

DRONE FREQUENTLY ASKED QUESTIONS

1. TAKE OFF & LANDING:

Need to take off and land on land for which we have the consent of the landowner. The take off area requires a 30m radius away from anything that is not owned by the landowner (otherwise we would need to notify neighbouring landowner/residents). Subject to any special restrictions, we can then fly over land without consent, but at a min of 50m above the site or any buildings. Built up areas are more complicated than open land, but still possible to fly.

2. DISTANCE RESTRICTIONS:

A few distance restrictions which are not barriers to getting good shots, but are more pertinent on larger sites are that we typically can only fly up to 120m high and 500m away from the pilot in any one flight. It is possible to obtain special consent to fly at higher altitudes if required though.

3. OBSTICAL RESTRICTIONS:

You can not fly over main roads or railway lines, although this is typically not an issue as we can often compensate by using different lens. Nuclear power stations and military infrastructure is generally a no go.

4. SPECIAL RESTRICTIONS

Flight zones/airports require liaising with ATC, but is not typically a barrier. Central London has anti-terrorsim restrictions, where consent is possible, but is discretionary.

5. WEATHER:

This can very often be the biggest barrier. A sunny day is not mandatory, but the sky does need to be clear of rain, mist and strong winds. Very often there is a need to get a job done, but its just not worth doing unless the weather is right.

Basically, any site can potentially be flown, but the more of the above points that are challenged, the longer it may take to obtain the required consents and there may be some additional expenses. In essence, we would always need to review on a site by site basis. Typically, we just require a redline plan in the first instance showing the extent under control of the client/ landowner and we can assess and revert with an answer within a few hours, often more quickly.

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