



UNMANNED AIRCRAFT - OPERATIONAL AUTHORISATION


SPECIFIC CATEGORY – UKPDRA01

1.	AUTHORITY RELEASING THE AUTHORISATION
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 uavenquiries@caa.co.uk
2.	UAS OPERATOR INFORMATION
2.1. Operator Registration No. CAA Reference.	GBR-OP-PT77JGFY7769 UAS 235
2.2. UAS Operator Name	Skyhook Media Ltd
2.3. Operational Point of Contact/ Accountable Manager Name Telephone E-MAIL	Chris Bates 07789 872344 chris@skyhook.tv
2.4. Authorisation Number	12
2.5. Operations manual	4.1 22/08/2023
3.	UAS INFORMATION
3.1. Manufacturer	N/A
3.2. Model	Any rotary wing Unmanned Aircraft with an MTOM /flying weight of less than 25kg .

4.	LIMITATIONS AND CONDITIONS FOR THE UAS OPERATION
4.1. Type of operation	a) VLOS as per the definition given in UK Regulation (EU) No. 2019/947, Article 2(7). b) Flights within 150m of Residential, Commercial, Industrial or Recreational Areas.
4.2. Operating times/periods	24 hrs. Night operations must be carried out in accordance with the procedures in the OM at section 2.5.
4.3. Location(s) of operation	Any location within the United Kingdom subject to the airspace restrictions detailed in 4.4.
4.4 Airspace	a) 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) Remote Pilots must ensure ANSP notification is completed in accordance with the procedures in the OM at section 2.5.
4.5. Operating heights/altitudes/levels	a) The unmanned aircraft must be maintained within 120 metres (400ft) from the closest point of the surface of the earth. b) Obstacles taller than 105m may be overflown by a maximum of 15m under the following conditions: <ul style="list-style-type: none"> i. The person in charge of the obstacle must have requested this; and, ii. The unmanned aircraft must not be flown more than 50m horizontally from the obstruction.
4.6. Maximum operating range	a) Flights must be conducted within VLOS as per the definition given in UK Regulation (EU) No. 2019/947, Article 2(7) and must not exceed 500m from the Remote Pilot. b) When operating within VLOS as per the definition given in UK Regulation (EU) No. 2019/947, Article 2(7), the Remote Pilot may be assisted by a competent observer who must be co-located with the Remote Pilot and able to communicate with them clearly and effectively. If present, the observer must maintain VLOS as per the definition given in UK Regulation (EU) No 2019/947, Article 2(7) at all times.

<p>4.7. Separation from uninvolved persons</p>	<p>a) Flights must not be carried out within 50m of uninvolved persons, except during take-off and landing, where this separation may be reduced to 30m.</p> <p>b) Any overflight of uninvolved people must be kept to a minimum (See note 12).</p> <p>c) Flights must not be carried out within 50m horizontal separation of assemblies of people. Any overflight of assemblies of people must not be conducted.</p> <p style="padding-left: 40px;">i. Lone Remote Pilots (See note 4) must have an appropriately set maximum allowed distance from launch/pilot and an appropriately set minimum Return To Home (RTH) battery level.</p> <p>d) 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>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.</p> <p>b) Articles must not be dropped.</p> <p>c) Dangerous Goods must not be carried.</p>
<p>4.9. Remote Pilot requirements</p>	<p>a) Remote Pilots must:</p> <p style="padding-left: 40px;">i. be employed or contracted by the UAS Operator.</p> <p style="padding-left: 40px;">ii. hold a valid UK Flyer ID.</p> <p style="padding-left: 40px;">iii. hold a valid GVC or, until the 1st of January 2024, hold an NQE 'full recommendation' obtained prior to the 31st of December 2020</p> <p style="padding-left: 40px;">iv. follow the requirements of UK Reg (EU) 2019/947 point UAS.SPEC.060.</p> <p style="padding-left: 40px;">v. be qualified as per the requirements of the OM at section 2.5.</p>
<p>4.10. UAS operator requirements</p>	<p>a) The UAS operator must:</p> <p style="padding-left: 40px;">i. comply with the responsibilities set out in UK Regulation (EU) No. 2019/947, point UAS.SPEC.050.</p> <p style="padding-left: 40px;">ii. maintain records of each flight made under this authorisation.</p> <p style="padding-left: 40px;">iii. make such records available to the Civil Aviation Authority on request as per UK Regulation (EU) No. 2019/947, point UAS.SPEC.090.</p>

<p>4.11. Occurrence reporting Requirements</p>	<p>a) Any occurrences that take place while operating under this authorisation must be reported in accordance with UK Regulation (EU) No 376/2014 and the requirements set out in CAP 722 section 2.7.</p> <p>b) Any accidents that take place while operating under this authorisation must be reported in accordance with UK Regulation (EU) No. 996/2010 to the UK AAIB.</p>
<p>4.12. Insurance</p>	<p>Insurance cover meeting the requirements of regulation (EC) 785/2004 must be held.</p>
<p>4.13. Relevant/Other Comments</p>	<p>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.</p> <p>b) The Remote Pilot must ensure that this mechanism is in working order before any flight is commenced.</p> <p>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.</p> <p>d) The UAS Operator must ensure high energy devices are appropriately stored and transported.</p> <p>e) The UAS Operator ID listed at section 2.1 must be displayed on every aircraft flown under this Operational Authorisation.</p> <p>f) Flights may be conducted within 150m of any Residential, Commercial, Industrial, and/or Recreational Areas.</p> <p>g) 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>
<p>5.</p>	<p style="text-align: center;">VALIDITY</p>
<p>5.1. Duration of the Authorisation</p>	<p>This operational authorisation is valid:</p> <p>From: 23/08/2023</p> <p>To: 23/08/2024</p> <p>Unless otherwise suspended or revoked.</p>

5.2. Regulation references	This operational authorisation is: Issued 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. 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. <u>This operational authorisation must be carried by the remote pilot during the operation.</u>
6.2. Date	23/08/2023

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.

Note 5: 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 6: ‘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 7: 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 8: 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.

Note 9: Any reference to UK Regulation (EU) No. 376/2014 should be taken to refer to Regulation (EU) No. 376/2014 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018.

Note 10: Any reference to UK Regulation (EU) No. 996/2010 should be taken to refer to Regulation (EU) No. 996/2010 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018.

Note 11: Any reference to UK Regulation (EU) No. 785/2004 should be taken to refer to Regulation (EC) No. 785/2004 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018.

Note 12: The guidance in CAP 722 (section 2.1.5.1) must be followed, within the volume 1 operational procedures.