



DRONE REGULATIONS

THE NEW RULES FOR DRONES IN THE UK

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THE NEW REGULATIONS

WHAT'S CHANGED?

- Previously the drone pilots had to have a Permission for Commercial Operations.
- Commercial work can now be completed by anyone as long as they have appropriate insurance.
- Drones are now regulated based on risk.

NEW CATEGORIES

THERE ARE THREE NEW CATEGORIES BASED ON RISK

- Open Category - Based on Little to no risk.
- Specific Category - Based on a safety risk assessment
- Specific Category - Same regulation as manned aviation
(no need to expand on this one further)

RISK

HOW THE CATEGORIES WORK

- The lowest risk is within the Open Category and this is based on weight and distance to people.
- The theory is that smaller drones will pose less risk to uninvolved people.
- If buildings and vehicles have people in them, distances should be adhered to.
- The higher the weight, the more risk and higher training required.

CAA OVERSIGHT

CAA OVERSIGHT - SPECIFIC CATEGORY

- Similar to the previous regulations, operators require training on both theoretical and practical elements for the Specific Category.
- Applications to the CAA are required to obtain a Operational Authorisation
- Operators / Pilots can fly aircraft up to 25kg close to people.
- Distances are 50m /30m take off and landing.
- Overflight is allowed if a safe flight can be made.

CAA OVERSIGHT

CONT

- The CAA oversee operations on the specific category only.
The Open Category, is left to the police to manage.
- When flying within the Specific Category, the operator must fly within the terms of their authorisation.
- The CAA recommend that the landowners permission should be sought, but this is not stated within the regulations.
- The remote pilot is responsible for all flights that they conduct.

MANAGING DRONE USE

ENFORCEMENT

- The CAA state that the the land owners permission should be sought, however this is not actually stated within the regulations.
- There will be limits to what the authority can enforce, e.g. bylaws or any current restricted airspace.
- Professional operators will make contact with the authority to obtain aide a safe flight.

YOUR RESPONSIBILITY?

AIRSPACE

- The UK airspace is a state owned asset.
(You cannot restrict flights as the LA)
- The remote pilots are responsible for their flights within the UK airspace.
- Flying within a flight restricted zone without permission is a criminal offence.
- Any concerns should be addressed with the remote pilot or the police.

WHAT TO REMEMBER?

OPEN CATEGORY

- There is no requirement for flight made under the open category to have paperwork.
- The aircraft weight determines the sub-categories and pilot competency.
- No overflight of uninvolved people is allowed unless the aircraft is under 250g.
This is sub cat A1
- All aircraft must carry a valid Operator ID at all times.

WHAT TO REMEMBER?

PAPERWORK - SPECIFIC CATEGORY

- Flights with heavier aircraft (specific category) require paperwork such as RA's and a valid Operational Authorisation.
- Ask to see their flight plan and pre deployment survey, also obtain their Operator ID number.
- All commercial work requires correct insurance (EC-785/2004)
NOTE If it doesn't meet that standard, it's not valid.

SUMMARY

NEW REGULATIONS

- The new regulations are based on risk.
- All commercial work requires valid insurance.
- Open Category doesn't require paperwork.
- The Police oversee the Open Category.
- Specific Category requires paperwork and is overseen by the CAA.
- The LA cannot control the airspace.
- Use the CAA's and FIE resources to help you understand these new rules.

