




## UNMANNED AIRCRAFT - OPERATIONAL AUTHORISATION

### SPECIFIC CATEGORY – UKPDRA-01

<b>1.</b>	<b>AUTHORITY RELEASING THE AUTHORISATION</b>
1.1. State	United Kingdom
1.2. Issuing Authority	United Kingdom Civil Aviation Authority
1.3. Authorising Signatory Point of Contact	SSC Technical Services 0330 022 1908 <a href="mailto:uavenquiries@caa.co.uk">uavenquiries@caa.co.uk</a>
<b>2.</b>	<b>UAS OPERATOR INFORMATION</b>
2.1. Operator Registration No. CAA Reference.	GBR-OP-HWGVVRVK59HCH UAS 8955
2.2. UAS Operator Name	Claire Eason Trading As soul2sand
2.3. Operational Point of Contact Name Telephone E-MAIL	Ms Claire Eason 07974951747 enquiries@soul2sand.co.uk
2.4. Authorisation Number	5
2.5. Operations manual	1.5 23/03/2023
<b>3.</b>	<b>UAS INFORMATION</b>
3.1. Manufacturer	N/A
3.2. Model	Any rotary wing unmanned aircraft with a Maximum Take-Off Mass/flying weight of less than 25kg.

<b>3.3. Serial Number or UAS operator Registration Mark (If Applicable)</b>	The UAS operator's registration number listed at 2.1 must be displayed on every unmanned aircraft flown under this operational authorisation.
<b>3.4. Relevant/Other Comments</b>	<ol style="list-style-type: none"> <li>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.</li> <li>b. The remote pilot must ensure that this mechanism is in working order before any flight is commenced.</li> <li>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.</li> </ol>
<b>4.</b>	<b>LIMITATIONS AND CONDITIONS FOR THE UAS OPERATION</b>
<b>4.1. Type of operation</b>	<ol style="list-style-type: none"> <li>a. VLOS only.</li> <li>b. But remote pilots may be assisted by a single unmanned aircraft observer, who must be positioned alongside the remote pilot. The unmanned aircraft observer must maintain direct unaided visual contact with the unmanned aircraft sufficient to monitor its flight path in relation to other aircraft, persons, vehicles, vessels and structures for the purpose of avoiding collisions, and advise the remote pilot accordingly.</li> </ol>
<b>4.2. Operating times/periods</b>	Day or night. No timing limitations.
<b>4.3. Location(s) of operation</b>	Any location within the United Kingdom subject to the airspace restrictions detailed in 4.4
<b>4.4 Airspace</b>	Flights must not be conducted within the Flight Restriction Zone (FRZ) (See Note 1) of a protected aerodrome, or within any Restricted, Prohibited or Danger Area, unless the appropriate clearance or permission to enter has been obtained.
<b>4.5. Operating heights/altitudes/levels</b>	<ol style="list-style-type: none"> <li>a. The unmanned aircraft must be maintained within 120 metres (400ft) from the closest point of the surface of the earth.</li> <li>b. Obstacles taller than 105m may be overflown by a maximum of 15m provided that:             <ol style="list-style-type: none"> <li>(i) The person in charge of the obstacle has requested this; and,</li> <li>(ii) The unmanned aircraft must not be flown more than 50m horizontally from the obstruction.</li> </ol> </li> </ol>
<b>4.6. Maximum operating range</b>	Maximum horizontal range of 500 metres from the remote pilot, unless a lesser control link radio range has been specified by the UAS manufacturer.
<b>4.7. Separation from uninvolved persons</b>	<ol style="list-style-type: none"> <li>a. No flight within 50 metres of any uninvolved person, except that during take-off and landing this distance may be reduced to 30 metres. Any overflight of uninvolved people <b>must</b> be kept to a minimum.</li> <li>b. No overflight of any assemblies of people.</li> </ol>

	<p>c. No flight within 50 metres horizontally of any assemblies of people.</p> <p>(i) Lone Remote Pilots (See note 4) must have an appropriately set maximum allowed distance from launch/pilot; and</p> <p>(ii) Operations where the aircraft's height is greater than the separation distance (i.e. above the 1:1 line) should be avoided or kept to the absolute minimum time necessary.</p>
<b>4.8. Security of loads/equipment</b>	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>4.9. Remote Pilot requirements</b>	<p>a. Remote pilots operating under this operational authorisation must be in possession of a valid Flyer ID.</p> <p>b. The remote pilot shall be fit to perform the intended task.</p> <p>c. Remote pilots must be employed by or contracted to the UAS operator.</p> <p>d. Remote pilots operating under this operational authorisation must be in possession of a GVC.</p> <p>Or,</p> <p>(i) until 01<sup>st</sup> January 2024 hold an NQE 'full recommendation' obtained prior to 31 December 2020 and a valid 'flyer ID'.</p> <p>e. Remote pilots operating under this operational authorisation must comply with the responsibilities set out in point UAS.SPEC.060 of Regulation (EU) 2019/947 as retained in UK law.</p>
<b>4.10. UAS operator requirements</b>	<p>a. The UAS operator must comply with the responsibilities set out in point UAS.SPEC.050 of Regulation (EU) 2019/947 as retained in UK law.</p> <p>b. The UAS Operator shall define maintenance instructions and maintenance procedures at least compliant with the manufacturer's user manual.</p> <p>c. The UAS operator must maintain records of the maintenance activities performed and of each flight made under this authorisation, and must make such records available to the Civil Aviation Authority on request as set out in point UAS.SPEC.090 of Regulation (EU) 2019/947 as retained in UK law.</p>
<b>4.11. Occurrence reporting</b>	Any occurrences that take place while operating under this authorisation must be reported in accordance with the requirements set out in Regulation (EU) No 376/2014 and Regulation (EU) No 996/2010.
<b>4.12. Insurance</b>	Insurance cover meeting the requirements of regulation (EC) 785/2004 must be held.
<b>5.</b>	<b>VALIDITY</b>
<b>5.1. Duration of the Authorisation</b>	<p>This operational authorisation is valid:</p> <p><b>From:</b> 25/04/2023</p> <p><b>To:</b> 02/05/2024</p>

	Unless otherwise suspended or revoked.
<b>5.2. Regulation references</b>	This operational authorisation is issued under Article 5 of Regulation (EU) 2019/947 as retained in UK law.
<b>6.</b>	<b>AUTHORISATION SIGNATURE</b>
<b>6.1. Signature / Stamp</b>	
	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. <u>This operational authorisation must be carried by the remote pilot during the operation.</u>
<b>6.2. Date</b>	25/04/2023

**Note 1:** The “Flight Restriction Zone” of a protected aerodrome can be determined by reference to the table contained within ANO 2016 Article 94A, Paragraph 7 and is described in CAP 722.

**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 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 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. They must ensure that they observe the relevant trespass laws and do not unwittingly commit a trespass whilst conducting a flight.

**Note 4:** A lone Remote Pilot is when a remote pilot does not have any support crew (Observer/ Payload Operator) positioned alongside the remote pilot for the duration of the flight.