

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, 68, 69, 70(1)(b), 77, 79, 89, 97-100, 176, 179, 224, 230, 225, 237-242, 247-249, 250-253, 255-257, 259, 261-265, 267 and Schedule 1 thereof, for the purpose of test and development flights with the Unmanned Aircraft (“the said aircraft”) as listed in schedule I

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

- (a) UK test location(s) as stated in the UAVE Ltd Operations Manual Volume 1 Version 2.2.3 dated 19th March 2020

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

- (a) other than by remote pilots: Felix Buchanan and Christian Thomas employed by UAVE Ltd and Steve Howe and Jeremy Wilkinson contracted to UAVE Ltd
 - (i) Trainee pilots must only operate at West Wales Airport under the supervision of UAVE staff, and only within visual line of site conditions.
- (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 flight information service unit, or where there is neither an ATCU or FISU, from the operator of the aerodrome.
- (d) at a height exceeding 400 feet above ground level;
- (e) at a distance that is beyond the direct, unaided visual sight of the remote pilots, or a maximum range of 500 metres, whichever is the lesser;
- (f) within a horizontal distance of 150 metres of any congested area of a city, town or settlement.
- (g) within a horizontal distance of 150 metres of an organised open-air assembly of more than 1,000 persons;
- (h) over and/or within 50 metres of any person, vessel, vehicle or structure that is not under the control of the remote pilot.
- (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 remote pilot has satisfied himself that such mechanism is in working order before the aircraft commences its flight;
- (j) unless the remote pilot 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 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.

- (m) unless any airborne transponders that are utilised have been appropriately licenced, and the appropriate 24 Bit ICAO code has been allocated by the CAA.
3. Additionally, if a flight takes place under EVLOS conditions at West Wales Airport (EGFA), or Warton Aerodrome in accordance with the EVLOS procedures detailed in Operations Manual Volume 1 Version 2.2.3 dated 19th March 2020, 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 horizontal distance of 1500 metres from the remote pilot provided that the aircraft is maintained within a horizontal distance of 500m from a deployed observer at all times whilst airborne. The deployed observer must maintain direct, unaided visual contact with the aircraft sufficient to monitor its flight path in relation to other aircraft, persons, vehicles, vessels and structures for the purpose of avoiding collisions.
4. Additionally, if a flight is operated under BVLOS conditions at West Wales Airport (EGFA), in accordance with the Operations Manual Volume 1 Version 2.2.3 dated 19th March 2020, then paragraphs 2(d) and 2(e) shall not apply provided that:
- (a) the flight(s) are flown in accordance with the West Wales Airport UAV Operations Manual volume 1 Appendix V;
 - (b) the said aircraft is flown within the vertical and lateral limits of Danger Area: EGD 201A, 201B, 201C 201D, 201F, 201G, 201H, 201J, 202A, 202B, 202C, 202D and only when notified as active
 - (c) the said aircraft is not flown at a height exceeding 10000 feet above the surface;
 - (d) the said aircraft is not flown beyond a range of 70000 metres from the remote pilot and that suitable radio equipment is fitted to be able to effect control over the aircraft at all times;
5. This Exemption shall have effect during daylight hours from **09 July 2020 until 23 April 2021**, unless previously varied, suspended or revoked.

for the Civil Aviation Authority
 Date: 09 July 2020
 Ref:20200709 UAVELtd UAS346 Exemption +20kgBVLOS
 CAA Shared Services Centre 01293 768374

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

Unmanned Aircraft Name: Prion Mk 3	Classification: Fixed Wing
Maximum Take-off Mass: 45 Kg	Engine: 1 x Propellor
S/N: 3-0006 to 3-0018	Engine Type: Petrol

Note 1: Such flights will be processed for NATS-administered controlled airspace under either Non-Standard Flight (NSF) or Enhanced Non-Standard Flight (ENSF) approval procedures. These procedures are set out on the NATS website www.nats.aero/nsf/rpas.aspx. Further details of the NSF/ENSF procedures are published at AIP ENR 1.1, section 4, paragraph 4.1.8 which can be found via the following link:

http://www.nats-uk.ead-it.com/public/index.php%3Foption=com_content&task=blogcategory&id=4&Itemid=11.html

If approval is granted, the remote pilot is to fly the aircraft entirely within the limits of the stated lateral and vertical operating area. No safety assurance against other unusual air activities taking place in the same area is given or implied. NATS approval to fly within controlled airspace or an aerodrome traffic zone does not absolve the remote pilot from the responsibility for avoiding all other aircraft.

Note 2: UAS operators and remote 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 General Data Protection Regulation and the 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 3: 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. In particular, they must ensure that they observe the relevant trespass laws and do not unwittingly commit a trespass whilst conducting a flight.

Note 4: It is the responsibility of the operator to ensure that the radio spectrum used for the command and control link and for any payload communications complies with the relevant Ofcom requirements and that any licenses required for its operation have been obtained. It is also the responsibility of the operator to 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.