UAS Specific category

PDRA01 Operational Authorisation

Authorisation details

Key details

Operator (you)	**BLUE PIXEL LIMITED**
Operator ID	**GBR-OP-4RM8MD9MQYP4**
Authorisation number	**PDRA01-25630**
Issued on	**22 April 2026**
Expires on	**30 April 2027** unless otherwise suspended or revoked

Contact and operations manual details

You must tell us if any of these details change.

Accountable Manager	Name: **DIBYENDU DUTTA** Phone: **07545353227** Email: **live@bluepixelltd.co.uk**
Operations Manual	Date: **21 April 2026** Version: **2.4**

What you're authorised to do

Authorisation	We authorise you to fly Unmanned Aircraft below 25kg within 150m of residential, commercial, industrial, or recreational areas. You must only fly within visual line of sight (VLOS). You must carry out operations in accordance with the authorisation conditions and limits; Annex IX to Assimilated Regulation (EU) 2018/1139 and its implementing rules; relevant aspects of the Standardised European Rules of the Air, as described in AMC1 Article 7(2) to Assimilated Regulation (EU) 2019/947; and your operations manual.
Issued by	UK Civil Aviation Authority (CAA) ('we','us'), under Article 5 of Assimilated Regulation (EU) 2019/947.
CAA signatory	 Kevin Woolsey, Head of RPAS, CAA

Conditions and limits

What you can fly

1 Model of unmanned aircraft	1.1	Any (rotary wing and/or fixed wing) Unmanned Aircraft with a MTOM/flying weight of less than 25kg.

Where and when you can fly

2 Areas	2.1	Flights may be conducted within 150m of any residential, commercial, industrial, and/or recreational area.
3 Location	3.1	Any location in the UK, subject to the airspace restrictions set out in this authorisation.
4 Operating times	4.1	24 hours a day. Night operations must be carried out in accordance with the procedures in the operating manual.
5 Airspace	5.1	Flights must not be conducted within any applicable airspace restriction unless the appropriate permission to enter has been obtained. This includes: Flight Restriction Zones (FRZs) around protected aerodromes and space sites; restricted, prohibited and danger areas (including temporary restrictions); and any other applicable restrictions.
6 Altitude, heights and levels	6.1	The Unmanned Aircraft must be maintained within 120 metres (400ft) from the closest point of the surface of the earth.
	6.2	Obstacles taller than 105m may be overflown by a maximum of 15m under the following conditions: – the person in charge of the obstacle must have requested this; and – the Unmanned Aircraft must not be flown more than 50m horizontally from the obstruction.
7 Maximum operating range	7.1	Flights must be conducted within VLOS as per the definition given in UK Reg (EU) 2019/947, Article 2(7) and must not exceed 500m from the Remote Pilot.
	7.2	When operating within VLOS as defined in UK Reg (EU) 2019/947, Article 2(7), the Remote Pilot may be assisted by a competent observer who must be co-located with the Remote Pilot and able to communicate with them clearly and effectively. If present, the observer must maintain VLOS as per the definition given in UK Reg (EU) 2019/947, Article 2(7) at all times.
	7.3	In order to remain within VLOS, as defined in UK Reg (EU) 2019/947, Article 2(7), the Remote Pilot may only change location during the flight, if still able to maintain control of the UAS at all times, and maintain situational awareness and orientation, as set out in the VLOS definition. This must be described within the operations manual procedures, if required.

Conditions and limits continued

Distances from people

8 Separation from uninvolved persons

8.1 Flights must not be carried out within 50m of uninvolved persons, except during take-off and landing, where this separation may be reduced to 30m.

8.2 Any overflight of uninvolved people must be kept to a minimum.

8.3 Flights must not be carried out within 50m horizontal separation of assemblies of people. Any overflight of assemblies of people must not be conducted.

– Lone Remote Pilots must have an appropriately set maximum allowed distance from launch/pilot and an appropriately set minimum return to home (RTH) battery level. (A lone remote pilot is a remote pilot who does not have any support crew next to them during the flight.)

8.5 Horizontal separation between the unmanned aircraft and assemblies of people must not be less than the height of the unmanned aircraft (i.e., the 1:1 rule).

Loads and equipment

9 Security of loads and equipment

9.1 The Remote Pilot must ensure that any load carried by, or equipment on, the Unmanned Aircraft is properly secured, and that the aircraft is in a safe condition for the specific flight.

9.2 Articles must not be dropped.

9.3 Dangerous goods must not be carried.

Remote pilots and operators

10 Remote pilot requirements

10.1 Remote pilots must:

– be employed or contracted by the UAS Operator,

– hold a valid UK Flyer ID,

– hold a valid GVC or RPC-L1,

– follow the requirements of UK Reg (EU) 2019/947, point UAS.SPEC.060, and

– be qualified as per the requirements of the Operations Manual.

11 Operator requirements

11.1 The UAS Operator must:

– comply with the responsibilities set out in UK Reg (EU) 2019/947, point UAS.SPEC.050,

– maintain records of each flight made under the Operational Authorisation, and

– make such records available to the Civil Aviation Authority on request as per UK Reg (EU) 2019/947, point UAS.SPEC.090.

Conditions and limits continued

Other conditions

12 Occurrence reporting	12.1 Any occurrences that take place while operating under this authorisation must be reported in accordance with UK Reg (EU) 376/2014 and the requirements set out in CAP 722 section 2.7. 12.2 Any accidents that take place while operating under this authorisation must be reported in accordance with UK Reg (EU) 996/2010 to the UK AAIB.
13 Insurance	13.1 Insurance cover meeting the requirements of UK Reg (EU) 785/2004 must be held.
14 Control system failure	14.1 The Unmanned Aircraft must be equipped with a mechanism that will cause it to land in the event of a disruption to, or a failure of, any of its control systems, including the C2 Link. 14.2 The Remote Pilot must ensure that this mechanism is in working order before any flight is commenced.
15 Radio spectrum	15.1 The UAS Operator must ensure that the radio spectrum used for the C2 Link and for any payload communications complies with the relevant Ofcom requirements and that any licences required for its operation have been obtained.
16 High energy devices	16.1 The UAS Operator must ensure high energy devices are appropriately stored and transported.
17 Operator ID	17.1 The operator ID must be displayed on every aircraft flown under this operational authorisation.
18 Remote ID (RID)	18.1 In accordance with UK Reg (EU) 947/2019 from 1st January 2026, operators will be required to comply with Direct Remote ID in respect of UK1, UK2, UK3, UK5 and UK6 UAS. 18.2 From 1st January 2028, operators will be required to comply with Direct Remote ID in respect of UK0 UAS weighing 100g or more with a camera, model aircraft unless exempted, privately built UAS weighing 100g or more with a camera, and legacy UAS weighing 100g or more with a camera (including C class UAS).
19 Operating from moving vehicles	19.1 The Remote Pilot must not operate the UAS while operating any moving vehicle, or while in an aircraft. 19.2 The Remote Pilot may operate the unmanned aircraft from a moving vehicle as a passenger (excluding in an aircraft) as long as the vehicle's speed and stability is such that they are able to maintain VLOS and control of the Unmanned Aircraft at all times.

Conditions and limits continued

20 Lighting

20.1 In accordance with UK Reg (EU) 947/2019 from 1st January 2026, the operator must ensure that each unmanned aircraft is installed with at least one green flashing light for the purpose of visibility for operations at night.

20.2 This operational authorisation disapplies the requirement for operations conducted during the day.

20.3 If your aircraft does not have a built-in flashing light, you must securely fit a specialist drone flashing light.

20.4 The weight of the flashing light module will be included in the overall weight of the aircraft.

Supporting information

Images

- Taking and storing images of identifiable individuals from UAS, even inadvertently, may be subject to the General Data Protection Regulation and Data Protection Act 2018.

  More information is available from the Information Commissioner's Office: https://ico.org.uk/for-organisations/uk-gdpr-guidance-and-resources/cctv-and-video-surveillance/guidance-on-video-surveillance-including-cctv/additional-considerations-for-technologies-other-than-cctv/#uas

Operating from private land

- You must get any applicable permission before flying from privately owned sites. You must not trespass.

Supporting information continued

Regulations

- UK Reg (EU) 2019/947 means Assimilated Regulation (EU) 2019/947.
- UK Reg (EU) 376/2014 means Assimilated Regulation (EU) 376/2014.
- UK Reg (EU) 996/2010 means Assimilated Regulation (EU) 996/2010.
- UK Reg (EU) 785/2004 means Assimilated Regulation (EU) 785/2004.

Oversight and enforcement

Contact and operations manual details	You must tell us if any of your contact details or operations manual details change.
Oversight and enforcement	You may be selected for an audit at any time. We may ask to see your Operations Manual and supporting records, such as aircraft technical logs and flight logs at any time. You must provide any relevant documents at our request, within the period we specify. **If you fail to meet this or any other requirement, we may revoke your authorisation or suspend it until you provide the information we require.**

Contacting CAA about this authorisation

Phone	0330 022 1908 Monday to Friday, 8:30am to 4:30pm
Email	uavenquiries@caa.co.uk