

3 June 2014
FOIA reference: F0001940

Dear XXXX

I am writing in respect of your recent request of 23 May 2014, for the release of information held by the Civil Aviation Authority (CAA).

Your request:

"Please provide details of any low flying exemptions applying to aircraft G-WPDB or its operator. I am specifically interested in exemptions applying to the area of Bourne, Lincolnshire which would be active on toady date - 23rd May 2014".

Our response:

In assessing your request in line with the provisions of the Freedom of Information Act 2000 (FOIA), we are pleased to be able to provide the information below.

Aircraft G-WPDB is an EC135 helicopter operated by South Western Helicopters Limited, trading as WPD Helicopter Unit. The operator holds the attached Permission to enable low level powerline inspections to be carried out. This Permission applies anywhere in the United Kingdom.

If you are not satisfied with how we have dealt with your request in the first instance you should approach the CAA in writing at:-

Mark Stevens
External Response Manager
Civil Aviation Authority
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

mark.stevens@caa.co.uk

The CAA has a formal internal review process for dealing with appeals or complaints in connection with Freedom of Information requests. The key steps in this process are set in the attachment.

Should you remain dissatisfied with the outcome you have a right under Section 50 of the Freedom of Information Act to appeal against the decision by contacting the Information Commissioner at:-

Information Commissioner's Office
FOI/EIR Complaints Resolution
Wycliffe House
Water Lane
Wilmslow
Cheshire
SK9 5AF
www.ico.gov.uk/complaints.aspx

Should you wish to make further Freedom of Information requests, please use the e-form at <http://www.caa.co.uk/foi>.

Yours sincerely

Rick Chatfield
Information Rights and Enquiries Officer

CAA INTERNAL REVIEW & COMPLAINTS PROCEDURE

- The original case to which the appeal or complaint relates is identified and the case file is made available;
- The appeal or complaint is allocated to an Appeal Manager, the appeal is acknowledged and the details of the Appeal Manager are provided to the applicant;
- The Appeal Manager reviews the case to understand the nature of the appeal or complaint, reviews the actions and decisions taken in connection with the original case and takes account of any new information that may have been received. This will typically require contact with those persons involved in the original case and consultation with the CAA Legal Department;
- The Appeal Manager concludes the review and, after consultation with those involved with the case, and with the CAA Legal Department, agrees on the course of action to be taken;
- The Appeal Manager prepares the necessary response and collates any information to be provided to the applicant;
- The response and any necessary information is sent to the applicant, together with information about further rights of appeal to the Information Commissioners Office, including full contact details.

RULES OF THE AIR REGULATIONS 2007



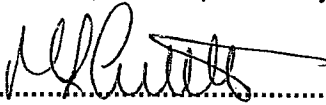
PERMISSION

INSPECTION OF POWERLINES - LESS THAN 500 FEET SEPARATION AND/OR WITHIN A CONGESTED AREA PERFORMANCE CLASS 1

1. The Civil Aviation Authority (the CAA), pursuant to **Rule 5(3)(c)** of the Rules of the Air Regulations 2007, (the Rules), permits **any multi-engined helicopter** (the helicopter) for the time being operated by **SOUTH WESTERN HELICOPTERS LIMITED T/A WPD HELICOPTER UNIT** to fly over a congested area below a height of 1000 feet above the highest fixed obstacle within a horizontal radius of 600 metres of the helicopter, whilst flying over the United Kingdom for the purpose of inspecting, repairing or maintaining overhead electricity transmission lines, **and**;
2. The CAA, pursuant to **Rule 5(3)(b)**, of the Rules, hereby permits the helicopter to fly closer than 500 feet to any person, vessel, vehicle or structure, whilst flying over the United Kingdom for the purpose of inspecting, repairing or maintaining the said overhead electricity transmission lines.
3. This Permission is granted subject to the following conditions:-
 - a) no flight pursuant to this Permission shall be made at night;
 - b) when flying closer than 500 feet to any person, vessel, vehicle or structure the helicopter shall remain within 500 feet of the electricity transmission line but shall not fly closer than 100 feet to any person, vessel or vehicle other than those employed in connection with the inspection, repair or maintenance of the said electricity transmission line. Nor shall the helicopter fly closer than 200 feet to any structure except the said transmission line and any associated structures.
 - c) throughout any flight pursuant to this Permission the in-flight visibility shall be not less than 1500 metres and the cloud base shall be not less than 500 feet above ground level or at least 50 feet above the helicopter, whichever is the greater;
 - d) throughout any flight pursuant to this Permission the helicopter shall be loaded, operated and flown in the manner described in the Operation's Manual for the helicopter in relation to such flights at **OM, A, 8, Appendix 1, A08.01, A08.02 and A08.03** and in any event such that following an engine failure the helicopter shall not reduce the minimum separation required by sub paragraph (b);
 - e)
 - i) subject to sub paragraph (ii) no flight shall be made pursuant to this Permission unless the helicopter is fitted with a white High Intensity Strobe Light (HISL) or High Intensity Rotating Beacon (HIRB) of at least 2000 candela which is serviceable and operating throughout the flight;
 - ii)
 - aa) there shall be **NO** departure from the main base for power or pipe line inspections using unserviceable HISLs or HIRBs;
 - bb) if HISLs or HIRBs become unserviceable whilst away from base and on similar duties, then that days planned flying **may be** completed prior to return to base for rectification;
 - cc) if the aircraft is unable to return to base that same day, then power or pipe line inspections **may not** be resumed with unserviceable HISLs or HIRBs on the second or subsequent day.



4. This Permission shall have effect from the date of signature until 31 December 2014, both dates inclusive, unless previously varied, suspended or revoked.

Signed 

for the UK Civil Aviation Authority

Date 18.10.2013



PLEASE NOTE: YOUR PILOTS SHOULD BE REMINDED OF THE FOLLOWING:-

- 1) THE NEED AT ALL TIMES TO MINIMISE NUISANCE ON ACCOUNT OF NOISE AND IN PARTICULAR WHEREVER POSSIBLE TO AVOID OVERFLYING HOSPITALS AND SCHOOLS; AND
- 2) THIS PERMISSION IS GRANTED ONLY IN RELATION TO RULES OF THE AIR REGULATIONS 2007, AND IT IS THE PILOT'S RESPONSIBILITY TO ENSURE THAT THE FLIGHT IS IN COMPLIANCE WITH THE UK AERONAUTICAL INFORMATION PUBLICATION, ESPECIALLY WITH REFERENCE TO NUCLEAR ESTABLISHMENTS AND HM PRISONS.
- 3) THE REQUIREMENT THAT THE HELICOPTER IS FLOWN IN SUCH A MANNER THAT IT IS ABLE TO ALIGHT AT ALL TIMES WITHOUT DANGER TO PERSONS OR PROPERTY ON THE SURFACE, IN THE EVENT OF A FAILURE OF THE POWER UNIT.