

Air Navigation Order 2016

PERMISSION – Small Unmanned Aircraft / Small Unmanned Surveillance Aircraft – Sub 7kg

1. The Civil Aviation Authority, in exercise of its powers under Article 94(5) and Article 95(1) of the Air Navigation Order 2016, as amended, hereby permits **Peter Kennedy Trading As Premier Drone Services**, (“the person in charge”) being the person in charge of a Small Unmanned Aircraft (SUA) / Small Unmanned Surveillance Aircraft (SUSA) (“the aircraft”) of the following class(es):

- (a) SUA Multirotor / Helicopter with a Maximum Take-Off Mass (MTOM) not exceeding 7kg

to conduct commercial operations with the aircraft.

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

General Operating Conditions for all Classes of SUA / SUSA:

- (a) Other than by persons employed by or contracted to **Peter Kennedy Trading As Premier Drone Services** whilst being holder(s) of an appropriate recommendation issued by a UK National Qualified Entity for SUA/SUSA pilot competency, or an alternative existing aviation qualification determined to be acceptable to the CAA (CAP722 refers);
- (b) Unless there is insurance cover for the aircraft that meets the requirements of EC Regulation No. 785/2004;
- (c) At a height exceeding **400** feet above the surface level;
- (d) Unless the aircraft is maintained within the direct, unaided **Visual Line of Sight (VLOS)** of:
- (i) The person in charge of the aircraft or;
- (ii) A competent observer, under the control of the person in charge who is operating in accordance with procedures specified in the approved Operations Manual;
- out to a maximum range of **500** metres unless a lesser radio transmission range has been specified by the manufacturer;
- (e) Over or within **150** metres of an organised open-air assembly of more than **1,000** persons;
- (f) Within **50** metres of any person, vessel, vehicle or structure that is not under the control of the person in charge of the aircraft, except that during take-off and landing this distance may be reduced to **30** metres;
- (g) Unless it is equipped with a mechanism that will cause the 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 aircraft has satisfied himself that such mechanism is in working order before the aircraft commences its flight;
- (h) Unless the person in charge of the aircraft has reasonably satisfied himself that any load carried by the aircraft is properly secured, that the aircraft is in an airworthy condition and that the flight can safely be made taking into account the wind and other significant weather conditions;
- (i) Unless the flights are conducted in accordance with the current operations manual of the person in charge of the aircraft and a site safety assessment has been completed. Site safety assessments are to be made available to the Authority on request;
- (j) Unless the person in charge of the aircraft maintains records of each flight made pursuant to this Permission and makes such records available to the Civil Aviation Authority on request;

3. Within the London Restricted Areas EG R157 (Hyde Park), EG R158 (City of London) and EG R159 (Isle of Dogs), the person in charge of the aircraft, **of any MASS**, is required to obtain an ENSF clearance. 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 www.ais.org.uk. This is mandatory for all flights below **1400** feet AMSL and will involve authorisation by the Diplomatic Protection Group (DPG).
4. Further detailed guidance on SUA operations within London and other towns and cities is available at: www.caa.co.uk/in2014190 and CAP722.
5. **Flights at night** shall only be conducted in accordance with the approved Ops Manual procedures. Prior to flying operations, a daylight reconnaissance and site safety assessment including aircraft flight-paths within the surrounding area, shall be undertaken to identify, address and record any hazards, restrictions and obstacles. The launch site shall be provided with adequate illumination and the aircraft shall be equipped with adequate conspicuity lighting. Flights shall only commence when the weather conditions are suitable for continuous VLOS operations.
6. This Permission shall have effect from **9 January 2018 until and including 9 January 2019 unless** previously varied, suspended or revoked.

Date: 9 January 2018

Ref: 20180109Peter Kennedy Trading As Premier Drone ServicesPAndEUAS5623
Certificate Number: 1
SSC Technical Services 01293 768374 / uavenquiries@caa.co.uk

for the Civil Aviation Authority

Distribution: Peter Kennedy Trading As Premier Drone Services (01604 464825 / 07946 313243,
premierdroneservicesuk@gmail.com);



A handwritten signature in black ink, written over a horizontal line that extends from the left towards the stamp.

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.