Site evaluation

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| **2.1** | **Flight details** |
| Flight code: | Copy from completed viability study. Red text should be removed before submitting the form. |
| Date of flight: |  |
| Remote pilot: |  |
| Date completed: |  |

Adapt as appropriate (e.g. add/remove items).

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| **2.2** | **Pre-site visit** |
| Location information: | * Latitude/longitude in DMS (Degrees minutes seconds)
* Elevation in feet above mean sea level
* 6-figure grid reference
* Address including postcode
* What3words could be useful in some instances
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| Description: |  |
| Sensitivities: | This could include things like schools, cemeteries, government buildings where flying a drone in the vicinity could cause issues or concerns with the public.This may help you to decide if it would be worth informing the police via 101  |
| Airspace: | Example 1 – No ATC Permission required Class G airspace uncontrolled Example 2 – No ATC Permission required, ATC Notification if deemed necessary Class D airspace Leeds Bradford CTR – Surface – 4500ft amsl Example 3 – ATC Permission required Leeds Bradford Flight restriction zone  |
| Restrictions: | This is specifically looking at restricted, danger and prohibited airspacee.g. restricted airspace 5km northwest of operating area (HMP Wakefield Prison)This will be useful to identify and additional permission needed if looking to operate within. |
| Terrain: | Brief overview of what the location is like to assist with planning and risk assessment (Ordnance survey maps can offer insight via contour information) |
| Aviation Proximities: | What is the distance and direction to places where people non under your control could be found? You will want to look at least as far as you could fly e.g 500m but further is wise to help assess issues if you have a “exit from operations area” issue during flight.e.g. residential housing estate 450m to the north west, industrial estate 200m to southThis would be a brief overview of any other airspace proximities; you will want to look 360 Degrees around your location and a minimum distance of how far your craft could fly. |
| Permissions: | Do you have permission to operate from that location you should be aware of any issues around byelaws and trespass. You would want to include the details of your point of contact and any other constraints e.g. dates, times and geographical constraints |
| NOTAMS: | e.g. NOTAMS checked at 13.00pm 24/09/2022 No NOTAMS in effect within 10kmAre there any temporary restricted areas or temporary danger areas identified by NOTAM? |
| PPE Requirements: | Your/client minimum PPE requirements in line with OMe.g. Client requests pilot to wear a high visibility jacket |
| Livestock: | Is there a potential for livestock, birds etc at the purposed flight location? |
| People: |  What is the distance and direction to places where people non under your control could be found? You will want to look at least as far as you could fly e.g 500m but further is wise to help assess issues if you have a “exit from operations area” issue during flight.e.g. residential housing estate 450m to the north west, industrial estate 200m to south |
| Hazards: | e.g. Transmitters, Power Pylons etc.This is not only to identify collision risk but also potential sources of interference that could affect the safety of a flight, also consider HIRTA’s (High Intensity Radio Transmission Areas) in regards to airspace |
| Footpaths: | OS maps will provide information on Public footpaths, right of ways and Bridleways, this is useful information showing potential for public access to locations that may not be visible on satellite imagery |
| Vehicle access: | 1 – where is the parking for the pilot 2 – can members of the public access the flight area by vehicles |
| Mobile phone coverage: |  |

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| **2.3** | **Emergency contact details** |
| Local Police: | Local police number include address/postcodeIf you were to log a flight via 101 this is where you could write down the case number for reference if needed |
| Local ATC: | Direct line to ATC is what you will want to obtain if possible. **This is obtained via the NATS AIS Website > EAIP link > Part 3 > AD2**This can be obtained through dronesafetymap.com in some instances by clicking on the FRZ for the airport/aerodrome/heliport and viewing the airspace information.  |
| Military Low flying booking cell | 0800 515544Will safety be improved by logging your flight? |
| Local Hospital | Local A&E include address/ postcode could be useful to obtain and have to hand in the event of incident or accident if unfamiliar with the location. |

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| **2.4** | **Airspace and Environment diagrams** |
| **Insert screenshot/drawing of airspace (dronesafetymap.com or equivalent tool)** **+****Insert screenshot/drawing of local environment (gridreferencefinder.com or equivalent tool)****Adding annotations to drawing/screenshots can be useful during briefings and operations planning, information like;*** ATC Details
* Wind direction and speed
* Distances and direction to hazards
* Identifying primary and secondary take-off and landing sites
* Restrictions on flying either legal (FRZ, D,R,P areas etc) or self-imposed operational limitations
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| **2.5** | **Site Survey** |
| Confirm info at 2.2 | Date/ Time |
| Obstructions: | Masts, Wires, Buildings, Train lines, Trees, Lakes, Rivers etc.Any changes that might need to be considered within the planned flight or updated within the risk assessment |
| People: | Cordon requirement, Crowd Control.Any changes that might need to be considered within the planned flight or updated within the risk assessment |
| Livestock: | Farm animals, Dogs, Wildlife.Any changes that might need to be considered within the planned flight or updated within the risk assessment |
| Proximity: | Public, Road Users.Any changes that might need to be considered within the planned flight or updated within the risk assessment |
| Primary TOLZ: | Needs to comply with applicable legislation around separation distances  |
| Secondary TOLZ: | Needs to comply with applicable legislation around separation distances  |
| Comms: | Communications required by ops teamIf deploying additional human resources do you need to use radio or other means of communications? If so what band/Frequency and any associated protocol to ensure effective |
| Other: | Any other factors that might affect the safety of the flight |