



UAVHUB

DRONE REGULATIONS-2022

A GENERAL GUIDE TO THE UK'S LATEST DRONE LAWS

WE DO THINGS DIFFERENTLY

As the UK's **first** independent drone school to be awarded RAE Status by the CAA, we offer the best value Drone Training in the UK and the highest, independently rated training courses which can lead to gaining your CAA A2 Certificate of Competency (A2 C of C), CAA General Visual Line of Sight Certificate (GVC) and more!

We've qualified more than 7000 remote pilots since we created what is now the World's Largest Commercial Drone Training School back in early 2015; so you can rest assured that you are in safe hands if you do decide to complete your journey with us...

When you **join the UAVHub family**, our expert team will cut through the jargon and teach you everything you need to know and more.

For **added peace of mind** in this fast-changing industry, when you join one of our e-learning courses, we even make sure you don't get caught out in the future by providing:

- **Unlimited, 'lifetime' access to e-Learning material** (no 12-month cut-off here!)
- **Constant updates to e-learning modules** (when the rules change, your learning will be updated)
- **Access to our private Facebook Group**
- **Access to our private UAVHub Pilot's Lounge Forum**
- **Direct access to our Expert Training Team** to answer any questions you may have

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OVERVIEW

This guide will tell you everything you need to know about the UK drone regulations and how they affect you, including:

- A breakdown of the latest classification system that came into effect at the end of 2020
- What is a flight risk assessment?
- What the drone registration process looks like and what you will need to do to comply
- What do the drone laws mean for you if you're already a commercial pilot?
- How UAVHub can support you through the changes to the drone regulations
- A curated list of courses UAVHub provide to ensure that you are fully compliant with the latest drone regulations



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THE UK'S HIGHEST RATED DRONE SCHOOL





CLASSIFICATION SYSTEM

The new system which was launched on 31st December 2020 means that drones themselves will be classified from C0 up to C4 dependent on requirements such as the weight and capabilities of the drone.

FLIGHT RISK ASSESSMENTS

Secondly, the Flight Risk Assessments have changed and are now classified as Open, Specific or Certified based on the proximity of flying to people and the level of risk involved.

REGISTRATION

Registration came into force on 1st October 2019, a minor change requiring owners of drones to register for a Flyer ID. Display an Operator ID on the drone and pay a small annual admin fee. An Operator ID is needed for the person or organisation that is responsible for the aircraft.

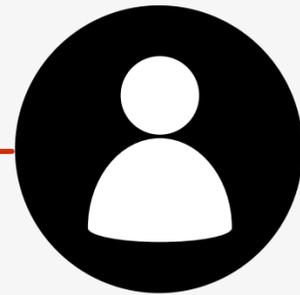
A Flyer ID is required for anyone who intends to fly a drone.

SINGLE OPERATOR

If you purchase an aircraft and are the sole pilot flying that aircraft, then you'd be classed as a Single Pilot and you will probably require both an Operator ID and a Flyer ID.



OPERATOR ID



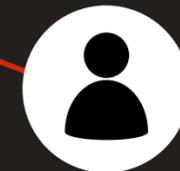
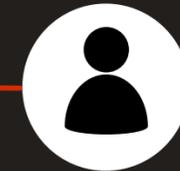
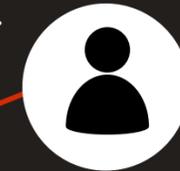
FLYER ID

MULTIPLE OPERATORS

If you purchase an aircraft for a company, or work with multiple pilots, then one person must register for an Operator ID and each individual pilot must hold a Flyer ID.



OPERATOR ID



FLYER ID

INTRODUCING THE CATEGORIES

Operations of unmanned aircraft will fall into one of three categories as follows:

OPEN CATEGORY



SPECIFIC CATEGORY



CERTIFIED CATEGORY



Operations that present a low (or no) risk to third parties. Operations are conducted in accordance with basic and pre-defined characteristics and are not subject to any further authorisation requirements from the Civil Aviation Authority (CAA).

Operations that present a greater risk than that of the Open category, or where one or more elements of the operation fall outside the boundaries of the Open category. Operations will require an Operational Authorisation from the CAA, based on a safety risk assessment.

Operations that present an equivalent risk to that of manned aviation and so will be subjected to the same regulatory regime (i.e., certification of the aircraft, certification of the operator, licensing of the pilot)

HAS 3 SUBCATEGORIES THAT HAVE DIFFERENT RESTRICTIONS IN PLACE REGARDING CRAFT, QUALIFICATIONS AND DISTANCE KNOWN AS 'A1, A2 AND A3'

ALLOWS YOU TO FLY WITH REDUCED LIMITATIONS IF NOT ATTAINABLE IN OPEN CATEGORY

PASSENGER TRANSPORTATION/
DANGEROUS GOODS

APPLICATIONS & QUALIFICATIONS

	OPEN CATEGORY LOW RISK	SPECIFIC CATEGORY MEDIUM RISK	CERTIFIED CATEGORY HIGH RISK
APPLICATION PROCESS	CAA APPLICATION NOT REQUIRED	CAA APPLICATION REQUIRED	CAA APPLICATION REQUIRED
QUALIFICATION REQUIREMENT	NONE, A1/A3 OR A2 COFC	GVC	EQUIVALENT REQUIREMENTS TO MANNED AVIATION

OPEN CATEGORY

Open category operations are bounded by three main factors:

- The maximum take-off mass of the unmanned aircraft must be **less than 25kg**
- The unmanned aircraft must be operated within visual line of sight (VLOS)
- The unmanned aircraft must not be flown further than 120 metres (400 feet) from the closest point of the surface of the earth.

All three of these factors must apply for a flight to be classes as an Open category operation.

If they don't, then the operation must be conducted under the requirements of the **Specific category** instead.

OPERATIONAL LIMITATIONS

There are three subcategories within the Open category.
Each subcategory contains operating limitations (i.e. equipment used/separation distances).
The aircraft class determines which subcategory you can operate in.

A1



**CLOSE TO PEOPLE AND
POTENTIAL
OVERFLIGHT**

A2



**CLOSE TO PEOPLE,
NO
OVERFLIGHT**

A3



**FAR FROM PEOPLE,
NO
OVERFLIGHT**

OPEN CATEGORY: DRONE CLASSES

There are 5 drone classes in the Open Category, these range from C0 to C4, the drones themselves will need to have a UK Conformity Assessed approved product certification (UKCA marking) to comply with the different categories.



The new legislation for flight categories and classes began 31st December 2020, now manufacturers will need time to create products that are compliant with the new standards set out in each of the classes.

Any drones currently on the market (without a UKCA marking) will be classed as a 'legacy' drone and they will fall into the 'transitional' classes shown below, according to their weight..



A1 SUBCATEGORY

The area you fall into is dependent on the class of aircraft. There are no specific distance limitations for the A1 Subcategory, but we should observe something called the 1:1 rule...

OPERATING AREA

FLY OVER UNINVOLVED PEOPLE, BUT NOT OVER CROWDS

NO INTENTIONAL FLIGHT OVER UNINVOLVED PERSONS

AIRCRAFT CLASS

PRIVATELY BUILT <250G
.....
A2 TRANSITIONAL LEGACY
.....
<250G <19M/S C2
.....
C0

C1
.....
A1 TRANSITIONAL <500G

COMPETENCY

READ USER MANUAL + A1/A3 CERTIFICATE

READ USER MANUAL + A1/A3 CERTIFICATE
.....

READ USER MANUAL + A1/A3 CERTIFICATE + A2 COFC

A2 SUBCATEGORY

OPERATING AREA

NO CLOSER THAN 30M
HORIZONTALLY FROM
UNINVOLVED PERSONS
(5M IN 'LOW SPEED'
MODE)

NO CLOSER THAN 50M
HORIZONTALLY FROM
UNINVOLVED PERSONS

AIRCRAFT CLASS

C2

A2 TRANSITIONAL

COMPETENCY

READ USER MANUAL +
A1/A3 CERTIFICATE + A2 COFC

READ USER MANUAL +
A1/A3 CERTIFICATE + A2 COFC

- No overflight, but closer to people,
- The A2 CofC is required to operate within this subcategory.
- Great benefits to operating within the A2 Subcategory, with a C2 aircraft.

A3 SUBCATEGORY

OPERATING AREA

NO UNINVOLVED PEOPLE
PRESENT WITHIN THE
AREA OF FLIGHT.

NO FLIGHT WITHIN 150M
HORIZONTALLY OF
CONGESTED AREAS*

*CONGESTED AREA = RESIDENTIAL, COMMERCIAL,
INDUSTRIAL, RECREATIONAL AREAS

AIRCRAFT CLASS

C3

C4

PRIVATELY BUILT <25KG

LEGACY <25KG

A3 TRANSITIONAL >2 TO

<25KG

COMPETENCY

READ USER MANUAL +
A1/A3 CERTIFICATE

- No overflight, and far away from people.
- The only formal training requirement is the CAA 'DMARES'
- Due to the low competency requirements, the separation distance is kept high to reduce risk

WHICH CERTIFICATION DO I NEED?

FLIGHT WEIGHT	FLYER ID	OPERATOR ID
BELOW 250G - TOY	NO	NO
BELOW 250G - NOT A TOY - NO CAMERA	NO	NO
BELOW 250G - NOT A TOY - WITH CAMERA	NO	YES
250G AND ABOVE	YES	YES

Further details can be found:

CAA Drone and Model Aircraft Registration Team

drone.registration@caa.co.uk

Telephone: 0330 022 9930

Monday to Friday, 8:30am to 4:30pm



This course is the best one out there by far. The way you go through the course and the way they mentor you through it, not overloading you and allowing you to progress at your own speed. The course material is to the point so that you're only learning what you need to know for the exam. The practise mock are extremely beneficial as well. I went through the mock exam 10+ times and came out of the exam with 100%, the more time you can spend on the mocks, the better the exam will be. Overall, the course couldn't be any better

BEN REID
30 MAY 2022

SPECIFIC CATEGORY

- Specific Category operations present a greater risk with one or more elements of the operation falling outside the boundaries of the Open category. You will require an 'Operational Authorisation' from the CAA based on a risk assessment.

The CAA outlined a basic description of a Specific Category operation as-

"UAS operations that cannot be done within the Open category, but that are not complicated enough for the Certified category".

To operate in the Specific Category, you are required to hold an **operational authorisation** issued by the CAA.

To obtain this, you need to first complete the following:

- Complete the CAA's 'Drone and Model Aircraft' (DMARES) online training course for basic remote pilot competency;
- Successfully complete the CAA's online competency test (A1/A3 Certificate) and be in possession of the 'Flyer ID' number associated with that test
- Complete the GVC training course and pass a theory exam
- Complete your operations manual
- Complete and pass a flight assessment

CERTIFIED CATEGORY

The Certified Category is for operations that are considered to be high risk/complex, this includes operations with larger drones that weigh more than 25Kg

Certified Category operations present the same level of risk as manned aviation and are subjected to the same regulatory regime (i.e. certification of the aircraft, certification of the operator, licensing of the pilot).

Examples of operations that would fall into this category are:

- Transport of people
- Transport of dangerous goods such as medicines and biological substances
- Large drones operating over assemblies of people

FAQs

WHAT IS THE PROCESS TO OBTAIN A GVC?

There are two steps to obtaining your GVC qualification with UAVHub:

- Step 1) Theory Course - Begin with our 5***** online training course and finish with a 40-question multiple-choice exam. This exam can be conducted 24/7 in the comfort of your own home!
- Step 2) Practical Assessment - Take your CAA Flight Assessment at one of our 7 venues across the UK

I'VE ALREADY GOT A PFCO, WHERE DO I GO FROM HERE?

When you next renew your PfCO, it will turn into an Operational Authorisation. You can continue to renew your PfCO like normal up until 1st January 2024. After this date, you will need to hold a GVC qualification.

At UAVHub, we've created a CAA Approved 'Conversion' Course to allow PfCO Holders, to simply and efficiently convert to a GVC!

FAQs

CAN I STILL OPERATE WITH MY PFCO?

Yes; if you did not let your renewal lapse and you hold a current Operational Authorisation, You can continue to renew it as you have previously, up until the 1st of January 2024 by which point all Remote Pilots must have converted their NQE Recommendation Certificate to a GVC.

WHAT IS THE 1:1 RULE?

The CAA's 1:1 rule simply means that if you're flying your drone 10 metres above the surface, you should make sure you stay 10 metres horizontally from any obstacles or people. In short; The higher you fly; the further away you should be, to reduce the risks to people and property.

It is important to note the 1:1 'rule' is a rule of thumb and considered best practice, not legislation.



This is the second time I have used UAVHUB. First for my PCFO in 2018 and now for my A2 CofC. Both times they have been extremely professional and gone above and beyond in their lessons. I would highly recommend them

JASON ROW

14 MAY 2022



STILL HAVE QUESTIONS?

Don't worry!

If you still have more questions then feel free to check out our website to access our market-leading training, technical support and team of world-class industry specialists.

Sounds too good to be true?

Try us for yourself and sign up for YOUR FREE trial of the A2 C of C course TODAY by clicking the link below...

<https://courses.uavhub.com/courses/a2-cofc-fast-track>



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