

**STATUTORY INSTRUMENTS SUPPLEMENT**

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**S T A T U T O R Y I N S T R U M E N T S**

**2022 No. 67.**

**THE CIVIL AVIATION (AERIAL WORK) REGULATIONS, 2022**

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# STATUTORY INSTRUMENTS

2022 No. 67.

## **The Civil Aviation (Aerial Work) Regulations, 2022**

*(Under sections 34 (2) and 61 of the Civil Aviation Authority Act, Cap. 354)*

IN EXERCISE of the powers conferred upon the Minister by sections 34 (2) and 61 of the Civil Aviation Authority Act, and on recommendation of the Uganda Civil Aviation Authority, these Regulations are made this 11th day of July, 2022.

### PART I—PRELIMINARY

#### **1. Title**

These Regulations may be cited as the Civil Aviation (Aerial Work) Regulations, 2022.

#### **2. Application**

These Regulations apply to operators that are conducting aerial work and operations that are considered to be aerial work in Uganda, including—

- (a) agricultural operations and the issue of commercial and private agricultural air operator certificate for those operations;
- (b) rotorcraft external load operations;
- (c) glider and banner towing; and
- (d) aircraft operations and authorisation for game viewing, vehicle traffic and sports, sight-seeing, television and movie, aerial photography and aerial survey operations.

#### **3. Interpretation**

In these Regulations, unless the context otherwise requires—

“acceptable” means the authority has reviewed the method, procedure or policy and has neither objected to nor approved its proposed use or implementation;

“acrobatic flight” means manoeuvres intentionally performed by an aircraft involving an abrupt change in its attitude, an abnormal attitude or an abnormal variation in speed;

“Act” means the Civil Aviation Authority Act, Cap. 354;

“aerial work” means an aircraft operation in which an aircraft is used for specialised services including, agriculture, construction, photography, surveying, observation and patrol, search and rescue and aerial advertisement;

“aerodrome” means a defined area on land or water including any buildings, installations or equipment intended to be used either wholly or in part for the arrival, departure or surface movement of an aircraft;

“agreement summary” means, when an aircraft is operating under Article 83 *bis* agreement between the State of Registry and another State, the document transmitted with the Article 83 *bis* Agreement registered with the ICAO Council that identifies succinctly and clearly which functions and duties are transferred by the State of Registry to that other State;

“Agricultural Aircraft Operator Certificate (AAOC)” means a certificate authorising an agricultural aircraft operator to carry out specified agricultural aircraft operations;

“agricultural aircraft operation” means the operation of an aircraft for the purpose of—

- (a) dispensing any economic poison;
- (b) dispensing any other substance intended for plant nourishment, soil treatment, propagation of plant life or pest control; or

- (c) engaging in dispensing activities directly affecting agriculture, horticulture, or forest preservation, but not including the dispensing of live insects;

“aircraft” means a machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth’s surface;

“Air Traffic Control” means a service that promotes the safe, orderly, and expeditious flow of air traffic at aerodromes and during the approach, departure and en-route environments;

“appliance” means any instrument, equipment, apparatus, part, appurtenance or accessory, of whatever description, that is used or is capable of being or intended to be used, in the navigation, operation or control of an aircraft in flight including parachutes, communication equipment, and any other mechanism installed in or attached to aircraft during flight and that is not part of an aircraft, an aircraft engine, or a propeller;

“article” includes, an aircraft, airframe, aircraft engine, propeller, appliance, accessory, assembly, subassembly, system, subsystem, component, unit, product or part;

“ATC facility” means a building holding persons and equipment responsible for providing ATC services for example, airport tower, approach control and area control;

“authority” means the Civil Aviation Authority established under section 3 of the Act;

“banner” means an advertising medium supported by a temporary framework attached externally to an aeroplane and towed behind the aeroplane;

- “Commercial Agricultural Air Operator Certificate” means a certificate authorising a person to carry out specified agricultural aircraft operations for compensation and hire;
- “critical engine” means the engine whose failure would most adversely affect the performance or handling qualities of an aircraft;
- “currency point” has the value assigned to it in Schedule 1 to these Regulations;
- “drug trafficking” means carriage by aircraft of narcotic drugs, marijuana and depressant or stimulant drugs or substances;
- “economic poison” means any substance or mixture of substances intended for preventing, destroying, repelling or mitigating any insects, rodents, nematodes, fungi, weeds and other forms of plant or animal life or viruses, except viruses on or in living human beings or other animals, which Uganda shall declare to be a pest and use as a plant regulator, defoliant or desiccant;
- “exhibition of flying” means a flying activity deliberately performed for the purpose of providing an exhibition or entertainment at an advertisement open to the public;
- “facility” means a physical plant, including land, buildings, and equipment, that provides a means for the conduct of the activities approved by the authority for an approved or certificated entity;
- “flight crew member” means a licensed crew member charged with duties essential to the operation of an aircraft during flight duty period;
- “flight time” means the period of time that an aircraft moves under its own power for the purpose of flight, ending when the aircraft comes to rest after it is parked, with engine shut down;



“flight training” means training, other than ground training, received from an authorised instructor in flight in an aircraft;

“glider” means a non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces, that remain fixed under given conditions of flight;

“helicopter” means a heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axis;

“night” means the hours between the end of evening civil twilight and the beginning of morning civil twilight or the time between fifteen minutes after sunset and fifteen minutes before sunrise. Sunrise and sunset being determined at surface level, and includes any time between sunset and sunrise when an unlighted aircraft or other unlighted prominent object cannot clearly be seen at a distance of 4,572 metres;

“operator” means a person, organisation or enterprise engaged in or offering to engage in an aircraft operation and who causes or authorises the operation of an aircraft, such as the owner, lessee or bailee of an aircraft or the PIC;

“person” means an individual, firm, partnership, corporation, company, association, joint stock association, or body politic, including any trustee, receiver, assignee or other similar representative of these entities;

“Pilot-in-Command” means the pilot responsible for the operation and safety of the aircraft during flight time;

“power plant” means an engine that is used or intended to be used for propelling an aircraft including turbo superchargers, appurtenances and accessories necessary for its functioning, but does not include propellers;

“prescribed” means the authority has issued written policy or methodology which imposes either a mandatory requirement, if the written policy or methodology states “shall” or a discretionary requirement if the written policy or methodology states “may”;

“private agricultural aircraft operator certificate” means a certificate authorising a person to carry out specified private agricultural aircraft operations;

“propeller” means a device for propelling an aircraft that has blades on a powerplant driven shaft and that, when rotated, produces by its action on the air, a thrust approximately perpendicular to its plane of rotation and includes control components normally supplied by its manufacturer, but does not include main and auxiliary rotors or rotating airfoils of powerplants;

“rotorcraft” means a power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors;

“rotorcraft load combinations” means configurations for external loads carried by rotorcraft—

- (a) class A—external-load fixed to the rotorcraft, which cannot be jettisoned and does not extend below the landing gear, used to transport cargo;
- (b) class B—external-load suspended from the rotorcraft, which can be jettisoned and is transported free of land or water during rotorcraft operations;

- (c) class C—external-load suspended from the rotorcraft, which can be jettisoned, but remains in contact with land or water during rotorcraft operation;
- (d) class D—external-load suspended from the rotorcraft for the carriage of persons;

“restricted certificate of airworthiness” means a certificate issued to an aircraft which does not qualify for an issue of a certificate of airworthiness;

“standard” means an object, an aircraft, a tool, test equipment, a system or an experiment that stores, embodies or otherwise provides a physical quantity, which serves as the basis for measurement of the quantity and includes a document describing the operations and processes that shall be performed in order for a particular end to be achieved;

“State of design” means the State having jurisdiction over the organisation responsible for the type design;

“substance” means alcohol, sedatives, hypnotics, anxiolytics, hallucinogens, opioids, cannabis, inhalants, central nervous system stimulants such as cocaine, amphetamines, similarly acting sympathomimetics, phencyclidine or similarly acting arylcyclohexylamines and other psychoactive drugs and chemicals;

“training programme” means a programme that consists of courses, courseware, facilities, flight training equipment and personnel necessary to accomplish a specific training objective and includes a core curriculum and a specialty curriculum.

## PART II—AGRICULTURAL AIRCRAFT OPERATIONS

### 4. General requirements

(1) This Part applies to—

- (a) an agricultural aircraft operation within Uganda; and
- (b) the issue of commercial and private agricultural aircraft operator certificates for those operations.

(2) A person conducting an agricultural aircraft operation may in a public emergency, to the extent necessary, deviate from these Regulations in order to perform relief and welfare activities approved by the authority.

(3) A person who deviates from these Regulations shall, within 14 days after the deviation, send to the authority a complete report of the aircraft operation involved, including a description of the operation and the reasons for it.

### 5. Agriculture Air Operator Certificate

(1) A person who intends to conduct an agricultural aircraft operation shall apply to the authority for an Agriculture Aircraft Operator Certificate in the manner prescribed by the authority.

(2) Except as provided in subregulation (2) and (3), a person shall not conduct an agricultural aircraft operation without or in violation of an Agricultural Aircraft Operator Certificate issued under these Regulations.

(3) An operator may conduct an agricultural aircraft operation using a rotorcraft with external dispensing equipment in place without a rotorcraft external-load operator certificate referred to in Part III of these Regulations.

(4) A holder of a rotorcraft external-load operator certificate conducting an agricultural aircraft operation, involving only the dispensing of water on forest fires by rotorcraft external-load means,

and a Government entity conducting agricultural aircraft operations with public aircraft do not need to comply with these Regulations.

## **6. Amendment of Agricultural Aircraft Operator Certificate**

(1) The authority may amend an Agricultural Aircraft Operator Certificate—

- (a) on the authority's own initiative under the applicable laws and regulations; or
- (b) upon application by the holder of the Agricultural Aircraft Operator Certificate.

(2) A holder of an Agricultural Aircraft Operator Certificate shall apply to the authority for an amendment of the Agricultural Aircraft Operator Certificate in a form prescribed by the authority.

(3) An applicant for an amendment under this regulation shall file the application to amend an Agricultural Aircraft Operator Certificate at least thirty days before the date that it proposes the amendment shall become effective, unless the authority approves a shorter filing period.

(4) The authority may grant an application to amend an Agricultural Aircraft Operator Certificate where the authority determines that it is in interest of flight safety or in public interest.

## **7. Agricultural Aircraft Operator Certificate requirements**

(1) Except as provided under subregulation (2)—

- (a) the authority may issue a private Agricultural Aircraft Operator Certificate if an applicant meets the requirements of this Part for that certificate;
- (b) the authority may issue a commercial Agricultural Aircraft Operator Certificate to an applicant if the applicant meets the requirements of this Part for the certificate; and

- (c) an applicant for a commercial Agricultural Aircraft Operator Certificate with a prohibition against the dispensing of economic poisons shall not be required to demonstrate knowledge specific to economic poisons.

(2) An applicant for a private Agricultural Aircraft Operator Certificate shall—

- (a) engage the services of a pilot who holds a current Private Pilot Licence (PPL), Commercial Pilot Licence (CPL) or Airline Transport Pilot Licence (ATPL);
- (b) be appropriately rated on the aircraft to be used; and
- (c) not conduct an operation for hire or reward.

(3) An application for commercial Agricultural Aircraft Operator Certificate shall—

- (a) have available the services of at least one pilot who holds a current Commercial Pilot Licence or Airline Transport Pilot Licence issued by the authority and who is properly rated for the aircraft to be used; and
- (b) possess an air service licence issued under the Civil Aviation (Licensing of Air Services) Regulations, 2001.

(4) An applicant for a private or commercial Agricultural Aircraft Operator Certificate shall have one or more certified and airworthy aircraft, equipped for agricultural aircraft operation.

(5) An applicant under this regulation or the applicant's designated chief supervisor of agricultural aircraft operations shall meet the knowledge and skill in the following agricultural aircraft operations—

- (a) steps to be taken before starting operations, including a survey of the area to be worked;
- (b) safe handling of economic poisons and the proper disposal of used containers of poisons;

- (c) the general effects of the economic poisons and agricultural chemicals on plants, animals and humans;
- (d) the precautions to be observed in using poisons and chemicals;
- (e) the primary symptoms of poisoning of humans from economic poisons;
- (f) the appropriate emergency measures to be taken and the location of poison control centre;
- (g) the performance capabilities and operating limitations of the aircraft to be used;
- (h) the safe flight and application procedures; and
- (i) the skill in the following manoeuvres, demonstrated at the aircraft's maximum certified take-off mass or the maximum mass established for the special purpose load, whichever is greater of—
  - (i) short-field and soft-field takeoffs for aeroplanes and gyroplanes only;
  - (ii) approaches to the working area;
  - (iii) flare-outs;
  - (iv) swath runs;
  - (v) pullups and turnarounds; and
  - (vi) rapid deceleration (quick stops) in helicopters only.

## **8. Validity and renewal of Agricultural Aircraft Operator Certificate**

(1) An Agricultural Aircraft Operator Certificate shall be valid for a period of twelve months from the date of issue or renewal, unless—

- (a) a shorter period is specified by the Authority;
- (b) the authority amends, suspends, revokes or otherwise terminates the Agricultural Aircraft Operator Certificate;
- (c) the holder of the Agricultural Aircraft Operator Certificate surrenders the certificate to the authority; or
- (d) the holder of the Agricultural Aircraft Operator Certificate holder suspends operations for more than one hundred eighty continuous days.

(2) The holder of an Agricultural Aircraft Operator Certificate that is suspended or revoked shall return the certificate to the authority.

(3) A holder of an Agricultural Aircraft Operator Certificate who wishes to renew an Agricultural Aircraft Operator Certificate shall apply to the authority in a form prescribed by the authority at least sixty days before the Agricultural Aircraft Operator Certificate expires.

(4) Where an applicatin for renewal of an Agricultural Aircraft Operator Certificate is made after the expiry of an Agricultural Aircraft Operator Certificate, the applicant shall make a fresh application.

## **9. Drug trafficking**

The authority shall suspend or revoke an Agricultural Aircraft Operator Certificate issued under these Regulations, where the holder of the Agricultural Aircraft Operator Certificate permits an aircraft owned or leased by the holder of the Agricultural Aircraft Operator Certificate to be engaged in an operation that the holder of the Agricultural Aircraft Operator Certificate knows to be in violation of any laws of Uganda pertaining to drug trafficking.



## *Operating rules and related requirements*

### **10. Application of operating rules and related requirements**

(1) Except as provided in subregulation (3), the operating rules and requirements under this Part applies—

- (a) to a holder of an Agricultural Aircraft Operator Certificate who conducts agricultural aircraft operations; and
- (b) to an aircraft used in the conduct of agricultural aircraft operations under this Part.

(2) A holder of an Agricultural Aircraft Operator Certificate may deviate from the provisions of the Civil Aviation (Air Operator Certification and Administration) Regulations, 2022 and the Civil Aviation (Rules of the Air) Regulations, 2020 without obtaining an exemption when conducting aerial work operations related to agriculture, horticulture or forest preservation in accordance with the operating rules and requirements under this Part.

(3) The operating rules and requirements under this Part, shall apply to a holder of a rotorcraft external-load operator certificate conducting agricultural aircraft operations involving only the dispensing of water on forest fires by rotorcraft external-load means.

### **11. Requirement to carry and display certificates**

(1) A holder of an Agricultural Aircraft Operator Certificate shall not operate an agricultural aircraft unless he or she has the following certificates on the aircraft—

- (a) a copy of an Agricultural Aircraft Operator Certificate;
- (b) a copy of the certificate of registration; and
- (c) a copy of the certificate of airworthiness.

(2) A holder of an Agricultural Aircraft Operator Certificate shall display the Agricultural Aircraft Operator Certificate at the home base of operations, to the public at all times and shall present the certificate for inspection on the request of the authority or person authorised by the authority.

(3) Where a holder of an Agricultural Aircraft Operator Certificate does not have the documents specified in subregulation (1) in the aircraft, he or she shall have them available for inspection at the base from which the dispensing operation is conducted.

## **12. Limitations on private agricultural aircraft operator**

A holder of a private Agricultural Aircraft Operator Certificate shall not conduct an agricultural aircraft operation—

- (a) for compensation or hire;
- (b) over a congested area; or
- (c) over any property unless the person is the owner or lessee of the property, or has ownership or other property interest in the crop located on that property.

## **13. Manner of dispensing**

A person shall not dispense or cause to be dispensed any material or substance in a manner that creates a hazard to a person, or to property on the surface.

## **14. Economic poison dispensing**

(1) Except as provided in subregulation (2), a person shall not dispense or cause to be dispensed from an aircraft registered in Uganda, economic poison under the Agricultural Chemicals (Control) Act, 2007—

- (a) for a use other than for which it is registered;
- (b) contrary to any safety instructions or use limitations on its label; or
- (c) in violation of any laws of Uganda.

(2) This regulation shall not apply to a person dispensing economic poisons for experimental purposes under—

- (a) the supervision of a Uganda agency authorised by law to conduct research in the field of economic poisons; or
- (b) the relevant authority.

## **15. Personnel**

(1) A holder of an Agricultural Aircraft Operator Certificate shall ensure that a person employed under the holder of an Agricultural Aircraft Operator Certificate is informed of his or her duties and responsibilities for the agricultural aircraft operation.

(2) A person shall not supervise an agricultural aircraft operation unless he or she meets the knowledge and skill requirements specified under this Part.

(3) A person shall not act as a Pilot-In-Command of an aircraft operated under this Part unless he or she—

- (a) holds a pilot licence and rating as specified in regulation 7 (2) as appropriate to the type of operation conducted; and
- (b) has demonstrated to the holder of the Agricultural Aircraft Operator Certificate conducting the agricultural aircraft operation or to a supervisor designated by the holder of the Agricultural Aircraft Operator Certificate, that he or she possesses the knowledge and skill requirements of this Part.

## **16. Fastening of safety belts and harnesses**

A person shall not operate an aircraft under this Part, without a safety belt and shoulder harness properly secured about him or her, except that the shoulder harness shall not need to be fastened if he or she would not be able to perform the required duties with the shoulder harness fastened.

## **17. Operations in controlled airspace designated for airport**

(1) Except for flights to and from a dispensing area, a person shall not operate an aircraft within the lateral boundaries of the surface area of class D airspace designated for an aerodrome unless authorisation for that operation has been obtained from the Air Traffic Control facility having jurisdiction over that area.

(2) A person shall not operate an aircraft in weather conditions below visual flight rules minima within the lateral boundaries of a Class E airspace area that extends upward from the surface unless authorisation for the operation has been obtained from the Air Traffic Control facility having jurisdiction over that area.

### **18. Deviation from airport traffic pattern**

(1) A Pilot-In-Command of an aircraft under this Part may deviate from an airport traffic pattern where he or she is authorised by the air control tower concerned.

(2) A Pilot-In-Command of an aircraft under this Part may deviate from a traffic pattern where an aerodrome without a functioning control tower—

- (a) has made prior coordination with the aerodrome management concerned;
- (b) has deviations limited to the agricultural aircraft operation;
- (c) except in an emergency, landing and takeoffs are not made on ramps, taxiways or other areas of the airport not intended for such use; and
- (d) the aircraft at all times remains clear of and gives way to, an aircraft conforming to the traffic pattern for the airport.

### **19. Operation over areas other than congested areas**

Notwithstanding the requirements of the Civil Aviation (Rules of the Air) Regulations, 2020 and Civil Aviation (Air Traffic Services) Regulations, 2022, the holder of a certificate may conduct dispensing operations, including approaches, departures and turnarounds reasonably necessary for the operation, below five hundred feet above the surface and closer than five hundred feet to a person, vessel, vehicle or structure, where the operations are conducted without creating a hazard to a person, or to property on the surface.

## **20. Operation over congested areas**

(1) A person shall not operate an aircraft over a congested area at an altitude required for the proper accomplishment of the agricultural aircraft operation where that operation is not conducted—

- (a) with the maximum safety to a person, and to property on the surface, consistent with the operation; and
- (b) in accordance with the requirements of subregulation (2).

(2) A person shall not operate an aircraft over a congested area unless he or she—

- (a) has obtained prior written approval from the authority and other relevant authorities having jurisdiction over that area; and
- (b) has issued a notice of the intended operation to the public as prescribed by the authority;

(3) A person operating an aircraft over a congested area shall submit a plan for each complete operation, to the authority for approval which shall include—

- (a) consideration of obstructions to flight;
- (b) the emergency landing capabilities of the aircraft to be used; and
- (c) any necessary coordination with air traffic control.

(4) A person operating single engine aircraft shall not—

- (a) except for helicopters, take off a loaded aircraft or make a turn-around over a congested area;

- (b) operate the aircraft over a congested area below an altitude prescribed in the Civil Aviation (Rules of the Air) Regulations, 2020 and Civil Aviation (Air Traffic Services) Regulations, 2022 except during the actual approaches and departures necessary for that operation; or
  - (c) operate an aircraft over a congested area during the actual dispensing operation, including the approaches and departures for that operation, unless the aircraft is operated in a pattern and at an altitude that the aircraft can land, in an emergency, without endangering persons or property on the surface.
- (5) A person operating a multiengine aircraft shall not—
- (a) take-off a multiengine aircraft over a congested area except under conditions that will allow the aircraft to be brought to a safe stop within the effective length of the runway from any point on takeoff up to the time of attaining, with all engines operating at normal takeoff power, one hundred and five percent of the minimum control speed with the critical engine inoperative in the takeoff configuration or one hundred fifteen percent of the power-off stall speed in the take-off configuration, whichever is greater, as shown by the accelerate stop distance data, provided that, the takeoff data is based upon still-air conditions, and no correction is made for any uphill gradient of one percent or less when the percentage is measured as the difference between elevation at the end points of the runway divided by the total length and for uphill gradients greater than one percent, the effective takeoff length of the runway is reduced twenty percent for each one-percent grade;
  - (b) operate the multiengine aircraft at a weight greater than the weight that, with the critical engine inoperative, would permit a rate of climb of at least fifty feet per minute at an altitude of at least one thousand feet above the elevation of the highest ground or obstruction with the area to be

worked on or at an altitude of fifty feet, whichever is higher, provided that the propeller of the inoperative engine is in the minimum drag position, that the wing flaps and landing gear are in the most favourable positions and that the remaining engine or engines are operating at the maximum continuous power available; or

- (c) operate the multiengine aircraft over a congested area below the altitudes prescribed in the Civil Aviation (Rules of the Air) Regulations, 2020 and Civil Aviation (Air Traffic Services) Regulations, 2022, except during the actual dispensing operation, including the approaches, departures and turnarounds necessary for that operation.

(6) A holder of an Agricultural Aircraft Operator Certificate shall issue notice of the intended operation to the public in a manner prescribed by the authority.

## **21. Operation over congested areas by Pilot-In-Command**

(1) A person who intends to operate an aircraft over a congested area shall ensure that the Pilot-In-Command of the aircraft has at least—

- (a) twenty five hours of Pilot-In-Command flight time in the make and basic model of the aircraft, at least ten hours of which shall have been acquired within the preceding twelve calendar months; and
- (b) one hundred hours of flight experience as Pilot-In-Command in dispensing agricultural materials or chemicals.

(2) A person shall not operate an aircraft over a congested area unless the aircraft—

- (a) has within the preceding one hundred hours of time in service had a one hundred-hour or annual inspection by

a person authorised by the authority as prescribed under the Civil Aviation (Airworthiness of Aircraft) Regulations, 2022 or has been inspected under a progressive inspection system;

- (b) is a large or turbine-powered multi-engine aircraft of Ugandan registry, which has been inspected in accordance with the applicable inspection programme requirements of the Civil Aviation (Airworthiness of Aircraft) Regulations, 2022;
- (c) not being a helicopter, is equipped with a device capable of jettisoning at least one-half of the aircraft's maximum authorised load of agricultural material within forty five seconds; and
- (d) is equipped with a device for releasing the tank or hopper as a unit, and has the means to prevent inadvertent release by the pilot or other crew member.

## **22. Business name of Agricultural Aircraft Operator**

A commercial Agricultural Aircraft Operator shall operate under a business name shown on the Agricultural Aircraft Operator Certificate.

## **23. Access for inspection**

A holder of an Agricultural Aircraft Operator Certificate shall allow the authority at any time and place to make inspections, including on the job inspections, to determine compliance with applicable regulations and the requirements of the Agricultural Aircraft Operator Certificate.

## **24. Commercial Agricultural Aircraft Operator records**

(1) A holder of a commercial Agricultural Aircraft Operator Certificate shall maintain and keep current, at the home base designated in its application, the following records—



- (a) the name and address of a person for whom agricultural aircraft operator services were provided;
- (b) the date of the service;
- (c) the name and quantity of the material dispensed for each operation conducted;
- (d) the name, address, and certificate number of a pilot employed in agricultural aircraft operations; and
- (e) the date that pilot met the knowledge and skill requirements of these Regulations.

(2) A holder of an Agricultural Aircraft Operator Certificate shall keep the records under this regulation for at least 24 months, and shall make the records available for inspection by the authority, upon request.

## **25. Termination of operations**

Where a holder of an Agricultural Aircraft Operator Certificate ceases operations under this Part, the holder of an Agricultural Aircraft Operator Certificate shall surrender the certificate to the authority.

### PART III—ROTORCRAFT EXTERNAL LOAD OPERATIONS

#### *Certification Rules*

## **26. Application of certification rules**

This Part does not apply to—

- (a) a rotorcraft manufacturer when developing external-load attaching means;
- (b) rotorcraft manufacturers demonstrating compliance of equipment utilised under the Part;

- (c) operations conducted by a person demonstrating compliance for the issuance of a certificate or authorisation under this Part;
- (d) training flights conducted in preparation for demonstration of compliance with this Part; or
- (e) a local or national government conducting operations with State aircraft.

## **27. Rotorcraft External-load Operator Certificate**

(1) A person who intends to conduct a rotorcraft external-load operation within Uganda shall apply to the authority for rotorcraft external-load operator certificate in the form prescribed by the authority.

(2) A person shall not conduct a rotorcraft external-load operation within Uganda without or in violation of the terms of a rotorcraft external-load operator certificate issued by the authority.

(3) A holder of a Rotorcraft External-load Operator Certificate shall not conduct rotorcraft external-load operation under a business name that is not shown on the certificate.

## **28. Validity and renewal of Rotorcraft External-load Operator Certificate**

(1) A Rotorcraft External-load Operator Certificate shall be valid for a period of twelve months from the date of issue or renewal unless the Rotorcraft External-load Operator Certificate has been surrendered, suspended or revoked.

(2) The holder of a Rotorcraft External-load Operator Certificate that is suspended or revoked shall return the Rotorcraft External-load Operator Certificate to the authority within fourteen days of the suspension or revocation.

(3) An application for renewal of a Rotorcraft External-load Operator Certificate shall be made in a form prescribed by the authority within sixty days before the certificate expires.

(4) An applicant for a Rotorcraft External-load Operator Certificate which has expired shall make a fresh application.

## **29. Issue of a Rotorcraft External-load Operator Certificate**

The authority shall issue a Rotorcraft External-load Operator Certificate to an applicant who complies with the requirements of this Part, with an authorisation for the applicant to operate a specified rotorcraft within those classes of rotorcraft load combinations for which the applicant qualifies.

## **30. Rotorcraft**

(1) An applicant for a Rotorcraft External-load Operator Certificate shall have the exclusive use of at least one rotorcraft which—

- (a) is type certificated and meets the requirements of these Regulations;
- (b) complies with the certification provisions that apply to external load combinations for which authorisation is requested; and
- (c) has a valid certificate of airworthiness.

(2) For the purposes of subregulation (1), a person has exclusive use of a rotorcraft where the person has the sole possession, control and use of the rotorcraft for flight, as owner or has a written agreement, including arrangements for the performance of required maintenance, giving him or her that possession, control and use.

## **31. Personnel**

(1) An applicant for a Rotorcraft External-load Operator Certificate shall hold, or have available the services of at least one person with a current Commercial Pilot Licence or Airline Transport Pilot Licence, with a rating appropriate for the rotorcraft to be used, issued by the authority.

(2) An applicant under this regulation shall designate one pilot, who may be the applicant, as chief pilot for rotorcraft external-load operations.

(3) An applicant shall designate a qualified pilot as chief pilot, where the chief pilot is not readily available.

(4) A chief pilot designated under subregulation (3) shall be acceptable to the authority and shall hold a current Commercial Pilot Licence or Airline Transport Pilot Licence, with a rating appropriate for the rotorcraft to be used.

(5) The holder of a Rotorcraft External-load Operator Certificate shall report any change in designation of the chief pilot immediately to the authority.

(6) A newly designated chief pilot shall comply with the knowledge and skill requirements under this Part within thirty days or the operator shall not conduct further operations under the Rotorcraft External-load Operator Certificate except where the operator is authorised by the authority to do so.

### **32. Knowledge and skill**

(1) Except as provided in subregulation (4), an applicant for a certificate or the chief pilot designated in accordance with regulation 31(2) shall demonstrate to the authority satisfactory knowledge and skill regarding rotorcraft external-load operations as set out in subregulations (2) and (3).

(2) The applicant or a chief pilot under subregulation (1) shall take a test of knowledge covering the following subjects—

- (a) steps to be taken before starting an operation, including a survey of the flight area;
- (b) proper method of loading, rigging and attaching the external load;

- (c) performance capabilities under approved operating procedures and limitations of the rotorcraft to be used;
- (d) proper instructions of flight crew and ground workers;
- (e) appropriate rotorcraft-load combination flight manual;
- (f) a skill test which requires appropriate manoeuvres for each class requested, and the appropriate manoeuvres for each load class shall be demonstrated in the rotorcraft under this Part including—
  - (i) take-offs and landings;
  - (ii) demonstration of directional control while hovering;
  - (iii) acceleration from a hover;
  - (iv) flight at operational airspeeds; and
  - (v) approaches to landing or working area;
- (f) manoeuvring the external load into the release position; and
- (g) demonstration of winch operation if it is installed to hoist the external load.

(3) Compliance with subregulations (1) and (2) need not be shown if the authority finds, on the basis of the applicant's or his or her designated chief pilot's previous experience and safety record in rotorcraft external load operations, that his or her knowledge and skill are adequate.

### **33. Amendment of Rotorcraft External-load Operator Certificate**

(1) A holder of a Rotorcraft External-load Operator Certificate may apply to the authority for an amendment of the rotorcraft external-load certificate, to add or delete a rotorcraft-load combination authorisation.

(2) The holder of a Rotorcraft External-load Operator Certificate may apply for an amendment to add or delete a rotorcraft authorisation by submitting to the authority a new list of rotorcraft, national and registration marks, with the classes of rotorcraft-load combinations for which authorisation is requested.

### **34. Availability, display and surrender of Rotorcraft External-load Operator Certificate**

(1) A holder of a Rotorcraft External-load Operator Certificate shall display and keep the Rotorcraft External-load Operator Certificate and a list of authorised rotorcraft at the home base of operations, and shall make the list of authorised rotorcraft available for inspection to the authority, upon request.

(2) A person conducting a rotorcraft external-load operation shall carry a copy of the Rotorcraft External-load Operator Certificate, certified by the authority in each rotorcraft used in the operation.

(3) Where the authority suspends or revokes a Rotorcraft External-load Operator Certificate, the holder of that certificate shall return the Rotorcraft External-load Operator Certificate to the authority within 14 days of the suspension or revocation.

(4) A holder of Rotorcraft External-load Operator Certificate shall return the Rotorcraft External-load Operator Certificate to the authority where the holder of Rotorcraft External-load Operator Certificate discontinues operations under the Rotorcraft External-load Operator Certificate and does not resume operations within six months.

### *Operating Rules and Related Requirements*

### **35. Emergency operations**

(1) In an emergency involving the safety of persons or property, the Rotorcraft External-load Operator Certificate holder may deviate from the provisions of these Regulations to the extent required to meet that emergency.

(2) A person who, in an emergency deviates from the requirements of these Regulations, shall notify the authority within ten days after the deviation.

(3) A person who deviates from the requirement of these Regulations, shall provide the authority with a complete report of the aircraft operation involved including a description of the deviation and reasons for the deviation, upon request by the authority.

### **36. Operating rules**

(1) A person shall not conduct a rotorcraft external-load operation without, or contrary to, the rotorcraft external-load combination operating manual prescribed in regulation 43.

(2) A person shall not conduct a rotorcraft external load operation unless—

- (a) the rotorcraft complies with the provisions of this Part; and
- (b) the rotorcraft load combination is authorised under the Rotorcraft External-load Operator Certificate.

(3) A person shall conduct, in a manner that does not endanger persons or property on the surface, the following flight operational checks as the authority determines are appropriate to the rotorcraft-load combination before he or she operates a rotorcraft with an external-load configuration that differs substantially from an external-load configuration he or she has previously carried with that type of rotorcraft, whether or not the rotorcraft-load combination is of the same class—

- (a) a determination that the weight of the rotorcraft load combination and the location of its centre of gravity are within approved limits, that the external load is securely

fastened, and that the external load does not interfere with devices provided for its emergency release;

- (b) make an initial lift-off and verify that controllability is satisfactory;
- (c) verify that directional control is adequate while hovering;
- (d) accelerate into forward flight to verify that no altitude, whether of the rotorcraft or of the external load, is encountered in which the rotorcraft is uncontrollable or which is hazardous;
- (e) in forward flight, check for hazardous oscillations of the external load, but if the external load is not visible to the pilot, other crew members or ground personnel shall make this check and signal the pilot; and
- (f) increase the forward airspeed and determine an operational airspeed at which no hazardous oscillation or hazardous aerodynamic turbulence is encountered.

(4) Notwithstanding the provisions of the Civil Aviation (Operation of Aircraft) (Commercial Air Transport and General Aviation) (Helicopters) Regulations, 2022 a holder of a Rotorcraft External-load Operator Certificate may conduct rotorcraft external-load operation over congested areas where the operation is conducted without hazard to a person or to property on the surface and shall—

- (a) develop a plan for each complete operation which shall include—
  - (i) an agreement with the relevant authority in whose jurisdiction the operation shall be conducted;
  - (ii) coordination with air traffic control, if necessary; and



- (iii) a detailed chart depicting the flight routes and altitudes;
- (b) obtain approval for the operation from the authority; and
- (c) conduct a flight at an altitude and on a route that shall allow a jettisonable external-load to be released and the rotorcraft landed, in an emergency without hazard to persons or property on the surface.

(5) Notwithstanding the provisions of the Civil Aviation (Operation of Aircraft) (Commercial Air Transport and General Aviation) (Helicopters) Regulations, 2022, a holder of a rotorcraft external-load operator certificate may conduct an external load operation, including approach, departure or load positioning manoeuvre necessary for the operation, below five hundred feet above the surface and closer than five hundred feet to a person, a vessel, vehicle and structure, where the operation is conducted without creating a hazard to a person or property on the surface.

(6) A person shall not conduct rotorcraft external-load operation under Instrument Flight Rules (IFR) unless specifically approved by the authority.

(7) Subject to subregulation (6), a person shall not be carried as part of the external-load under Instrument Flight Rules (IFR) operation.

### **37. Carriage of persons**

(1) A holder of a Rotorcraft External-load Operator Certificate shall not carry or allow a person to be carried during rotorcraft external load operations unless the person—

- (a) is a flight crew member;
- (b) is a flight crew member trainee;
- (c) performs an essential function in connection with the external load operation; or

(d) is necessary to accomplish the work activity directly associated with that operation.

(2) The Pilot-In-Command shall ensure that all persons are briefed before take-off on all procedures to be followed, including—

(a) normal procedures;

(b) abnormal procedures;

(c) emergency procedures; and

(d) equipment to be used during the external-load operation.

(3) For the purpose of this Part, a person other than a flight crew member or a person who is essential and directly connected with the external-load operation shall be carried only in approved class D rotorcraft-load combination.

### **38. Crew member training, currency and testing requirements**

(1) A holder of a Rotorcraft External-load Operator Certificate shall not employ a person, as a pilot of helicopter external-load operation unless the person—

(a) has successfully demonstrated to the authority the knowledge and skill with respect to the rotorcraft-load combination prescribed in regulation 30; and

(b) has in his or her personal possession, a certificate of competency issued by the operator or an appropriate logbook entry indicating compliance with paragraph (a).

(2) A holder of a Rotorcraft External-load Operator Certificate shall not employ a person as, a flight crew member or other operations personnel in class D operations unless, within the preceding twelve months, that person has successfully completed an approved initial or recurrent training programme.

(3) Notwithstanding subregulation (2), a person who has performed a rotorcraft external-load operation of the same class and in an aircraft of the same type within the past twelve calendar months shall not need to undergo recurrent training.

**39. Access for inspection**

A person conducting an operation in accordance with the provisions of this Part shall give the aviation safety inspectors of the authority free and uninterrupted access to the aircraft and allied facilities with regard to the external load operation in order to conduct an inspection or tests that the authority considers necessary to determine compliance with these Regulations and the rotorcraft external-load operator certificate.

*Airworthiness Requirements*

**40. Flight characteristics requirements**

(1) An applicant for a Rotorcraft External-load Operator Certificate under this Part shall demonstrate to the authority, by performing the following operational flight checks, that the rotorcraft external-load combination has satisfactory flight characteristics, unless these operational flight checks have been demonstrated previously and the rotorcraft external-load combination flight characteristics were satisfactory—

- (a) for Class A rotorcraft external-load combination, the operational flight check shall consist of the following manoeuvres—
  - (i) take off and landing;
  - (ii) demonstration of adequate directional control while hovering;
  - (iii) acceleration from a hover; and
  - (iv) horizontal flight at airspeeds up to the maximum airspeed for which authorisation is requested;

- (b) for class B and D rotorcraft external-load combinations, the operational flight check shall consist of at least the following manoeuvres—
  - (i) pickup of the external load;
  - (ii) demonstration of adequate directional control while hovering;
  - (iii) acceleration from a hover;
  - (iv) horizontal flight at airspeeds up to the maximum airspeed for which authorisation is requested;
  - (v) demonstrating appropriate lifting device operation; and
  - (vi) manoeuvring of the external load into release position and its release, under probable flight operation conditions, by means of each of the quick-release controls installed on the rotorcraft; and
- (c) for Class C rotorcraft external-load combination used in wire-stringing, cable-laying, or similar operation, the operational flight check shall consist of the manoeuvres, as applicable, prescribed in paragraph (b)

(2) For the purposes of the manoeuvre under this regulation, the external-load weight, including the external-load attaching means, is the maximum weight for which authorisation is requested.

#### **41. Structures and design**

(1) The authority shall approve an external-load attaching means and a quick release device means of a rotorcraft.

(2) The total mass of the rotorcraft-load combination shall not exceed the total mass approved for the rotorcraft during its type certification.

(3) The location of the centre of gravity shall, for all loading conditions, be within the range established for the rotorcraft during its type certification.

(4) For Class C rotorcraft external-load combinations, the magnitude and direction of the loading force shall be established at those values for which the effective location of the centre of gravity remains within its established range.

#### **42. Operating limitations**

(1) An operator shall, in addition to the operating limitations set out in the approved rotorcraft external-load combination operating manual and to any other limitations that the authority may prescribe establish at least the following limitations—

- (a) be operated within the weight and centre of gravity limitations established in accordance with this Part;
- (b) not be operated with an external-load weight exceeding that used in showing compliance with this Part; and
- (c) not be operated at airspeeds greater than those prescribed in these Regulations.

(2) A person shall not conduct an external-load operation under these Regulations with a rotorcraft type certified in the restricted category over a densely populated area, in a congested airway or near a busy airport where commercial air transport operation is conducted.

(3) A rotorcraft-load combination of class D shall be conducted in accordance with the following conditions—

- (a) the rotorcraft to be used shall be type certificated under transport category and provide hover capability with one engine inoperative at that operating weight and altitude;
- (b) the rotorcraft shall be equipped to allow direct radio intercommunication among required crew members;
- (c) the personnel lifting device shall be approved by the authority; and
- (d) the lifting device shall have an emergency release requiring two distinct actions.

**43. Rotorcraft external-load combination operating manual**

(1) An applicant for a Rotorcraft External-load Operator Certificate shall prepare a rotorcraft external-load combination operating manual and submit it to the authority for approval.

- (2) The manual under subregulation (1) shall specify—
  - (a) the operating limitation, normal procedure, emergency procedure, performance, and other information prescribed under this Part;
  - (b) the class of rotorcraft external-load combinations for which the airworthiness of the rotorcraft has been demonstrated in accordance with this Part; and
  - (c) in the information section of the rotorcraft external-load combination operating manual—
    - (i) information on any peculiarity discovered when operating particular rotorcraft external-load combinations;
    - (ii) precautionary advice regarding static electricity discharge for class B, class C and class D rotorcraft external-load combination; and
    - (iii) any other information essential for safe operation with external loads.

(3) The limiting height speed envelope data may not be listed in the rotorcraft external-load combination flight manual.

**44. Markings and placards**

(1) A holder of a Rotorcraft External-load Operator Certificate shall display a marking and placard conspicuously on a rotorcraft and shall ensure that the marking and placard cannot be easily erased, disfigured or obscured.

(2) The placard displayed in the cockpit or cabin shall state the class of rotorcraft external-load combination and the occupancy limitation for which the rotorcraft has been approved.

(3) The placard, marking or instruction displayed next to the external-load attaching means shall state the maximum external load approved.

PART IV—GLIDER TOWING, PICKING UP AND  
RAISING OF PERSONS AND ARTICLES

**45. Application**

(1) This Part shall apply to operations involving towing gliders by an aircraft.

(2) A person conducting operations under this Part shall apply to the authority for a certificate of waiver or equivalent authorisation.

(3) The authority shall issue a certificate of waiver or equivalent authorisation to an applicant who meets the requirements prescribed under this Part for that certificate or authorisation.

**46. Towing glider**

(1) A person operating an aircraft in flight shall not tow a glider unless he or she has a valid certificate of airworthiness which includes an express provision that the aircraft shall be used for towing a glider of a particular type.

(2) A person operating an aircraft shall not tow a glider unless the Pilot-In Command of the towing aircraft is qualified under this Part.

(3) A person shall not operate an aircraft that is towing a glider unless the aircraft is equipped with a tow hook and release control system that meets the applicable standards of airworthiness.

(4) The length of the combination of towing aircraft, a towrope and a glider in flight shall not exceed one hundred fifty metres.

(5) The Pilot-In-Command of an aircraft which is about to tow a glider shall satisfy himself or herself, before the towing aircraft takes off that—

- (a) the towline is in good condition and meets the requirements specified in this regulation;
- (b) the combination of the towing aircraft and glider is capable of safely taking off, reaching and maintaining a safe height thereafter and making a safe landing at the place of intended destination;
- (c) the signals have been agreed and communication established with persons suitably stationed so as to enable the glider to take off safely;
- (d) the emergency signals have been agreed between the Pilot-In-Command of the towing aircraft and the Pilot-In-Command of the glider to be used, respectively, by the Pilot-In-Command of the towing aircraft to indicate that the tow should immediately be released by the glider and by the Pilot-In-Command of the glider to indicate that the tow cannot be released;
- (e) the towing aircraft is equipped with a tow hitch of a kind and installed in a manner that is approved by the authority;
- (f) the towline used has breaking strength not less than eighty percent of the maximum certificated operating weight of the glider and not more than twice this operating weight;
- (g) the towline used has a breaking strength of more than twice the maximum certificated operating weight of the glider where—
  - (i) a safety link is installed at the point of attachment of the towline to the glider with a breaking strength not



less than eighty percent of the maximum certificated operating weight of the glider and not greater than twice this operating weight; or

- (ii) a safety link is installed at the point of attachment of the towline to the towing aircraft with a breaking strength greater, but not more than twenty five percent greater than that of the safety link at the towed glider end of the towline and not greater than twice the maximum certificated operating weight of the glider;

(h) before conducting towing operation within the lateral boundaries of the surface areas of Class B, C, D or E airspace designated for an airport or before making each towing flight within the controlled airspace if required by air traffic control, the Pilot-In-Command notifies the control tower;

(i) where a control tower does not exist, the Pilot-In-Command notifies the authority before conducting towing operation; and

(j) the Pilot-In-Command of the towing aircraft and the Pilot-In-Command of the glider have agreed upon a general course of action, including takeoff and release signals, airspeeds and emergency procedures for each pilot.

(6) The glider shall be attached to the towing aircraft by means of the tow rope before the aircraft takes off.

(7) A person operating an aircraft in flight shall not tow a glider except in accordance with the conditions and requirements as the authority may prescribe.

(8) A Pilot-In-Command of a towing aircraft shall not intentionally release a towline, after release of a glider, in a manner that endangers the life or property of another person.

#### **47. Experience and training requirements**

(1) A person shall not act as Pilot-In-Command for towing a glider unless he or she—

- (a) holds at least a Private Pilot Licence with a category rating for a powered aircraft and has logged at least one hundred hours of Pilot-In-Command time in the same aircraft category, class and type the Pilot-In-Command is using to tow a glider;
- (b) has a logbook endorsement from an authorised instructor who certifies that he or she received ground and flight training in towing gliders and is proficient in—
  - (i) the techniques and procedures essential to the safe towing of gliders, including airspeed limitations;
  - (ii) the emergency procedures;
  - (iii) the signals used; and
  - (iv) the maximum angles of bank;
- (c) has logged at least 3 flights as the sole manipulator of the controls of an aircraft towing a glider or simulating glider-towing flight procedures while accompanied by a pilot who meets the requirements of this regulation;
- (d) has received a logbook endorsement from the pilot, under paragraph (c), certifying that he or she has accomplished at least 3 flights in an aircraft while towing a glider or while simulating glider-towing flight procedures; and
- (e) within the preceding twelve months has—
  - (i) made at least 3 actual or simulated glider tows while accompanied by a qualified pilot who meets the requirements of this Part; or
  - (ii) made at least 3 flights as Pilot-In-Command of a glider towed by an aircraft.

(2) A pilot, under subregulation (1) (d), who endorses a logbook of a person seeking glider-towing privileges shall have—

- (a) met the requirements of this regulation prior to endorsing the logbook of the person seeking glider-towing privileges; and
- (b) logged at least ten flights as Pilot-In-Command of an aircraft while towing a glider.

(3) Where a pilot under subregulation (1)(d) holds only a Private Pilot Licence, he or she shall have—

- (a) logged at least one hundred hours of Pilot-In-Command time in aeroplane or two hundred hours of Pilot-In-Command time in a combination of powered and other than powered aircraft; and
- (b) performed and logged at least 3 flights within the twelve calendar months preceding the month that pilot accompanies or endorses the logbook of a person seeking glider-towing privileges—
  - (i) in an aircraft while towing a glider accompanied by another pilot who meets the requirements of this regulation; or
  - (ii) as Pilot-In-Command of a glider being towed by an aircraft.

**48. Towing, picking up and raising of person, animal and article**

(1) A person operating an aircraft in flight shall not—

- (a) by means external to the aircraft, tow an article other than a glider or banner; or
- (b) tow, pick up or raise a person, animal or article,

unless he or she has a valid certificate of airworthiness which includes an express authorisation that the aircraft shall be used for that purpose.

(2) A person shall not use an aircraft to launch or pick up a towline or a banner of a similar article other than at an aerodrome.

(3) A person shall not operate an aircraft in flight to tow an article, other than a glider, at night or when flight visibility is less than 1 mile.

(4) The length of the combination of a towing aircraft, a towline and an article in a tow shall not exceed one hundred fifty meters.

(5) A person flying a helicopter shall not fly over a congested area of a city, town or settlement at any time where a person, animal or article is suspended from the helicopter.

(6) Nothing in this regulation shall—

(a) prohibit the towing in a reasonable manner by an aircraft in flight of any radio aerial or instrument which is being used for experimental purposes;

(b) prohibit picking up or raising of a person, an animal or an article in an emergency or for the purpose of saving life;

(c) apply to an aircraft while the aircraft is flying in accordance with the provisions of the special flight permit issued under the Civil Aviation (Airworthiness of Aircraft) Regulations, 2022; or

(d) be taken to permit the towing or picking up of a glider other than in accordance with this Part.

#### **49. Towing operating rules**

A pilot shall not—

(a) conduct a towing operation in a controlled airspace unless he or she has received clearance from the Air Traffic Control service;

(b) conduct a towing operation in uncontrolled airspace unless he or she has notified the appropriate authority of

the towing operation to be conducted into the Notice to Air Missions service of Uganda;

- (c) engage in towing operations, either as the pilot of the towing aircraft or as the pilot of the towed glider, unless all of the pilots have agreed upon a general course of action, including take-off and release signals, airspeeds, and emergency procedures for each pilot; or
- (d) intentionally release a towline, after release of a glider, in a manner that endangers the life or property of another person.

#### **50. Dropping of animal or article**

(1) A person shall not drop or permit to drop an animal or article, whether or not attached to a parachute, from an aircraft in flight so as to endanger persons or property.

(2) Subregulation (1) shall not apply to the dropping of an animal or article by or with the authority of the Pilot-In-Command of the aircraft provided that he or she seeks to avoid endangering a person or property where—

- (a) the dropping is for the purpose of saving life;
- (b) the jettisoning, is in case of emergency, of fuel or other articles in the aircraft;
- (c) the dropping of ballast is in the form of fine sand or water;
- (d) the dropping of articles is solely for the purpose of navigating the aircraft in accordance with ordinary practice or with the provisions of these Regulations;
- (e) the dropping at an aerodrome, is in accordance with the provisions of this Part;
- (f) the dropping of an article is for the purpose of—
  - (i) agriculture, horticulture or forestry;
  - (ii) public health;

- (iii) as a measure against weather conditions;
- (iv) surface icing or oil pollution; or
- (v) training for the dropping of articles,

where the articles are dropped with the permission of the authority and in accordance with any condition subject to which that permission may have been given; and

- (g) the dropping of wind drift indicators is for the purpose of enabling a parachute descent to be made if the wind indicators are dropped with the permission of the authority and in accordance with any conditions subject to which that permission may have been given.

(3) For the purposes of this regulation, “dropping” includes projecting and lowering.

(4) Nothing in this regulation shall prohibit the lowering of any animal or article from a helicopter to the surface, where the certificate of airworthiness issued by the authority is valid and includes an express provision that it may be used for that purpose.

## **51. Dropping of persons**

(1) A person shall not drop, be dropped or be permitted to drop to the surface or jump from an aircraft flying over Uganda, except in accordance with the terms of a written authorisation granted by the authority under the Civil Aviation (Personnel Licensing) Regulations, 2022.

(2) The terms of the written authorisation shall specify the duration of the drop.

(3) Notwithstanding the grant of an authorisation under subregulation (1), a person shall not drop, be dropped or be permitted to drop from an aircraft in flight so as to endanger another person or property.

(4) A person shall not use an aircraft for the purpose of dropping persons unless the aircraft has a valid certificate of airworthiness issued under the Civil Aviation (Airworthiness of Aircraft) Regulations, 2022 and an authorisation granted for that purpose.

(5) Notwithstanding the provisions on dropping of persons, this regulation shall not—

- (a) apply to the descent of a person by parachute from an aircraft in an emergency;
- (b) prohibit the lowering of a person in an emergency or for the purpose of saving life; or
- (c) prohibit the lowering of a person from the helicopter to the surface where the certificate of airworthiness is valid and includes an express provision that it may be used for that purpose.

### *Banner Towing Operation*

#### **52. Requirement for authorisation**

(1) A person who intends to conduct a banner towing operation under this Part shall apply to the authority for a certificate of waiver or equivalent authorisation.

(2) The authority shall issue a certificate of waiver or equivalent authorisation to an applicant that meets the requirements of this Part for the certificate or authorisation.

(3) A helicopter operating under the requirements of Part III may tow a banner using an external-load attaching means without a certificate of waiver or equivalent authorisation only where the operator has at least a Class B authorisation on the operating certificate.

#### **53. Aircraft requirements**

(1) A person shall not operate an aircraft that is towing a banner unless the aircraft is equipped with a tow hook and release control system that meet the applicable standards of airworthiness.

(2) A person shall not operate a helicopter that is towing a banner unless the helicopter has a means to prevent the banner from becoming entangled in the helicopter's tail rotor during all phases of flight, including auto rotations.

**54. Experience and training requirements**

(1) A pilot of a non-revenue flight of a tow aircraft shall hold at least a valid Private Pilot Licence and shall have a minimum of two hundred hours of Pilot-In-Command time.

(2) Where a banner tow operation is conducted for compensation or hire, the pilot shall have at least a valid Commercial Pilot Licence.

(3) A pilot engaged in a banner towing operation shall demonstrate competence to the authority by performing at least one pickup and drop of the maximum number of letters or panels to be used by the holder of the certificate.

(4) A demonstration under subregulation (3) shall be observed from the ground to allow the inspector to evaluate the competence of any essential ground personnel as well as the flight operation.

**55. Operating rules**

(1) A banner tow operation shall be conducted only—

- (a) in visual flight rules weather conditions; and
- (b) between the hours of official sunrise and sunset.

(2) A person shall not conduct banner towing operations—

- (a) over congested area or an open air assembly of persons at whichever of the following heights is higher:
  - (i) at a height below one thousand feet above the highest fixed object within six hundred metres of the aircraft;



- (ii) below such a height as would enable the aircraft to alight clear of the area and without danger to persons or property on the surface, in the event of failure of a power unit;
  - (b) elsewhere not below such height as would enable the aircraft to alight clear of the assembly in the event of the failure of a power unit.
- (3) A helicopter may be operated at less than the minimums specified in subregulation (2) where the operation is conducted without hazard to persons or to property on the surface.
- (4) A holder of an authorisation to conduct a banner tow operation shall be required to obtain a written approval of the aerodrome management to conduct the operation.
- (5) Where a banner towing operation takes place at an airport with Air Traffic Control, the holder of the authorisation shall inform the Air Traffic Control of the time of the operation and obtain clearance.
- (6) The holder of an authorisation shall notify the appropriate aerodrome officials in advance when the banner tow operation shall be in close proximity to an unmanned airport.
- (7) A banner tow operation shall carry essential crew members.
- (8) Where a banner tow operation is conducted around congested areas, the pilot shall exercise due care so that, in the event of emergency release of the banner or tow rope, the banner or tower rope shall not cause undue hazard to person or to property on the surface.
- (9) A pilot conducting a banner towing operation shall drop the tow rope in a pre-designated area at least five hundred feet from a person, building, parked automobile or aircraft.

(10) Where a tow aeroplane lands with the rope attached, due care shall be exercised to avoid trailing the rope and endangering another aircraft in the air, a person, property or aircraft on the surface.

(11) A pilot conducting a banner towing operation shall carry on board the aircraft a current copy of the authorisation, allowing the banner towing operation.

(12) A pilot conducting banner towing operations shall ensure coordination of banner times with other aviation operations at all times.

(13) The coordination under subregulation (12) shall include—

(a) communications involving—

(i) air to air;

(ii) air to ground; and

(iii) coordination with Air Traffic Control;

(b) traffic flow, identification and depiction of traffic patterns for the pilots concerned; and

(c) airworthiness inspections.

(14) An aircraft conducting banner towing operations shall prior to the event undergo an airworthiness safety inspection.

PART V—TELEVISION, MOVIE OPERATIONS, AERIAL PHOTOGRAPHY  
AND AERIAL SURVEY

**56. Requirement for authorisation**

(1) A person who intends to conduct an operation involving—

(a) movie filming;

(b) appearance in flight in movies;

(c) airborne direction or production of such filming; or

(d) aerial photography or aerial survey,

where the operation is conducted as part of a business enterprise or for compensation or hire shall apply to the authority for authorisation at least thirty days before the date of the intended operation.

(2) A person shall not conduct operations involving movie filming, appearance in flight in movies, airborne direction or production of the filming, aerial photography or aerial survey where those operations are conducted as part of a business enterprise or for compensation or hire unless that person satisfies the requirements of these Regulations.

(3) For purposes of this regulation, “movie” includes film, video and live broadcast in any format, and the preparation and rehearsal for those operations.

### **57. Aircraft requirements**

A person shall not use an aircraft in a motion picture, television filming, aerial photography or aerial survey operation, unless there is in respect of the aircraft, a certificate of airworthiness or a restricted certificate of airworthiness issued for the purpose of exhibition.

### **58. Experience and training requirements**

(1) A pilot shall not conduct television movie, aerial photography or aerial survey operations unless he or she has—

- (a) a Commercial Pilot Licence with type ratings for the aircraft to be used;
- (b) at least five hundred hours as Pilot-In-Command;
- (c) a minimum of a hundred hours in the category and class of the aircraft to be used; and
- (d) a minimum of 5 hours in the make and model of the aircraft to be used.

(2) Where a pilot conducting a television, movie, aerial photography or aerial survey operation intends to perform acrobatic

flights below one thousand five hundred feet above ground level, he or she shall furnish the authority with proof of competence to perform the acrobatic manoeuvres in the aircraft to be used.

### **59. Special authorisation requirements**

(1) An operator shall obtain a certificate of waiver or equivalent authorisation from the authority where filming sequences require an aircraft to be flown—

- (a) in acrobatic flight below one thousand five hundred feet above ground level;
- (b) over a congested area; or
- (c) in controlled airspace.

(2) The holder of the special authorisation issued under this regulation shall provide a schedule of events stating—

- (a) the identification of the aircraft; and
- (b) the performers in the sequence of their appearance.

(3) A manoeuvre added or time change to the schedule of events shall be approved by the authority.

(4) The holder of a special authorisation shall develop and adhere to a motion picture, television, aerial photography or aerial survey flight operations manual which shall be approved by the authority.

### **60. Flight operations manual**

A motion picture, television or aerial photography and survey flight operations manual shall contain at least the following—

- (a) business name, address and telephone number of applicant;
- (b) list of pilots to be used during the filming, aerial photography and survey including their pilot licence numbers, type of licence and date of medical certificate;

- (c) list of aircrafts by make and model;
- (d) procedures for revising the manual to ensure that all manuals are kept current and procedures for the distribution of the manual to the concerned personnel;
- (e) procedures to ensure that no persons, except those persons consenting to be involved and necessary for the filming or aerial photography and survey are allowed within five hundred feet of the filming production area;
- (f) the area that will be used during the term of the authorisation;
- (g) procedures for the submission, within 3 days of the scheduled filming or aerial photography and survey,
- (h) a written plan of activities to the authority containing at least the following—
  - (i) dates and times for all flights;
  - (ii) name and phone number of the person responsible for the filming or aerial photography and survey;
  - (iii) make and model of aircraft to be used and type of airworthiness certificate;
  - (iv) name of pilots involved in the filming or aerial photography and survey;
  - (v) a statement that permission has been obtained from property owners or local officials to conduct the filming or aerial photography and survey; and
  - (vi) a general outline or summary of the production schedule, to include maps or diagrams of the specific filming or aerial photography and survey location;
- (i) requirements and procedures that the applicant for a special authorisation shall use to obtain permission from property owners or local officials for the conduct of all filming or aerial photography and survey;

- (j) method of security that will be used to exclude all persons not directly involved with the operation from the location;
- (k) procedures to brief personnel of the risks involved, emergency procedures and safeguards to be followed during the filming or aerial photography and survey;
- (l) procedures to ensure that required inspections will be conducted;
- (m) procedures to provide communications capability with all participants during the actual operation and filming or aerial photography and survey; and
- (n) procedures for notification and reporting of incidents and accidents.

## **61. Operating rules**

(1) An operator shall not conduct motion picture, television flight or aerial photography operations so as to endanger a person or property on the surface or aircraft in flight.

(2) Minimum cloud clearance requirements and minimum altitude requirements of the Civil Aviation (Rules of the Air) Regulations, 2020 and the Civil Aviation (Air Traffic Services) Regulations, 2022 shall not apply to an operation under this Part where different requirements and minimums are specifically authorised by the authority under these Regulations.

## **62. Exhibition flights**

(1) A person shall not conduct an exhibition of flying unless he or she has obtained an authorisation from the authority.

(2) A pilot shall not participate in an exhibition of flying unless he or she—

- (a) holds a valid Private Pilot Licence, Commercial Pilot Licence or Airline Transport Pilot Licence;

- (b) is rated on the type of aircraft to be used; and
- (c) complies with any relevant conditions specified in the authorisation.

(3) A person shall not use an aircraft in exhibition of flying, unless that aircraft has a valid certificate of airworthiness.

(4) A person shall not be issued with the authorisation under subregulation (1) unless he or she proves to the authority the ability to safely conduct the exhibition of flying.

(5) The authorisation under subregulation (1) may be issued subject to such conditions, as the authority thinks fit and shall, remain in force for the period specified in the authorisation.

(6) A person authorised under this regulation shall not conduct an exhibition of flying so as to endanger persons or property on the surface or aircraft in flight.

PART VI—TRAFFIC AND SPORTS REPORTING, FISH SPOTTING,  
GAME VIEWING AND SIGHTSEEING

**63. Sightseeing**

This Part applies to an operation involving the carriage of a person for the purpose of viewing natural formations, manmade objects, or wildlife on the ground where—

- (a) the operation is conducted as part of a business enterprise or for compensation or hire;
- (b) the flight is unquestionably advertised as “sightseeing”;
- (c) the flight returns to the aerodrome of departure without having landed at any other aerodrome;
- (d) the flight is conducted within a twenty five-statute-mile radius of the departure aerodrome; and

- (e) the certificated passenger capacity of the aircraft does not exceed nine passengers.

#### **64. Traffic reporting**

(1) A person shall not conduct an aircraft operation involving the observation of, and reporting on, vehicular traffic conditions on the highways and streets unless he or she—

- (a) holds at least a valid Commercial Pilot Licence;
- (b) uses an aircraft with a certificate of airworthiness; and
- (c) holds an authorisation issued by the authority.

(2) A person authorised to conduct an operation under this regulation shall not conduct an operation so as to endanger a person or property on the surface or aircraft in flight.

#### **65. Game viewing or tracking operation**

(1) A person shall not conduct an aircraft operation involving the observation of, and reporting on and participating in a game viewing or tracking operation unless he or she—

- (a) holds a valid Private Pilot Licence;
- (b) uses aircraft with a certificate of airworthiness or restricted certificate of airworthiness; and
- (c) holds an authorisation issued by the authority.

(2) A person authorised under this regulation shall not conduct operations so as to endanger a person, an animal or property on the surface or aircraft in flight.

#### **66. Competitive motor vehicle operation**

(1) A person shall not conduct aircraft operations involving the observation of, and reporting on and participating in motor vehicle testing and competitive operations unless he or she—



- (a) holds a valid Private Pilot Licence;
- (b) uses an aircraft with a standard certificate of airworthiness;  
and
- (c) holds an authorisation issued by the authority.

(2) A person authorised under this regulation shall not conduct operations so as to endanger a person or property on the surface or aircraft in flight.

### **67. Fish spotting**

(1) A person shall not conduct an aircraft operation involving location, tracking and reporting on the location of fish and fish schools, as part of a business enterprise or for compensation or hire unless he or she obtains an authorisation from the authority.

(2) A person authorised under this regulation shall not conduct an operation so as to endanger a person or property on the surface or aircraft in flight.

(3) The minimum cloud clearance requirements and minimum altitude requirements of the Civil Aviation (Rules of the Air) Regulations, 2020 and the Civil Aviation (Air Traffic Services) Regulations, 2022 shall not apply to operations specifically authorised by the authority under this regulation with different minimas.

## **PART VII—MISCELLANEOUS**

### **68. Application for exemption**

(1) A person or operator may apply to the authority for an exemption from any provision of these Regulations.

(2) A request for an exemption shall be made in accordance with the requirements of these Regulations and an application for an exemption shall be submitted and processed in a manner prescribed by the authority.

(3) An application for an exemption shall contain the applicant's—

- (a) name;
- (b) physical address and mailing address;
- (c) telephone number;
- (d) fax number where available; and
- (e) email address.

(4) The application in subregulation (1) shall be accompanied by a fee prescribed by the authority in the applicable aeronautical information circulars for technical evaluation.

## **69. Exemption**

(1) The authority may, upon consideration of the circumstances of the application for exemption, issue an exemption providing relief from specified provisions of these Regulations, provided that—

- (a) the authority finds that the circumstances presented warrant the exemption; and
- (b) a level of safety shall be maintained equal to that required by the Regulations from which the exemption is sought.

(2) The exemption referred to under subregulation (1) may be terminated or amended at any time by the authority.

(3) A person or operator who receives an exemption shall have a means of notifying the management and appropriate personnel performing functions subject to the exemption.

## **70. Possession of the licence, certificate, approval, authorisation or exemption**

(1) A holder of a licence, certificate, approval, authorisation, exemption or other document issued by the authority under these Regulations shall have the licence, certificate, approval, authorisation,

exemption or other document in his or her physical possession or at the work site when exercising the privileges of that a licence, certificate, approval, authorisation, exemption or other document.

(2) A member of a flight crew of a foreign registered aircraft shall hold a valid licence, certificate or authorisation and have the licence, certificate or authorisation in his or her physical possession or at the work site when exercising the privileges of that licence, certificate or authorisation.

## **71. Drug and alcohol testing and reporting**

(1) A person who performs a function requiring a licence, rating, qualification or authorisation prescribed by these Regulations directly or by contract under the provisions of these Regulations may be tested for drug or alcohol usage.

(2) Where the authority or any person authorised by the authority wishes to test a person under subregulation (1) for the percentage by weight of alcohol in the blood or for the presence of narcotic drugs, marijuana or depressant or stimulant drugs or substances in the body and he or she—

- (a) refuses to submit to the test; or
- (b) having submitted to the test, refuses to authorise the release of the test results,

the authority may suspend or revoke the licence, certificate or authorisation issued by the authority.

(3) In determining whether to suspend or revoke an Agricultural Air Operator Certificate or a Rotorcraft External-load Operator Certificate, the authority shall consider all relevant factors, including—

- (a) whether the holder of an Agricultural Aircraft Operator Certificate or a Rotorcraft External-load Operator Certificate had knowledge of the drug or alcohol use;

- (b) whether the holder of an Agricultural Aircraft Operator Certificate or a Rotorcraft External-load Operator Certificate encouraged the person to refuse the drug or alcohol test;
- (c) whether the holder of an Agricultural Aircraft Operator Certificate or a Rotorcraft External-load Operator Certificate dismissed the person who failed or refused the drug tests; and
- (d) the position that person held with the holder of an Agricultural Aircraft Operator Certificate or a Rotorcraft External-load Operator Certificate.

(4) The authority shall require the holder of an Agricultural Aircraft Operator Certificate or Rotorcraft External-load Operator Certificate to show cause why that person should not be dismissed from the employment of the holder of an Agricultural Aircraft Operator Certificate or Rotorcraft External-load Operator Certificate.

(5) A person who is convicted, whether in or outside Uganda, for any offence relating to the growing, processing, manufacture, sale, disposition, possession, transportation or importation of narcotic drugs, marijuana or depressant or stimulant drugs or substances, shall be dismissed from the employment of the holder of an Agricultural Aircraft Operator Certificate or Rotorcraft External-load Operator Certificate.

(6) The authority may suspend or revoke the certificate of an Agricultural Aircraft Operator Certificate or Rotorcraft External-load Operator Certificate holder who refuses to dismiss from its employment a person convicted under subregulation (5).

## **72. Inspection of licences, certificates, approval, authorisation or exemption**

A person who holds a licence, certificate, approval, authorisation, exemption or other document required by these Regulations shall present the licence, certificate, approval, authorisation, exemption or other document for inspection, upon a request by the authority or a person authorised by the authority.

### **73. Change of name**

(1) A holder of a licence, certificate, authorisation or other document issued under these Regulations may apply to the authority to change the name on a licence, certificate, authorisation or other document.

(2) An application under subregulation (1) shall be accompanied by—

- (a) the current licence, certificate, authorisation or other document sought to be amended; and
- (b) a court order or other legal document verifying the name change.

(3) The authority may change the licence, certificate, authorisation or other document and issue a replacement.

(4) The authority shall retain copies of documents specified in subregulation (2)(b) and shall return to the holder the original documents and the replaced licence, certificate or authorisation with the appropriate endorsement.

(5) A licence, certificate, authorisation or other document issued to a person under these Regulations is not transferable.

### **74. Change of address**

(1) A holder of a licence, certificate, or other document issued under these Regulations shall notify the authority of the change in the physical and mailing address in the case of—

- (a) physical address, at least fourteen days in advance; and
- (b) mailing address upon the change.

(2) A person who contravenes subregulation (1) shall not exercise the privileges of the licence, certificate, authorisation or other document.

**75. Replacement of licence, certificate, approval, authorisation or exemption**

A person may apply to the authority in the prescribed form for replacement of a licence, certificate, approval, authorisation or exemption issued under these Regulations where the licence, certificate, approval, authorisation or exemption is lost or destroyed.

**76. Variation, suspension or revocation of licence, certificate, approval, authorisation or exemption**

(1) The authority may, where it considers it to be in the public interest, suspend provisionally, pending further investigation, any licence, certificate, approval, authorisation, exemption or other document issued, granted or having effect under these Regulations.

(2) The authority may, upon the completion of an investigation which has shown sufficient ground to the authority's satisfaction, and where the authority considers it to be in the public interest, vary, suspend or revoke, any licence, certificate, approval, authorisation, exemption or other document issued or granted under these Regulations.

(3) The authority may, where it considers it to be in the public interest, prevent any person or aircraft from flying.

(4) A holder or any person having the possession or custody of a licence, certificate, approval, exemption or other document which has been, varied, suspended or revoked under these Regulations shall surrender it to the authority within fourteen days from the date of variation, suspension or revocation.

(5) The breach of any condition subject to which any licence, certificate, approval, exemption or any other document has been granted or issued under these Regulations shall render the licence, certificate, approval, exemption or any other document invalid during the continuance of the breach.

**77. Use and retention of licence, certificate, authorisation and records**

(1) A person shall not—

- (a) use a licence, certificate, approval, exemption or other document issued or required under these Regulations which has been forged, altered, revoked or suspended or to which he or she is not entitled;
- (b) forge or alter a licence, certificate, approval, exemption or other document issued or required by or under these Regulations;
- (c) lend a licence, certificate, approval, exemption or other document issued or required by or under these Regulations to any other person; or
- (d) make any false representation for the purpose of procuring for himself or herself or any other person the issue, renewal or variation of a licence, certificate, approval, exemption or other document.

(2) A person shall not—

- (a) mutilate, alter, render illegible;
- (b) destroy any record or any entry made in a record;
- (c) knowingly make, procure or assist in the making of any false entry in a record; or
- (d) wilfully omit to make a material entry in a record, during the period for which a record is required under these Regulations to be preserved.

(3) Any records required to be maintained under these Regulations shall be recorded in a permanent and indelible material.

(4) A person shall not issue a licence, certificate, exemption or other document under these Regulations unless he or she is authorised to do so by the authority.

(5) A person shall not issue any certificate of the kind referred to in subregulation (4) unless he or she has satisfied himself or herself that all statements in the certificate are correct and that the applicant is qualified to hold that certificate.

## **78. Report of violation**

(1) A person who knows of a violation of the Civil Aviation Authority Act or any regulation or order issued under the Act, shall report it to the authority.

(2) The authority shall determine the nature and type of any additional investigation or enforcement action that need be taken.

## **79. Enforcement of directives**

A person who fails to comply with any direction given to him or her by the authority or by any authorised person under any provision of these Regulations shall be deemed for the purposes of these Regulations to have contravened that provision.

## **80. Aeronautical user fees**

(1) The authority may notify the fees to be charged in connection with the application, issue, validation, renewal, extension or variation of any licence, certificate, approval, exemption or other document, including the issue of a copy or the undergoing of any examination, test, inspection or investigation or the grant of any permission or approval, required by or for the purpose of these Regulations or any orders, notices or proclamations.

(2) An application under these Regulation for which a fee is prescribed shall be accompanied by proof of payment of the prescribed fee.

(3) A fee prescribed and paid to the authority under these Regulations, shall be non-refundable.



## **81. Application of Regulations to Government and visiting forces**

(1) These Regulations apply to an aircraft, not being a military aircraft, belonging to or exclusively employed in the service of the Government and for the purposes of such application, the Department or other authority for the time being responsible for management of the aircraft shall be deemed to be the operator of the aircraft, and in the case of an aircraft belonging to the Government, to be the owner of the interest of the Government in the aircraft.

(2) Except as otherwise expressly provided, the naval, military and air force authorities and member of any visiting force and property held or used for the purpose of such a force shall be exempt from the provision of these Regulations to the same extent as if the visiting force formed part of the military force of Uganda.

## **82. Extra territorial application of these Regulations**

Except where the context otherwise requires, these Regulations—

- (a) in so far as they apply, whether by express reference or otherwise, to aircraft registered in Uganda, shall apply to such aircraft wherever it may be;
- (b) in so far as they apply, whether by express reference or otherwise, to other aircraft, shall apply to such aircraft when it is within Uganda;
- (c) in so far as they prohibit, require or regulate, whether by express reference or otherwise, the doing of anything by a person in or by any of the crew of, any aircraft registered in Uganda, shall apply to the persons and crew, wherever he or she may be; and
- (d) in so far as they prohibit, require or regulate, whether by express reference or otherwise, the doing of anything in relation to any aircraft registered in Uganda by other persons shall, where such persons are citizens of Uganda, apply to them wherever they may be.

### **83. Contravention of Regulations**

A person who contravenes any provision of these Regulations may have his or her licence, certificate, approval, authorisation, exemption or other document revoked or suspended.

### **84. Offences and penalties**

(1) Where any provision of these Regulations, orders, notices or proclamations made under these Regulations is contravened in relation to an aircraft, the operator of that aircraft and the Pilot-In-Command, where the operator or the Pilot-In-Command is not the person who contravened that provision shall, without prejudice to the liability of any other person under these Regulations for that contravention be deemed to have contravened that provision, unless he or she proves that the contravention occurred without his or her consent or connivance and that all due diligence was exercised to prevent the contravention.

(2) A person who contravenes any provision specified as an “A” provision in Schedule 2 to these Regulations commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points for each offence or to imprisonment for a term not exceeding two years or both.

(3) A person who contravenes any provision specified as a “B” provision in Schedule 2 to these Regulations commits an offence and is liable, on conviction, to a fine not exceeding one hundred currency points for each offence or to imprisonment for a term not exceeding four years or both.

(4) A person who contravenes any provision of these Regulations, not being a provision referred to in the Schedule 2 to these Regulations, commits an offence and is liable, on conviction, to a fine not exceeding one hundred currency points and in the case of a second or subsequent conviction for the like offence, to a fine not exceeding two hundred currency points.

**85. Revocation of S.I. No. 57 of 2006, savings and transitional**

(1) The Civil Aviation (Aerial Work) Regulations, 2006 are revoked.

(2) A licence, certificate, approval, authorisation, exemption or other document granted under the Regulations revoked by subregulation (1) and which is in force immediately before the commencement of these Regulations, shall have effect and shall continue in force as if granted under these Regulations, until it expires or is cancelled by the authority.

(3) Notwithstanding the continuance of a licence, certificate, approval, authorisation, exemption or other document granted under subregulation (2), a person who, at the commencement of these Regulations is carrying out any act, duty or operation affected by these Regulations shall, within six months from the commencement of these Regulations, or within such longer period as the Minister may, by notice in the Gazette prescribe, comply with the requirements of these Regulations.

(4) Notwithstanding regulation 83, a person granted licence, certificate, approval, authorisation, exemption or other document, continued under subregulation (2) who does not comply with the requirements of these Regulations within the time prescribed under subregulation (3), shall have the licence, certificate, approval, authorisation, exemption or other document cancelled by the authority.

## **SCHEDULES**

### **SCHEDULE 1**

*Regulation 3*

#### **CURRENCY POINT**

A currency point is equivalent to twenty thousand shillings.

## SCHEDULE 2

### OFFENCES AND PENALTIES

*Regulation 84*

<b>Reg. No</b>	<b>TITLE PART</b>	<b>PART</b>
5	Agricultural Air Operator Certificate required	A
10	Application of operating rules and related requirements	A
12	Limitations on private agricultural aircraft operator	A
13	Manner of dispensing limitations	A
14	Economic poison dispensing	A
15	Personnel	A
16	Fastening of safety belts and harnesses	A
18	Deviation from airport traffic pattern in a controlled airspace designated for an airport	A
21	Business name: commercial agricultural aircraft operator	A
22	Operation over congested areas: pilots and aircraft	A
23	Access for inspection	A
24	Commercial agricultural aircraft operator records	A
32	Knowledge and skills	A
33	Amendment of certificate	A
36	Operating rules	A
38	Crew member training, currency, and testing requirements	A
39	Carriage of persons	A
40	Access for inspection	A
41	Structures and design	A
43	Rotorcraft load combination operating manual	A
44	Marking and placards	A
47	Experience and training requirements	A
48	Towing, picking up and raising of persons, animals and articles	A
49	Towing operating rules	A

51	Dropping of persons	A
52	Requirements for authorisation	A
53	Aircraft requirements	A
54	Experience and training requirements	A
55	Operating rules	A
56	Requirements for authorisation	A
57	Aircraft requirements	A
58	Experience and training requirements	A
59	Special authorisation requirements	A
60	Flight operations manual	A
62	Exhibition Flights	A
63	Site seeing	A
65	Game viewing or tracking operation	A
66	Competitive motor vehicle operations	A
67	Fish spotting	A
68	Application for exemption	A
71	Drug and alcohol testing and reporting	A
73	Change of names	A
74	Change of Address	A
77	Use and retention of licence, certificate, authorisation and records	B
78	Report of violation	B

**Cross references**

Agricultural Chemicals (Control) Act, 2007, Act 1 of 2007

Civil Aviation (Air Operator Certification and Administration) Regulations, 2022, S.I. No. 73 of 2022

Civil Aviation (Air Traffic Services) Regulations, 2022, S.I. No. 74 of 2022

Civil Aviation (Airworthiness of Aircraft) Regulations, 2022, S.I. No. 77 of 2022

Civil Aviation (Licensing of Air Services) Regulations, 2001, S.I. No. 72 of 2001

Civil Aviation (Operation of Aircraft) (Commercial Air Transport and General Aviation) (Helicopters) Regulations, 2022, S.I. No. 85 of 2022

Civil Aviation (Personnel Licensing) Regulations, 2022, S.I. No. 89 of 2022

Civil Aviation (Rules of Air) Regulations, 2020, S.I. No. 15 of 2020

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