



PROJEKT47  
MODERN RISK SERVICES



PROJEKT47  
MODERN RISK SERVICES

---

hello@p47.uk  
www.p47.uk



PROJEKT47  
MODERN RISK SERVICES

## **Civil Aviation Authority (CAA) Regulations relating to the commercial use of small drones**

A permission from the CAA is required for any commercial work with a drone.

The regulations are contained within the **Air Navigation Order 2016** (ANO 2016) and there are some specific additional steps that must be taken if a drone is being flown for commercial operations.

Anyone using a small drone needs to be aware of the regulations shown below.

Article 241 - Endangering safety of any person or property

Article 94 – Small unmanned aircraft

Article 95 – Small unmanned surveillance aircraft



PROJEKT47  
MODERN RISK SERVICES



PROJEKT47  
MODERN RISK SERVICES

Examples showing how commercial operations are defined are available in the guidance for small drone operators.

A congested area means, ‘in relation to a city, town or settlement, any area which is substantially used for residential, commercial, industrial or recreational purposes’.

These rules have been established to provide a safe environment in which small drones can be flown without coming into conflict with manned aircraft and without risk to other people or properties.

You must have a Permission issued by the [CAA](#) before you conduct any commercial operations with your drone.



PROJEKT47  
MODERN RISK SERVICES

## Permissions and exemptions for commercial work involving small drones

Permissions and/or exemptions are valid for up to 12 months and are subject to an annual renewal.

A permission from the CAA is required to be held if you wish to conduct a commercial operation with your aircraft (iaw ANO 2016 article 94[5]), or if you wish to fly your aircraft:

within 150m of either a congested area or an organised open air crowd or more than 1000 persons (iaw ANO2016 article 95), and/or

within 50m of people or properties/objects that are not under your control (iaw ANO2016 article 95)



## Standard Permission

This enables a person to conduct commercial operations with a small unmanned aircraft (drone) and also permits drones weighing 7kg or less to be operated within a congested area.

Potential operators are required to provide evidence of pilot competence and an Operations Manual which details how the flights will be conducted



## Non-Standard Permission

This covers all other types of flight and addresses operations that contain a greater element of operating risk. In addition to the requirements for a Standard Permission, applicants are also required to prepare and submit an Operating Safety Case (OSC) to the CAA.

Full details of the pilot competence requirements and the OSC can be found in our guidance document [CAP 722](#).

Please note that Permissions and Exemptions only authorise the commercial use of a drone from a safety perspective. Operators are still subject to rules and regulations imposed by other bodies and organisations. These may include the emergency services, the Highways agency and local authorities.



## Renewals and variations

Permissions and exemptions are issued for a fixed period of time, which can be for up to **12 months** in duration.

They can be extended for further periods (renewed) or amended (varied) during the validity period. When making an application, the meaning of the terms 'renewal' and 'variation' on the application form are treated as follows:

**'Renewal'** means an application to extend the validity of an existing Permission, Exemption or other operational authorisation, where there is no change being requested for the class of UAS being used, the operational conditions, or the terms of the current approval.



## Variation

Variation' means a request to change the conditions within an already granted Permission, Exemption or other operational authorisation (Eg. a change of, or addition to, the class of UAS being used, a change to the operational parameters that are permitted, or a change to the terms within the current approval).

A variation to a Permission or Exemption is different to a renewal and so must be applied for separately. Please note that a 'Standard' Permission cannot be 'varied' to become a 'Non-Standard' Permission or Exemption due to the additional workload involved; such changes must be regarded as a new 'Non-standard' application.





## How to apply

Anyone who wants to fly a drone for commercial work (often also referred to as aerial work) needs a Permission from the CAA (take careful note that this is not a licence).

To get this Permission, you will need to:

### Remote Pilot Competence

Demonstrate a sufficient understanding of aviation theory (airmanship, airspace, aviation law and good flying practice).

Pass a practical flight assessment (flight test).

Develop basic procedures for conducting the type of flights you want to do and set these out in an Operations Manual.

## How to apply continued

If your intended operation requires an approval with greater privileges than in a Standard Permission, you will also need to provide us with an Operating Safety Case to demonstrate that the intended operation is appropriately safe.

Details are available in our guidance document, including the requirements for pilot competence. [CAP 722](#)

## Insurance

It is each applicant's/operator's responsibility to ensure they have appropriate insurance coverage and this is a condition of each Permission, Exemption or any other form of operational authorisation.

Regulation (EC) 785/2004 requires air carriers and aircraft operators (which includes drone operators) to "...ensure that insurance cover exists for each and every flight...".



## Insurance continued

Note: Given that it takes time to process an application, insurance should either be in place from the date of application or be post-dated (**minimum of 28 working days / 6 weeks**). A post-dated approach will restrict the issue date of the Permission, Exemption or authorisation, so that it complies with the stated dates.

Note: Insurance for “each and every flight” could be a per flight/daily/weekly/monthly or annual policy so long as it satisfies the requirements of the EC Regulation for the duration of the flight.

If an operator with a Permission, Exemption or authorisation conducts a flight without valid insurance, then that Permission, Exemption or authorisation would not be valid, and therefore the operation be in breach of the **ANO as well as EC785/2004**



## CAA charges

The price for Permission depends on the mass of the aircraft.

Current charges range from £173 – £1211, but there is no limit on a maximum number of drones. The renewal cost is reduced for subsequent years.

Details of our [charges](#) can be found in the General Aviation Scheme of Charges at paragraph 3.11

Note that the current turn-around time for a standard permission is **28 Working Days**, this time scale applies when the CAA has received all required documentation and payment.

## Large unmanned aircraft

Guidance on regulations and exemptions for unmanned aircraft with an operating mass over 20kg

Unlike small drones, unmanned aircraft with an operating mass of more than 20 kg are subject to the whole of the UK Aviation regulations (as listed within the UK Air Navigation Order - ANO), although they may be exempted from certain requirements by the CAA. Unmanned aircraft with a mass of more than 150 kg may also be subject to additional certification requirements as determined by the European Aviation Safety Agency (EASA).



## Large unmanned aircraft continued

Because of this, any person intending to operate an unmanned aircraft with a mass of more than 20kg within the UK must obtain a specific approval, in the form of an Exemption, before any flight can take place.

In most cases, an application, along with an appropriate safety case, must be made directly to the CAA. For Large Model Aircraft however (by which we mean those built and used purely for recreational purposes), the Large Model Association (LMA) conducts the initial technical inspection and assessment on our behalf and should be your first point of call.

Due to the greater size and/or capability of the aircraft concerned, there are likely to be additional airspace aspects to be considered, such as the need for segregated airspace (unless the operation is only intended to be within VLOS).



## Large unmanned aircraft continued

### Exemptions

If you are considering operating a UAS with a mass of greater than 20kg within UK airspace, full details and requirements are contained within our UAS guidance document [CAP 722](#).





## Large unmanned aircraft continued

### How to apply

Applications for an Exemption must be made using the CAA application form [SRG 1321](#). Details of where to send the application are contained in the form.

Applications must also include the appropriate payment as well as full details of the requested operation (in the form of an operations manual) and the Operating Safety Case (or LMA assessment report if the application is for a large model aircraft).

## Large unmanned aircraft continued

### Our charges

Our [charges](#) for an exemption under article 266 of the ANO are listed within the CAA Scheme of Charges for General Aviation.

## **Drone operators with a valid CAA permission for commercial work**

The drone operator should have the permission of the CAA to carry out Commercial Operations; this is commonly known as a Permission for Commercial Operations (PfCO).

Each commercial drone operator who has been granted CAA permission will have a document from us granting the permission and setting out conditions for its use.

Please check the list of current holders of the CAA permission which is updated on a monthly basis.

The primary means of identifying an individual permission-holder is their [permission document](#)

