

CIVIL AVIATION AUTHORITY

Air Navigation Order 2016



EXEMPTION – Unmanned Aircraft +20Kg

1. The Civil Aviation Authority, in exercise of its powers under Article 266 of the Air Navigation Order 2016 (“the said order”), as amended, hereby exempts **UAVE Ltd** (“the operator”) from the provisions of the said Order with the exception of Articles 1 to 7, 77, 79, 89, 97-100, 179, 230, 237, 239-242, 247, 248, 250-253, 255-259, 261-265, 267 and Schedule 1 thereof, for the purpose of test and development flights with the following Unmanned Aircraft (“the said aircraft”):

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|-------------------|-------------------|
| (a) UAV Type | : Prion Mk 3 |
| UAV Serial Number | : 3-0006 – 3-0015 |
| Classification | : UAV-Landplanes |

At the following location(s) (“the said site(s)”):

- (b) UK test location(s) as stated in the UAVE Ltd Operations Manual Volume 1 Version 1.0 Amendment 1.1, dated 18th December 2017

2. This Exemption is granted subject to the following conditions, namely, that the said aircraft shall not be flown:

- (a) in other than VMC conditions and by pilots other than: Simon Williams, Matthew Langley and Christian Thomas employed by **UAVE Ltd**;
- (b) in controlled airspace, except with the permission of the appropriate air traffic control unit;
- (c) in any aerodrome traffic zone except with the permission either of the appropriate air traffic control unit or the person in charge of the aerodrome;
- (d) at a height exceeding **400 feet** above ground level;
- (e) at a distance beyond the visual range of the operator(s) of the said aircraft, or a maximum range of **500 metres**, whichever is the lesser distance;
- (f) directly overhead and/or within 150 metres of any congested area of a city, town or settlement.
- (g) directly overhead and/or within 150 metres of an organised open-air assembly of more than 1,000 persons;
- (h) directly overhead and/or within 50 metres of any person, vessel, vehicle or structure not under the control of the aircraft operator except that during the take-off or landing an aircraft to which this subparagraph applies shall not fly within 30 metres of any person other than the person in charge of the said aircraft or a person in charge of any other small aircraft or a person necessarily present in connection with the operation of such an aircraft;
- (i) unless it is equipped with a mechanism that will cause the said aircraft to land in the event of disruption to or a failure of any of its control systems, including the radio link, and the person in charge of the said aircraft has satisfied himself that such mechanism is in working order before the aircraft commences its flight;
- (j) unless the person in charge of the said aircraft has reasonably satisfied himself that any load carried by the aircraft is properly secured, that the said aircraft is in an airworthy condition and that the flight can safely be made taking into account the wind and other significant weather conditions;
- (k) unless the operator maintains records of each flight made pursuant to the Exemption and to make such records available to the CAA on request;
- (l) unless the flights take place at West Wales Airport (EGFA) and with the permission of the site operator;

(m) unless the said aircraft is insured for each and every flight in accordance with Regulation EC 785/2004 on insurance requirements for air carriers and aircraft operators.

3. *Additionally, if a flight takes place under EVLOS conditions at West Wales Airport (EGFA), in accordance with the Operations Manual Volume 1 Version 1.0 Ammendment 1.1, dated 18th December 2017, then paragraphs 2(d) and 2(e) shall not apply provided that:*

- (a) the flight(s) are NOTAMed;
- (b) the said aircraft is not flown at a height exceeding 1000 feet above the surface;
- (c) the said aircraft is not flown beyond a range of 1500 metres from the operator provided a deployer observer remains within 500 metres of the SUA and that suitable radio equipment is fitted to be able to effect control over the aircraft at all times;
- (d) direct, unaided visual contact with the said aircraft sufficient to monitor its flight path for the purposes of avoiding collisions is maintained. Before and during flight, the operator must agree to and maintain, separation procedures from other SAR/Police/HEMS aircraft assigned to the airspace;
- (e) the permission of the appropriate air traffic control unit is obtained if the flight is to take place within controlled airspace or any aerodrome traffic zone.

4. *Additionally, if a flight is operated under BVLOS conditons at West Wales Airport (EGFA), in accordance with the Operations Manual Volume 1 Version 1.0 Ammendment 1.1, dated 18th December 2017, then paragraphs 2(d) and 2(e) shall not apply provided:*

- (a) *the flight(s) are flown in accordance with the West Wales Airport UAV Operations Manual and any applicable supplementary Instructions (AOI UA-003);*
- (b) *the said aircraft is not flown at a height exceeding 6000 feet above ground level;*
- (c) *the said aircraft is not flown beyond a range of 20000 metres from the operator and that suitable radio equipment is fitted to be able to effect control over the aircraft at all times;*
- (d) *the said aircraft is flown within the segregated airspace of West Wales Airport Restricted Airspace EGD 201, 201A, 201B, 201E – G, EGD 202 and West Wales ATZ;*

5. This Exemption shall have effect during daylight hours from **23 January 2018 until 23 January 2019**, unless previously varied, suspended or revoked.

A circular seal of the Civil Aviation Authority (CAA) is visible on the left, featuring a star and the text 'CIVIL AVIATION AUTHORITY'. To its right is a large, stylized blue ink signature that reads 'H.P. Read'. Below the signature, the name 'H.P. READ' is printed in blue ink.

for the Civil Aviation Authority
Date: 23 January 2018
Ref: 20180123UAVELtdPAndE+20kg346
CAA Shared Services Centre 01293 768374

Distribution: UAVE Ltd (Mr Phil Slater phillip.slater@uave.co.uk info@uave.co.uk 01545561111/ 07773771812);

NOTE 1: Aircraft operators and pilots should be aware that the collection of images of identifiable individuals, even inadvertently, when using surveillance cameras mounted on a small unmanned surveillance aircraft, may be subject to the Data Protection Act. Further information about the Data Protection Act and the circumstances in which it applies can be obtained from the Information Commissioner's Office and website: <https://ico.org.uk/for-the-public/drones/>

NOTE 2: Operators 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. In particular, they must ensure that they observe the relevant trespass laws and do not unwittingly commit a trespass whilst conducting a flight.