CIVIL AVIATION AUTHORITY
Air Navigation Order 2016

PERMISSION – Small Unmanned Aircraft / Small Unmanned Surveillance Aircraft

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 **BESQ Limited,** ("the person in charge") being the person in charge of a Small Unmanned Aircraft (SUA) / Small Unmanned Surveillance Aircraft (SUSA) ("the said 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 said aircraft.

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

   General Operating Conditions for all Classes of SUA / SUSA:

   (a) Other than by persons employed by or contracted to **BESQ Limited** whilst being holder(s) of an appropriate qualification issued by a UK National Qualified Entity for SUA/SUSA pilot competency, or an alternative pilot competency qualification 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 ground level;

   (d) Unless the aircraft is maintained within the direct, unaided Visual Line of Sight (VLOS) of:

      (i) The person in charge of the said 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 said 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 said 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 said 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 said aircraft has reasonably satisfied himself that any load carried by the aircraft is properly secured, that the said 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 said 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 said aircraft maintains records of each flight made pursuant to this Permission and makes such records available to the Authority on request;

Additional Requirements for all Classes where the said aircraft has a MTOM greater than 7 kg but not exceeding 20 kg:

In addition to the conditions set out in paragraph 2(a-j) above, any SUA/SUSA with a MTOM greater than 7 kg but not exceeding 20 kg must not be flown:

(k) In controlled airspace (Class A, C, D and E), except with the permission of the appropriate air traffic control unit;

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

If approval is granted, the person in charge of the said aircraft is to fly the said aircraft entirely within the limits of the stated lateral and vertical operating area. No safety assurance against other Unusual Air Activities taking place in the same area is given or implied. NATS approval to fly within controlled airspace or an Aerodrome Traffic Zone does not absolve the operator from the responsibility for avoiding all other aircraft.

(l) Within an aerodrome traffic zone during the notified hours of watch of the air traffic control unit (if any) at that aerodrome unless with the permission of any such air traffic control unit has been obtained;

(m) Directly over or within 150 metres of any congested area.

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 said aircraft, **of any MASS**, is required to obtain an ENSF clearance as referred to in paragraph 2 (k) (above). 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. This Permission shall have effect during daylight hours from **19 March 2017 until and including 19 March 2018** unless previously varied, suspended or revoked.

CIVIL AVIATION AUTHORITY CAA 0067

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Certificate Number: 1
SSC Technical Services 01293 768374 / uavenquiries@caa.co.uk for the Civil Aviation Authority

Distribution: BESQ Limited (01623 847377, tyrone@besq.co.uk); [File]

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.