



PRE-INTERVENTION TECHNICAL INFORMATION

Drone inspection & remote technical expertise

Drone Visual Inspection

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01 AIRCRAFT AND INSPECTION LOCATION

Manufacturer:		Aircraft type:	
Registration:		Serial number (S/N):	
Flight hours:		Cycles:	
Requested date:		Requested time:	
Airport / site:		Hangar / area:	
On-site contact:		On-site phone:	

02 SERVICE REQUESTED

- ☐ Indoor flight ☐ Outdoor flight* ☐ Remote expertise

Select one primary service. Remote expertise covers analysis and reporting, without image acquisition by DVI.

- Context: ☐ Maintenance entry ☐ Maintenance exit ☐ Post-paint ☐ PPI / sale ☐ AOG ☐ Other

03 SCOPE OF EXPERTISE

- Analysis type: ☐ Targeted (one category) ☐ Complete (multiple categories) ☐ Comparative / multi-session (quotation)
- ☐ Structural defects: dents / scratches / visible corrosion indications** ☐ Paint defects: peeling / wear / chips
- ☐ Lightning strike indications: entry / exit points / damage ☐ Markings check***: condition / missing / location / identification
- ☐ Post-paint check: visible touch-ups before delivery ☐ Disputes / insurance: observations from images / analysis
- ☐ Historical monitoring / before-after comparison ☐ Other scope (specify in the request)

04 DATA AND DOCUMENTATION

- ☐ Data already available ☐ Data to be provided ☐ Not applicable

Session / Cloud ref.:		Images acquired by:	
Documents provided:		Constraints / notes:	

05 REQUESTER

- Requested by: ☐ Owner ☐ CAMO ☐ Maintenance centre ☐ Insurer ☐ Airline ☐ Other

Company / legal entity:		Requester name:	
Email address:		Phone:	

* Outdoor flight: subject to airport-specific operational authorisation and a prior feasibility assessment by DVI (see annex).

** Corrosion: GVI-level visible indications only; does not constitute a detailed inspection required by the AMM.

*** Markings: prior study and reference integration into the drone programme by its technical partner (see annex).

Date: _____ Name / signature: _____



ANNEX — COMPLETION GUIDE & TECHNICAL NOTES

This annex forms an integral part of V.04 and sets out the information to be provided.

01 Selecting the service

Indoor / outdoor flight: image acquisition by DVI as part of a one-off (“**One Shot**”) service. Where the customer performs the flight, select “**remote expertise**”: DVI analyses the acquired images and issues a report. Specify the required scope (targeted, complete or comparative).

02 Outdoor flights — note *

Outdoor drone operations at airports require an operational authorisation adapted to each airport, together with the applicable local approvals and operating conditions. DVI conducts a feasibility assessment before each operation, taking into account regulatory requirements, site-specific constraints and weather conditions.

03 Corrosion — note **

Drone imagery may reveal visual indications suggesting corrosion in the areas actually covered. This is a General Visual Inspection (GVI) and does not replace a detailed inspection, applicable inspection methods or the aircraft maintenance manual (AMM) requirements.

04 Markings — prior study & integration (note ***)

This service requires a prior feasibility study. The customer provides DVI with applicable technical documents (IPC/SIPC, marking drawings, references, revisions and configuration) and, where necessary, authorises their transmission to the drone manufacturer and technical partner so that these references can be integrated into the inspection programme. DVI confirms the service once feasibility and integration have been validated.

05 Remote expertise & data quality

Specify the aircraft, inspection session, system used for acquisition and transfer method. The requester must provide usable imagery with adequate coverage and permission to share it. Incomplete or poor-quality data may lead to limitations in the report or a request for further acquisition.

06 PPI and comparisons

- For a standard PPI covering the aircraft’s overall external condition, select “complete analysis”.
- A targeted analysis covers only the agreed objective.
- Comparing two conditions, multi-session analysis or unusual volume/complexity: additional scope and quotation must be agreed before work begins.

07 Information to attach

As applicable: aircraft availability, hangar access, on-site contact, inspection objective and critical areas; acquired images; for markings***, data and references to provide to DVI; previous session reference for comparisons.

VALIDATION PROCESS

1. Complete the form and attach relevant documents.
2. DVI reviews the scope, data and feasibility (including markings*** where applicable).
3. DVI confirms the terms by quotation / in writing.
4. The operation is scheduled or the analysis begins.

The report is based on usable data and the agreed scope. It does not, in itself, constitute a release-to-service approval or an airworthiness certification.