



# Policy on the Use of Remote Aerial Vehicles

## 2021-2024

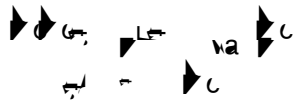


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# 1. Introduction





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6. **Off Site Procedures**

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7. **Operation Category**

Handwritten musical notation consisting of a single line of notes and rests, including various rhythmic values and accidentals.







15. Appendix 1 UMAV Risk Assessment

UMAV GENERAL RISK ASSESSMENT FORM				Risk Assmt. Ref: /000										
Site/Department: CAA approval (if UMAV is greater than 7 kg).				Probability /Severity	Minor injury	Lost time/ Illnesses	Major / >7 days	Perm. Disability	Fatal / Site					
6	3	18	54	Date of RAC: _____ Review Date: _____ Mgr, Supervisor, HSE Adviser, Safety Rep, Employers, Breach no. risk: _____ Date of RAC: _____	Review Date: _____ Reviewer: _____	Review Date: _____ Reviewer: _____	Probable: _____ Probable: _____ Probable: _____	Unlikely: _____ Possible: _____ Probable: _____	2 3 4					
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## 16. Appendix 2 The Drone Code

## 17. Appendix 3 Students Permission to Fly

1. Any use of remote piloted aircraft system (RPAS) that is not a hobby is considered commercial work by the Civil Aviation Authority ("the CAA"); this includes any research or student work that feeds into their degree.

1.1. Given this definition of commercial work, students must therefore be CAA approved. This requires a test for the pilot, a CAA approved Operations Manual (OM) and RPAS insurance that is fully compliant with EU regulation (EC) No 785/2004. OM are only approved for commercial entities, which means the student will have to form a company or have a pre-existing company to submit an OM to the CAA. In general, commercial SUA/RPAS must only be flown:

- Within direct, unaided visual line-of-sight (VLOS) of the pilot.
- No higher than 400 feet above the surface and no further than 500 metres from the SUA/RPAS operator.
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