



Miscellaneous

No: 1449 Correction

Regulation (EU) 2019/947

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The Air Navigation (Amendment) Order  
2020

### General Authorisation

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#### Unmanned Aircraft – Amendments to UAS operator ‘standard permissions’ issued prior to 31 December 2020

- 1) The Civil Aviation Authority (‘the CAA’), in exercise of its powers under Article 12 of Regulation (EU) 2019/947 as retained in UK domestic law (the Unmanned Aircraft Implementing Regulation), and in accordance with the provisions of article 13 of the Air Navigation (Amendment) Order 2020, authorises the following amendments to any permission granted under articles 94(5) or 95(2)(a) of the Air Navigation Order 2016, subject to the conditions listed in paragraphs 2 to 6 below.
- 2) This authorisation only applies to any operating permission issued prior to 31 December 2020 under article 94(5) (commercial operations) and/or 95(2)(a) (operations over or within 150 metres of a congested area), more commonly known as a ‘standard permission’ or ‘PFCO’ and is applicable until the expiry date of that permission (see Note 1).
- 3) The text of the operating permissions identified in paragraph 2 is amended as follows:
  - a) in paragraph 2, delete “*small unmanned aircraft*” and substitute “*unmanned aircraft with a Maximum Take-Off Mass/flying weight of less than 25kg:*”
  - b) within the rest of the document:
    - delete “*small unmanned aircraft*” and substitute “*unmanned aircraft*”;
    - delete “*SUA operator*” and substitute “*UAS operator*”;
    - delete “*Small Unmanned Surveillance Aircraft*” in the title.
  - c) for the text in paragraph 3(c), substitute “*Unless the small unmanned aircraft is maintained within the direct, unaided Visual Line of Sight (VLOS) of the remote pilot, out to a maximum horizontal range of 500 metres unless a lesser control link radio range has been specified by the manufacturer. But remote pilots may be assisted by a single unmanned aircraft observer, who must be positioned alongside the remote pilot. The unmanned aircraft observer must maintain direct unaided visual contact with the unmanned aircraft sufficient to monitor its flight path in relation to other aircraft, persons, vehicles, vessels and structures for the purpose of avoiding collisions, and advise the remote pilot accordingly;*”
  - d) for the text in paragraph 3(d), substitute “*The unmanned aircraft must be maintained within 120 metres (400ft) from the closest point of the surface of the earth. Obstacles taller than 105m may be overflown by a maximum of 15m provided that:*”

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- (i) *The person in charge of the obstacle has requested this; and,*
    - (ii) *The unmanned aircraft must not be flown more than 50m horizontally from the obstruction;*
  - e) for the text in paragraph 3(f), substitute “*within 50 metres horizontally of any assemblies of people;*” (see Note 2).
  - f) for the text in paragraph 3(g), substitute “*within 50 metres of any uninvolved person, except that during take-off and landing this distance may be reduced to 30 metres;*” (see Note 3).
  - g) for the text in paragraph 5, substitute “*Any occurrences that take place while operating under this authorisation must be reported in accordance with the requirements set out in CAP 722 (section 2.9);*”
  - h) delete Note 1 (because the term ‘small unmanned aircraft’ is no longer defined).
- 4) A copy of this authorisation, along with a copy of the relevant operating permission document referred to in paragraph 2, must always be carried by the remote pilot when flying under that permission.
- 5) This authorisation has effect from 31 December 2020 until 31 March 2022, both dates inclusive, unless previously revoked.

S L O’Sullivan

for the Civil Aviation Authority

03 February 2021

## Notes

1. This authorisation has been issued as a consequence of the introduction of the new UAS regulations that become applicable within the UK from 31 December 2020. It amends the operating conditions of certain small unmanned aircraft permissions issued under the previous regulations, often referred to as a ‘standard permission’ or ‘PFCO’, so that they align with the conditions of the ‘replacement’ operational authorisation that will be issued from 31 December 2020 onwards. The authorisation ensures that the relevant UAS operators will all hold the same privileges.
2. “Assemblies of people” means ‘*Gatherings where persons are unable to move away due to the density of the people present.*’ See the [UAS Implementing Regulation](#) or [CAP 722D](#) UAS Operations in the UK – Master Glossary and Abbreviations.
3. Although the minimum separation distances from ‘vehicles, vessels and structures’ have been removed, this does not imply that there are no limits to consider at all. In many cases, vehicles, vessels and structures will still have persons inside them who need to be protected, and the ‘endangerment’ requirements of Air Navigation Order 2016 article 241 still apply – refer to [CAP 722](#) section 2.1.3.2 for further guidance.