

Unmanned Aircraft Systems UAS Airspace Restrictions Guidance and Policy

CAP 722C



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Civil Aviation Authority
Aviation House
Beehive Ring Road
Crawley
West Sussex
RH6 0YR

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Revision History

First Edition

December 2020

This is the first edition of this document.

Foreword

Purpose

The purpose of this document is to:

- Describe what is meant by a UAS Geographical Zone, and how the UK is implementing EU 2019/947 (the UAS Implementing Regulation) Article 15- UAS Geographical Zones.
- Describe how UAS operations may be **restricted** or **prohibited** using an airspace structure, in order to facilitate or protect another type of aviation activity, or to protect an area on the ground.
- Describe how UAS operations may be **facilitated** using an airspace structure to restrict other aviation activity.
- Provide guidance to those who are applying to establish a UAS Geographical Zone.
- Provide guidance to those who are responsible for managing a UAS Geographical Zone.

For detailed information on the procedures for establishing airspace restrictions and the process for making changes to airspace, reference should be made to other publications as referred to throughout this document.

Intended Audience

This document is intended to be read by the following stakeholders with an interest in airspace restrictions in the context of UAS:

- Individuals or organisations that wish to **restrict** unmanned aircraft (UA) in close proximity to their infrastructure, activity or location; and
- UAS Operators who wish to **facilitate** UAS Operations, by **restricting** access to other airspace users; and
- Individuals or organisations that wish to **facilitate** UAS operations **without restricting** access to other airspace users, by mandating a certain level of equipage within the airspace.

Content

The content of this CAP does not replace Civil Aviation Regulations, or procedures notified within the UK Aeronautical Information Publication.

The following references are provided for convenience and are not exhaustive. Readers are advised to take note of all applicable regulations and of any amendments to the regulations and documents listed below that are implemented after publication of this document:

- The Air Navigation Order 2016, as amended
- UK Aeronautical Information Publication
- CAP 1616 Airspace Change: Guidance on the regulatory process for changes to airspace
- CAP 1618 Airspace Design: Unusual aerial activities published in the UK AIP
- CAP 1868 A Unified Approach to the Introduction of UAS Traffic Management
- UAS Implementing Regulation 2019/947, as amended; (CAP1789 provides a consolidated version)
- CAP 722 Unmanned Aircraft System Operations in UK Airspace – Guidance
- CAP 1054 Aeronautical Data Quality

Policy

Provision is made for the establishment of UAS Geographical Zones (airspace restrictions) within the UAS Implementing Regulation 2019/947 under Article 15. CAA policy is that an application for such an airspace restriction should not be made under this article, but instead should be progressed either via the ACP process or article 239 process, described in this document. Airspace will not be established on the basis of Article 15 and will only be established on the basis of existing national regulation.

It should be noted that the CAA can only provide information on aviation policy, regulations and permissions, and not those implemented by other sectors. UAS operators must also therefore consider any other applicable restrictions and legitimate interests of other statutory bodies such as Local Authorities, and those of other sectors such as Emergency Services and Transport.

Availability

The primary method of obtaining a copy of the latest version of CAP 722C is via the CAA website under the [publications section](#).

The CAA has a system for publishing further information and guidance. This can be found on the CAA website under the [SkyWise section](#).

Structure

CAP 722C sits within the CAP 722 suite of UAS guidance and policy. These documents are structured as follows:

[CAP 722- UAS Operations in UK Airspace – Guidance](#)

[CAP 722A- UAS Operations in UK Airspace –ConOPS and Risk Assessment Methodology](#)

[CAP 722B- UAS Operations in UK Airspace – The UK Recognised Assessment Entity](#)

[CAP 722C- UAS Airspace Restrictions – Guidance and Policy](#)

[CAP 722D- UAS Operations in UK Airspace – Master Glossary and Abbreviations](#)

[CAP 722E- UAS Rotary Wing Swarm Operations – Visual Line of Sight - Requirements, Guidance and Policy](#)

Point of Contact

Unless otherwise stated, all **enquiries relating to this CAP** must be made to:

UAS Unit
Civil Aviation Authority
Safety and Airspace Regulation Group
Aviation House
Beehive Ring Road
Crawley
West Sussex
RH6 0YR
E-mail: uavenquiries@caa.co.uk

General enquiries regarding other matters should be made through the contact form found on the [CAA website](#)).

Specific Airspace enquiries may be made by contacting the CAA as follows (*Please note: The CAA will not be able to respond to general enquiries sent to individual Airspace contacts*):

The Airspace Change Proposal Process

Enquiries about the airspace change process should be emailed to airspace.policy@caa.co.uk.

Restriction of Flying Regulations

Enquiries about the Restriction of Flying Regulations (Prohibited, Restricted and Danger Areas) and NOTAMs should be emailed to arops@caa.co.uk.

Airspace change portal

The CAA has a dedicated portal for proposed changes to UK airspace. It provides communities and all interested stakeholders with a one-stop shop of information about designs of UK airspace that might impact them and an easy way to provide their views about changes. The portal can be accessed [here](#).

Airspace Access Complaints

An airspace user may report issues with access to a UAS Geographical Zone to the CAA. Such a report may be made to the CAA UAS Unit [here](#). The CAA does not undertake to investigate all reports but may do so on occasion if deemed necessary.

Glossary and Abbreviations

The Glossary and abbreviations for all CAP 722 series documents can now be found in a standalone publication, [CAP 722D](#).

Chapter 1

General Information

1.1 Introduction

The term 'UAS Geographical Zones' is a collective term for airspace restrictions established within the current airspace reservation scheme that either restrict or facilitate UAS operations. They are not a new type of airspace.

UAS Geographical Zones may be established for the purposes of Safety, Security, Environmental or Privacy reasons, under the provisions of EU IR 2019/947¹. On 31 December 2020 this legislation becomes applicable within the UK and is referred to within this document as 'The UAS Implementing Regulation (UAS IR)'.

UAS Geographical Zones are comprised of existing conventional airspace restrictions. A UAS Geographical Zone will either restrict or facilitate UAS operations by restricting the flight of manned and/or unmanned aircraft. Almost all *manned* aviation airspace restrictions already meet the definition of a UAS Geographical Zone, because they also apply to UAS.

Any airspace restriction that either facilitates or restricts UA is a UAS Geographical Zone.

1.2 What are UAS Geographical Zones, and how do they work?

The term 'UAS Geographical Zone' is a collective term for all airspace restrictions that are relevant to UAS whether applicable to UA only or to both UA and manned aircraft.

The different types of airspace restrictions that meet the definition of a UAS Geographical Zone, and their purpose are summarised in the sections below.

1.2.1 Purpose of a UAS Geographical Zone

An individual or organisation that wishes to establish a UAS Geographical Zone is referred to as *the Sponsor*. A sponsor may wish to:

- **Restrict** UAS operations – A Sponsor may wish to establish airspace of defined dimensions within which **UA operations are restricted** in accordance with certain

¹ EU IR 2019/947 is the Implementing Regulation on the rules and procedures for the operation of unmanned aircraft, which will become applicable in the UK on 31 December 2020. It has been amended twice since original publication by the European Commission. A consolidated version can be found [here](#).

specified conditions. Restricted Areas may be permanent, or temporary (known as RA(T)) in nature.

Examples of permanent Restricted Areas include those established around prisons and ports but might also include other areas. Temporary Restricted Areas may, on occasion, be established for large sporting events, flying displays, or for specific security, privacy or safety concerns.

- **Facilitate** UAS operations
 - A Sponsor or operator may wish to **facilitate** UAS activity that may otherwise be dangerous to other airspace users, by segregating a portion of airspace through the establishment of a Danger Area. An example of such activity could be trials carried out by large UA.
 - A Sponsor may wish to **facilitate** the operation of multiple types of airspace user simultaneously by creating an environment where aircraft are known and visible to each other for the purpose of enhanced aviation safety or for enhanced security. For example, a condition of entry to the airspace would include meeting the equipage level defined for the area, such as Electronic Conspicuity. In this example permission would not be required to enter the airspace providing the conditions of entry (including level of equipage) were met (and there are no other restrictions on flying).

The use of UAS Geographical Zones to facilitate UAS operations by restricting access to other airspace users may be temporary in nature. This airspace may also be established through the CAP 1616 Airspace Trials process. A temporary change is usually limited to a maximum of 90 days. A trial (As defined in Cap 1616) may be extended beyond this time period as required. Further information may be found in [CAP 1930- Testing Novel Technology in UK Airspace: A guide for Innovators](#).

1.2.2 Types of Airspace that may comprise UAS Geographical Zones

A UAS Geographical Zone is a collective term for a piece of airspace that restricts either UA or manned aircraft in some way. This section provides a basic introduction to the types of airspace that may comprise a UAS Geographical Zone:

Restricted Areas

An airspace of defined dimensions within which the flight of UAS and/or manned aircraft is restricted in accordance with certain specified conditions. Restricted Areas may be temporary or permanent.

Danger Areas

Airspace which has been notified as such, within which activities dangerous to the flight of aircraft may take place or exist at notified times.

Examples of Danger Areas include military sites where activities take place at certain times that may be dangerous to UAS and/or manned aircraft.

Prohibited Areas

An airspace of defined dimensions within which the flight of UAS and manned aircraft is prohibited. Prohibited Areas may be temporary or permanent.

1.3 Legal Basis

Article 15 of the UAS Implementing Regulation gives provision for establishing UAS Geographical Zones for the purposes of Safety, Security, Environmental or Privacy reasons. Currently, national regulations are contained within the Air Navigation Order 2016 (as amended) which is the primary document for all aviation legislation within the UK.

Airspace will **not** be established in the UK under Article 15 of the UAS Implementing Regulation. Instead, the airspace restriction is achieved through the established UK airspace reservation system.

Once the need for a UAS Geographical Zone has been identified and agreed, based on the principles summarised within this document, an applicable airspace restriction (see section 1.2.2) will be established within the current reservation scheme in accordance with the ANO.

The requirements of controlled airspace are currently not applied to UAS below 20 Kg and will continue to not apply to UAS being operated within the Open and Specific category, under the UAS Implementing Regulation. For this reason, airspace being notified as controlled airspace does not mean it will become a UAS Geographical Zone.

Restrictions on UAS which exist in law, but are not defined as airspace constructs, are not considered UAS Geographical Zones. For example, the flight of any UAS above 400ft is restricted and an operational authorisation must be obtained from the CAA. This does not mean that the portion of airspace above 400ft is a UAS Geographical Zone. This same principle also applies to congested areas, or any other area where the flight of a UAS is restricted in law only, and with no airspace provision.

1.4 Promulgation of UAS Geographical Zones

UAS Geographical Zones are promulgated by existing methods. These methods include publishing information in the UK Aeronautical Information Publication (AIP²), Aeronautical Information Circulars (AIC) and NOTAMs.

NATS Aeronautical Information Service (AIS) produces the AIP and is the UK's authoritative source of aeronautical information; the data published within the AIP meets data quality requirements that are imposed on the UK by ICAO Annex 15. The AIP does not yet contain details of all UAS Geographical Zones; however this will be added in early 2021.

UAS Geographical Zones are published within the AIP, Section ENR 5.1, as Prohibited, Restricted or Danger areas.

Full details of the airspace restriction will be included within the remarks column. Unless otherwise stated, all airspace restrictions (Danger, Restricted or Prohibited) are applicable to both manned and unmanned aviation..

When a Prohibited, Restricted or Danger Area is established it is given a unique identification and name. The identifier follows the format: EG **PXXX** (Prohibited Areas), EG **RXXX** (Restricted Areas) and EG **DXXX** (Danger Areas). Restricted Areas that are *only applicable to UAS* follow the format: EG **RUXXX**.

Airspace restrictions which are applicable to UAS only will **not** be published on Visual Flight Rules (VFR) charts, in order to reduce excessive clutter. Prohibited, Restricted and Danger Areas that are applicable to both manned and unmanned aircraft, or manned aircraft only, are published on VFR Charts. VFR Charts are used to support manned aircraft operations.

1.4.1 Flight Restriction Zones (FRZ)

FRZs are established around protected aerodromes, as described in section 4.2. Details regarding the exact dimensions of each FRZ (and, where applicable, Runway Protection Zones) are published in the UK AIP (Section ENR 5.1 Prohibited, Restricted and Danger Areas). FRZ information is also made available to UAS operators on the NATS AIS website via visual and electronic formats as explained below.

² The AIP is the national publication of all UK aeronautical information of a lasting character which is essential to air navigation for both manned and unmanned flights.

FRZs are visually depicted on an interactive map which users can access via the [DroneSafe](#) website. FRZ data is also available to developers in electronic formats which can be accessed via the NATS [AIS website](#).

Note: This section will be updated when the AIP is updated with FRZ data, and the downloadable files are updated.

Chapter 2

Application for establishing a UAS Geographical Zone

Chapter 2 provides basic information and guidance to those wishing to apply for the establishment of a UAS Geographical Zone.

Should an individual or organisation (referred to as *the Sponsor*) wish to initiate a proposal to carry out a specific operation, they should refer to CAP 1616 Airspace Change³ and should contact the CAA, as set out in the 'point of contact' section.

Further information about airspace restrictions which are applicable to both manned and unmanned flights is contained within the UK AIP, En-Route Section 1 General Rules and Procedures, Paragraph 1.1.5.

2.1 Airspace Restriction Processes

The process for establishing an airspace restriction, regardless of whether it affects UAS only, or UAS and manned aircraft, is the same.

The vast majority of UAS Geographical Zones should be applied for and established through the CAP1616 **ACP** (Airspace Change Process) procedure. Sponsors should also be familiar with the CAA [Danger Area policy](#).

In some cases, airspace restrictions may be established through the Restriction of Flying Regulations (ANO article 239) on a case by case basis and must be fully justified under the associated ANO criteria.

Sponsors should contact CAA Airspace Regulation arops@caa.co.uk with any related queries.

2.1.1 Restriction of Flying Regulations (ANO article 239)

Airspace restrictions applicable to UA may be established by the CAA on behalf of, and with the approval of, the Secretary of State in accordance with the UK Air Navigation Order (article 239) when the Secretary of State deems it necessary in the public interest. Any agency or organisation wishing to establish an airspace restriction without using the ACP process, under article 239, should contact CAA Airspace Regulation, noting the requirement for a 90 day lead in time for the establishment of an RA(T).

³ CAP1616 Airspace Change: Guidance on the regulatory process for changes to airspace

2.1.2 Airspace Change Proposal

CAP 1616 contains further information and guidance on the ACP process, including the relevant procedures that must be followed. CAP1616 must be read and understood fully by anyone wishing to make use of this process. This section outlines at a high level, the principles that must be met for any such application.

The ACP ensures that applications for an airspace restriction are considered using the applicable regulatory mechanism and ensures that all proposals receive the appropriate amount of regulatory scrutiny and consultation, while keeping the airspace change process proportionate for less significant proposals.

Any data provided to the CAA to support an ACP application must be fit for purpose and in line with the necessary aeronautical data quality (ADQ) requirements as set out in EU Reg 73/2010 and further described in CAP 1054 (also see the Aeronautical Data Associated with Airspace Design (CAP 1616)).

The CAA will assess proposals for an airspace restriction using the process and regulations described within CAP 1616 and the Air Navigation Order.

When preparing a proposal for a UAS Geographical Zone, Sponsors should consider the ANO article 239 requirements:

- A restriction made under ANO article 239 may be made in the public interest for the following reasons:
 - Due to the intended gathering or movement of a large number of persons; or
 - Due to the intended holding of an aircraft race, or contest, or a flying display; or
 - Due to reasons of national defence, or any other reason affecting the public interest.

Chapter 3

Managing a UAS Geographical Zone

Once a UAS Geographical Zone is established, Sponsors must discharge their responsibilities appropriately. These responsibilities are summarised within this section.

3.1 Handling Requests to Fly within a UAS Geographical Zone

The sponsor of any UAS Geographical Zone should enable fair and equitable use of the airspace. Any legitimate request to access a UAS Geographical Zone, by an airspace user whose presence will not negatively impact aviation safety, should be accommodated in a timely manner.

It is up to individual sponsors how they go about processing a permission request to operate within a UAS Geographical Zone. This could be as simple as a telephone call or could require the use of a specified online platform. Some pieces of airspace, such as the central London restricted areas, require multiple permissions from different agencies.

The sponsor must specify how an operator should go about requesting permission to access a UAS geographical and then promulgate this through the AIP and any other suitable means, such as a website. The use of VHF Radio Telephony (RT) should not be required for UAS to obtain access to a UAS Geographical Zone.

The following questions should be considered when assessing a request to operate within a UAS Geographical Zone.

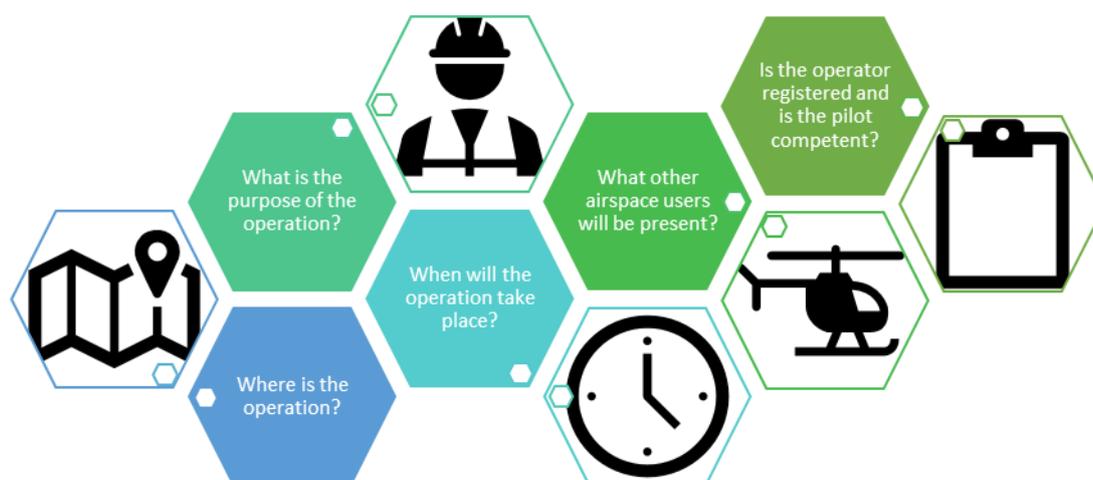


Figure 1- Airspace access request considerations

The entity responsible for issuing a permission to operate within a UAS Geographical Zone must properly consider every request for access on its own merit.

Sponsors may **only** give permission for airspace access, and **must not** give permission for the UAS operation itself, which may require a CAA authorisation, such as:

- Operation of UAS greater than 20Kg (*25kg after 31 December 2020*);
- Beyond visual line of sight (BVLOS) operations;
- Operations over or within 150m of a congested area;
- Operations within 50m of people, vehicles, vessels and structures;
- Operations above 400ft (*including within an FRZ, after 31 December 2020*)

Sponsors must be clear when issuing a permission to enter airspace, what the scope of that permission is, and that other permissions may also be required (either from the CAA, or from other sponsors).

Policies employed by sponsors to disproportionately limit access to a zone, such as the ones listed below are not appropriate in many circumstances:

- Blanket ban on UAS activity (or manned aviation within a UAS Geographical Zone) without justification;
- Charging a fee for access to airspace;
- Refusal to engage with permission requests;
- Lengthy delay in replying to a request

The CAA may reconsider the suitability of the UAS Geographical Zone's existence if it is not satisfied that the airspace is being used in a fair or equitable manner

Note: Airspace Access Complaints: An airspace user may report issues with access to a UAS Geographical Zone to the CAA. Such a report may be made to the CAA UAS Unit [here](#). The CAA will assess every complaint, and if required, investigate further.

When deemed necessary, the CAA may request additional information from the Sponsor of the UAS Geographical Zone in question, and whilst the CAA is not likely to directly challenge an airspace access decision made by the Sponsor, the CAA will, where necessary, discuss UAS access policy with the Sponsor and provide advice and guidance if appropriate.

3.2 Airspace Access Charging

The establishment of an airspace restriction means that the sponsor is responsible for managing it, and not that the sponsor 'owns' it; airspace is a State asset. There should be no reason for a Sponsor to charge for access to airspace for UAS. Whilst some burden of work may exist in processing applications for UAS access to airspace, it is envisaged that this will not require an undue burden on the Sponsor and should incur negligible time or cost.

Any such cost should not be passed on to UAS operators, or manned aviation operators - in the case of a UAS Geographical Zones which facilitates UAS flight by restricting manned aviation.

3.3 Airspace Coordination

There may be instances where a UAS Geographical Zone overlaps or falls within other airspace. This airspace could be another UAS Geographical Zone, or another type of airspace reservation. In such cases, the sponsor should engage with the sponsor of the other airspace reservation. This may involve a letter of agreement or other such arrangement, in order to coordinate the issuing of permissions between the two sponsors. Both parties should engage with each other as necessary and draw up any necessary agreement. Guidance may be sought in this regard from the CAA, either from the UAS Unit, allocated aerodrome inspectors (in the case of FRZs), or Airspace Regulation. Such arrangements should be considered as forming part of the ACP.

In the event that the sponsors don't agree on a suitable arrangement, any UAS operator wishing to operate within the overlapping portion of airspace must meet all the requirements of each piece of airspace, for example, in the case of overlapping FRZs they must obtain separate permission from each aerodrome.

3.4 Aeronautical Data Maintenance and Ownership

Once a UAS Geographical Zone is established and published within the AIP, it becomes aeronautical data, and there are certain responsibilities which must be discharged by those responsible for it. The person responsible for the data will be identified as part of the application process for the UAS Geographical Zone. This role involves ensuring that the AIP data is up to date, and that any necessary changes are made. For example, there may be a telephone number published in ENR 5.1, to obtain permission to operate within the UAS Geographical Zone - this number must be updated if it changes.

The sponsor must recognise instances where changes to other aeronautical data (which are updated in the AIP) may affect the UAS Geographical Zone. Any proposal to change the dimensions of the airspace (either lateral or vertical dimensions), must be made by an ACP.

Proposed Updates to the AIP should be made directly by the sponsor to the AIS online portal, which will be subject to approval, via an account which will be set up as part of the UAS Geographical Zone establishing process.

The following responsibilities lie with the sponsor:

- Origination of the data for the UAS Geographical Zone
 - Remarks, coordinates, description, access arrangements and surveying any points that may be required
- Consultation, if required, as part of the ACP process
- Keeping data up to date
- Responding to access requests in a timely manner
- Activating and de-activating the area by NOTAM, if required

Chapter 4

Additional Guidance

This chapter contains additional specific guidance for UAS Geographical Zone sponsors, and those who may wish to become a sponsor.

4.1 Model Aircraft Flying Sites

Designated UAS Flying Sites are published in the UK AIP- Section En-Route 5.5 (ENR 5.5) Aerial Sporting and Recreational Activities, but such sites **are not within the scope of this document** and **are not** classified as UAS Geographical Zones, because they do not restrict or facilitate UAS operations. The following details are provided for information only - readers should refer to CAP1618 Airspace Design: Unusual aerial activities published in the UK AIP⁴ for further guidance.

Unmanned aircraft flying sites published in the UK AIP, ENR 5.5 are defined as a point, and not a volume of airspace, from the surface up to a ceiling altitude as an air navigation warning to other airspace users. This is similar to glider and microlight sites. This information is provided for manned aviation to be aware of, and de-conflict if necessary. These areas are selected based on a number of criteria, including the level of activity at the site.

Unmanned aircraft clubs e.g. Model Aircraft clubs may approach their respective association and make a joint decision on whether the club is an appropriate candidate for inclusion within the UK AIP, and this should then be presented to the CAA for consideration in accordance with the details contained in CAP1618 Airspace Design. UAS flying sites will only be included in the UK AIP where UAS regularly fly above 400ft, in accordance with an appropriate authorisation from the CAA.

4.2 Aerodrome Specific Guidance

This section provides additional guidance for aerodromes.

Articles 94A and 94B of the ANO set out Flight Restriction Zones (FRZs) around all protected aerodromes in the UK. Protected aerodromes are defined in article 94B as:

- Certified aerodromes; or
- UK Licenced aerodromes; or
- Government aerodromes; or
- Any aerodrome that is prescribed for the purpose of this definition

⁴ CAP1618: Airspace Design should be read in conjunction with CAP1616 Airspace Change

Full details regarding the origination and maintenance of FRZ data within the AIP will be published in due course.

Note: CAP 722C will be updated with reference to this, once published.

The description of the FRZ is set out in ANO article 94A and 94B, and summarised in CAP 722 Chapter 2, section 2.5.

Permission must be obtained from an aerodrome air traffic control unit, flight information service unit or aerodrome operator before the operation of any UAS within the FRZ may take place. Full details of the permission requirements, and notification requirements, can be found in AIP section ENR 1.1 (4.1.8).

The coordinates of each aerodrome FRZ and other related information will be published in the UK AIP, Section ENR 5.1. All individual aerodromes are responsible for maintaining their published FRZ data which must, where applicable, adhere to Aeronautical Data Quality Implementing Regulations (ADQ IR). Aerodromes should refer to [CAP1054 Aeronautical Data Quality](#) for guidance on the provision and maintenance of aeronautical data and aeronautical information in the UK AIP, including the provision of FRZ data.

Note: Operators of aerodromes and heliports which are out of scope of ADQ IR requirements should use the guidance contained in CAP1054 as best practice on a proportionate basis when processing FRZ, and other, aeronautical information and data.

Where applicable, reference should also be made to [CAA Policy Statement – Aeronautical Data associated with Airspace Design \(CAP1616\)](#).

4.2.1 Granting permission for UAS operations within an FRZ

The responsibility for the safety of the UAS operation is placed on the remote pilot, and the UAS operator. The responsibility of an aerodrome ATSU or aerodrome operator has not changed, since the FRZ was first introduced. The remote pilot remains responsible for remaining in compliance with whatever conditions are set out as part of the permission to operate within the FRZ. These conditions may be, for example, geographical and /or height based.

Before issuing a permission to operate within an FRZ, aerodromes are encouraged to ensure that the operator is in possession of a valid Operator ID, and that the remote pilot is in possession of suitable pilot competence. This is usually in the form of a CAA issued 'Flyer ID', but some other methods of compliance are also in place. Further guidance on these requirements, and enforcement, can be found in [CAP 1974](#). A number of levels of pilot competence are recognised, these are set out in CAP 722. Aerodromes may stipulate that certain levels of competence are required for certain operations, for example, operating within the boundary of the aerodrome.

From 31 December 2020 the provision for ATC/AFIS to issue permission for UAS operations above 400ft within an FRZ is removed. Any UAS operation above 400ft requires the permission of the CAA, and within an FRZ, requires additional permission from the ATC/AFIS or aerodrome operator as applicable.

Aerodromes may establish standing agreements with UAS operators if this is appropriate, which would not require individual permissions to be issued for each operation. This may be the case for local UAS flying groups or model aircraft clubs, located within the aerodrome FRZ.

Aerodromes should be familiar with the published requirements for operations within an FRZ, as published in AIP section ENR 1.1 (4.1.8), including NOTAM requirements in certain portions of the FRZ.

4.2.2 Non-Protected Aerodromes: Obtaining a UAS Geographical Zone (UAS Airspace Restriction)

An aerodrome that does not fall into the definition of a protected aerodrome above may still obtain a UAS Geographical Zone restriction for UAS. The options for this are:

Become a Protected Aerodrome – Obtain an FRZ:

- **Be prescribed under article 94A(6)(d):** An aerodrome may approach the Department for Transport (DfT) and request that they are prescribed for the purpose of establishing an FRZ around their aerodrome. Whilst this is not something the CAA can carry out, the CAA can offer advice where necessary. In the first instance, contact with DfT can be made [here](#), marked FAO: DfT Drone Team.
- **Become Certified or Licenced:** An aerodrome may wish to consider *becoming* Licenced or Certified, if the risk identified to their operation is sufficiently high.

Note: If a new FRZ is established, the aerodrome will be responsible for originating the FRZ data and subsequently will be responsible for maintaining the FRZ data published in the UK AIP. For further details see 4.2 above.

Apply for an Airspace Restriction (UAS Geographical Zone) (see Section 2):

- **Apply for an Airspace Restriction (UAS Geographical Zone):** An aerodrome may apply for a UAS Geographical Zone to be established, using the principles in Section Chapter 2 with a focus on aviation safety, and possibly aerodrome security. This will be considered in the same way as any other UAS Geographical Zone and promulgated in the same way. The type of UAS Geographical Zone will most likely be a Restricted Area, applicable to UAS only.

4.3 Local Authority Restrictions

Any restriction on the operation of UAS whilst airborne must be carried out using an airspace restriction, as summarised in this document and set out in those documents referenced throughout. The establishment of an airspace restriction means that the sponsor is responsible for managing it, and not that the sponsor 'owns' it; airspace is a State asset. Local authorities, like any landowner, may usually only impose restrictions on the taking off or landing of UAS *from* their land, usually through byelaws.

The regulations for UAS operations are contained within the UAS IR, and the Air Navigation Order 2016 (ANO) which is the primary document for all aviation legislation within the UK. The CAA can only provide information on aviation policy and regulation, and not on those established by other sectors.

4.3.1 Information for UAS Operators

UAS operators must fully consider any other applicable restrictions and legitimate interests of other statutory bodies such as Local Authorities, many of which have established local byelaws. These byelaws often restrict the take-off/landing of UAS from council land. Such a restriction, on its own, is not an *airspace restriction*, and therefore is not considered a UAS Geographical Zone.

It is important to distinguish between the permission required to operate from council land and the permission required to operate in certain portions of airspace. Should a UAS operator be given permission by a council to operate on their land this does not necessarily mean that they have permission to fly. UAS operators and remote pilots must be aware of all the restrictions that may affect their flight and to seek all necessary authorisations prior to commencing operations. A permission from a Local Authority in accordance with a Byelaw may be just one of many permissions needed, such as a permission to fly within an FRZ, or an authorisation to fly within the Specific category.

4.3.2 Information for Local Authorities

Whilst byelaws may exist which protect council land, and those using it, these are not UAS Geographical Zones and the management of this airspace is only possible following establishment of an appropriate airspace structure, in accordance with the documents referenced throughout CAP 722C; the airspace remains a State asset, and is managed by the sponsor. As such, the details of these Byelaws will not be promulgated as UAS Geographical Zones within the AIP and will therefore not be displayed on online charts or apps. If Councils deem a UAS Geographical Zone is required in addition to any Byelaws, then they should follow the guidance within this document and the relevant referenced documents.

When issuing a permission in accordance with a Byelaw for a UAS operation to be conducted from council land, Local Authorities must be clear that this does not constitute a permission to operate in the airspace above their land, and that other authorisations from other agencies, including the CAA, may also be needed.

4.4 Third Party Airspace Promulgation Applications

The CAA is aware of applications and websites that provide users with interactive maps visualising airspace restrictions with data sourced from the UK AIP and AIS website, and supports any measure to improve UAS safety. However, the CAA cannot currently endorse individual products.

The CAA encourages best practice when developing applications including:

- Clear and accurate visualisation of **relevant** airspace with textual description. Airspace which is not applicable to the operation of UAS should not be displayed as such.
- The use of a comprehensive and reliably up-to-date airspace database from an approved aeronautical information management source (to ensure timely inclusion of airspace changes and temporary restrictions or hazards). *When available, the downloadable file containing all UAS airspace restrictions within the AIS should be used.*
- Inclusion of UK UAS regulations (as summarised within the Dronecode)

Users are reminded that full responsibility for safe operation remains with the UAS operator and remote pilot, and it is up to them to assure themselves of the accuracy of the data that is being used, and to comply with all UK UAS rules and regulations.