




UNMANNED AIRCRAFT – OPERATIONAL AUTHORISATION	
SPECIFIC CATEGORY – UKPDRA01	
1.	AUTHORITY RELEASING THE AUTHORISATION
1.1. State	United Kingdom (UK)
1.2. Issuing Authority	United Kingdom Civil Aviation Authority (UK CAA)
1.3. Authorising Signatory	SSC Technical Services
1.4. Point of Contact Telephone E-Mail	SSC Technical Services 0330 022 1908 uavenquiries@caa.co.uk
2.	UNMANNED AIRCRAFT SYSTEM (UAS) OPERATOR
2.1. UAS Operator Name Operator ID UK CAA reference	Richard Cook Photography Limited GBR-OP-2WR5H7CZZ8C7 UAS 1480
2.2. Point of Contact/ Accountable Manager Telephone E-Mail	Mr Richard Cook 07787518662 richard@cameramanscotland.com
2.3. Authorisation Number	9
2.4. Operations Manual (OM)	8.1 02/02/2024

<p>3.</p>	<p>UNMANNED AIRCRAFT SYSTEM</p>
<p>3.1. Unmanned Aircraft</p>	<p>(1) 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.</p> <p style="padding-left: 40px;">(a) The Remote Pilot must ensure that this mechanism is in working order before any flight is commenced.</p> <p>(2) The UAS Operator must ensure that the radio spectrum used for the C2 Link, payload, and any other communications complies with the relevant Ofcom requirements and that any licences required for its operation have been obtained.</p> <p>(3) The UAS Operator must ensure high energy devices are appropriately stored and transported.</p> <p>(4) The UAS Operator ID listed at Section 2.1 of this Operational Authorisation (OA) must be displayed on every Unmanned Aircraft flown under this OA.</p>
<p>3.1.1. Schedule I Manufacturer Model MTOM Classification</p>	<p>Any manufacturer of any model of rotary wing Unmanned Aircraft with an MTOM/flying weight of less than 25 kg.</p>
<p>4.</p>	<p>LIMITATIONS AND CONDITIONS FOR THE UAS OPERATION</p>
<p>4.1. Type of Operation</p>	<p>(1) Visual Line of Sight (VLOS) operations and as per the definition within UK Reg (EU) 2019/947, article 2(7).</p> <p>(2) Flight(s) within 150 m of Residential, Commercial, Industrial or Recreational Areas.</p>
<p>4.2. Operating Times/Periods</p>	<p>24 hrs. Night operation(s) must be carried out in accordance with the procedure(s) in the OM at Section 2.4 of this OA.</p>
<p>4.3. Location(s) of Operation</p>	<p>(1) Any location within the UK subject to the airspace restrictions detailed in Section 4.4 of this OA.</p> <p>(2) Flight(s) may be conducted within 150 m of Residential, Commercial, Industrial, and/or Recreational Areas.</p>
<p>4.4. Airspace</p>	<p>(1) 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.</p> <p>(2) The Remote Pilot must ensure ANSP notification is completed in accordance with the procedure(s) in the OM at Section 2.4 of this OA.</p>

<p>4.5. Operating Heights/Altitudes/Levels</p>	<p>(1) The Unmanned Aircraft must not exceed 400 ft above surface level.</p> <p>(2) Obstacles taller than 105 m may be overflown by a maximum of 15 m under the following conditions:</p> <p>(a) The person in charge of the obstacle must have requested this, and;</p> <p>(b) The Unmanned Aircraft must not be flown more than 50 m horizontally from the obstacle.</p>
<p>4.6. Maximum Operating Range</p>	<p>(1) Flight(s) must be conducted within VLOS and must not exceed 500 m from the Remote Pilot.</p> <p>(2) When operating within VLOS, the Remote Pilot may be assisted by a single Unmanned Aircraft Observer, who must be co-located with the Remote Pilot and able to communicate with them clearly and effectively. If present, the Unmanned Aircraft Observer must maintain VLOS of the aircraft at all times.</p>
<p>4.7. Separation from Uninvolved Persons</p>	<p>(1) Flight(s) must not be carried out within 50 m of Uninvolved Persons, except during take-off and landing, where this distance may be reduced to 30 m.</p> <p>(2) Any overflight of Uninvolved Persons must be kept to a minimum. The guidance in CAP 722 (Section 2.1.5.1) must be followed in conjunction with the procedure(s) in the OM at Section 2.4 of the OA.</p> <p>(3) Flight(s) must not be carried out within 50 m horizontally of Assemblies of People. Any overflight of Assemblies of People must not be conducted:</p> <p>(a) Lone Remote Pilots must have an appropriately set maximum allowed distance from launch/pilot and an appropriately set minimum Return to Home (RTH) battery level.</p> <p>(4) Horizontal separation between the Unmanned Aircraft and Assemblies of People must not be less than the height of the Unmanned Aircraft (i.e., the 1:1 rule).</p>
<p>4.8. Security of Loads/Equipment</p>	<p>(1) 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.</p> <p>(2) Articles must not be dropped.</p> <p>(3) Dangerous Goods must not be carried.</p>
<p>4.9. Remote Pilot Requirements</p>	<p>(1) The Remote Pilot must:</p> <p>(a) be employed or contracted by the UAS Operator;</p> <p>(b) hold a UK Flyer ID;</p> <p>(c) Hold a valid General VLOS Certificate (GVC);</p> <p>(d) follow the requirement(s) of UK Reg (EU) 2019/947, Annex B, UAS.SPEC.060, and;</p> <p>(e) be qualified as per the requirement(s) of the OM at Section 2.4 of this OA.</p>

<p>4.10. UAS Operator Responsibilities</p>	<p>(1) The UAS Operator must:</p> <ul style="list-style-type: none"> (a) comply with the responsibilities set out in UK Reg (EU) 2019/947, Annex B, UAS.SPEC.050; (b) maintain records of each flight made under this OA, and; (c) make such records available to the UK CAA on request as per UK Reg (EU) 2019/947, Annex B, UAS.SPEC.090.
<p>4.11. Occurrence Reporting Requirements</p>	<p>(1) Any occurrences that take place while operating under this OA must be reported in accordance with:</p> <ul style="list-style-type: none"> (a) UK Reg (EU) No. 376/2014; (b) UK Reg (EU) 2015/1018; (c) UK Reg (EU) No. 996/2010, and; (d) the requirements set out in CAP 722 Section 2.7.
<p>4.12. Insurance</p>	<p>Insurance cover meeting the requirements of UK Reg (EC) No. 785/2004 must be held.</p>
<p>4.13. Requirements relating to personnel essential to the UAS operation</p>	<p>Any additional personnel must be qualified and competent as per the details in the OM at Section 2.4 of this OA.</p>
<p>4.14. Relevant/Other Comments</p>	<p>The Remote Pilot must not be operating a moving vehicle whilst operating the Unmanned Aircraft. If the Remote Pilot operates the Unmanned Aircraft from a moving vehicle as a passenger, the speed and stability of the vehicle must be sufficient for the Remote Pilot to maintain VLOS and control of the Unmanned Aircraft at all times.</p>

5.	DURATION AND VALIDITY
5.1. Duration	<p>From: 20/02/2024</p> <p>To: 20/02/2025</p>
5.2. Validity	<p>(1) This Operational Authorisation is issued under Article 5 of UK Reg (EU) 2019/947 and remains valid for the duration at Section 5.1 of this OA, unless otherwise amended, suspended, limited, or revoked, provided that the UAS Operator:</p> <ul style="list-style-type: none"> (a) remains compliant with the relevant requirements of UK Reg (EU) 2019/947, and; (b) complies with the conditions and limitations defined in this Operational Authorisation.
6.	AUTHORISING SIGNATURE
6.2. Authoriser Signature/Stamp	
6.3. Provisions and Limitations	<p>Under this Operational Authorisation, 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 Operational Authorisation, Annex IX to UK Reg (EU) 2018/1139, and its implementing rules. Any changes to the technical or operational characteristics detailed herein will invalidate this Operational Authorisation. Any proposed changes must be submitted to the UK CAA for approval before implementation.</p> <p>This Operational Authorisation must be carried by the Remote Pilot during the UAS operation.</p>
6.4. Date	20/02/2024

- 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 **must 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 Operational Authorisation above:
- **MUST** or **SHALL** denotes a mandatory requirement.
 - **SHOULD** implies a strong obligation. The UK CAA would expect a clear justification if the UAS Operator does not follow such an obligation.
 - **MAY** indicates a discretionary practice.
- Note 6.** Any reference to **UK Reg (EU) 2018/1139** **should** be taken to refer to **Assimilated Regulation (EU) 2018/1139**.
- Note 7.** Any reference to **UK Reg (EC) No. 785/2004** **should** be taken to refer to **Assimilated Regulation (EC) No. 785/2004**.
- Note 8.** Any reference to **UK Reg (EU) 2019/947** **should** be taken to refer to **Assimilated Regulation (EU) 2019/947**.
- Note 9.** Any reference to **UK Reg (EU) No. 376/2014** **should** be taken to refer to **Assimilated Regulation (EU) No. 376/2014**.
- Note 10.** Any reference to **UK Reg (EU) No. 996/2010** **should** be taken to refer to **Assimilated Regulation (EU) No. 996/2010**.
- Note 11.** Any reference to **UK Reg (EU) 2015/1018** **should** be taken to refer to **Assimilated Regulation (EU) 2015/1018**.
- Note 12.** This Operational Authorisation is deemed as a certificate for the operation of Unmanned Aircraft as per UK Reg (EU) 2018/1139, article 56(1). Therefore, all safety-related occurrences **must** be reported in accordance with the regulations as set out in notes 8, 9, 10, and 11.
- Note 13.** 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 14.** A lone Remote Pilot is when a Remote Pilot does not have any support crew (Observer(s)/payload operator(s)) positioned alongside the Remote Pilot for the duration of the flight.