| Process for UAV/Drone Operations | | | | | | | | | | | | | | | | | |
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| 1. Baseline Requirements | 2. Work Related? | 3.Flyer ID | 4. Device Parameters | 4. Device Parameters | 5. Subcategory A1 – CO Devices | 6. Subcategory A1 – C1 Devices | 7. Subcategory A2 | 8. Subcategory A3 | 9. Specific Category | 10. Indoor Flights | 11. Gaining an A2CoC | 12. Gaining a GVC | 13. Contractors | 14. Generic Requirements | 15. Certified Category | 16. BMFA Article 16 | 17. Recreational Fli |
| this in open airspace the following ments must be legally observed unless an all permission is provided by the CAA the submission of an Operational Safety with the submission of submi | Are your flights conducted as a part of your studies or work an UWE employee? Are you a contractor using a Drone For business on site at UWE Go to Column 13. Contractors Are your Intended flights solely indoors? Filots should be aware of police powers to demand the pilot to land, the UAS to be inspected and potentially seized. They can also issue fixed penalities notices if appropriate documentation is not carried. Apart from parameters of the flight undertaken possible offerers include those under the Sexual Offences Act 2003 (Section 67 – voyeurism), harassment and breach of the peace. Go to Column 17. Recreational Flying Go to Column 3.Flyer ID | Does the person who will fly the UAS possess a Valid Flyer ID? Obtain a valid Flyer ID by clicking on this box and following the instructions Yes Have you registered your Flyer ID with UWE? Register your Flyer ID with UWE (uas.operator@uwe.ac.uk) Go to Column 4.Device Parameters | If you are beginning to use UAS systems, please contact the UAS Operator (uss operator@uwe.ac.uk) to discuss your needs. Pilots must also have appropriate experience of type and there is distinction between fixed wing, rotary wing and multinotor devices. Please note: the following categories apply to flights in the Open Category. Because of UWE's obligations to ensure due diligence all flights require appropriate site surveys and risk assessments to be undertaken and approved. Missions flown in Subcategory A2 require the pilot to possess an AZCo. In many instances flights can also be flown with a GVC but the pilot then needs to be listed in the Operations Manual and the flight flown under the conditions of Column 9 - Specific Category which has additional requirements with regards flight records. Is your device self/privately built Ves Go to Column 8. Open Subcategory A3 No Is your device class 0 (or > 250g) Ves Go to Column 5. Subcategory A1 - CO Devices Is your device class C1 (or > 249g & <500g until Jan 1° 2023) Ves Go to Column 6. Open - Subcategory A1 - C1 Devices | Is your device Class 2 (or 900g plus & <2Kg until Jan 1 ^{xt} 2023) Yes Go to Column 7. Open - Subcategory A2 No No So to Column 8. Open Subcategory A3 Go to Column 15. Certified Category | Flights conducted with Class 0 devices and those <250g are within category A1 opecations. In addition to the requirements listed in column 1: There may be flight over uninvolved people. but this should be avoided where possible. There should be no flight over assemblies of people. Have you read the devices' user's manual Ves Has the pilot undertaken an appropriate induction course Ves Has a site survey and RA been submitted to the UAS Operator (use opera | Flights conducted with Class 1 devices are within category A1 operations. In addition to the requirements listed in column 1: There should be no expected flight over uninvolved people in this occurs it should be reduced. There should be no flight over assemblies of people. Have you read the devices' user's manual Has the pilot undertaken an appropriate induction course induction course induction course Is the device of Column 14. Sales of the Subcategory A3 2023? Has a site survey and RA been submitted to the UAS Operator (Bus operator | Does the pilot possess a current A2 CofC certificate issued by a recognized RAE test facility? Flights conducted with C2 devices are within category A2 operations. In addition to the requirements listed in column 1 if approved flights can be used to buildings not under the direct control of the pilot or Sm when slow speed mode function is activated Until 1 st of Jan 2023 transitional legacy' devices > 500g & c2kg can be undertaken maintaining 36m clearance of people, whicks or buildings not under the direct control of the pilot. Is your device C2 or is it a <2kg and be undertaken maintaining 56m clearance of people, whicks or buildings not under the direct control of the pilot. Is your device C2 or is it a <2kg and before 1st Jan 2023 Wes Has a site survey and RA been submitted to the UAS Operator (usa operator@ww.ac.uk) and approval gained for the flight. Go to Column 14. Generic Requirements | Will the intended flights be at least 150m away from areas that are used for received mid. commercial, industrial or received mid. commercial, industrial within received mid. Som of uninvolved persons? West M sait built, has the device received an endosced risk assessment which has been supplied to the UAS Operator? Yest Has a site survey and RA been submitted to the UAS Operator and approval for the flight. Yes Go to Column 14. Generic Requirements | Does the pilot possess a valid GVC recommendation provided by an RAE? Is the pilot listed in the UWE Operations Manual? Pilots are required to read the LIME Operations Manual and be familiar with its procedures. This covers thying specified devices listed in the Operations Manual within residential, commercial, industrial or recreational purposes as long as the flight people. Operations on or after dust are all allowed. Additional privileges may be available by application to the CAA and the possession of additional pilot qualifications. If sall fault has the identice received an engineer of its osceroment which has been supplied to the UAS Operator. Has the device appropriate records to allow flight in the specific category? If sall fault has the submitted to the UAS Operator its she device appropriate records to allow flight in the specific category? If and did not the terms listed in Column 14. Generic Requirements the requirement to submit flight records to ethe UAS Operator. Operator (usas operator@uwe.ac.uk) and approval gained for the flight. Go to Column 14. Generic Requirements with 48hs should be observed. | Has the area within which you intend to undertake your flight an endorsed risk assessment for UAS operations? It your UAV within the specified operation limits (weight. Rotor size, type etc.) for that space? Does the pilot have appropriate experience/ qualifications of the device to be from events such as loss of signal? Have Return to Home Functions been disabled and an appropriate mode been selected for events such as loss of signal? Has the agreement of those managing the space been gained for the proposed flights? Yes You may conduct with the specified limits and conditions of the risk assessment for the space | A2 CoC (Certificate of Competency) are awarded by CAA (Civil Aviation Authority) approved RAEs (Recognized Assessment Entity). This involves a theory course and exam. Practical flight training can be undertaken but for the purpose of the certificate this experience is self declared. If you are gaining flight experience as a private individual please refer to Column 18. Recreational Flying | The GVC (General Visual Line of Sight Certificate) are awarded by CAA (Civil Aviation Authority) approved RAEs (Recognized Assessment Entity) This involves a theory course and exam. As well as a practical flight test. Current course offered by RAEs will also involve the creation of the Operations Manual that would be required frou were applying to the CAA for an OA (Operational Authorization). However UWE work cannot be conducted under anybody else's OA unless they are an external contractor. As a result the creation of an Operations Manual is not required and it is expected that you will be examined using the UWE Operations Manual and its procedures. | Do you possess a valid Operational Authorization for the planned flights from the CAA. Yes Have you submitted a site survey and risk assessments to a designated official within UWE and gained approval for the operation. Yes Have you informed Ops and Security and UWE's UAS Operator of the intended timing of flights at least 24hrs before the flight? No These items are required in order to be able to conduct your mission – please ensure they are obtained/fufilled | Will the flight involve data from human participants or the capture of identifiable images of people not involved with the project? Yes Has a successful Ethics application bean made and approved for the operation and a copy of the approval supplied to the UAS Operator? Will the flight be involve proximity with animals Are the proposed flights covered by UWE's SSOW for the use of UAS enound animals? Have you applied for any gain premission from UWE's Animal Verlage and Emilia Sub-Committee and supplied a copy of the successful outcome to the UAS Operator? Yes Will the flight be involve proximity with animals Ves Was the flight is on UWE Property have you fulfilled the requirement to contact Ops an Security 2Aries prior to your flight? Yes You may fly under the specified risk assessment, carrying the specified risk assessment, carrying the specified risk assessment, anying the specified risk assessment, anying the specified risk assessment, carrying the specified risk assessment. | The Certified category covers operations that present an equivalent risk to that of manned aviation; because of this they are be subjected to the same regulatory regime (i.e. certification of the umanned aircraft, certification of the UAS operator, licensing of the remote pilot). UK regulations relating to the Certified category are still being developed and are not yet published. | The BMFA (British Model Flying Association) has an Operational Authorization (Article 16) provided by the CAA which is within Cap 722 Edition 8 There are a number of issues related to flying under this category. The Pilot must be a member of the BMFA. The BMFA is a recreational organization and many clubs do not allow flights that are not recreational, this should be checked with the club committee before conducting any work related flights on a BMFA site. If flights are connected with UWE business, a site survey and risk assessment will need to be approved by the UWE UAS Operator. Documents should also be provided that indicate the approval of the flights by the club's committee. BMFA Insurance will not cover any commercial flying. Article 16 provides leeway for the model club or Association to 'define zones where UAS are exempted from certain technical requirements, and/or where the operational limitations are extended, including mass or height' | Recreational flights are conducted in have no association or relationship of the provided in the provided in the provided in the provided insurance cover for the activity. Men BMFA (British Model Flying Associat recommended as this provides insurance as this provides insurance as a number of clubs in the awhere flights can be safely conducte the Club's rules this is likely to requisit of unqualified pilots until they obtain certificate for the type of device being often offer tuition to new pilots. It should be noted that all the regulative safe conduct of flights still apply a pilot will also be required to posse Operator ID. UWE HSS31 Safe Use of Unmanned (Drones) states that recreational flights on university property. However it is provision for some flights managed Union Societies. |