

**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**

**2025 No. 13**

**THE CIVIL AVIATION (AIRCRAFT ACCIDENT AND  
INCIDENT INVESTIGATIONS) (AMENDMENT)  
REGULATIONS, 2025**

**ARRANGEMENT OF REGULATIONS**

*Regulation*

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# STATUTORY INSTRUMENTS

2025 No. 13

## **The Civil Aviation (Aircraft Accident and Incident Investigations) (Amendment) Regulations, 2025**

*(Under sections 36(2) and 70 of the Uganda Civil Aviation  
Authority Act, Cap. 348)*

**IN EXERCISE** of the powers conferred upon the Minister by sections 36(2) and 70 of the Uganda Civil Aviation Authority Act, and on the recommendation of the Uganda Civil Aviation Authority, these Regulations are made this 23<sup>rd</sup> day of December 2024.

### **1. Citation**

These Regulations may be cited as the Civil Aviation (Aircraft Accident and Incident Investigations) (Amendment) Regulations, 2025.

### **2. Amendment of S.I. No. 66 of 2022**

The Civil Aviation (Aircraft Accident and Incident Investigations) Regulations, 2022, in these Regulations referred to as the principal Regulations are amended in regulation 2 by inserting immediately after subregulation (2) the following—

“(3) Unless otherwise stated, the specifications in these Regulations apply to activities following accidents and incidents involving—

- (a) manned aircraft; and
- (b) with effect from November 2026, unmanned aircraft systems certificated in accordance with the Civil Aviation (Airworthiness of Aircraft) Regulations, 2022 and operated under an operator authorisation issued in accordance with the Civil Aviation (Unmanned Aircraft Systems) Regulations, 2022.”.

### **3. Amendment of regulation 3 of principal Regulations**

The principal Regulations are amended in regulation 3—

- (a) by substituting for the definition of “accident” the following—

“accident” means an occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down, in which—

- (a) a person is fatally or seriously injured as a result of—
  - (i) being in the aircraft;
  - (ii) direct contact with any part of the aircraft, including parts which have become detached from the aircraft; or
  - (iii) direct exposure to jet blast; except where the injuries are from natural causes, self-inflicted or inflicted by other persons, or where the injuries are due to stowaways hiding outside the areas normally available to the passengers and crew; or
- (b) the aircraft sustains damage or structural failure which—

- (i) adversely affects the structural strength, performance or flight characteristics of the aircraft;
  - (ii) would normally require major repair or replacement of the affected component, except for engine failure or damage, where the damage is limited to a single engine (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windscreens, the aircraft skin (such as small dents or puncture holes), or for minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike (including holes in the radome); or
  - (c) the aircraft is missing or is completely inaccessible;”;
- (b) by inserting the following definitions in their appropriate alphabetical positions—

“C2 Link” means the data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight;

“operator” means a person, organisation or enterprise engaged in or offering to engage in an aircraft operation in the context of remotely piloted aircraft, an aircraft operation refers to the operation of an RPAS;

“Remote Pilot Station” (RPS) means the component of the remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft;

“Remotely Piloted Aircraft” (RPA) means an unmanned aircraft which is piloted from a remote pilot station;

“Remotely Piloted Aircraft System” (RPAS) means a remotely piloted aircraft, its associated remote pilot stations, the required C2 Link(s) and any other components as specified in the type design;

“Safety Recommendation of Global Concern” (SRGC) means the safety recommendation regarding a systemic deficiency having a probability of recurrence, with significant consequences at a global level, and requiring timely action to improve safety;

“State of Manufacture” means the State having jurisdiction over the organisation responsible for the final assembly of the aircraft, remote pilot station, engine or propeller;”.

#### **4. Amendment of regulation 28 of principal Regulations**

The principal Regulations are amended in regulation 28 by inserting immediately after subregulation (7) the following—

“(8) In the case of investigations involving an unmanned aircraft system, only remotely piloted aircraft with a design or operational approval are to be considered”.

#### **5. Amendment of regulation 31 of principal Regulations**

The principal Regulations are amended in regulation 31(2)—

(a) by inserting immediately after paragraph (b) the following—

“(ba) timely, public dissemination of factual information, as appropriate;”; and

- (b) by inserting immediately after subregulation (8), the following—

“(9) For accidents or incidents that draw heightened public attention, the accident investigation unit shall publicly release relevant factual information within the early days of the investigation.

(10) For accidents or incidents that draw heightened public attention, the accident investigation authority shall publish a written preliminary report within thirty days of the accident or incident containing established factual information and indicating the progress of the investigation.”.

## **6. Amendment of regulation 33 of principal Regulations**

The principal Regulations are amended in regulation 33—

- (a) by numbering the provision as subregulation (1); and
- (b) by inserting immediately after subregulation (1) the following—

“(2) In the case of a remotely piloted aircraft system, relevant material of 5.6 inches includes its associated remote pilot station, the required C2 Link and any other components specified in the type design documents.”.

## **7. Amendment of regulation 45 of principal Regulations**

The principal Regulations are amended in regulation 45 by inserting immediately after subregulation (3), the following—

“(4) For an Unmanned Aircraft System, any flight data available from a flight recorder of an Unmanned Aircraft System involved in an accident or an incident shall—

- (a) without delay, provide to the State conducting the investigation all the data that the State has available; and
- (b) not divulge such data without the express consent of the State providing the information.”.

## **8. Amendment of regulation 57 of principal Regulations**

The principal Regulations are amended in regulation 57—

- (a) by substituting for subregulation (3) the following—

“(3) Where the State conducting the investigation does not receive comments within 30 days from the date of the first transmittal letter of the final draft report, the State shall extend the period to 60 days if it is notified by the recipient State of the need for additional time.”;

- (b) by inserting immediately after subregulation (3) the following—

“(3a) Where the State conducting the investigation receives comments in accordance with subregulation (3), it shall amend the draft final report to include the comments received.

(3b) Where the State conducting the investigation does not receive comments in accordance with subregulation (3), it shall issue the final accident report.”.

## **9. Amendment of regulation 59 of principal Regulations**

The principal Regulations, are amended in regulation 59 by inserting immediately after subregulation (3) the following—

“(3a) Where practicable, the final report sent to the International Civil Aviation Organisation (ICAO) shall be prepared in a



working language of ICAO and in the form set out in Schedule 5 to these Regulations.

(3b) The final report shall be recorded in the ICAO central database and the e-library of final reports, both of which shall be publicly available.

(3c) A copy of the final report shall preferably be prepared in an electronic format to facilitate its upload onto the e-library of final reports.”.

## **10. Amendment of regulation 69 of principal Regulations**

Regulation 69 of the principal Regulations is amended—

- (a) by numbering the provision as subregulation (1); and
- (b) by inserting immediately after subregulation (1) the following—

“(2) In the case of investigation of an unmanned aircraft system accident, the State of Occurrence shall consider the most credible outcome even where the incident escalated into an accident causing a person to be fatally or seriously injured.”.

## **Cross References**

Civil Aviation (Airworthiness of Aircraft) Regulations, 2022

Civil Aviation (Unmanned Aircraft Systems) Regulations, 2022

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