**Air Ops 5 -** **UAV Flight Notification form non-framework**

*(Please submit this form at least 10 working days before the operation is due to take place)*

|  |
| --- |
| **Flight Details** |
| **Date of UAV operation** |  |
| **Proposed operating times** *(24 hr clock)* |  |
| **Name and contact details of client or customer** |
|  |
| **Location of flight, address, post code (if appropriate)** |  |
| **OSGB Reference for flight location/ Lat, Long** |  |
| **Proposed flight plan summary and operating heights:** |
|  |
| **Flight location map:** |
|  |
| **Any other information:** *(e.g. restrictions due to local airport / police or air ambulance activity)* |
|  |
| **Pilot & UAV Details** |
| **Company** |  |
| **Name of UAV Pilot** |  |
| **Contact number of UAV pilot** |  |
| **Name of Observer(s) or Co-pilot** |  |
| **Contact number of Observer(s) or Co-pilot** |  |
| **UAV Index or serial number(s)** |  |
| **Take-off Weight of Unit (kg)** |  |

The SUA Pilot/Operator will notify any changes to planned deployment date/times via the above email addresses. The SUA Pilot/Operator will have to adhere to the below as a minimum.

**Standard NR/L3/OPS/251**

1. **Minimum operating requirements for individual / organisations:**

**For framework and external SUA drone operations, before the pilot can operate a drone or small unmanned aircraft (SUA) near, on or over Network Rail infrastructure, the pilot shall demonstrate to the Network Rail Air Operations department they have:**

**a) current [CAA] Permission supported by an approved operations manual;**

**b) notified the Network Rail Air Operations team via the notification procedure;**

**c) an authorised risk assessment /method statement /safe system of work; which is approved by the client;**

**d) risk management arrangements; and**

**NOTE: Attention should be paid to the following risks:**

**1. Boundary ownership**

**2. Moving trains / line speeds**

**3. Electrification and lineside hazards (overhead line equipment, conductor rails etc) and electrical overhead powerlines.**

**e) Public Liability Insurance for the minimum value of £5 million for drone operations on or near the railway.**

NOTE: Often referred to by Insurers as “Railway Work”

**f) compliance with the Network Rails Life Saving Rules.**

1. **Minimum equipment requirements**

**Any drone or SUA operated near Network Rail Infrastructure shall meet the following minimum technology requirements:**

**a) return to home capability;**

**NOTE: such that system failures will always result in the drone returning to a safe landing zone.**

**b) system technology that complies with their granted CAA permission and approved Operations Manual; and**

**c) the Maximum Take-Off Mass (MTOM) including fuel shall not exceed 7kg unless pre-agreed with Network Rail Air Operations. Agreements should be signed off in the task specific risk assessment no later than 21 days prior to the proposed flight date.**

1. **Operations shall be within Visual Line of Sight (VLOS).**
2. **Except during a possession, drones and SUAs shall not be flown closer than 20 metres to the track vertically or horizontally.**
3. **Except during an isolation, drones and SUAs shall not be flown closer than 10 feet to Overhead Line Electrification (OLE) or Third Rail.**
4. **Drones and SUAs will not fly closer than 15 metres to National Grid Electricity Pylons.**
5. **For external and framework SUA operators with an Operational Safety Case (OSC) shall seek permission of the Air Operations department to fly closer than 50 metres to Network Rail infrastructure, to comply with Article 94 ANO16 Para 2.**
6. **Accident Reporting**

**In addition to mandatory occurrence reporting process(es) (MOR), drone pilots shall have a system in place to notify the following within two hours of the incident:**

**a) Network Rail Air Operations department;**

**b) Network Rail Accountable Manager;**

**c) Route Control, (National);**

**d) National Operations Centre (NOC).**

**A written report shall be sent to the Air Operations Team of any accidents, incidents or occurrences within five working days.**

**This report will include:**

**a) time of incident;**

**b) date of incident;**

**c) location of the incident, including full grid reference or latitude and longitude;**

**d) the Pilots name;**

**e) details of equipment involved;**

**f) a brief description of the occurrence;**

**g) any witnesses and their contact details.**

**DISCLAIMER**

The completion of this template is only to inform Network Rail of the operation to allow local operations teams and our own manned helicopter teams to be made aware of the UAV activity. Network Rail will not be held responsible for ANY breach of CAA Guidelines regarding the use of Unmanned Aerial Vehicles. It is the operator’s responsibility to ensure they are operating in a legal, compliant and safe manner.