



AERIAL SITEWORK PROGRESS REPORT

OVERALL: DOCUMENTED

Construction & sitework documentation · grading, drainage and structures · capture date withheld

SAMPLE REPORT — PLEASE READ. This is a genuine MW AIRLIFT™ deliverable, reissued as a sample. Every photograph, observation and finding is real and untouched — this is exactly what a client receives. The client name, street address and work-order reference have been withheld, and the verification code on the final page has been deactivated for publication. Delivered client reports are confidential and are never published.

Prepared for	Client name withheld	Service	Sitework progress documentation
Project	Site address withheld	Report ID	MWA-SMP-0004
Prepared by	MW AIRLIFT™	Capture	Date withheld on this sample
Coverage	Haul corridor, structures, drainage, erosion control	Turnaround	Within 24 hours

Executive summary

This pass documents site conditions and work in place across a grading and drainage package: haul corridor, structural placement, base course, stormwater structures and erosion-control measures. Capture was flown from repeatable positions so this visit can be compared directly against prior and subsequent passes. Conditions recorded include standing water in the graded corridor following weather, rip-rap and outlet protection as installed, geogrid and base placement prior to cover, and sediment basin condition with vegetation establishment in progress. No defect determination is made in this report — conformance, acceptance and remediation are determinations for the engineer of record.

ACCURACY & INTENDED USE

This report is produced from small-UAS aerial imagery and records **visible, accessible site conditions at the time of flight**. It is provided for progress documentation, pay-application support, dispute avoidance and record retention. **This deliverable is not a survey, an engineering assessment, or a certification of conformance.** MW AIRLIFT™ does not provide surveying, mapping-for-design or measurement services. Elevations, quantities and dimensions are not represented. Nothing beneath finished surfaces is assessed. Findings are observations, not determinations. Where a project requires measured or certified products, we work alongside your licensed surveyor or engineer.

HOW FINDINGS ARE TIERED

Every image from the flight is reviewed in sequence — the site overall, then each work area, then targeted close-ups of anything flagged during the flight. Observations are tiered by what is visible in the imagery, and by how soon someone should look.

HIGH — conditions warranting prompt attention: active erosion, undermined or displaced structure, failed or breached containment, scour at an outlet, or work in place that cannot be evidenced once the next lift is placed.

MEDIUM — conditions warranting attention before the next milestone: sediment escape beyond a control measure, damaged or undercut silt fence, rutting beyond surface water, incomplete stabilization on a graded slope.

LOW — recorded for the file: standing water after weather, vegetation establishment in progress, minor debris or track-out.

The overall assessment is governed by the most significant tier observed. Severity reflects urgency of closer inspection — it is not a determination of cause, conformance or acceptance, which are matters for the engineer of record.

Findings — visible, accessible conditions at time of flight

LOCATION	OBSERVATION	SEVERITY
Haul corridor	Surface condition with standing water documented after rain; corridor passable, no rutting beyond surface water observed (Fig. 9)	LOW
Base course, pre-cover	Geogrid and base placement photographed from directly overhead prior to cover — the layer that becomes unevidenced once the next lift is placed (Fig. 4)	LOW
Drainage structures	Headwall, inlet and outlet protection recorded as installed, prior to cover (Figs. 5–7)	LOW
Sediment basin	Water level, vegetation establishment and berm condition after weather (Fig. 8)	LOW

Severity reflects urgency of closer inspection — LOW monitor · MEDIUM attention · HIGH priority. It is not a determination of cause, age or extent.

Frames are cropped where necessary so that neighboring private residences are not identifiable. Cropping removes surrounding context only — no subject of a finding has been altered, obscured or removed.

Aerial evidence — selected frames



Fig. 1 — Site overview on the date of flight. Haul corridor, base placement and material staging in a single orienting frame.



Fig. 2 — Material stockpile and equipment staging on the date of flight.



Fig. 3 — Wall and structure placement; alignment and backfill state at capture.



Fig. 4 — Geogrid and base placement, photographed from directly overhead prior to cover.



Fig. 5 — Headwall and inlet structure with surrounding grade, before cover.



Fig. 6 — Rip-rap apron and outlet protection as installed, at low altitude.



Fig. 7 — Outlet channel; stone placement and channel section.



Fig. 8 — Sediment basin. Water level, vegetation establishment and berm condition after weather.



Fig. 9 — Graded haul corridor; surface condition and standing water after rain.



Fig. 10 — Near-nadir capture of the finished channel section, flown to a repeatable position for visit-to-visit comparison.

Recommendations / next steps

Retain this capture as the dated record for the work in place at this stage, particularly the pre-cover frames — geogrid, base and drainage structures are not evidenceable once covered. Repeat the same flight positions at the next milestone so two dates can be compared without argument about the angle. Where conformance or quantity is in question, refer to the engineer of record; this report records condition only.

Flight record

Aircraft	DJI Mavic 3 · DJI RC Pro RM510
Flight window	0:25
Airspace / LAANC	Class G — no authorization required
Weather at capture	Clear, 84 °F, wind 6 mph

Verification



VERIFIED CHAIN OF CUSTODY

Every image, video and report in this package was fingerprinted (SHA-256) at the mission and sealed into a signed, published manifest recording GPS position, capture time, pilot certification, aircraft and custody events. Scan the code, or go to mwairlift.com/verify and enter the mission ID, then drop in the file you received. Your file is checked in your own browser and never uploaded. A re-saved, re-exported or re-compressed copy will not match — verify the exact file we delivered.

The same page links to your download portal, where the full photograph set, video and this report can be collected using the passcode sent to you separately.

The code on this sample has been deactivated.

Certification. This aerial documentation was captured under FAA Part 107 by a certified Remote Pilot using a registered aircraft. This report is visual documentation only — it is not an engineering, structural, or code certification, and it is not a survey. Findings reflect only the visible, accessible conditions present at the time of flight; areas not visible from the air are not assessed. Conditions may change after the capture date. A licensed professional is recommended where certification is required.