

I'm not robot!

How will operate your drone? This section doesn't currently include any content. Add content to this section using the sidebar. One of the most important stages of your General Visual Line of Sight (GVC) drone training journey is your Operations Manual (OM). This document explains to the CAA how you will conduct yourself when you are operating within the Specific Category under UKPDRA-01. Important sections need to be explained from Safety training & Nominated Personnel through to Aircraft Systems & Incident Reporting, Flight Planning, Procedures & Emergencies also need to be covered along with all the necessary documentation needed for UAS Operations in the Specific category under UKPDRA-01. Information about the operations you will be undertaking, the aircraft you will be flying & the pilots you will be using will also need to be included. The Operations Manual is to be laid out using the Civil Aviation Authority's (CAA) Template that's contained within the CAP 722A. As part of the General Visual Line of Sight Certificate Course, you will be required to submit a Return for Information (RFI) form to UAVHUB regarding what types of UAS operations you wish to undertake, your intended aircraft and a little about your company. The team over at Open Sky Consulting (a part of the UAVHUB Group), will produce you a fully specced out Operations Manual, ready to go to the CAA. It is YOUR document, so if you wish to make changes to the one supplied you may do so, BUT it will need to still be signed off by a member of the Operations Manual Team at UAVHUB. Make sure you fully read through the Operations Manual, and understand its contents, as, at the end of the day, it is YOUR manual. We know that it's often better to talk to a real person about big decisions, and investing in yourself wisely by choosing the right drone training school really IS a big decision! Here at UAVHUB, we pride ourselves on being a friendly bunch of Industry Experts and when you give us a call, you'll be able to speak directly to us and get your questions answered... Unlike many other drone training companies, we don't do this as a 'side-hustle from home', 'in-between sectors' or 'when we're not out filming with our drones', as many other companies seem to do! So you'll never need to book a time-slot to get hold of us on the phone (unless that works for your diary, in which case - we have that facility, too). You'll get to speak DIRECTLY to our full-time, dedicated team, who have helped shape the industry and guide thousands of people to achieving their dream of getting airborne. You can get hold of us on the phone from Monday to Friday 0900 - 1700 but if you really need help outside of our office hours, feel free to get in touch with us via live chat, email or use the message form below. You'll often find that one of us will often be able to reach out and help 'out of hours' if we can! Click [HERE](#) to speak to the UAVHUB Team NOW on: 0800 033 4400! Drop us an email: hello@uavhub.com Or fill in your details below, click submit and we'll get back to you ASAP! We look forward to speaking to you soon! If you want to earn money with your drone then you will need a Permission for Commercial Operations (PICO) or drone license as it is commonly called; it is a legal requirement. Before you can gain a PICO you will need to produce an Operations Manual. What is an Operations Manual? Your Operations Manual details every aspect of the commercial drone operations that you plan on carrying out. It should cover the platform(s) that you plan on flying, and any procedures that you will go through to ensure a safe flight. What goes in your Operation Manual? The CAA provides a template for your Operations Manual in Appendix B of CAP 722. This template outlines everything that the CAA want to see included in your Operations Manual. 1. Introduction - This is where you outline the scope of the document, its intent and the overarching strategy of your company. 2. Safety Policy. Here you must detail your company's safety policy, safety management system, safety targets etc.. 3. Organisation. This section gives the full details of your organisation that is the subject of the application. You must cover all the areas detailed below as a minimum. 3.1 Structure of your organisation and the management lines. Include an organigram and brief description 3.2 Nominated personnel. These are scalable as appropriate, for example: Accountable Manager, Operations Manager, Chief Pilot, Other Pilots. Multiple functions may be filled by the same person. Each function must however be covered in brief and any internal audit/quality function must be fulfilled by a separate person, e.g. camera operator. 3.3 Responsibility and duties of the Person in Charge of the SUA. (Articles 86, 87 and 166 of the ANO may provide some useful text for this section as determined) 3.4 Responsibility and duties of support personnel in the operation of the SUA. Operators may use an assistant to help with the operation of the aircraft. Give a brief description of this person's responsibilities and duties. 3.5 Areas of operation. Give a brief description of geographic scope and expected distance from people and structures, etc. Likely operating areas e.g. building sites, open countryside, roads etc.. 3.6 Type of operation. Here you must include details of the operations e.g. VLOS, day/night, weather, etc. 3.7 Supervision of SUA operations. A description of any system to supervise the operations of the operator/operator team. 3.8 Accident prevention and Flight Safety programme. Include any reporting requirements (see CAP 722 for more detail). 3.9 Flight team composition. Who makes up your flight team depending on the type of operation, complexity, type of aircraft etc. that you will be undertaking. 3.10 Operation of multiple types of SUA. Any limitations considered appropriate to the numbers and types of SUA that a pilot may operate if appropriate. 3.11 Qualification requirements. Details of any qualifications, experience or training necessary for the pilot or support crew for the types of SUA and the roles employed by the operator. 3.12 Crew health. A statement and any requirements, procedures, guidance etc. (or references) to ensure that the operating team - the 'crew' - are appropriately fit, capable and able to conduct the planned operations before conducting any operations. 3.13 Logs and records. Requirements for logs and records of pilots and other data considered useful for the tracking and monitoring of the activity that will be undertaken. 3.14 Details of the operator training programme. Training and checking requirements for pilots and support crew as determined by the operator to cover initial, refresher and conversion syllabi. Include any independent assessment of pilot competency and currency requirements. 3.15 Accident/incident and investigation policy. Provide your company accident/incident response and investigation policy. 3.15 Copy of CAA Permission. This will provide immediate reference to the conditions under which the operations are to be conducted when applicable - a copy of the permission must be attached. (You can obviously only insert this information when you have a copy of your CAA Permission. When you are submitting your Operations Manual to the CAA for approval leave this section blank. 3.16 Other documents. As considered necessary. You must include a copy of your insurance document here. 4. Operations. This section must be used to give details of the operating environment and procedures subject to the application - all areas detailed below must be covered as a minimum. 4.1 Role Training and currency. Detail any training undertaken, beyond basic BNUC-S / RPO, that prepares the pilot for flying in a particular environment, (e.g. urban). Provide details of any company minimum experience requirements, currency requirements, skills tests or manufacturer courses that support the case for an appropriate level of competency and knowledge for the proposed operations. These may include in-house or outsourced training. 4.2 Area of operation. Full detail of expected areas of geographic operations. Including operating areas (e.g. building sites, open countryside, roads etc.) 4.3 Operating limitations and conditions. Minimum and maximum operating conditions in compliance with the ANO and conditions of any CAA Permission. 4.3 Methods to determine the intended tasks and feasibility. Process undertaken to determine feasibility of intended task 4.5 Operating site planning and assessment. Airspace operating environment considerations and procedures (e.g. Controlled Airspace), operations near other aircraft operations (local aerodromes or operating sites), operations near industrial sites or such activities as live firing, gas venting, high-intensity radio transmissions etc., local byelaw considerations, obstructions (wires, masts, buildings etc.), extraordinary restrictions such as segregated airspace around prisons, nuclear establishments, habitation and recreational activities, public access, permission from landowner, likely operating site and alternative sites, weather considerations, etc.. 4.9 Communications. Awareness and links with other users, aircraft operators and air traffic service providers. 4.10 Pre-notification. If a flight is to be performed within an ATZ, or near to any aerodrome or aircraft operating site then their contact details must be obtained and notification of the intended operation must be provided prior to take-off. It may be necessary to inform the local police of the intended operation to avoid interruption or concerns from the public. 4.11 Site permissions. Procedures document to describe how to gain landowner's or authority permission} 4.12 Weather. Methods of obtaining weather forecasts. Consideration of SUA limitations 4.13 On site procedures. Site Survey (Methods of surveying operating area and identifying hazards and any risk assessment Selection of operating area and alternate methods of identifying and selecting area including: size, shape, surrounds, surface, slope, etc.. Landing zone for an automatic 'home' return must be identified and kept clear Crew briefing (Procedures to brief crew for e.g. task, responsibilities, duties, emergencies etc.) Cordon Procedure (Adherence of of separation criteria) Communications (Procedures to maintain contact with crew, local and with adjacent air operations if appropriate) Weather Checks (Awareness of weather impacts on limitations and operating considerations Refuelling (to include changing/charging batteries) Loading of equipment (detail of procedure taken to ensure security of the loaded equipment) 4.14 Assembly and functional checks. Checks conducted on the completion of assembling the system. 4.15 Pre-flight checks. Checks conducted immediately prior to the flight. 4.16 Flight Procedures. Start, take-off, in flight, landing, shutdown. 4.17 Post flight and between flight checks. Detail the checks or inspections conducted both after flight and between consecutive flights. 4.18 Emergency Procedures. Include lost link, flyaway, fire (air vehicle and ground station), etc.. Preventative measures must also be detailed 4.19 Give details of any additional safety, training or operational requirements that individual clients specify for the proposed operations. Include any additional types of training or qualification that individual clients mandate. Also include any specific assessment, audit or quality procedures that the client imposes for sub-contractors, where these enhance or supplement those of your own organisation.

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