

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	Alan Parkinson – RPAS Principal Technical Inspector SSC Technical Services 0330 022 1908 uavenquiries@caa.co.uk
2.	UAS OPERATOR INFORMATION
2.1. Operator Registration No. CAA Reference	GBR-OP-TJ2LZPG352QT UAS 346
2.2. UAS Operator Name	UAVE Limited
2.3. Operational Point of Contact /Accountable Manager Name Telephone E-Mail	Phillip Slater 01545 561111 Phillip.slater@uave.co.uk
2.4. Authorisation Number	6
2.5 Operations manual	UAVE Limited Operating Safety Case UAS OSC Volume 1 – Operations Manual v3, 25th February 2021 Amendment 16, last amended 03 Aug 2023. UAS OSC Volume 2 – UAS Systems v3, 25th February 2021 Amendment 8, last amended 03 Aug 2023. UAS OSC Volume 3 – Safety Risk Assessment v1.7, 25 th February 2021 Amendment 10, Last Amended 02 Aug 2023.

3.	UAS INFORMATION
3.1. Unmanned Aircraft – Schedule I Manufacturer Model MTOM Classification Engine(s) Control Frequency Modifications	UAVE Limited Prion Mk3 55 kg Fixed Wing 1 x 120 cc Petrol 2.4 GHz None
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 b) BVLOS operations within segregated airspace
4.2. Operating Times/Periods	Daylight hours only.
4.3. Location(s) of Operation	a) VLOS flights in non-segregated airspace in rural locations only within the United Kingdom subject to the airspace restrictions detailed in section 4.4. b) VLOS and BVLOS flights in segregated airspace in locations detailed in ENR 5.1 of the AIP, of which only those suitable for RPAS operations are to be used. c) BVLOS within Dolgellau TDA (ACP-2022-025).

4.4. Airspace	a) 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. b) For VLOS flights up to 400ft above surface level, in controlled airspace outside the FRZ, the UAS operator must consider the need to notify the relevant Air Navigation Service Provider (ANSP). The UAS operator must consider the safety risk of the operation and the impact on other air users and provide any necessary coordination with the ANSP if mitigation is required. This must be carried out in accordance with the procedure(s) in the OM at Section 2.5. c) For VLOS flights above 400ft above surface level, in controlled airspace outside the FRZ, the UAS operator must notify the relevant Air Navigation Service Provider (ANSP) when required by the instructions detailed in AIP Section ENR 2.1. This must be carried out in accordance with the procedure(s) in the OM at Section 2.5. d) BVLOS flights must only be conducted in segregated airspace in locations detailed in ENR 5.1 of the AIP, of which only those suitable for RPAS operations are to be used. e) For all BVLOS flights in controlled airspace outside the FRZ, the UAS operator must notify the relevant Air Navigation Service Provider (ANSP). This must be carried out in accordance with the procedure(s) in the OM at Section 2.5. f) BVLOS flight within Dolgellau TDA (ACP 2022-025) must be done iaw the LoA between RAF Valley and UAVE Ltd.
4.5. Operating Heights/Altitudes/Levels	Aircraft must not exceed 400 ft above surface level. Exceptions to this are: a) VLOS flights may be conducted up to a maximum of 1000 ft, provided i. Operations must be conducted in accordance with the increased height operating procedures set out in the OM listed in Section 2.5. ii. A NOTAM must be raised for all flights exceeding 400 ft above the surface. iii. Operations must be conducted with a minimum crew composition of a Remote Pilot and at least one Observer. b) BVLOS flights may be conducted up to the maximum height of the DA (or TDA 2022-025), provided; i. Operations must be conducted in accordance with the BVLOS operating procedures set out in the Operations Manual listed in Section 2.5. ii. A NOTAM must be raised for all flights exceeding 400 ft above the surface.

4.6. Maximum Operating Range	a) Flights conducted within VLOS must remain within unaided visual contact at all times as per the definition in Article 2 of Regulation (EU) No. 2019/947 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018. Exceptions to this are: i. Flights may be conducted up to a maximum of 800m, provided the aircraft remains clearly visible to the Remote Pilot. b) All BVLOS Flight(s) must be conducted within the horizontal and vertical limits of the designated Danger Area (or TDA 2022-025) and only when that airspace has been pre notified as being active through a NOTAM.
4.7. Separation from Uninvolved Persons	a) Flights must not be carried out within 50 m of uninvolved persons. b) Flights must not be carried out within 150 m of buildings or structures >30 m tall. c) Flights must not be carried out over or within congested areas.
4.8. Security of Loads/Equipment	a) 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. b) 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, and must not be released from a height exceeding 500 ft. c) Dangerous goods must not be carried.
4.9. Remote Pilot Requirements	a) Remote Pilots must: i. be employed by the UAS Operator ii. hold a UK Flyer ID and GVC 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 of this authorisation
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 2.7.
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	a) Any additional personnel must be qualified and competent as per the details in the OM at Section 2.5. b) The LoA between RAF Valley and UAVE Ltd must be signed by all stakeholders prior to operations being conducted within Dolgellau TDA (ACP 2022-025).
4.14. Relevant/Other Comments	a) Operations involving multiple aircraft must not be conducted under this Operational Authorisation. b) Remote Pilot must ensure that the Mode S transponder is installed in accordance with the TSO User and Installation Guide and is fully operational before any flight is commenced. c) Prior to any flight the Operator must abide by all the operating limitations and conditions for this device as issued by the manufacturer and accordance with UAS.SPEC.100 of IR 2019/947. d) A valid Ofcom Licence and 24-bit ICAO address issued by the CAA must be obtained prior to any operation of this equipment.

5.	VALIDITY
5.1 Duration of the Authorisation	This operational authorisation is valid: From: 07 Aug 23 To: 07 Aug 24 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. Reviewer Signature/Stamp	
6.2. Authoriser 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	07 Aug 23

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**.