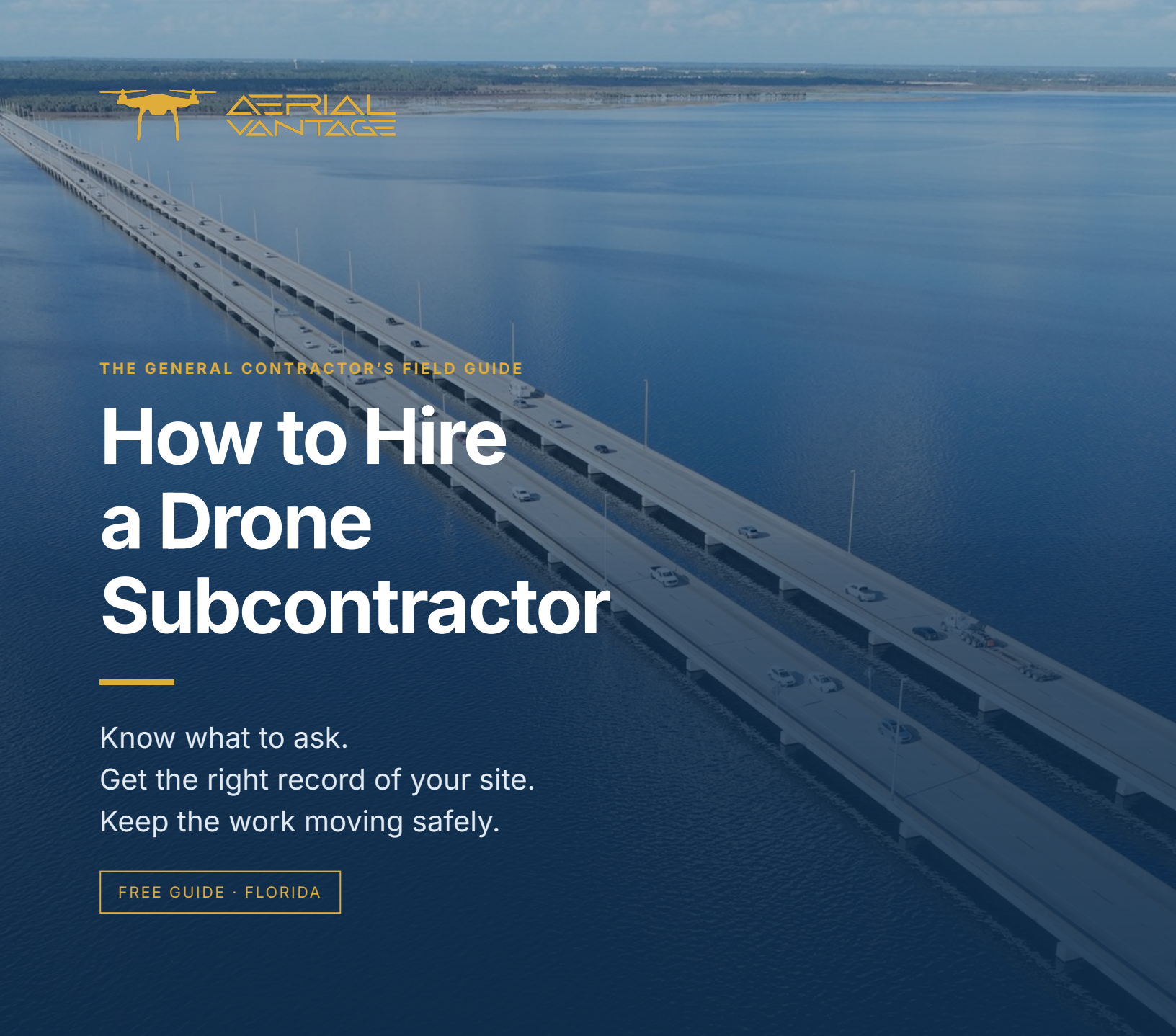


AERIAL VANTAGE

THE GENERAL CONTRACTOR'S FIELD GUIDE

How to Hire a Drone Subcontractor

Know what to ask.
Get the right record of your site.
Keep the work moving safely.

FREE GUIDE · FLORIDA

AERIAL VANTAGE FL LLC
Service-disabled veteran-owned
FAA Part 107 · 16 years aviation experience · OSHA 10

BEFORE THE FIRST FLIGHT

A better brief. A more useful record.

Build a useful record—not just a folder of images

This guide helps general contractors, project managers and superintendents prequalify a drone subcontractor and define a practical documentation scope. Use it before requesting quotes, during site onboarding and when reviewing deliverables.

What you will find

Credential and registration checks; insurance and additional-insured requirements; airspace and LAANC basics; site safety coordination; progress photos and orthomosaic mapping; file formats, turnaround and pricing; and a reusable prequalification checklist.



Bridge imagery from Aerial Vantage FL's Lake Jesup photo collection.

Prepared by Aerial Vantage FL LLC

Service-disabled veteran-owned. FAA Part 107 • 16 years aviation experience • OSHA 10. This is a free resource, not a paid product or an FAA-endorsed training document. Review edition: November 6, 2026 (EST).

Important limits

This guide provides general procurement information, not legal, aviation authorization, engineering or structural advice. Requirements depend on the project and operation. Confirm current FAA rules, contract requirements and site conditions before authorizing work. The pilot retains final authority over flight safety.

01

Tell the pilot what you need

A few clear answers will save time later

Start with the job

What do you want the photos to show? Maybe the owner needs a monthly update. Maybe you want to compare this month's work with last month's. Tell the pilot who will use the images and what they need to see.

Say what you want back

Ask for a set number of edited photos, a short video or a top-down map made from many photos. You do not need to know the file names yet. Show the pilot where your team will use the work, and ask what they recommend. Make sure the quote lists what you will receive.

Pick a schedule that fits the work

Choose how often the pilot should visit. Monthly may be enough for owner updates. A big change on site may call for an extra visit. Agree on a backup date if weather or site work gets in the way. Ask whether a new map is included each time or costs extra.

Ask to see an example

Ask for a sample from a similar job that the pilot has permission to share. Can you tell when and where the photos were taken? Are they easy to compare? Could you send them straight to your owner? A good sample should make those answers clear.

> **START HERE**
>
> Tell the pilot what you want to see—not how to fly the job.

02

Check credentials and registration

Verify the actual pilot and aircraft operation

FAA Part 107

Identify the remote pilot in command. Request evidence of the FAA Remote Pilot Certificate and current aeronautical knowledge recency. The FAA requires qualifying recurrent training within the previous 24 calendar months. The certificate's original issue date alone does not establish current recency. A certificate is not blanket permission for every flight. [F1]

Aircraft registration and Remote ID

Request confirmation that the aircraft is registered for Part 107 operations and that its registration is current. The FAA states that aircraft used under Part 107 must be registered; do not assume a very small aircraft is exempt simply because of its weight. Confirm applicable Remote ID compliance or the specific lawful basis for any exception. [F2]

OSHA 10 and site requirements

If your project requires OSHA 10, request the appropriate course completion card. OSHA Outreach training is not an OSHA certification and does not replace task-specific training or your site induction. Verify any additional training or credentials your project requires. Do not describe every drone pilot as legally required to hold OSHA 10. [O1]

Business registration and vendor records

Verify the subcontractor's legal business identity and applicable state or local registration through the appropriate public authority. Obtain your normal vendor records through a secure onboarding process. Keep personal and tax records separate from public project folders; collect only what your process actually requires.

> **VERIFY THE PERSON AND THE OPERATION**
>
> A pilot certificate is a baseline. It is not permission for every flight.

03

Insurance and additional insured

A certificate is the start of the review

Send your requirements before the quote

Provide the required insurance types, limits, project entity names, policy periods and endorsement language. Ask whether the actual drone operation is covered by aviation liability coverage. Do not assume a general business policy covers aircraft operations, and do not invent a universal dollar limit.

Review the certificate of insurance

Check that the named business matches the proposed subcontractor, the dates cover the work and the certificate accurately reflects the relevant coverage. Your broker or risk-management team should evaluate adequacy and exclusions. A COI is evidence of reported coverage, not the policy itself.

Require additional-insured evidence when your contract calls for it

Specify the correct entities and request the applicable endorsement or other policy evidence accepted by your risk team. Listing an entity as a certificate holder is not, by itself, proof of additional-insured status. Resolve the requirement before mobilization rather than relying on an informal promise.

Complete the wider prequalification

Address workers' compensation coverage or a valid exemption where applicable, other contract-required policies and any approved lower-tier support. A workers' compensation exemption is not insurance coverage. Keep approvals and renewal dates with the vendor record. Do not certify requirements on a subcontractor's behalf.

> **BEFORE MOBILIZATION**
>
> A certificate holder and an additional insured are not the same thing.

04

Airspace and LAANC

Check feasibility before promising a flight date

What LAANC does

LAANC is the Low Altitude Authorization and Notification Capability. Through FAA-approved service suppliers, it supports airspace authorization requests for eligible operations in controlled airspace. An eligible request may be approved in near-real time; other requests require further coordination or a manual process. [F3]

What it does not do

LAANC does not grant property access, override weather limits or remove other operating restrictions. A facility-map altitude is not an authorization by itself. Where FAA authorization is required, the pilot must obtain it before flying and still check current restrictions, notices and weather. [F3]

Questions for the subcontractor

“Does this location require airspace authorization?” “What approval path applies?” “What schedule risk remains?” “How will you document the approval and check for changes before capture?” Give the exact site location early enough for the pilot to assess it.

Protect your construction schedule

Put airspace and weather contingencies in the scope. Airport proximity, temporary restrictions or emergency operations can change the planned window. A contract deadline does not authorize a flight. Ask for a safe alternative date or adjusted deliverable rather than pressuring the pilot to proceed without approval.

> **PROTECT THE SCHEDULE**
>
> A deadline does not authorize a flight.

05

Coordinate site safety

The superintendent and pilot need one shared plan

Before mobilization

Name the superintendent or site safety contact and the remote pilot in command. Confirm entry procedures, orientation, required PPE, gate access and the approved launch/recovery area. Include overhead lines, cranes, lifting activity, vehicle routes, dust and restricted work zones in the briefing.

At the preflight coordination check

Review current site activity, the intended capture area, communication method and who can stop the work. Arrange separation from people, vehicles and active equipment as required for the operation. Do not direct crews to gather beneath the aircraft for a project photo or assume production activity can continue unchanged.

Give each role clear authority

The GC coordinates ground access and site operations. The pilot determines whether the flight can be conducted safely and lawfully. Define how the pilot will notify the superintendent of a pause, landing or changed plan, and how the superintendent will alert the pilot to a new hazard.

If conditions change

Stop and reassess when a lift begins, vehicles enter the launch area, weather worsens or communications fail. Agree on a recovery area and emergency contact procedure before takeoff. A visual observer or additional crew member may be appropriate for the operation; do not treat one as a substitute for a workable plan.

> **ONE SHARED PLAN**
>
> The GC manages site access. The pilot makes the flight-safety decision.

06

Specify progress documentation

Consistency makes a recurring record useful

Fixed viewpoints and an agreed shot list

Select repeatable overview angles, entrances, staging areas and active work zones. Keep a reference sheet so each visit can be compared with the previous one. Record the actual capture date and explain any omitted or substituted viewpoint caused by access, safety or site changes.

Photo deliverables

Specify the edited photo count, full-resolution JPG files, web-sized copies if needed and a consistent naming convention. Ask whether annotations identify locations or simply add branding. Decide whether a comparison sheet, brief caption index or phase labels are part of the base scope.

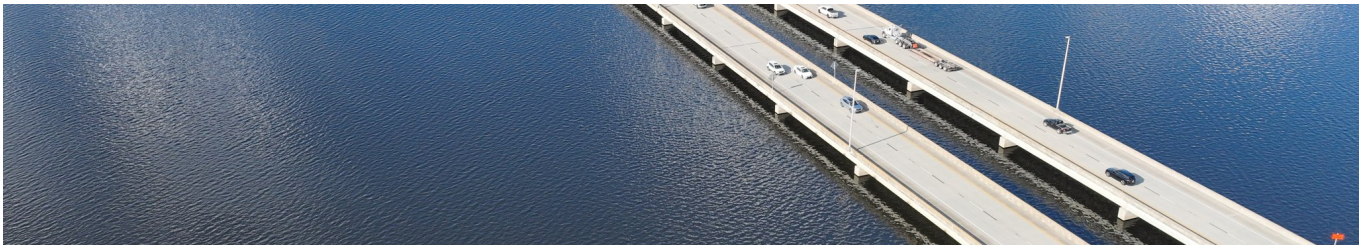
Video deliverables

State duration, orientation, resolution and whether the delivery includes an edited clip or only selected raw footage. Require properly licensed music if music is used. Identify who approves captions and project names, and whether a clean version without branding is needed for owner reporting.

Use and distribution

Confirm that the GC, owner and named project team can use the files as intended. Define portfolio permission separately; private site documentation should not become public marketing by default. Clarify raw-file access, third-party reuse, retention and whether the license continues after project closeout.

> **MAKE COMPARISON EASY**
>
> Same viewpoints. Clear dates. Files your team can find.



Bridge context image; illustrative, not a construction-progress deliverable.

07

Orthomosaic mapping deliverables

Define coverage and limitations before capture

What an orthomosaic provides

An orthomosaic combines overlapping images into a top-down visual reference. It can help a project team understand site layout and compare visible changes. The appearance of a detailed map does not establish legal boundaries, certified dimensions or engineering suitability.

Specify the coverage

Provide a clear coverage area and identify exclusions. Ask the subcontractor to confirm resolution expectations, coordinate reference information if applicable, output formats and processing time. Dense vegetation, moving equipment, water and limited access may affect usable coverage or image quality.

Choose usable formats

A GeoTIFF can support compatible GIS workflows; a JPG or PDF overview is easier for routine viewing; a KMZ overlay may suit Google Earth if included and supported. Ask your intended recipient to confirm compatibility before booking. These formats are not interchangeable, and a PDF overview does not replace the underlying map file.

Avoid overclaiming

Identify the source of any supplied boundary or phase lines and label approximate overlays clearly. Treat measurements as reference-only unless a separately qualified professional has established the required accuracy and suitability. Drone imagery alone should not be used to resolve ownership, setbacks or acceptance of engineered work.

> **KEEP THE LIMITS CLEAR**
>
> A detailed-looking map is not a legal or engineering determination.

08

File formats and turnaround

Make acceptance criteria easy to check

Write a delivery matrix

For each output, list format, resolution expectations, naming, due date and delivery method. A typical scope might request full-resolution JPG photos, MP4 video, GeoTIFF mapping and a PDF overview—but request only what the project team needs and what the provider has agreed to deliver.

Start the clock after completed capture

Specify whether timing is in business days and what happens after a weather or access delay. For a small-site Aerial Vantage quote, a proposed target is two business days for photos and five for an edited clip or map, subject to written confirmation. Larger sites and specialized processing need their own schedule.

Review and revisions

Name one reviewer, set a review window and state the included revision allowance. Distinguish editing corrections from additional site visits. Tie a revision request to the agreed shot list or format rather than asking for an undefined improvement after the scope has been completed.

Transfer and retention

Use an approved delivery link or project platform with access appropriate to the files. Test downloads, map compatibility and video playback. Record how long the link remains available and who backs up the final files. Do not assume the subcontractor retains raw material or hosts the project forever.

> **PUT IT IN WRITING**
>
> Agree on what arrives, when it arrives and who keeps the backup.

09

How pricing works

A starting range is not a fixed quote

What changes the price

Site size and location, number of structures, access, airspace coordination, repeat visits, deliverable count, editing, mapping and travel affect scope. Ask whether the quote covers one capture visit or a program, whether mapping is included and which extra charges need written approval.

Aerial Vantage construction progress

Build Record starts at $500–$750 per month, depending on site size and location. The proposed monthly scope includes edited progress photos and an orthomosaic, with a short edited clip at the upper tier. Confirm acreage, coverage, formats and turnaround in the written quote. The starting range is not a maximum price.

Aerial Vantage property baseline

Property Baseline starts at $300–$400 per quarter, depending on site size and location. It is a quarterly visual roof-context and grounds record, not monthly flights or a structural assessment. Multiple buildings, larger properties and added deliverables require a site-specific quote.

Compare total obligations

Check travel, tax if applicable, deposits, cancellation, weather delays, revisions, license and file access. First shoot: 50% off the agreed capture portion; confirm eligible capture dollars, mapping and extra-edit charges in writing. Current package starting prices were selected by Aerial Vantage on November 6, 2026 (EST); request a current written quote at aerialvantagefl.com or info@aerialvantagefl.com.

> **PRICE THE ACTUAL JOB**
>
> Starting prices depend on site size and location—not just flight time.

10

Prequalification checklist and red flags

Use this before authorizing mobilization

Credentials and coverage

- ☐ Named remote pilot; Part 107 evidence and knowledge recency.
- ☐ Current Part 107 aircraft registration and applicable Remote ID compliance.
- ☐ OSHA 10 card where required, plus project-specific orientation.
- ☐ Correct business identity and secure vendor onboarding.
- ☐ Aviation coverage reviewed; COI and required additional-insured evidence accepted by the risk team.

Scope and site coordination

- ☐ Coverage, viewpoints, cadence and deliverables defined.
- ☐ Airspace feasibility and any required approval path confirmed.
- ☐ Site contact, launch/recovery area, PPE and hazards reviewed.
- ☐ Communication, stop-work and emergency procedures agreed.
- ☐ Formats, turnaround, revisions, rights and retention documented.

Commercial checks

- ☐ Site-specific total and approved extra charges in writing.
- ☐ Deposit, cancellation and unperformed-work refund terms clear.
- ☐ Weather/access delay process agreed.
- ☐ One reviewer and delivery acceptance process named.
- ☐ No unsupported claim that imagery certifies concealed or structural conditions.

Reasons to pause

No named pilot; refusal to explain authorization; “we fly in any weather”; missing registration evidence; a certificate-holder listing presented as proof of additional-insured status; vague deliverables; unsupported accuracy claims; or pressure to sign a compliance certification you cannot verify. Resolve the issue before mobilization, not after capture.

KEEP THESE REFERENCES HANDY

Go to the source.

Public guidance for your next vendor review

FAA sources

F1 — Become a Certificated Remote Pilot:
https://www.faa.gov/uas/commercial_operators/become_a_drone_pilot
F2 — How to Register Your Drone:
https://www.faa.gov/uas/getting_started/register_drone
F3 — UAS Data Exchange (LAANC):
https://www.faa.gov/uas/getting_started/laanc

OSHA source

O1 — Outreach Training Program:
https://www.osha.gov/training/outreach
These public sources were checked November 6, 2026 (EST). Consult current requirements for the actual operation. OSHA Outreach courses are training, not certification, and do not replace training required by specific standards.



Lake Jesup bridge and open-water context, photographed by Aerial Vantage FL.

FREE REFERENCE

Use the checklist to ask better questions. Confirm the requirements for the actual project before work starts.

YOUR NEXT PROJECT

Let’s put a clear plan over your site.

Progress photos. Orthomosaic mapping.
A practical scope, agreed before the first flight.

Send us four things:
Project location · Approximate acreage
How often you need a visit · What you want to see

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(386) 259-8946

Service-disabled veteran-owned · FAA Part 107
16 years aviation experience · OSHA 10 · Insured
COI and additional-insured requirements reviewed before booking.

Volusia, Seminole, Flagler and Lake counties.
St. Johns and Putnam: construction, commercial and industrial projects only.

This guide is free. No purchase is required to use its checklist.
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