**Standard Conditions for UAV (Drone) Flights over Auckland Transport Roads**

**Approved by the AT Board February 2016**

The following conditions apply to all UAV (drone) flights over the road corridor (as defined in section 315(1) of the LGA 1974) under the jurisdiction of Auckland Transport and specifically to the flight(s) detailed in the Corridor Access Request (CAR) detailed below.

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| --- | --- | --- | --- |
| CAR No | AT-WXXXXX | Date Approved | XXXXX |

1. **Insurance:**
2. The operator must have listed UAV cover. Please note that many public liability insurances do not cover UAV’s, and PL Insurance alone is not sufficient. Minimum $2,000,000 PL insurance cover is required.
3. Pilots undertaking the flights must be listed as operators on the insurance policy as well as the aircraft insured including model, and serial number for identification.
4. If beyond line of sight flight is to be undertaken, spotters must also be used and listed.
5. **Restrictions:**

Flights may not be undertaken in the following areas unless specifically provided for in the approval.

1. Arterials or high volume roads particularly during peak periods
2. Lower Queen St/Wharf due to radio frequency interruptions from Ports of Auckland which can cause drone malfunction.
3. UAV/Drone flights are not permitted on roads adjacent to Auckland Zoo including Motions Rd, Old Mill Road and Great North Road (Western Springs). Drones are also banned from operating above Auckland Zoo by Auckland Council.
4. Flights within 50m of traffic signals, with the exception of clear hazard management plans to avoid risks, e.g for overhead line inspections.
5. Operators should avoid navigating near or across the carriageway as much as practical to avoid risk of distraction to drivers.
6. UAV’s/drones may only take off or land from the grass berm (not the footpath or carriageway) and only if no better alternative exists such as in a park or private property. UAV’s/Drones must not take off or land within 50m of traffic lights or intersections. Drone operators must not take off under overhead power lines, trees or any other hazard which may cause a drone to crash onto the footpath or road.
7. UAVs/Drones must not be operated over a road at a height lower than 20 meters, except when taking off or landing.
8. UAV’s/Drones must not be operated from footpaths or the formed roadway. It is preferable that they be operated from the grass berm.
9. UAV’s/Drones must not be used in, on or above transport stations, terminals, wharves, or on board public transport vehicles including: buses, school buses, trains, ferries and trams.
10. UAV’s/Drones must not take off, land or fly above or within AT car parking buildings or parking lots.
11. **General**
12. Any malfunction of the UAV/drone causing a crash, broken parts or fire on the road (including the grass berm) is to be cleared and removed by the operator as quickly and safely as practical.
13. Should it be necessary to temporarily stop traffic to remove a UAV/Drone from the carriageway, such stopping may be carried out only by personnel qualified under NZTA traffic management standards for the appropriate traffic level of the road and wearing a Hi-viz vest and using an approved Stop/Go paddle.
14. Auckland Transport may revoke or amend this approval at any time. Any other UAV/drone operator does not have approval from Auckland Transport to conduct UAV/drone flights under this approval.

Undertaking the UAV activity described in Corridor Access Request shall be deemed as acceptance of the Standard Conditions (above) and the Conditions of Approval (below) by the operator.

1. **Conditions of Approval**

The operator/pilot named in the above referenced CAR has permission from Auckland Transport to conduct RPAS flights and agrees to comply with the conditions for flying UAV’s/drones in Auckland Transport controlled airspace over Auckland Transport property.

1. I have read and am aware of the obligations and restrictions of the Civil Aviation Authority (CAA) Rules.
2. I am aware of the need to respect privacy of those in the vicinity by not filming without permission. I acknowledge that Auckland Transport is not liable for any privacy violations, nor party to any complaints to the Privacy Commissioner over public UAV/drone operations.
3. I am aware that I must keep my UAV/drone away from parked vehicles, moving vehicles, pedestrians, cyclists or people in open spaces. Please note: UAV/drone operators are still responsible for seeking permission from people they fly over under the CAA Rule 101.207(a)(1)(i).
4. I accept liability for any and all costs associated with an incident including, but not limited to temporary traffic management, which is required as a result of traffic disruption or road closure due to a UAV/drone crash on the road or similar incident (which may or may not be accepted for cover by public liability insurance). AT requires that public liability insurance specify unmanned aerial vehicles with a minimum $2,000,000 cover. The operators listed on the insurance policy must be those operating the aircraft. All other conditions of insurance cover must be met by the operator.
5. Auckland Transport may contact me with contact details provided if there are any changes to the above conditions or if permission is revoked for any reason.
6. My personal information identifying me as a UAV/drone operator may be passed on to the CAA in the case of an investigation in flying that is not in compliance with the above conditions.
7. Any post-flight incident report involving the recording of any incidents during the flight must be copied to Auckland Transport.