

**APPLICATION FOR A CROSS-BORDER UAS OPERATION IN THE  
'SPECIFIC' CATEGORYD**  
UPDATED MITIGATION MEASURES AND LOCAL CONDITIONS

Document information

Review history

Version	Status	Date	Changes
1.0	Ready	06.06.2025	no changes

Approvals

Document's approvals

Version	Approval date	Name	Role
1.0	06.06.2025	Kajava	CTO, Nordic Drones

**Table of Contents**

1 General information .....3

1.1 Operators .....3

1.2 Equipment.....3

1.3 Mitigation measures .....3

1.3.1 Tethered solution .....3

1.3.2 Cooperation .....3

1.3.3 Environmental conditions .....3

1.4 Flight crew .....4

## 1 General information

Patria is demonstrating its products in Estonia and is requesting permission to conduct a demonstration flight at Tartu Airport (TAY/EETU).

### 1.1 Operators

The operation is conducted by Nordic Drones Oy (Patria Drones) and Patria under Nordic Drones operation permit (FIN-OAT-00132/v00).

UAS pilots and crew consist of people from both companies and have at least A2 certificates. In addition some crew members have aviation radio in use for communicating with ATC and other air traffic.

### 1.2 Equipment

The demo flight is conducted with Patria SKY XL with tethered control and power solution and automatic flight termination system. The UA can only fly up to 100 m AGL since the tether cable is only that long.

### 1.3 Mitigation measures

#### 1.3.1 Tethered solution

The UA only has internal reserve battery for landing. In case of broken cable the drone will land automatically.

In case of fly away, the UA reserve battery will only last for approximately 2 minutes, therefore the operational volume cannot be exceeded.

#### 1.3.2 Cooperation

The flight is conducted in cooperation with the ATC during the operating hours and the crew monitors relevant aviation radio frequencies. The crew will ask permission for the operation before start of the mission.

#### 1.3.3 Environmental conditions

Light Conditions:

The operation only takes place during day time with suitable light conditions in the time between:

- 30 minutes after sunrise; and
- 30 minutes before sunset.

Wind:

Maximum wind speed  $\leq 15$  m/s.

Visibility:

All flights take place under conditions that allow safe VLOS operations.

The maximum possible 'VLOS distance' between the RPIC and the UA results from the smaller value of ALOS and DLOS and is determined before the flight.

The RPIC will always maintain the UA within the 'VLOS distance'.

Attitude Line of Sight

$ALOS = 327 * 1,3[m] + 20 \text{ m} \approx 425\text{m}$

Detection Line of Sight

$DLOS = 0.3 * 1500[m] = 450\text{m}$

The maximum ground visibility (GV) to be applied is 1500 m.

Temperature:

The ambient temperature at ground level is between -30°C and +40°C.

Adverse weather conditions:

Flights in hail, ice, and precipitation, as well as all weather conditions that are contrary to safe operation, are prohibited.

#### **1.4 Flight crew**

Tuure Kajava, Operational point of contact

Teemu Lindqvist, second operational point of contact, aviation radio operator

Jaakko Tainio, Pilot, third operational point of contact, aviation radio operator

Kaido Kullam, Pilot

Joni Peltonen, Pilot

Eemil Sihvonen, Pilot

Matti Björklund, Pilot