised by the competent authority.

1.4 Confirm that you hold a valid and adequate insurance policy for this activity.

Section 2

2.1 Date on which the UAS operator expects to start the operation.

2.2 Date on which the UAS operator expects to end the operation. The UAS operator may ask for an unlimited duration; in this case, indicate 'Unlimited'.

2.3 Select one of the two options. If the SORA is used, indicate the version edition date as defined in AMC1 Article 11. In case a risk assessment methodology is used other than the SORA, provide its reference. In this last case, the UAS operator should demonstrate that the methodology complies with Article 11 of the UAS Regulation.

2.4 Select one of the two options.

2.5 Select one of the two options.

2.6 Select one of the two options.

2.7 If the UAS flight manual provided by the UAS designer indicates that it is designed with a level of automation that reduces the remote pilot's workload allowing one remote pilot (RP) to control multiple UA simultaneously, then specify the number of UA that one remote pilot is permitted to control (e.g. in case one RP is able to control simultaneously five UA, indicate RP:UA 1:5). This number should not exceed the limit defined in the UAS flight manual. Additionally, the UAS operator may decide to have a pool of remote pilots controlling multiple UA simultaneously. In this case, clear procedures should be developed to define who is the pilot-in-command, responsible during each phase of the flight (e.g. in case three RPs are permitted to control simultaneously ten UA, indicate RP:UA 3:10).

2.8 Indicate the OM's identification and revision number.

2.9 Indicate the compliance matrix file identification and revision number (e.g. the compliance matrix defined in Chapter A.4 of Annex A to AMC1 Article 11 (SORA). This document should be attached to the application.

Section 3

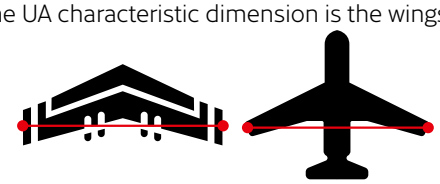
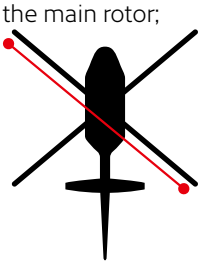
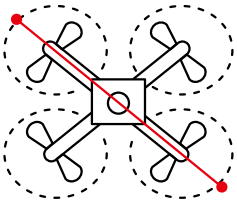
This section may be replicated as a separate document for all authorised UAS models to be used under this operational authorisation. Please state your operator registration number on the document.

3.1 Name of the design organisation of the UAS.

3.2 Model of the UAS as defined by the design organisation in the UAS flight manual.

3.3 Fixed-wing UA includes configurations such as aeroplanes, kites, gliders, etc. Rotorcraft-helicopter UA includes all vertical-lift configurations having up to 2 rotors. Rotorcraft-gyroplane UA is a special configuration with unpowered rotor. VTOL-capable aircraft (VCA) UA includes vertical-lift configurations with 3 or more rotors and fixed-wing UA capable of vertically taking off and landing. Lighter-than-air configurations include configurations such as airships, hot-air balloons, etc.

3.4 Indicate the maximum dimensions of the UA in metres (refer to definition I.141 'UA characteristic dimension' in Annex I of AMC1 Article 11 (SORA)).

Term		Acronym	Definition
I.141	UA characteristic dimension	UA CD	The width of the UA in the direction transversal to the direction of flight (refer to Annex F Edition 2.5, critical area). For example: – for fixed-wing UA, regardless of the number of planes, including hybrid configurations, the UA characteristic dimension is the wingspan;  – for rotorcraft UA (e.g. helicopters or gyroplanes), the UA characteristic dimension is the diameter of the main rotor;  – for VTOL-capable aircraft (VCA), such as multicopters, the UA characteristic dimension is defined byt the maximum distance (i.e. the diagonal distance) between the blade tips. 

3.5 Indicate the maximum value of the UA take-off mass (TOM), expressed in kg, at which the UAS may be operated. All flights should be conducted without exceeding the specified TOM. The TOM may be different from (however, not exceeding) the MTOM defined by the UAS design organisation in the UAS flight manual.

3.6 Maximum operational airspeed, expressed in m/s and kt in parentheses, that the remote pilot will not exceed during the operation. This should always be lower than the maximum as defined in the UAS flight manual.

3.7 Indicate the type of C2 link to be used during the operation (e.g. radio link, 4G/5G, satellite, etc.) and discover the need for a radio license.

In case using the 4G/5G link, the radio communication requires a radio license. Apply for a radio license for C2 link: https://lomakkeet.traficom.fi/T121UASe

Use of mobile terminal equipment (e.g. 4G/5G) typically requires both a radio license and a consent from the respective mobile network operator.

3.8 Indicate the size in km to be considered for the adjacent ground area starting from the limits of the ground risk buffer, using the instructions defined in Section S.4.8.4 of AMC1 Article 11 (SORA).

3.9 Select "Yes" if the UAS will be tethered during operation, otherwise select "No."

3.10 Select the type of propulsion system the UAS uses.

3.11 This field is mandatory if the UA is registered according to Article 14(7) of Implementing Regulation (EU) 2019/947. If the UA is not registered, the NAA may indicate the unique serial number (SN) of the UA defined by the design organisation according to standard ANSI/CTA-2063-A-2019, Small Unmanned Aerial Systems Serial Numbers, 2019. In case of privately built UAS or UAS not equipped with a unique SN, insert the unique SN of the remote identification system. For UAS operations classified in SAIL V or higher, the serial numbers of all UAS should be provided and any change to them would require the competent authority's prior approval. For UAS operations classified up to SAIL IV, a change to the serial number does not require a prior approval from the competent authority.

3.12 Include the EASA TC number, or the UAS design verification report (DVR) number issued by EASA, if applicable.

3.13 If a UAS with an EASA TC is required by the competent authority, the UAS should have a certificate of airworthiness (CofA).

3.14 If a UAS with an EASA TC is required by the competent authority, the UAS should have a noise certificate.

3.15 Multiple options are possible. Direct remote ID developed according to EN 4709-002.

3.16 Indicate whether the UAS is equipped with a green flashing light. If "No," provide a brief explanation why a green flashing light is not installed.

In order to compile Section 4, please refer to AMC1 Article 11 (SORA).

Section 4

Step #1.1:

The identification of the location(s) should contain the full operational volume and ground risk buffer (The red line in Figure 1; refer to Annex A to AMC1 Article 11 for guidance and examples on the calculation of the operational volume and ground risk buffer). Depending on the initial ground and air risk classification determined using the SORA process and on the application of mitigations, the location(s) may be 'generic' or 'precise' (refer to GM2 UAS.SPEC.030(2)).

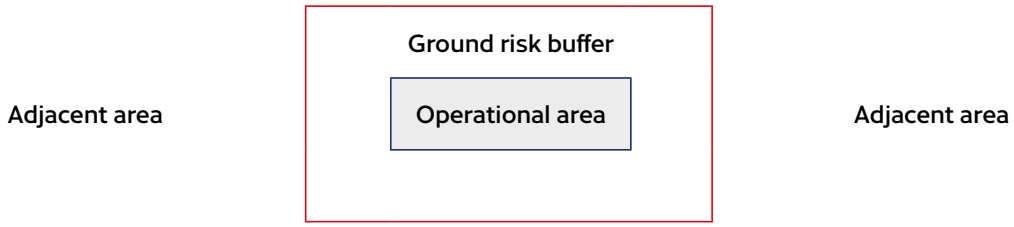


Figure 1 – Operational area and ground risk buffer

- Please, refer to GM2 UAS.SPEC.030(2) for guidance on the conditions to apply for 'generic' versus 'precise' locations.
- If location-specific: please, provide a list with the geo-coordinates for each location including the operational volume (flight geography and contingency volume), the ground risk buffer and the air risk buffer (if available) as a separate file using either '.txt', '.kmz' or '.kml'.
- If location-independent: please, provide a reference to the documented process for the determination of volumes and buffers and the assessment of the local conditions and their compliance limitations. An example of a geographical file (e.g. '.kmz' or '.kml') may be provided to show a typical operational volume, ground risk buffer and the air risk buffer (if available).

Step #1.2: Insert, for example, transport, inspection, filming, testing, etc.

Step #1.3: Please, provide information requested in step 1.3.

Step #2.1 Based on the maximum UAS characteristics (dimensions and speed) and the maximum population density, select the appropriate iGRC category.

Step #2.2 Indicate the intrinsic ground risk class (iGRC) that applies to your UAS operation.

Step #2.3 Provide any remarks, explanations, or reasoning related to your choices or assessments made in Step #2.

Step #3.1 For each mitigation category [M1(A) Sheltering, M1(B) Operational restrictions, M1(C) Ground observation, M2 Impact dynamics], select the level that applies to your operation (None, Low/Medium, or High).

Step #3.2 Indicate the final Ground Risk Class (GRC) for your UAS operation based on the applied mitigations and assessed risk.

Step #3.3 Provide any remarks, explanations, or reasoning related to your choices or assessments made in Step #3.

Step #4.1: For information on the airspace classification, refer to Article 2 and to points SERA.6001 and SERA.6005 of Regulation (EU) No 923/2012.

Step #4.2: Select the intrinsic Air Risk Class (iARC) that applies to your UAS operation's airspace, altitude, and environment.

Step #4.3 Provide any remarks, explanations, or reasoning related to your choices or assessments made in Step #4.

Step #5.1 Indicate if any strategic mitigations are applied to reduce air risk. If yes, select the types used. If no, confirm that the iARC from Step 4.2 is the final air risk class (rARC) and continue to Step 5.3.

Step #5.2 Select the applicable air risk class (ARC) reduction for your operation. For each selected reduction, briefly describe the strategic mitigations applied that justify the reduction (e.g., operational restrictions, procedures, or other safety measures).

Step #5.3 Select the residual air risk class (ARC) for your operation after applying strategic mitigations. If choosing ARC-a, specify the type of airspace or the justification for this classification.

Step #5.4 Provide any remarks, explanations, or reasoning related to your choices or assessments made in Step #5

Step #6.1 Select the applicable Tactical Mitigation Performance Requirement (TMPR) for your operation. For BVLOS operations with Low, Medium, or High levels, provide a brief explanation of your reasoning in step 6.2. If no requirement applies, proceed to Step 7.1.

Step #6.2 Provide any remarks, explanations, or reasoning related to your choices or assessments made in Step #6

Step #7.1 Based on the final Ground Risk Class (GRC) and the residual Air Risk Class (ARC), select the appropriate Sail Level for your

operation.

Step #7.2 Indicate your final Sail Level.

Step #8.1 If applicable, indicate any specific cases for your operation. For UAS under 250 g, apply 'Low' containment and proceed to Step 9. For multiple simultaneous operations (MSO), note that additional safety and security considerations may be required by Traficom.

Step #8.2 Select or specify the size of the adjacent area based on the distance the UAS can fly in 3 minutes at its maximum speed. Choose a predefined value or enter a custom value if different.

Step #8.3 Determine the average population density in the area of operation and select the category that best matches (people per km^2).

Step #8.4 Indicate whether there are any assemblies of people within 1 km of the operational volume by selecting "Yes" or "No." Assembly of people can be defined in a qualitative way. Examples of assemblies of people are:

(a) sport, cultural, religious or political events;

(b) beaches or parks on a sunny day;

(c) commercial streets during the opening hours of the shops; and

(d) ski resorts/tracks/lanes.

Step #8.5 Select the containment level for your UAS operation, based on risk mitigation measures and operational setup. Choose Low, Medium, High, or Tethered as appropriate.

Step #8.6 Provide any remarks, explanations, or reasoning related to your choices or assessments made in Step #8.

Step #9.1: List the OSOs and the level of robustness you intend to comply with. The level of robustness

should as a minimum reflect the one defined in Table 14 of Section S.4.9.3 of AMC1 Article 11

considering the SAIL listed in point 'Step #7.1' of this form.

Section 5 Free-text field for the addition of any relevant remark.

Note: The signature and stamp may be provided in electronic form.