

Preflight Risk Brief

Chicago, IL

2026-07-20 at 22:00 (America/Chicago) • Generated 07/16/26 02:59 PM UTC • PIC: Sample Generator

RISK LEVEL

HIGH

Critical

WEATHER

IFR

4 kt wind

AIRSPACE

B

LAANC needed

ALTITUDE

450

ft AGL max

FINDINGS

9

6 action(s)

NO-GO — Critical Issues

5 issue(s) must be resolved before this flight can proceed safely.

Mission Details

Location	Chicago, IL (41.8781, -87.6298)
Date & Time	2026-07-20 at 22:00 local (90 minutes)
Operation	Telecom Tower
Maximum Altitude	450 ft above ground level
Crew Configuration	Rpic Vo

Airspace

Airspace Class	B — You need LAANC authorization
Nearest Airport	75IS — LURIE CHILDRENS HOSPITAL (1.2 nautical miles away)

Weather Conditions

WIND	VISIBILITY	CATEGORY	TEMPERATURE
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4 kt from 0°	1.5 SM Check ceiling	IFR Poor	28.9°C Dew 21.7°C
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Weather Minimums Check

Visibility (minimum 3 SM)	1.5 SM	FAIL
Cloud clearance (minimum 500 ft below clouds)	6000 ft	PASS
Wind within aircraft limits (max 20 kt)	4 kt	PASS

METAR KMDW 161453Z VRB04KT 1 1/2SM FU SCT021 BKN060 29/22 A3008 RMK A02 SLP172 T02890217 50003

Items Requiring Your Attention

Controlled Airspace

Class B airspace. LAANC authorization required.
What you need to do: Obtain airspace authorization via FAA-approved USS.
Regulation: 14 CFR § 107.41

• Operations Over Moving Vehicles

Subject to same category requirements as over people (Part 107.145).
Regulation: 14 CFR § 107.145

BVLOS Without Waiver

BVLOS requires Part 107.31 waiver.
What you need to do: Obtain waiver or maintain VLOS.
Regulation: 14 CFR § 107.31

Above 400ft Without Authorization

Operations above 400ft require waiver or structure proximity.
What you need to do: Obtain waiver, confirm structure proximity, or reduce altitude.
Regulation: 14 CFR § 107.51(b)

TIA-222 Tower Inspection Considerations

Telecom tower inspections near structures covered by ANSI/TIA-222 involve specific safety hazards including RF radiation, guy wires, ice fall zones, and working near active antenna equipment.
Regulation: ANSI/TIA-222-H (Structural Standard)

Visibility Below Part 107 Minimum

Current visibility is 1.5 SM. Part 107 requires minimum 3 SM.

What you need to do: Do not fly. Wait for visibility to improve to at least 3 SM.

Regulation: 14 CFR § 107.51(c)

Night/Civil-Twilight Operation

This operation falls during civil twilight or night per 14 CFR § 107.29. Requirements: (1) Anti-collision lighting visible for 3 SM must be operational, (2) Lighting must be in working condition before each flight, (3) RPIC may reduce lighting intensity if it creates a safety hazard. Ensure all crew are briefed on night-specific hazards and procedures.

Regulation: 14 CFR § 107.29

Point Location — 50m Default Radius Applied

No flight area polygon was drawn. A default 50-meter radius around the selected point is assumed for airspace and NOTAM queries. For more precise analysis, draw a polygon defining your actual flight area in Step 1.

NOTAM/TFR Data Currently Unavailable

The FAA NOTAM and TFR data feeds are currently unavailable. You **MUST** check NOTAMs manually before flight using 1800wxbrief.com or the FAA NOTAM Search tool. This is a regulatory requirement per 14 CFR § 91.103.

What you need to do: Check NOTAMs at 1800wxbrief.com or via Lockheed Martin Flight Service before flight.

Regulation: 14 CFR § 91.103 (Preflight action)

Pre-Flight Checklist

MUST Obtain LAANC authorization via FAA-approved USS before flight

MUST Obtain BVLOS waiver (Part 107.31)

SHOULD Brief crew on tower-specific hazards: RF exposure zones, guy wires, ice fall zones

SHOULD Verify RF radiation zones and maintain safe distance from active antennas

MUST Wait for visibility $\geq$ 3 SM

MUST Check NOTAMs manually at 1800wxbrief.com — automated feed unavailable

Day-of-Flight Verification

☐ Weather conditions verified within 1 hour of flight

- ☐ NOTAMs checked at **1800wxbrief.com**
- ☐ Aircraft pre-flight inspection complete
- ☐ Batteries charged and voltage checked
- ☐ Remote ID broadcasting confirmed
- ☐ LAANC authorization obtained and active
- ☐ Visual observers briefed (if applicable)
- ☐ Emergency procedures reviewed with crew
- ☐ Go/No-Go decision confirmed by PIC

Important: This document is decision-support only. Not legal advice. Not an FAA authorization. The Remote Pilot in Command is solely responsible for the go/no-go decision. Verify all conditions on the day of flight.

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This document is for the Pilot in Command. Verify all conditions before flight.