

Drone Safe Flight Line Corridor Maps

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SUMMARY

When the World Universities Winter Games were held in Erzurum in 2011, the landing-take-off runway coordinates of the planes were produced by the cadastral field teams and aimed to produce flight line corridor maps.

The size of the drone market in the world has exceeded 5 billion dollars. Considering that the demand for drones in agriculture areas has started to increase, although their usage area has been an increase in security, cartography, construction and mining, air traffic has been inevitable, air traffic was inevitable, signal interferences due to heavy usage traffic and especially the risk of malicious users have made safe flight corridor maps inevitable.

Where and for what purpose to fly in a flight permit is an issue that should be under the responsibility of the pilot. Another issue is the coordinates of the secure corridor maps for which the spatial error parameters of the coordinates that you need to comply with in the field you will be flying or to be loaded into your system with the automatic flight method.

Landing with or without runway to be produced on flight corridor maps, the production of the departure and especially the flight corridor coordinates and the corridor maps to be produced based on these coordinates should be subject to the suspension announcement, as they will be subject to height-dependent consent while passing through private and financial parcels such as vertical expropriation maps, partial vertical cadastre or vertical zoning applications. In addition, since determining the flight altitude while transiting in the areas subject to private ownership is legally a compensatory factor, it is also necessary, it has envisaged the declaration of a vertical suspension in order to put the right of easement-transition permits on a legal basis.

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