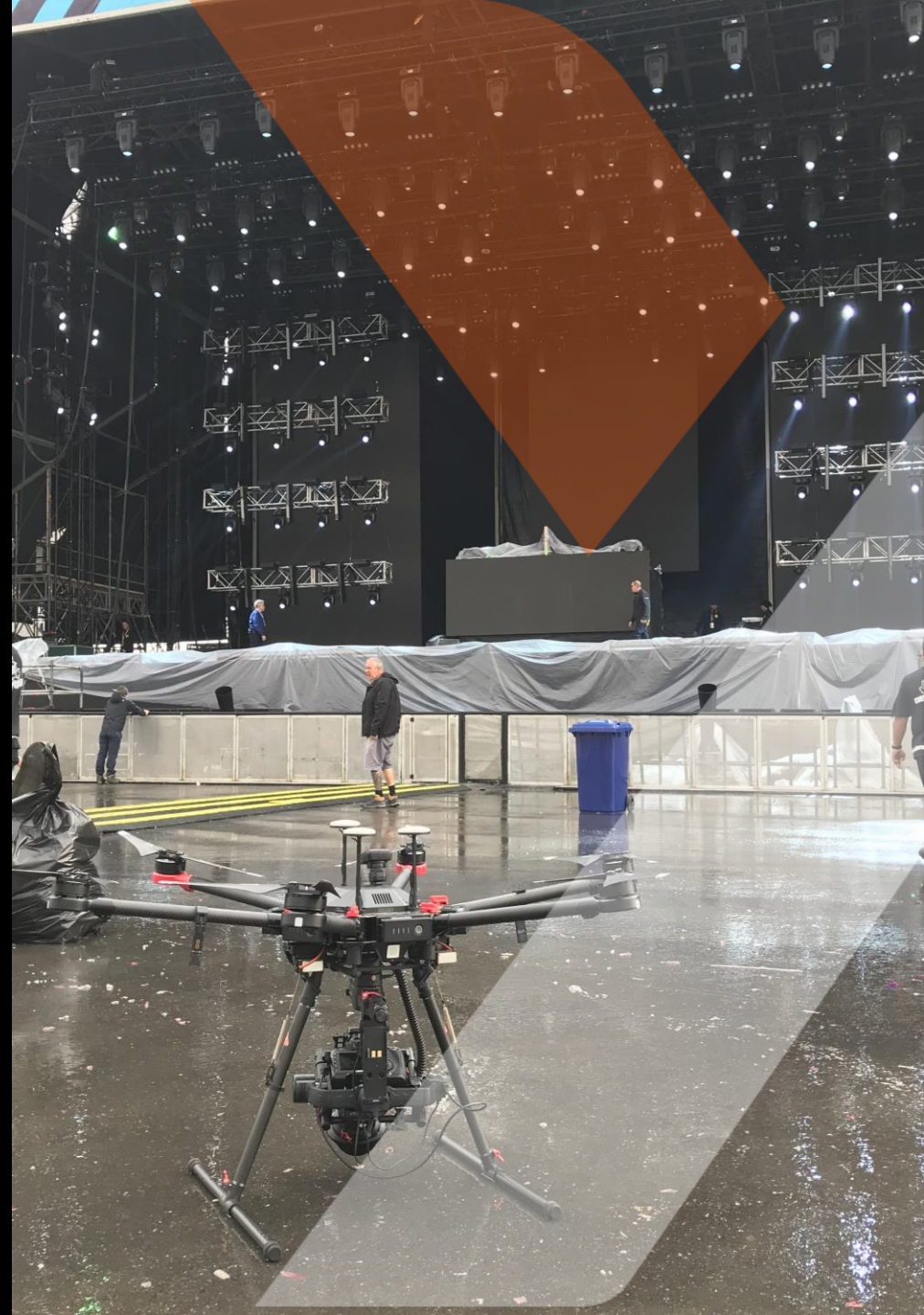
Mike Hibberd

UAS Safety Manager

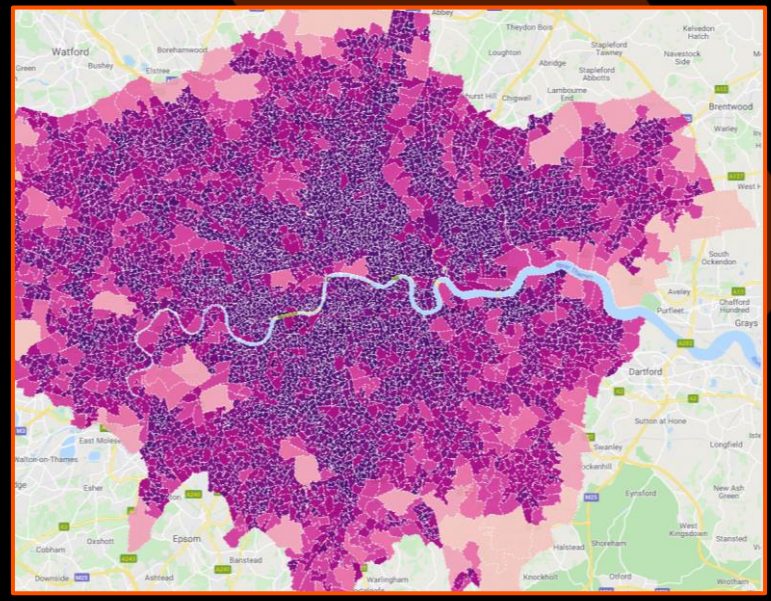
BACKGROUND

- 20 years in the Insurance Claims industry
- Qualified to fly drones in 2015
- Operated Drones across the UK, Norway and Saudi Arabia
- Predominantly undertaking Thermal and close inspection work



OPERATIONAL PROFILE

- Remote rural locations undertaking OHL inspection work for SPEN and SSE
- Heavily congested inner-city locations London (TfL)
- Mapping, Photogrammetry, Thermal, LiDAR, Digital Twins, close inspection

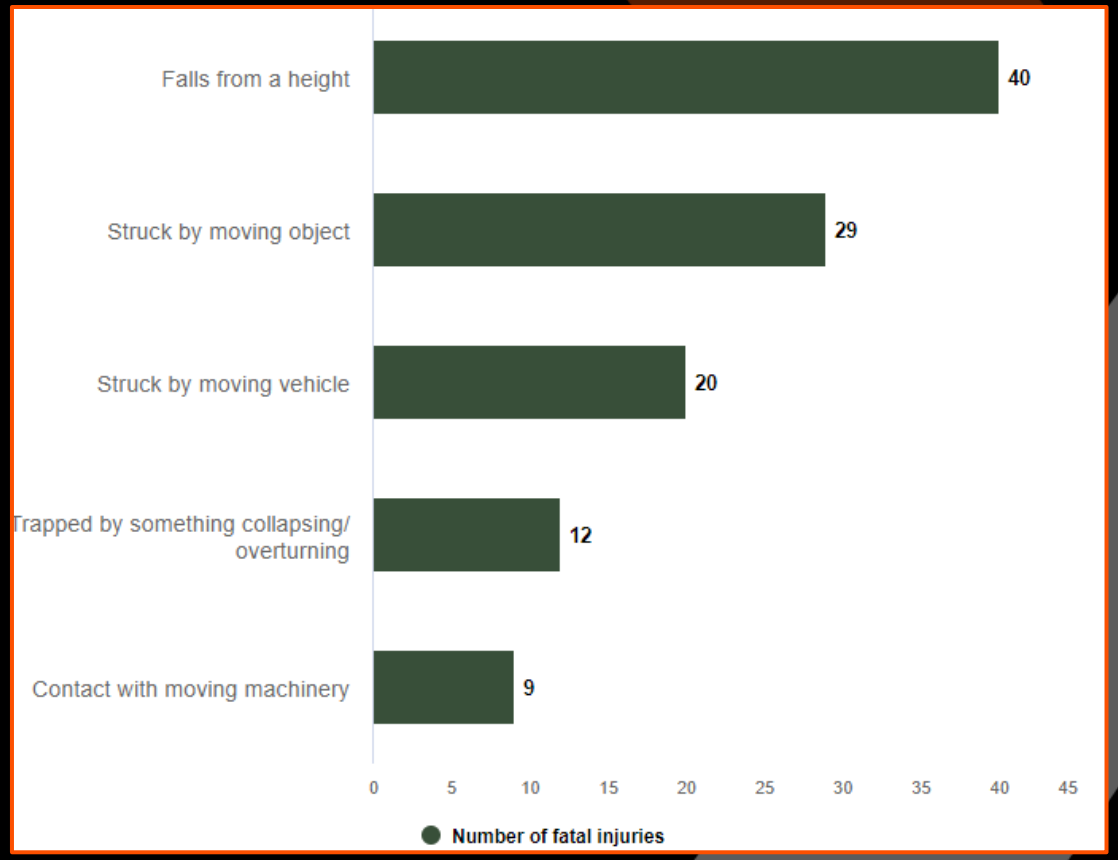


EVOLUTION OF DRONE SAFETY

- CAP 722 – First introduced in May 2002
- 6 Revisions since 2019
- Challenges
  - Brexit
  - SORA
  - Remote pilot Competency
  - BVLOS

WORKING AT HEIGHT

- 40 workers killed in 2023
- Total figure is static and affects younger people
- Drones can contribute to reducing this figure
- Should the Ground Risk be devolved to Local Authorities with assistance from the Health & Safety Executive?



40 Leadenhall

- Texo requested to undertake façade inspection prior to handover
- Traditional methods are dangerous, costly and time consuming

Challenges We Face

There are hurdles still in place despite general moves in the right direction.

- Local Authority permissions – Blanket bye-law exclusions preventing Take-off and Landing from public areas. Safety is already built into our operational procedures and permissions granted by the CAA
- No distinction between hobbyists and commercial operators, all perceived as the same. Does that drive decision making within Local Authorities
- Film Departments

CONCLUSIONS

- Too much or the wrong type of regulation compromises safety? Time for Local Authority / HSE engagement?
- Does the Open category present a risk or opportunity?
- Local Authorities need to see Drones as another tool used to achieve as set of results
- Time to distinguish between filming and other commercial work
- Adding mitigations to improve safety can lead to unintended consequences – parachutes!