

UNMANNED AIRCRAFT - OPERATIONAL AUTHORISATION

SPECIFIC CATEGORY

1.	AUTHORITY RELEASING THE AUTHORISATION
1.1. State of the UAS Operator	United Kingdom
1.2. Issuing Authority	United Kingdom Civil Aviation Authority
1.3. Authorising Signatory Point of Contact	Mark Wharry – RPAS Unit Sector Team Lead SSC Technical Services 0330 022 1908 uavenquiries@caa.co.uk
2.	UAS OPERATOR INFORMATION
2.1. Operator Registration No. CAA Reference	OP-GBR-FZQWGHR UAS 346
2.2. UAS Operator Name	UAVE Ltd.
2.3. Operational Point of Contact /Accountable Manager Name Telephone E-Mail	Phillip Slater 01545 561111 / 07773771812 info@uave.co.uk
2.4. Authorisation Number	2
2.5 Operations manual	OSC Volume 1, Version 3, Amendment 1, 25 th February 2021 OSC Volume 2, Version 3, Systems, 25 th February 2021 OSC Volume 3, Version 1.7, Safety Assessment, 25 th February 2021 OSC Volume 1, Appendix IV, DA and TDA Specifics, Version 1, 25 th Feb 2021

3.	UAS INFORMATION
3.1. Unmanned Aircraft – Schedule I Manufacturer Model MTOM Classification Engine(s) Serial or Registration Modifications	UAVE Ltd. Prion Mk3 55kg Fixed Wing 1 x 120cc petrol 006-018 N/A
3.2. Relevant/Other Comments	a) The Unmanned Aircraft must be equipped with a mechanism that will cause it to land in the event of a disruption to, or a failure of, any of its control systems, including the C2 Link. b) The Remote Pilot must ensure that this mechanism is in working order before any flight is commenced. c) The UAS Operator must ensure that the radio spectrum used for the C2 Link and for any payload communications complies with the relevant Ofcom requirements and that any licences required for its operation have been obtained. d) The UAS Operator must ensure high energy devices are appropriately stored and transported. e) The UAS Operator ID listed at section 2.1 must be displayed on every aircraft flown under this Operational Authorisation.
4.	LIMITATIONS AND CONDITIONS FOR THE UAS OPERATION
4.1. Type of Operation	a) VLOS operations beyond 500m from remote pilot b) EVLOS operations c) BVLOS operations within segregated airspace
4.2. Operating Times/Periods	Daylight hours only.
4.3. Location(s) of Operation	a) VLOS and EVLOS flights in non-segregated airspace in rural locations only within the United Kingdom subject to the airspace restrictions detailed in 4.4. b) VLOS, EVLOS and BVLOS flights in segregated airspace in the 6 specified locations listed in UAVE Ltd OSC Vol1 v3, p7-8 section 3.4 only.
4.4. Airspace	Flights must not be conducted within the Flight Restriction Zone (FRZ) of a protected aerodrome, or within any Restricted, Prohibited or Danger Area, unless the appropriate clearance or permission to enter has been obtained. BVLOS flights must only be conducted within the 6 specified locations described in UAVE Ltd OSC Vol1 v3, p7-8 section 3.4 and further defined in UAVE Ltd OSC Vol1 v3 Appendix IV.

4.5. Operating Heights/Altitudes/Levels	a) Aircraft must not exceed 400ft above surface level, except: b) VLOS and EVLOS flights may be conducted to a maximum of 1000ft above surface level when carried out in accordance with the conditions and procedures in UAVE Ltd OSC Vol1 section 3.5 and only while the RPAS listed in section 3.1 of this authorisation remain continuously clearly visible to the unaided remote pilot or observer. c) BVLOS flights may be conducted up to a maximum altitude in accordance with TDA and DA limits described in UAVE Ltd OSC Vol1 section 3.5 and UAVE Ltd OSC Vol1 v3 Appendix IV. d) All flights above 400ft must be promulgated by NOTAM.
4.6. Maximum Operating Range	a) Flights must be conducted within VLOS and must not exceed 500m from the Remote Pilot, unless: b) While the RPAS remains continuously clearly visible to the remote pilot it may exceed the limitations above but must not exceed 1000m from the remote pilot. c) When operating in accordance with the EVLOS procedures and conditions in UAVE Ltd OSC Vol1 section 3.5, the aircraft may exceed the limitations at subparagraphs a) and b) above but must not exceed: i. 2000m from the Remote Pilot, and; ii. 1000m from and within VLOS of a competent observer. d) When operating within VLOS, the Remote Pilot may be assisted by a single competent observer, who must be co-located with the Remote Pilot and able to communicate with them clearly and effectively. If present, the observer must maintain VLOS of the aircraft at all times.
4.7. Separation from Uninvolved Persons	a) Flights must not be carried out within 50m of uninvolved persons. b) Flights must not be carried out within 150m of buildings or structures >30m tall. c) Flights must not be carried out over or within congested areas.
4.8. Security of Loads/Equipment	The Remote Pilot must ensure that any load carried by, or equipment on, the unmanned aircraft is properly secured and that the aircraft is in a safe condition for the specific flight. The Remote Pilot must ensure any payload to be carried for in-flight release from the RPAS can be released without endangering the flight or any 3rd party.

4.9. Remote Pilot Requirements	a) Remote Pilots must: i. be employed by the UAS Operator ii. hold a Flyer ID issued on or after 15 Dec 20 iii. follow the requirements of UK Reg (EU) 2019/947 point UAS.SPEC.060 iv. be qualified as per the requirements of the OM at section 2.5. v. undergo the training and meet the requirements described in UAVE Ltd OSC Vol1 section 3.8.
4.10. UAS Operator Responsibilities	a) The UAS operator must: i. comply with the responsibilities set out in UK Reg (EU) 2019/947 point UAS.SPEC.050 ii. maintain records of each flight made under this authorisation iii. make such records available to the Civil Aviation Authority on request as per UK Reg (EU) 2019/947 point UAS.SPEC.090
4.11. Occurrence Reporting Requirements - (Regulation (EU) 376/2014)	Any occurrences that take place while operating under this authorisation must be reported in accordance with the requirements set out in CAP 722 section 2.9.
4.12. Insurance	Insurance cover meeting the requirements of regulation (EC) 785/2004 must be held.
4.13. Requirements relating to personnel essential to the UAS operation	Any additional personnel must be qualified and competent as per the details in UAVE Ltd OSC Vol1 section 3.8
4.14. Relevant/Other Comments	Airborne transponders must be active, appropriately licenced and use an appropriate 24 Bit ICAO code allocated by the CAA.
5.	VALIDITY
5.1 Duration of the Authorisation	This operational authorisation is valid: From: 29 Apr 21 To: 29 Apr 22 Unless otherwise suspended or revoked.
5.2 Regulation References	This operational authorisation is: Authorised under: Article 5 of Regulation (EU) No. 2019/947 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018.

6.	AUTHORISATION SIGNATURE
6.1. Signature / Stamp	
	The UAS operator detailed in section 2 is authorised to conduct UAS Operations with the UAS defined in Section 3, and according to the conditions and limitations in Section 4, provided that they comply with this authorisation, Annex IX to Regulation (EU) 2018/1139 and its implementing rules. Any changes to the technical or operational characteristics detailed herein will invalidate this authorisation. Any proposed changes must be submitted to the CAA for approval before implementation. This operational authorisation must be carried by the remote pilot during the operation.
Date	29 Apr 21

The platforms included within this approval must only be operated under the conditions stated and as approved by the UK Civil Aviation Authority. Any changes to the technical or operational characteristics detailed herein will invalidate this approval. Any proposed changes must be submitted for approval before implementation.

Note 1: UAS operators and remote pilots should be aware that the collection of images of identifiable individuals, even inadvertently, when using surveillance cameras mounted on an unmanned aircraft may be subject to the General Data Protection Regulation and Data Protection Act 2018. Further information about these regulations and the circumstances in which they apply can be obtained from the Information Commissioner's Office and website: <https://ico.org.uk/for-the-public/drones/>

Note 2: UAS operators and remote pilots must be aware of their responsibilities regarding operations from private land and any requirements to obtain the appropriate permission before operating from a particular site. They must ensure that they observe the relevant trespass laws and do not unwittingly commit a trespass whilst conducting a flight.

Note 3: UAS operators must ensure that the appropriate aircraft radio licence has been obtained for any transmitting radio equipment that is installed or carried on the aircraft, or that is used in connection with the conduct of the flight and that operates in an aeronautical band.

Note 4: 'Night' means the time from half an hour after sunset until half an hour before sunrise (both times inclusive), sunset and sunrise being determined at surface level.

Note 5: The following editorial practices are used throughout the authorisation above:

- **MUST** or **SHALL** denotes a mandatory requirement.
- **SHOULD** implies a strong obligation. If the Operator does not follow such an obligation, the Authority would expect a clear justification.
- **MAY** indicates a discretionary practice.

Note 6: Any reference to **UK Reg (EU) No. 2019/947** should be taken to refer to **Regulation (EU) No. 2019/947 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018**.