**STATUTORY INSTRUMENTS**
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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. 96.

## THE CIVIL AVIATION (UNMANNED AIRCRAFT SYSTEMS) REGULATIONS, 2022

### ARRANGEMENT OF REGULATIONS

*Regulation*

PART VIII—SECURITY REQUIREMENTS FOR UAS OPERATIONS



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**SCHEDULES**

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

**2022 No. 96.**

# The Civil Aviation (Unmanned Aircraft Systems) Regulations, 2022

*(Under section 61(1) of the Civil Aviation Authority Act, Cap. 354)*

**IN EXERCISE** of the powers conferred upon the Minister by section 61(1) of the Civil Aviation Authority Act, and on the recommendation of the Uganda Civil Aviation Authority, these Regulations are made this 12th day of August, 2022.

## Part I—Preliminary

### 1. Title

These Regulations may be cited as the Civil Aviation (Unmanned Aircraft Systems) Regulations, 2022.

### 2. Application

(1) These Regulations apply to any person who imports, exports, tests, owns, operates, sells, procures, assembles, manufactures, modifies, tests or maintains an unmanned aircraft system registered in Uganda.

(2) These Regulations do not apply to—

(a) State owned aircraft;

(b) unmanned free balloons; and

(c) airships.

### 3. Interpretation

In these Regulations, unless the context otherwise requires—

"Act" means the Civil Aviation Authority Act, Cap. 354;

"accident" means an occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time a person boards the aircraft with the intention of flight until such time as the person have disembarks, 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 when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are 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; and

(ii) would normally require major repair or replacement of the affected component,

except for engine failure or damage, when 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 damage to main rotor blades, tail rotor blades, landing gear, and

those resulting from hail or bird strikes (including holes in the aerodrome); or

(c) the aircraft is missing or is completely inaccessible;

"aerial work" means any purpose, other than public transport, for which an aircraft is flown if hire or reward is given or promised in respect of the flight or the purpose of the flight;

"aerodrome" means any definite and limited ground or water area (including any building, installation and equipment) used or intended to be used, either wholly or in part, for the arrival or departure or surface movement of aircraft;

**"**Aeronautical Information Publication (AIP)" means a publication issued by or with the authority of the Uganda Civil Aviation Authority and containing aeronautical information of a lasting character essential to air navigation;

"aircraft" means any 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 (ATC) " means variously, flight information service, alerting service, air traffic advisory service, air traffic control service, area control service, approach control service or aerodrome control service;

"appropriate authority" means the authority having jurisdiction over the area in which the aircraft concerned is operated;

"approved person or organisation " means a person or organisation having appropriate expertise in the design, construction or operation of a UAS, or appropriate knowledge of airspace designations and restrictions, and who has been approved by the authority to perform a specified function;

"authority" means the Uganda Civil Aviation Authority established by section 3 of the Act;

"autonomous aircraft" means an unmanned aircraft that does not allow pilot intervention in the management of the flight;

"autonomous operation" means an operation during which a UAS is operating without pilot intervention in the management of the flight;

"basic operation " means an operation involving a category A UAS in which the risks involved to the public, property and manned aviation is low and which is performed under the conditions specified in Part I of Schedule 2 to these Regulations;

"command and control (C2) link" means the data link between an unmanned aircraft and a remote pilot station or control station that is used in the management of a flight;

"complex operation " means an operation involving a category C UAS in which the risks involved to the public, property and manned aviation is high and is performed under conditions specified in Part III of Schedule 2 to these Regulations;

"continuing airworthiness" means the set of processes by which an aircraft, engine, propeller or part complies with the applicable airworthiness requirements and remains in condition for safe operation throughout its operating life;

"controlled airspace" means an airspace of defined dimensions within which air traffic control service is provided in accordance with the airspace classification;

"currency point" has the value assigned to it in Schedule 1 to these Regulations;

"dangerous goods" means articles or substances which are capable of posing a hazard to health, safety, property or the environment and which are shown in the list of dangerous goods in the Civil Aviation (Safe Transport of Dangerous Goods by Air) Regulations, 2022;

"detect and avoid (DAA)" means the capability to see, sense or detect conflicting traffic or other hazards and take appropriate action;

"first-person view device" means a device that generates and transmits a streaming video image to a control station display or monitor that gives the pilot of an unmanned aircraft the illusion of flying the aircraft from an on-board pilot's perspective;

"flight termination system" means a system that when activated, terminates the flight of an unmanned aircraft;

"handover" means the act of passing piloting control from one remote pilot station to another;

"incident" means an occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation;

"maintenance" means the performance of tasks required to ensure the continuing airworthiness of an aircraft, including any one or combination of overhaul, inspection, replacement, defect rectification and the embodiment of a modification or repair;

"National Aviation Security Committee (NASC)" means the Committee established under the Civil Aviation (Security) Regulations, 2022;

"Notice to Airmen, (NOTAM)" means a notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations;

"operational control" means the exercise of authority over the initiation, continuation, diversion or termination of a flight in the interest of the safety of the aircraft and the regularity and efficiency of the flight;

"operations manual" means a manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties;

"operations specifications" means the authorisations, conditions and limitations associated with the UAS operator certificate and subject to the conditions in the operations manual;

"operator" means a person, organisation or enterprise engaged in or offering to engage in UAS operation;

"owner" means a person in whose name a UAS is registered or licensed, any person who is or has been acting as an agent in Uganda or any person by whom the UAS is hired at the time;

"prohibited area" means an airspace of defined dimensions, within which the flight of aircraft is prohibited;

"remote pilot" means a person charged by the operator with duties essential to the operation of an UAS and who manipulates the flight controls, as appropriate, during flight time;

"remote pilot-in-command" means the remote pilot designated by the operator as being in command and charged with the safe conduct of a flight;

"remote pilot station" means the component of the UAS containing the equipment used to pilot the UAS;

"safety" means the state in which risks associated with aviation activities, related to, or in direct support of the operation of aircraft, are reduced and controlled to an acceptable level;

"safety management system (SMS)" means a systematic approach to managing safety, including the necessary organisational structures, accountability, responsibilities, policies and procedures;

"segregated airspace" means an airspace of specified dimensions allocated for exclusive use to a specific user;

"standard operation" means an operation involving category B UAS in which the risks involved to the public, property and manned aviation is medium and is performed under the conditions specified in Part II of Schedule 2 to these Regulations;

"UAS Operator Certificate (UOC)" means a certificate authorising an operator to carry out specified UAS operations issued by the authority under these Regulations;

"Unmanned Aircraft (UA)" means an aircraft that is intended to be operated with no pilot on board;

"Unmanned Aircraft observer" means a trained and competent person designated by the operator who, by visual observation of the unmanned aircraft, assists the remote pilot in the safe conduct of the flight;

"Unmanned Aircraft System (UAS)" means an unmanned aircraft and its associated components;

"Visual Line-of-Sight (VLoS) operation" means an operation in which the pilot or UA observer maintains direct unaided visual contact with the unmanned aircraft;

"Visual Meteorological Conditions (VMC)" means meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima.

## PART II—CATEGORISATION

**4. Categorisation of UAS operation**

(1) An UAS operation shall be categorised based on the risk levels associated with the intended operations.

(2) An UAS shall be categorised as follows—

(a) Category A, for basic operations;

(b) Category B, for standard operations; and

(c) Category C, for complex operations.

(3) A person shall not carry out a UAS operation unless he or she complies with the conditions of these Regulations and in accordance with Schedule 2 to these Regulations.

**5. Basic operation**

(1) A person shall not carry out a basic operation without—

(a) an approval from the authority; and

(b) a valid authorisation in respect of the UAS issued by the authority.

(2) A person who wishes to carry out a basic operation shall submit to the authority the following documents for approval—

(a) a completed UAS operations application form prescribed by the authority;

(b) a UAS user manual of specifications; and

(c) the geographical location and map of the area of operation;

(3) A person shall operate a UAS for recreation and sports purposes within a registered club authorised by the authority in accordance with regulation 70.

(4) Where a person wishes to perform a basic operation, he or she shall notify the local authorities in writing.

(5) A basic operation shall be conducted on private property with the authorisation of the owner of the property, where the property does not belong to the operator.

**6. Standard operation**

(1) A person shall not carry out a standard operation without—

(a) an approval from the authority; and

(b) a remote pilot authorisation issued by the authority.

(2) A person who wishes to carry out a standard operation shall submit to the authority the following documents for approval—

(a) a completed UAS operation application form prescribed by the authority;

(b) a letter of no objection from the relevant line ministry regarding the intended operations;

(c) a UAS user manual of specifications;

(d) a remote pilot training certificate or licence;

(e) a class III medical certificate issued by a designated medical examiner recognised by the authority;

(f) the geographical location and map of the area of the operation;

(g) a copy of an insurance policy in respect of third party risks;

(h) a dangerous goods manual, where applicable; and

(i) a safety risk assessment of the intended operation.

**7. Complex operation**

(1) A person shall not carry out a complex operation without—

(a) an approval of the authority; and

(b) a valid remote pilot licence issued by the authority.

(2) A person who wishes to carry out a complex operation shall submit to the authority the following documents for approval—

(a) a completed UAS operations application in a form prescribed by the authority;

(b) a letter of no objection from the relevant line ministry regarding the intended operations;

(c) a UAS user manual of specifications;

(d) an operations manual;

(e) a remote pilot licence;

(f) a class III medical certificate issued by a designated medical examiner recognised by the authority;

(g) the geographical location and map of the area of operations;

(h) a copy of third-party insurance;

(i) a safety risk assessment of the intended operation;

(j) a security programme;

(k) a training programme;

(l) a safety management systems manual;

(m) a dangerous goods manual, where applicable; and

(n) a copy of a type certificate, where applicable.

(4) A person conducting a complex operation shall comply with the Civil Aviation (Security) Regulations, 2022 and the Civil Aviation (Rules of the Air) Regulations, 2020.

PART III—REGISTRATION OF UNMANNED AIRCRAFT SYSTEMS

**8. Ownership of UAS**

(1) A person is eligible to own a UAS where he or she is—

(a) a citizen of Uganda of a minimum age of 18 years;

(b) an individual citizen of a foreign state who is lawfully admitted for residence in Uganda of a minimum age of 18 years;

(c) a company registered in Uganda; or

(d) a Government entity of the Republic of Uganda.

(2) A person shall not transfer the ownership of a UAS without the prior approval of the authority.

(3) A person, other than the Government of the Republic of Uganda, shall not own, register or operate a UAS with military specifications.

(4) A person who is registered as the owner of an UAS in Uganda shall notify the authority in writing—

(a) sixty days before the date of change of any particulars which were furnished to the authority at the time of making application for the registration of the UAS;

(b) the destruction of the UAS or its permanent withdrawal from use; and

(c) in the case of a UAS registered in accordance with these Regulations, the termination of the lease, charter or hire-purchase agreement.

(5) A person who becomes the new owner of a UAS registered in Uganda shall immediately inform the authority in writing.

(6) For purposes of this regulation, a reference to the registered owner of a UAS includes, in the case of a deceased person, his or her legal representative and in the case of a body corporate which has been dissolved, its successor.

**9. Registration of UAS**

A person shall not operate a UAS within Uganda unless the UAS has been registered by the authority and a certificate of registration issued under these Regulations.

**10. Application for registration**

(1) An owner of a UAS shall apply for registration of the UAS to the authority.

(2) An application under subregulation (1) shall be made in the form prescribed by the authority.

(3) The application shall be accompanied by-

(a) evidence of ownership; and

(b) proof of payment of fees prescribed by the authority.

**11. Certificate of registration**

The authority shall upon consideration of the application and upon being satisfied that the applicant meets the requirements for registration, issue the owner of a UAS certificate of registration.

**12. UAS Register**

The authority shall maintain a UAS register containing the following particulars—

(a) the number of the certificate;

(b) the nationality and registration mark assigned to the UAS by the authority;

(c) the name of the manufacturer and the manufacturer's designation of the UAS;

(d) the serial number of the UAS;

(e) the name and address of the owner;

(f) the registration date;

(g) the use for and conditions under which the UAS is registered; and

(h) the signature of the issuing officer.

**13. De-registration of UAS**

The authority may deregister or cancel the registration of a UAS—

(a) upon the application of the owner, for purposes of registering the application in another State;

(b) upon its destruction;

(c) upon its permanent withdrawal from use;

(d) in the interest of national security;

(e) where the owner or operator has violated these Regulations; or

(f) in any other circumstances that the authority may deem fit for stated reasons.

**14. Seizure of UAS**

The authority may seize a UAS or its component where the owner or operator contravenes these Regulations pending further administrative action.

**15. Destruction or disposal of UAS**

The authority may apply to a competent court for an order authorising the authority to destroy or otherwise dispose of any item seized under these Regulations.

**16. Importation or exportation of UAS**

(1) A person shall not import or export a UAS or its components without notifying and seeking authorisation in writing from the authority.

(2) A person importing a UAS shall, upon arrival at a port of entry, declare the UAS to the customs office.

(3) A person importing a UAS into Uganda shall, after declaration to the customs office, submit the UAS to the Joint Security Office for inspection and clearance.

**17. Manufacture, assembly, testing, selling of UAS**

A person shall not manufacture, assemble, test, sell or otherwise deal with a UAS or a component of a UAS without the approval of the authority.

PART I—UAS OPERATOR CERTIFICATION

**18. Unmanned Aircraft System Operator Certificate (UOC)**

A person shall not operate a Category C UAS unless he or she has a UOC issued in accordance with these Regulations.

**19. Application for UOC**

(1) A person who wishes to operate a category C UA shall apply in writing to the authority for a UOC.

(2) An application made under subregulation (1) shall be in a form prescribed by the authority.

(3) The person shall submit the application for issue of a UOC to the authority, at least ninety days before the intended operation.

(4) Upon submission of the application under subregulation (3), the authority may request an applicant to submit additional information.

(5) The application shall be accompanied by proof of payment of fees prescribed by the authority by notice.

**20. Requirements for the issuance of UOC**

While considering an application for an UOC, the authority shall consider—

(a) the ownership of the UAS;

(b) whether the UAS is registered in Uganda;

(c) whether the applicant has a principal place of business in Uganda;

(d) the ability of the applicant to demonstrate an adequate organisation, staffing, method of control and supervision of flight operations and training programme, as well as ground handling and maintenance arrangements consistent with—

(i) the nature and extent of the operations to be carried out; and

(ii) the size, structure and complexity of the operations;

(e) whether the applicant has qualified remote pilots to safely operate the unmanned aircraft system;

(f) whether the applicant has established an approved aircraft operator security program in accordance with the Civil Aviation (Security) Regulations, 2022;

(g) whether the applicant demonstrates that aviation safety shall not be compromised by the issuance of the certificate; and

(h) whether the applicant complies with any other requirements specified by the authority.

**21. Operations manual**

An applicant for a UOC shall develop and submit to the authority for approval an operations manual in format prescribed in Schedule 3 to these Regulations.

**22. Unmanned Operator Certificate**

(1) The UOC shall contain the following—

(a) the name of the issuing authority;

(b) the UOC number;

(c) the unmanned aircraft system operator name, trading name and address of the principal place of business;

(d) the date of issue and the name, signature and title of the authority representative;

(e) the expiration date;

(f) the location where the contact details of operational management can be found;

(g) the description of the types of operations authorised;

(h) the type or model of the UAS authorised for use; and

(i) the area of operation.

(2) The UOC shall authorise the operator to conduct UAS operations in accordance with the conditions and limitations detailed in the operation specifications attached to the UOC.

**23. Validity of UOC**

(1) A UAS Operator Certificate (UOC) issued by the authority 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 varies, suspends, revokes or otherwise cancels the certificate;

(c) the UOC holder surrenders it to the authority; or

(d) the UOC holder notifies the authority of the suspension of operations.

(2) The continued validity of UOC shall depend upon the UAS operator maintaining the requirements of these Regulations.

(3) A UOC which is suspended or revoked shall be returned to the authority by the operator.

**24. Amendment of UOC**

The authority may amend a UOC where—

(a) the authority determines that the amendment is necessary for the safety of commercial UAS operations; or

(b) the UOC holder applies for an amendment and the authority determines that the amendment is necessary.

**25. Conducting surveillance, inspections or audits**

The authority shall conduct surveillance, inspections or audits on UAS operations to ensure the continued eligibility of an operator to hold a UOC and associated approvals.

**26. Renewal of UOC**

(1) An application for renewal of a UOC shall be made in the form and manner prescribed by the authority.

(2) An application for renewal shall be submitted to the authority, at least sixty days before the date of expiry specified on the certificate.

(3) The UOC may be renewed by the authority where the operator complies with the requirements of these Regulations and has paid the prescribed renewal fee.

**27. Obligations of UAS owner or operator**

(1) An owner or operator of a UAS shall—

(a) ensure that the UAS is registered in accordance with these Regulations;

(b) be responsible for the safe conduct of its operations;

(c) comply with all requirements, terms and conditions established by the authority regarding its operation;

(d) be responsible for contracted services from providers, including communications service providers, as necessary, to carry out its operations;

(e) be responsible for the operational control of the UAS; and

(f) ensure secure storage of the UAS and its components at all times.

(2) The owner or operator of a UAS shall not operate the UAS in a manner that constitutes a nuisance to the public, a person or to the property of another or infringement of privacy.

**28. Responsibility of remote pilot**

(1) A remote pilot shall be directly responsible for the UAS and shall be the final authority as to the operation of the UAS.

(2) The remote pilot shall ensure that the UAS poses no undue hazard to other aircraft, people or property in the event of loss of control of the UAS for any reason.

**29. Request for approval for operation**

(1) A person shall not operate an unmanned aircraft system without seeking the approval of the authority.

(2) A request under subregulation(1) shall include—

(a) the name and contact information of the operator;

(b) the UAS characteristics, including type of aircraft, maximum certificated take-off mass, number of engines and wing span;

(c) a copy of the certificate of registration of the UAS;

(d) aircraft identification to be used in radiotelephony, where applicable;

(e) a copy of the certificate of airworthiness, where applicable;

(f) a copy of the remote pilot licence or remote pilot authorisation;

(g) a copy of the aircraft radio station licence, where applicable;

(h) the description of the intended operation, including the type of operation or purpose, flight rules, date of intended flight, point of departure, destination, cruising speed, cruising level, route to be followed and duration or frequency of flight;

(i) take-off and landing requirements;

(j) UAS performance characteristics, including—

(i) operating speeds;

(ii) typical and maximum climb rates;

(iii) operating frequencies;

(iv) typical and maximum descent rates;

(v) typical and maximum turn rates;

(vi) other relevant performance data, including limitations regarding wind, icing and precipitation; and

(vii) maximum aircraft endurance;

(k) communications, navigation and surveillance capabilities including—

(i) command and control (C2) links;

(ii) performance parameters and designated operational coverage area;

(iii) communications between remote pilot and Unmanned Aircraft (UA);

(iv) unmanned aircraft observer ;

(v) navigation equipment;

(vi) surveillance equipment, including secondary surveillance radar transponder and automatic dependent surveillance- broadcast (ADSB);

(vii) detect and avoid capabilities;

(l) emergency procedures regarding—

(i) communications failure with air traffic control where applicable;

(ii) command and control (C2) links failure;

(iii) remote pilot or unmanned aircraft observer communications failure, where applicable;

(iv) number and location of remote pilot stations as well as handover procedures between remote pilot stations, where applicable;

(v) document attesting noise certification, where applicable;

(vi) confirmation of compliance with the Civil Aviation (Security) Regulations, 2022;

(vii) payload information or description; and

(viii) proof of adequate insurance coverage.

(3) A UAS shall meet the performance and equipment carriage requirements for the specific airspace in which the flight is to be operated.

(4) Where documents identified in subregulation (2) are issued in a language other than English, the operator or owner of a UAS shall ensure that an English translation is included and together with a certificate of translation.

**30. Authorisation for international commercial UAS operations**

(1) A holder of a UOC shall not undertake international commercial operations without authorisations issued by both the authority and the concerned foreign authorities.

(2) A UOC holder shall not conduct a UA flight commencing at a place within Uganda and terminating at a place outside Uganda without authorisation from the State of destination and any other State over whose airspace the UA shall fly.

(3) A UOC holder shall not conduct a UA flight commencing at a place outside Uganda and terminating at a place within Uganda or overflying the Ugandan airspace without authorisation from the appropriate authorities.

(4) A UAS operation shall meet the performance, equipment and document carriage requirements for the specific airspace in which the flight is to operate.

(5) Subject to subregulation (1), unless otherwise specified by the authority, the request for authorisation shall include the following—

(a) the name and contact information of the operator;

(b) the UA characteristics, including type of aircraft, maximum certificated take-off mass, number of engines and wingspan;

(c) a copy of certificate of registration;

(d) aircraft identification to be used in radiotelephony, where applicable;

(e) a copy of the certificate of airworthiness, where applicable;

(f) a copy of the UAS operator certificate where applicable;

(g) a copy of the remote pilot licence;

(h) a copy of the aircraft radio station licence, where applicable;

(i) a description of the intended operation (to include type of operation or purpose), flight rules, visual line-of-sight (VLOS) operations or beyond visual line-of-sight (BVLOS) operations as applicable, date of intended flight, point of departure, destination, cruising speed, cruising level, route to be followed, duration and frequency of flight;

(j) take-off and landing requirements;

(k) UA performance characteristics, including-

(i) operating speeds;

(ii) typical and maximum climb rates;

(iii) typical and maximum descent rates;

(iv) typical and maximum turn rates;

(v) other relevant data such as performance limitations, regarding wind, icing, precipitation; and

(vi) maximum aircraft endurance;

(l) communication, navigation and surveillance capabilities—

(i) aeronautical safety communication frequencies and equipment;

(ii) ATC communications, including any alternate means of communication;

(iii) command and control links (C2) including performance parameters and designated operational coverage area;

(iv) communications between remote pilot and UA observer, if applicable;

(v) navigation equipment;

(vi) surveillance equipment such as secondary surveillance radar transponder and automatic dependent surveillance- broadcast (ADSB); and

(vii) detect and avoid capabilities;

(m) emergency procedures, including-

(i) communications failure with ATC;

(ii) command and control link failure; and

(n) remote pilot or UAS observer communications failure, where applicable;

(o) number and location of remote pilot stations as well as handover procedures between remote pilot stations, where applicable;

(p) document attesting noise certification, where applicable;

(q) adherence to relevant security requirements;

(r) confirmation of compliance with the Civil Aviation (Security) Regulations, 2022;

(s) payload information or description; and

(t) proof of insurance coverage.

(6) Where documents identified in subregulation (5) are issued in a language other than English, the UAS operator shall ensure that an English translation is included.

**31. Notification of UAS operation**

(1) A UAS shall not be launched or recovered from any public or private property without notifying the authority.

(2) A pilot or an owner of a UAS shall, before starting an operation, seek the permission of the appropriate authorities and inform the community within the area of operation.

**32. Operation of UAS**

(1) A person shall not operate a UAS —

(a) at night, unless specifically cleared by the authority;

(b) where cameras, imaging devices or other sensors capture information, pictures or videos extending beyond the prescribed area of approved operation.

(2) Subject to subregulation (1), where cameras, imaging devices or other sensors capture information, pictures or videos, the information shall not be reproduced, processed, shared, distributed or published in a manner contrary to the laws of Uganda.

(3) The UAS operation may be conducted at heights and lateral distances as the authority may approve.

(4) The UAS operation may be conducted in conditions other than Visual Meteorological Conditions (VMC) provided that the pilot is duly rated, the system meets required specifications and is approved by the authority.

**33. Airworthiness of UAS**

(1) An owner or operator of a UAS shall ensure that all its components are in working order and in accordance with the manufacturers' user manual.

(2) The authority shall require a UAS with a type certificate to obtain a certificate of airworthiness.

**34. Maintenance of UAS**

(1) An owner or operator of a UAS shall—

(a) maintain the UAS in a satisfactory condition for safe operation;

(b) inspect the UAS prior to flight, to determine that the system is in satisfactory condition for safe operation; and

(c) keep a log of all the checks performed before and after each flight operation.

(2) Subject to subregulation (1), maintenance shall be undertaken by personnel authorised by the authority.

**35. Inspection, testing and demonstration of compliance**

(1) Where the authority is inspecting, testing, or demonstrating compliance with these Regulations, the authority shall have unrestricted access to—

(a) the remote pilot licence or remote pilot authorisation and its UA rating;

(b) a certificate of registration for the UAS being operated;

(c) any other document, record, or report required to be kept by a remote pilot or owner of a UA under these Regulations; and

(d) areas of maintenance, demonstration and testing of the UAS.

(2) Subject to subregulation (1), the remote pilot, or owner of a UAS shall, upon request, allow the authority to make oversight activities of the UAS, the remote pilot, facilities and equipment, to determine compliance with these Regulations.

**36. Remote pilot licence**

(1) A person shall not act as a UAS pilot for a complex operation unless that person is the holder of a remote pilot licence issued by the authority.

(2) A remote pilot licence required under subregulation (1) shall be issued in accordance with the Civil Aviation (Personnel Licensing) Regulations, 2022.

**37. Remote pilot authorisation**

A person shall not act as a UAS pilot for a standard operation unless that person is the holder of a remote pilot authorisation issued by the authority.

**38. Training**

(1) A person shall not provide training or instruction on the operation of UAS operations unless he or she is approved by the authority.

(2) An operator shall establish and maintain a training program appropriate to the UAS operations, for approval by the authority.

**39. Facilities, instruments and equipment**

(1) An owner or operator shall provide facilities appropriate to support the UAS operation.

(2) An operator shall provide adequate instruments and equipment required for an approved UAS operation depending on—

(a) the categorisation of the UAS operation;

(b) type of operations; and

(c) special authorisations sought.

**40. Operator's documentation**

(1) An operator shall keep a list of all equipment and other relevant documents accepted by the authority, including technical manuals, technical instructions, legislation, and any other document necessary to support the UAS operations.

(2) Subject to subregulation (1), the documentation shall include human factors material relevant to the management of operations.

(3) The operator shall establish and maintain a procedure to control and amend all applicable documents required by subregulation (1).

(4) The operator shall ensure that all amendments to the documents are accepted to the authority and copies of the amendments are promptly distributed to all users.

**41. Safety management**

A UOC holder shall establish and maintain a safety management system to ensure compliance with these Regulations and the Civil Aviation (Safety Management) Regulations, 2022.

**42. Reporting of accidents, incidents, loss or theft**

(1) An owner or operator of a UAS shall ensure that all incidents and accidents involving such a system are recorded and reported to the authority in accordance with the Civil Aviation (Aircraft Accidents and Incidents Investigations) Regulations, 2022.

(2) A person may report to the authority, accidents and incidents involving an UAS.

(3) An owner or operator of a UAS shall notify the authority immediately of the loss or theft of a UAS or its components.

(4) The authority shall, upon receipt of the report of an accident, loss or theft, of a UAS determine the nature and type of any additional investigation or enforcement action required to be taken.

**43. Prohibited operation of UAS**

(1) A person shall not operate a UAS in a negligent or reckless manner.

(2) For the purposes of subregulation (1), a person operates a UAS in a negligent or reckless manner where that person—

(a) in the course of operation, endangers other aircraft, persons or property; or

(b) operates in or around strategic installations, air navigation service facilities, high tension cables and communication masts, prisons, police stations, courts of law, scenes of crime, schools, hospitals and any other area designated by the authority as a prohibited, restricted or danger area, except where the authority grants specific permission.

(3) The authority may prohibit the use of UAS in any specific area in Uganda for any period in the interest of safety and security.

**44. Operations in congested areas and crowd**

A person shall not operate a UAS at a lateral distance of less than 50 meters from any person, building, structure, vehicle, vessel or animal not associated with the operations of the system unless authorised by the authority.

**45. Operations in the vicinity of public road**

A person shall not operate a UAS over a public road, along the length of a public road or at a distance of less than 50metres from a public road, unless—

(a) the operation has been approved by the authority; or

(b) the road has been closed from public use and reasonable care has been taken to ensure the safety of road users and pedestrians in the event of loss of control of the Unmanned Aircraft.

**46. Landing on road**

A person shall not use a public road as a place of landing or take-off of an UAS, except where the operation has been approved by the authority and the circumstances preclude danger to the public.

**47. Collision avoidance**

(1) An owner or operator of a UAS in all airspace shall operate in accordance with the Civil Aviation (Rules of the Air) Regulations, 2020 and a remote pilot shall maintain situational awareness to see and avoid other aircraft and vehicles and shall yield the right- of-way to all aircraft and vehicles.

(2) For the purposes of subregulation (1), "yielding the right-of-way" means that the UAS shall give way to the manned aircraft or vehicle and may not pass over, under, or ahead of it unless well clear.

(3) A person shall not operate an UAS close to another aircraft as to create a collision hazard.

**48. Filing of flight plans**

(1) A UAS flight in controlled airspace shall file flight plans with the air traffic control.

(2) Without prejudice to the generality of subregulation (1), all UAS flights in uncontrolled airspace shall, at all times, comply with the applicable rules of the air.

**49. Emergency and contingency procedures**

An owner or operator of a UAS in Category B and C shall develop and implement emergency and contingency procedures approved by the authority.

**50. Command and control of UAS**

An owner or operator of a UAS shall ensure that he or she has command and control of the system at all times during the flight.

**51. Air Traffic Control (ATC) communication**

An operator of an UAS shall notify and maintain communication with Air Traffic Control (ATC) during the operation.

**52. Operation in the vicinity of aerodromes**

Except with the written permission of the owner or operator of an aerodrome, the appropriate air navigation service provider and the approval of the authority, a person shall not operate an UAS —

(a) within four kilometres of an aerodrome from the aerodrome reference point for code A, B, C, D, E and F aerodromes;

(b) on approach and take-off paths;

(c) within the vicinity of navigation aids;

(d) within the aerodrome traffic zone; and

(e) within terminal traffic holding patterns.

**53. Operations at aerodrome**

(1) The authority shall, upon approval of a UAS operation at an aerodrome—

(a) impose operating restrictions in the interest of safety;

(b) publish details of the approval in the appropriate aeronautical information product; and

(c) revoke or change the conditions that apply to the approval and publish details of any revocation or change in conditions in the appropriate element of the aeronautical information product.

(2) The aeronautical information products referred to in subregulation (1)(b) are—

(a) aeronautical information publication, including amendments and supplements;

(b) aeronautical information circulars;

(c) aeronautical charts;

(d) notice to airmen; and

(e) digital data sets.

**54. Weather and day limitations**

A person shall not operate a UA—

(a) in or into a cloud; or

(b) at night; or

(c) in conditions other than visual meteorological conditions (VMC)—

(i) unless he or she is authorised by the authority in accordance with these Regulations; and

(ii) in accordance with an air traffic control clearance.

**55. Record-keeping**

(1) An owner or operator of a UAS for Categories B and C shall establish a system of record-keeping that allows adequate storage and reliable traceability of all operations, including—

(a) operator's organisation;

(b) safety management systems, where applicable;

(c) personnel training and competence verification;

(d) documentation of all management system key processes and products;

(e) maintenance records; and

(f) security management records, where applicable.

(2) A person who deals in UAS or its components shall keep records of all activities involving the system or any of its components.

(3) The records shall be stored in a manner that ensures protection from damage, alteration and theft.

(4) The records identified in this regulation shall be current and shall have sufficient details to determine whether the experience and qualification requirements are met for the purpose of the UAS operations.

(5) A person shall not hinder the authority from inspecting and taking copies of extracts from the records kept in accordance with subregulation (1).

(6) An operator shall establish procedures for the disposal of the records necessary for the UAS operations in accordance with the operations manual approved by the authority.

**56. Insurance**

(1) A person shall not operate, or cause to be operated or commit any other person to operate a UAS in Categories B and C unless the UAS has a valid third party insurance policy.

(2) An operator of a UAS shall make available a third party liability insurance certificate, in the authentic form, at the location of the system operator's operational management or any other location specified by the authority.

**57. Discharge or dropping of objects**

(1) A person shall not cause an object to be dropped or discharged from a UAS unless the authorisation granted expressly provides for such dropping or discharge.

(2) For purposes of this regulation, an object includes gases, liquids, solids, electromagnetic pulse or any other thing capable of being discharged or dropped from a UAS.

**58. Category B Unmanned Aircraft Operating Conditions**

(1) A person shall not operate a UA in a standard unmanned aircraft operating conditions unless, during the operation—

(a) the UA is operated within visual line-of-sight (VLoS) of the person operating the UA;

(b) the UA is operated at or below 400 feet above ground level (AGL) by day; and

(c) the UA is not operated within 50 metres of a person, measured horizontally, who is not directly associated with the operation of the UA.

(2) Subject to subregulation (1), a UA shall not be operated over an area where a fire, police or other public safety or emergency operation is being conducted, without the prior approval by the authority.

**59. Segregated airspace**

A person shall not operate a UA within a segregated airspace unless the person has an approval to do so from the appropriate authority responsible for the segregated airspace area.

**60. Controlled airspace**

(1) A person shall not operate a UA in a controlled airspace without authorisation from the air traffic control unit responsible for the controlled airspace.

(2) Any person conducting UAS operations shall ensure that the appropriate air traffic control unit is notified immediately where the flight of an unmanned aircraft system inadvertently enters into controlled airspace.

**61. Airspace knowledge**

A person shall not operate a UA unless he or she—

(a) ensures that before each flight, the person is aware of the airspace designation under the Civil Aviation (Rules of the Air) Regulations, 2020 and any applicable airspace restrictions in place in the area of intended operation; or

(b) conducts the operation under the direct supervision of a person who is aware of the airspace designation under the Civil Aviation (Rules of the Air) Regulations, 2020 and any applicable airspace restrictions in place in the area of intended operation.

**62. Hazard identification and assessment**

(1) A Category B or C UA Operator shall take all practicable steps to identify hazards and develop a safety risk assessment plan in accordance with the Civil Aviation (Safety Management) Regulations, 2022.

(2) A remote pilot shall discontinue the flight when he or she has reason to believe that continuing the flight would pose a hazard to civil aviation operations, people, or property.

**63. Visual line-of-sight operations**

(1) A person shall not operate a UA in—

(a) any area in which the person's view of the surrounding airspace in which the UA will operate is obstructed; or

(b) meteorological conditions that obstruct the person's ability to maintain visual line-of-sight of the aircraft.

(2) A person who operates a UAS in VLOS shall at all times-

(a) maintain visual line-of-sight with the UAS or be in direct communications with a UAS observer that maintains visual line-of-sight with the UAS;

(b) be able to see the surrounding airspace in which the UAS is operating; and

(c) operate the UAS below any cloud base.

(3) A remote pilot or UA observer shall have a clear view which may be achieved—

(a) with the use of the following aids—

(i) spectacles;

(ii) contact lenses or similar devices; and

(b) without the use of aided visual contact such as—

(i) binoculars;

(ii) telescopic equipment;

(iii) night vision equipment;

(iv) visual enhancing equipment;

(v) electronic, mechanical, electromagnetic, optical, or electro-optical instrument.

(4) A visual line of sight operation shall include a first-person view system and a trained or competent UA observer who maintain—

(a) visual line-of-sight of the UA;

(b) sight of the surrounding airspace in which the UAS is operating; and

(c) direct communication with the person who is operating the UA.

**64. UAS Operation Beyond Visual Line-of-Sight (BVLOS)**

(1) A person shall not operate a UA beyond Visual Line of Sight unless the UA is equipped with a detect and avoid system and is authorised by the authority.

(2) The operator of a UAS shall, prior to BVLOS operations, obtain an authorisation from the authority after conducting an operation safety risk assessment accepted by the authority.

(3) The remote pilot or UA observer conducting BVLOS flights shall have a means to detect and avoid traffic and all other hazards including hazardous meteorological conditions, terrain and obstacles, unless otherwise approved by the authority.

(4) A remote pilot shall, prior to conducting a controlled BVLOS operation, coordinate with the air traffic control unit involved, regarding—

(a) any operational performance limitations or restrictions unique to the UAS;

(b) any programmed lost C2 link flight profile or flight termination procedures;

(c) direct telephone communication between the Remote Pilot Station (RPS) and the appropriate air traffic control unit for contingency use, unless otherwise authorised by the ATC unit involved; and

(d) communication between the Remote Pilot Station (RPS) and the appropriate air traffic control unit as required for the class of airspace in which operations occur and should utilise standard ATC communications equipment and procedures, unless otherwise authorisation by the appropriate air traffic controlled unit involved.

(5) A remote pilot shall minimize C2 link transaction time, in order not to inhibit his or her ability to interface with a UAS compared to that of a manned aircraft.

(6) The UAS operating BVLOS shall only operate within radio line of sight (RLOS).

(7) Notwithstanding subregulation (6), operations beyond the radio line of sight shall, require special authorisation from the authority, after indicating all operational control functions and safety measures associated to the type of operation.

(8) A remote pilot station for UAS operations BVLOS shall be designed to match the performance of the type of C2 link with which it will be used.

(9) The BVLOS operations shall be conducted only when the following conditions are met—

(a) both the State of the operator and the State in whose airspace operation occurs have approved the operation;

(b) the unmanned aircraft (UA) remains in VMC throughout the flight; and

(c) a detect and avoid (DAA) capability or other mitigation is used to ensure that the UA remains well clear of all other traffic;

(d) the area is void of other traffic; and

(e) the operation occurs in specifically delimited or segregated airspace.

(10) The BVLOS operation over heavily populated areas or over open air assemblies of people shall require special consideration including—

(a) altitudes for safe operation;

(b) consequences of uncontrolled landing;

(c) obstructions;

(d) proximity to airports or emergency landing fields;

(e) local restrictions regarding UAS operations over heavily populated areas; and

(f) the emergency termination of a UA flight.

(11) The take-off launch of UAS operation BVLOS shall be operated from established aerodromes, UAS ports or any other location,

depending on operational requirements and system configuration, design and performance.

(12) A remote pilot or controller may approve take-off or launch from aerodromes for BVLOS operations from established aerodromes after ensuring that the safety of manned aircraft operations is not jeopardised by considering—

(a) regulations relating to UAS operations on or near an aerodrome;

(b) complexity and density of air traffic;

(c) ground operations, including taxiway width, condition, and other ground traffic;

(d) C2 link continuity;

(e) payload considerations;

(f) wake turbulence;

(g) performance and capability related to take-off distance or runway available and minimum obstruction climb requirements, departure procedures and any flight

(h) restricting conditions associated with operations to or from the aerodrome; and

(i) availability of emergency recovery areas.

**65. Highly automated UAS operation**

(1) An operator shall not conduct UA operations involving increasingly complex automated aircraft that require extensive performance review, risk assessment, and testing without prior authorisation by the authority.

(2) An operator conducting automated unmanned aircraft operations shall be responsible for the operations, maintenance and any operational requirements in accordance with these Regulations.

(3) An operator conducting automated UA operations shall comply with the requirements of the Civil Aviation (Rules of the Air) Regulations 2020.

(4) Subject to subregulation (1), the authorisation of highly automated UAS operations shall be carried out in consultation with the National Aviation Security Committee.

**66. Medical condition and drug or alcohol use**

(1) A person shall not act as a remote pilot if he or she knows or has reason to know that he or she has a physical or mental condition that would interfere with the safe operation of a UAS.

(2) A remote pilot shall not operate a UA if the remote pilot is or appears to be under the influence of—

(a) alcohol; or

(b) any drug that affects his or her faculties in any way contrary to safety.

**67. Carriage of dangerous goods**

An owner or operator of a UAS shall comply with the provisions for carriage of dangerous goods by air in accordance with the Civil Aviation (Safe Transport of Dangerous Goods by Air) Regulations, 2022 relevant to dangerous goods.

**68. Pre-flight familiarisation, inspection and actions for UAS operation**

Prior to flight, a remote pilot shall—

(a) assess the operating environment, considering risks to persons and property in the immediate vicinity, both on the surface and in the air and the assessment shall include-

(i) local weather conditions; ;

(ii) local airspace and any flight restrictions;

(iii) the location of persons and property on the surface; and

(iv) all hazards;

(b) ensure that all persons involved in the operation of the UAS receive a briefing that includes operating conditions, emergency procedures, contingency procedures, roles and responsibilities, and potential hazards;

(c) ensure that all links between the ground station and the UA are working properly; and

(d) where the UA is powered, ensure that there is enough available power for the UA to operate for the intended operational time and to operate after that for at least five minutes.

**69. Use of aeronautical radio**

(1) Communication between the remote pilot and air traffic control unit shall be on appropriate radio frequencies used in aeronautical radio frequency spectrum.

(2) Where applicable, a UA operator shall seek a radio licence from the Uganda Communications Commission prior to operating any radio for communication.

PART VII—RECREATIONAL AND SPORTS UAS OPERATIONS

**70. Recreational and sports UAS operation**

(1) A UAS operation for recreation and sports purposes shall be conducted within a registered club authorised by the authority as set out in Schedule 4 of these Regulations.

(2) The authorisation given under subregulation (1) shall be valid for twelve months.

(3) A club referred to in subregulation (1) shall provide the authority with details of its operation areas and times for approval.

(4) The authority shall segregate and notify, through the applicable element of the Integrated Aeronautical Information Product

(IAIP), of the airspaces designated for use by UAS Operators, including limitations that may apply.

**71. Training requirements for recreational and sports UAS operation**

(1) The clubs referred to in regulation 70 shall prescribe minimum training requirements for UAS operation under the club.

(2) The training requirements referred to in subregulation (1) shall be documented and submitted to the authority for approval.

PART VIII—SECURITY REQUIREMENTS FOR UAS OPERATIONS

**72. Security programme**

(1) A person shall not carry out standard or complex operations without an operator security programme approved by the authority in accordance with the provisions of the Civil Aviation (Security) Regulations, 2022.

(2) The security programme referred to in subregulation (1) shall provide for measures to—

(a) ensure that the premises used for preparing, storing and parking including UAS ground station shall be secured at all times against unauthorised access;

(b) ensure the protection of critical information technology and communication systems used for operations purposes from interference that may jeopardise the security of civil aviation;

(c) ensure the protection of flight documents;

(d) ensure that operators requesting to operate with a camera are required to include details of the camera usage;

(e) ensure requirements for checks and searches of specific areas and accessible compartments of the interior and exterior of UAS; and

(f) ensure that persons engaged in UAS operations are subject to recurrent background checks and selection procedures, and are adequately trained.

(3) A UAS operator shall carry out and maintain security measures including identification and resolution of suspicious activity that may pose a threat to—

(a) a remote pilot station;

(b) the public;

(c) the staff;

(d) a UAS; or

(e) any facility under the control of the UAS operations.

(4) A UAS operator shall be subject to security inspection at any time during operations, without prior notification to the operator.

**73. Security obligations for UAS Operators**

(1) An operator of an Unmanned Aircraft System shall be responsible for the security of the Unmanned Aircraft System operations including associated facilities, personnel and equipment.

(2) The operator of the UAS shall ensure that the UAS or any of its component that is no longer in use is completely disabled or destroyed to prevent unauthorised use.

(3) The operator of the UAS shall comply with any security directives or circulars issued by the authority.

**74. Acts of unlawful interference against civil aviation**

(1) An owner or operator of a UAS shall establish, maintain and implement contingency procedures for operations personnel for threats and incidents involving UAS operations.

(2) The operator or the owner of the UAS shall ensure that reports on acts of unlawful interference are promptly submitted to the authority in accordance with the Civil Aviation (Security) Regulations, 2022.

**75. Interference of UAS operations**

(1) Except as provided in regulation 76, a person shall not interfere with the lawful authorised operation of a UAS or intercept a UAS in any manner.

(2) A person who unlawfully interferes with the duly authorised operation of a UAS commits an offence and is liable, on conviction, to a fine not exceeding one hundred currency points or to imprisonment for a term not exceeding two years, or both.

**76. Interception of UAS**

(1) The authority may intercept an unmanned aircraft where the authority has reason to believe that an unmanned aircraft is being operated in a manner that —

(a) contravenes any provision of these Regulations;

(b) poses a serious and imminent risk to the safety of the public; or

(c) prejudices national security.

(2) Subject to subregulation (1), the authority may—

(a) direct any person who the authority reasonably believes to be involved in the operation of the UAS—

(i) to end the flight of the UAS or land it safely in the fastest practicable way; or

(ii) to fly the UAS in a manner specified by the authority;

(b) with the assistance of the national security organs and by such force as is necessary—

(i) assume control of the UAS, to fly the UAS or to end the flight of the UAS or land it safely in the fastest practicable way; or

(ii) end the flight of the UAS in the fastest and safest practicable way; or

(c) confiscate the UAS and any component that the authority believes on reasonable grounds—

(i) may be evidence; or

(ii) should be seized to prevent its concealment, loss or destruction, or its use in committing, continuing or repeating an offence under these Regulations.

(3) The authority may, exercise all or any of the powers in subregulation (2), in relation to the UAS for the purpose of—

(a) preventing further contravention of any provision of these Regulations;

(b) preventing or stopping any actual or imminent occurrence that endangers or threatens to endanger the safety of the public; or

(c) safeguarding national security.

(4) The powers granted to the authority under subregulation (2), shall be exercised together with the national security organs.

**77. Security vetting for remote pilot or owner**

(1) Upon receipt of an application for registration of a UAS in categories B and C under regulation 11, the authority shall verify the compliance and accuracy of the application and provide the applicant's information to competent security agencies for security vetting prior to issuing a certificate.

(2) The authority shall issue a remote pilot licence or authorisation to an individual who has successfully completed a security threat assessment conducted by the competent security agencies.

(3) The security threat assessment shall consist of a check of intelligence-related databases, including Interpol and international databases, terrorist watch lists, and other sources relevant to determining whether an individual poses or may pose a threat to national security, and confirmation of the individual's identity.

(4) The authority shall reject the application where the competent security agencies determine that the applicant poses a security risk.

(5) A holder of a certificate of registration who is determined to pose a security risk shall have his or her certificate varied, suspended, revoked or cancelled.

(6) The relevant security agencies shall conduct, where necessary, background and criminal record checks on personnel employed in the deployment, handling, and storage of UA as appropriate.

**78. UAS Operator or owner's security measures**

A holder of a UOC issued under these Regulations shall—

(a) ensure that a UA not in use is stored in a secure manner to prevent and detect unauthorised interference or use;

(b) ensure that the UAS is protected from acts of unlawful interference;

(c) ensure that the UAS is stored and prepared for flight in a manner that will prevent and detect tampering and ensure the integrity of vital systems;

(d) designate a security coordinator responsible for the implementation, application and supervision of the security controls; and

(e) ensure that all personnel employed in the deployment, handling, and storage of the UAS have received security awareness training.

**79. Privacy of others**

(1) A person conducting operations using a UAS fitted with cameras shall operate it in a responsible way to respect the privacy of others.

(2) A person shall not use a UAS to do any of the following—

(a) conduct surveillance of—

(i) a person, without the consent from the person; and

(ii) private property, without the consent of the owner;

(b) photograph or film an individual, without the consent of the individual except at a newsgathering, or events or places to which the general public is invited.

(3) A person shall not use infrared or other similar thermal imaging technology equipment fitted on a UAS for any purpose except the following, as authorised—

(a) scientific investigation;

(b) scientific research;

(c) mapping and evaluating the earth's surface, including terrain and surface water bodies and other features;

(d) investigation or evaluation of crops, livestock, or farming operations;

(e) investigation of forests and forest management;

(f) search and rescue; and

(g) other similar investigations of vegetation or wildlife.

**80. Falsification, reproduction or alteration of documents**

(1) A person shall not make or cause to be made—

(a) any fraudulent or intentionally false record or report that is required to be made, kept, or used to show compliance with any requirement under these Regulations; or

(b) any reproduction or alteration, for fraudulent purposes, of any licence, certificate, approval, authorisation, record, report or other document under these Regulations.

(2) The commission by any person of an act prohibited under subregulation (1) is a basis for—

(a) denial of an application for a remote pilot licence or remote pliot authorisation;

(b) suspension, revocation or cancellation of any certificate, licence, approval, or authorisation issued by the authority; or

(c) a civil penalty.

**81. Obligation to avail documentation**

A remote pilot or person manipulating the flight controls of a UA shall, upon request, make available to the authority—

(a) the remote pilot licence or remote pilot authorisation; and

(b) any other document, record, or report required to be kept under these Regulations.

## Part IX—Miscellaneous

**82. Reports of violation**

(1) A person who knows of a violation under these Regulations shall report the violation to the authority.

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

**83. Suspension or revocation by contravention of law**

The authority may revoke, suspend or cancel a licence, certificate, approval, authorisation, exemption or such other document granted under these Regulations on the following grounds—

(a) where a person contravenes any provision of these Regulations;

(b) in the interest of public safety or national security;

(c) for violation of these Regulations;

(d) for violating any requirement, restriction, term or condition imposed by the authority; or

(e) in the public interest.

**84. Offences and penalties**

(1) A person who fails to comply with these Regulations, directions given by the authority or by any authorised person under these Regulations, commits an offence and is liable upon conviction, to a fine not exceeding one hundred currency points or to imprisonment for a term not exceeding three years, or both.

(2) Where these Regulations, any order, notice or proclamation made under these Regulations is contravened in relation to a UAS, the operator of that UAS and the pilot, even if the operator or the pilot 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 proves that the contravention occurred without his consent or connivance and that he or she exercised all due diligence to prevent the contravention.

(3) A person who contravenes any provision under these Regulations relating to—

(a) airworthiness of UAS;

(b) a licence or authorisation;

(c) training;

(d) reporting of UAS incidents and accidents;

(e) filing of flight plans;

(f) command and control;

(g) insurance; or

(h) record keeping,

commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points, or to imprisonment for a term not exceeding one year, or both.

(4) A person who contravenes any provision under these Regulations relating to—

(a) eligibility to own a UAS;

(b) import and export of a UAS;

(c) manufacture, assembly, selling and testing of a UAS;

(d) registration of a UAS;

(e) authorisation of a UAS operations;

(f) UAS operating limitations;

(g) prohibited operation of a UAS;

(h) carriage of dangerous goods;

(i) collision avoidance; or

(j) international UAS operations,

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 three years, or both.

(5) A UAS operator who contravenes a regulation for which no penalty has not been specified in these Regulations commits an offence and is liable upon conviction, to a fine not exceeding one hundred currency points or to imprisonment for a term not exceeding three years, or both.

**85. Exemptions**

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

(2) An application for exemption shall be made in accordance with these Regulations and shall be submitted and processed in a manner prescribed by the authority in the applicable technical guidance material.

(3) A request 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 shall be accompanied by a fee prescribed by the authority in the applicable aeronautical information circulars for technical evaluation.

**86. Grant of exemption**

(1) The authority may, upon consideration of the circumstances of the application for an exemption, grant 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 is maintained equal to that provided by these Regulations from which the exemption is sought.

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

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

**87. Revocation of S.I. No. 23 of 2020, savings and transitional**

(1) The Civil Aviation (Remotely Piloted Aircraft Systems) Regulations, 2020, S.I. No. 23 of 2020 are revoked.

(2) A licence, certificate, exemption or other approval granted by the authority 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 any licence, certificate, exemption or other approval 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 a licence, certificate, exemption or other approval, 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, exemption cancelled by the authority.

## SCHEDULES

## SCHEDULE 1

*Regulation 3*

## CURRENCY POINT

A currency point is equivalent to twenty thousand shillings.

## SCHEDULE 2

*Regulation 4(3)*

## CATEGORISATION OF UNMANNED AIRCRAFT SYSTEM OPERATIONS

### Part I – Basic Operations (Low Risk)

UAS operations in this category shall be performed—

(a) within visual line of site;

(b) at a maximum height of 30 feet (10 metres) above ground level and 50 meters lateral distance from any persons, building or object not associated with the operations;

(c) at a distance not exceeding 200 metres from the control station;

(d) within day time, from 6.00 am to 6.00 pm;

(e) at a speed not exceeding 20 kilometres per hour;

(f) after reporting to the local authorities, prior to commencement;

(g) in compliance with the state security requirements;

(h) within the territorial borders of Uganda;

(i) while observing public privacy rights; and

(j) after registering with the authority or under an authorised club.

### Part II – Standard Operations (Medium Risk)

UAS operations in this category shall be performed—

(a) after obtaining approval from the authority;

(b) within visual line of sight;

(c) at a maximum height of 400feet (122 metres) above ground level and 50 metres lateral distance from any persons, building or object not associated with the operations;

(d) with a mass not more than 5kg maximum take-off mass including associated payloads;

(e) subject to ATC instructions and guidance where applicable at heights and lateral distances from any persons, buildings or objects as prescribed in the Civil Aviation (Rules of the Air) Regulations, 2020;

(f) with a lost link recovery mechanism, where applicable;

(g) with a training programme approved by the authority, where applicable;

(h) in non-segregated airspaces away from controlled airspaces provided they are equipped with capabilities necessary to ensure the safe and secure operations;

(i) away from any notified prohibited, restricted or danger areas, unless expressly authorised by the authority;

(j) by a person in possession of a valid remote pilot authorisation issued by the authority;

(k) after reporting to the local authorities, prior to commencement;

(l) in compliance with the state security requirements;

(m) within the territorial borders of Uganda; and

(n) while observing public privacy rights;

(o) with the concept of operations submitted to the authority;

(p) with a safety risk assessment of the intended operation accepted by the authority;

(q) maintained with a manufacturer's maintenance manual or maintenance program acceptable to the authority; and

(r) comply with any other requirements as stipulated by the authority.

**Part III – Complex Operations (High Risk)**

UAS operations in this category shall be performed—

(a) within BVLOS provided that the UA has the required capabilities and is fitted with appropriate equipment and the pilot is suitably qualified and holds appropriate ratings for such an operation;

(b) after obtaining approval from the authority;

(c) after the authority has issued a Certificate of Airworthiness with respect to the UAS, where applicable;

(d) after obtaining an Unmanned Aircraft System Operator Certificate and associated operations specifications;

(e) by a person in possession of a valid Remote Pilot Licence issued by the authority and endorsed with appropriate ratings for the type of UAS;

(f) in airspaces not classified as prohibited, restricted or danger areas;

(g) subject to ATC instructions and guidance at heights and lateral distances from any persons, buildings or objects as prescribed in the Civil Aviation (Rules of the Air) Regulations, 2020;

(h) with a training programme approved by the authority, where applicable;

(i) after reporting to the local authorities, prior to commencement of the operation;

(j) in compliance with the state security requirements;

(k) within the territorial borders of Uganda;

(l) while observing public privacy rights;

(m) after submitting a concept of operations to the authority;

(n) with a safety risk assessment of the intended operation accepted by the authority;

(o) with a safety management system accepted by the authority;

(p) with a manufacturer's maintenance manual or maintenance program acceptable to the authority; and

(q) in compliance with any other requirements as stipulated by the authority.

## SCHEDULE 3

*Regulation 21*

## UNMANNED AIRCRAFT SYSTEM OPERATIONS MANUAL

An UAS operation's manual shall include each item set out below which is applicable to the specific operation, unless otherwise approved by the authority.

## PART A - GENERAL

### 1. INTRODUCTION

(1) Purpose and scope of manuals.

(2) A statement that the manual complies with all applicable regulations and requirements of the authority and with the terms and conditions of the applicable UAS operator certificate.

(3) A statement that the manual contains operational instructions that are to be complied with by the relevant personnel in the performance of their duties.

(4) List of manuals comprising operations manual.

(5) A list and brief description of the various operation's manual parts, their contents, applicability and use.

(6) The person responsible for manual content.

(7) The person responsible for manual amendment.

(8) The list of effective pages.

(9) Distribution of manuals and amendments

### 2. SAFETY MANAGEMENT SYSTEM

(1) Safety policy.

(2) Description of safety management system. The safety management system shall include—

(a) identification of aviation safety hazards encountered by the activities of the operator, assessment and mitigation of the associated risks, including taking actions and

verifying their effectiveness;

(b) a process to identify actual and potential safety hazards and assess the associated risks;

(c) a process to develop and implement remedial action necessary to maintain an acceptable level of safety;

(d) provision for continuous and regular assessment of the appropriateness and effectiveness of safety management activities.

(e) the holder of UOC establishes a system of record-keeping that allows adequate storage and reliable traceability of all activities conducted;

(f) records are stored for at least 5 years in a manner that ensures protection from damage, alteration and theft; and

(g) the records-keeping procedures shall ensure that—

(i) there is a record of each internal safety management action performed by the applicant's organisation in accordance with the procedures specified in regulation 55;

(ii) there is a record for each person who conducts activities on behalf of the applicant and includes details of their experience, qualifications, training, and competency assessments;

(iii) there is a record of each personnel certificate and rating issued by the organisation;

(iv) all records are legible;

(v) all maintenance records are up to date;

(vi) security management records are up to date;

(vii) all records are retained for a period of at least 3 years from the date of the last entry made on that record; and

(viii) records identified in this paragraph shall be current and in sufficient detail to determine whether the experience and qualification requirements are met for the purpose of commercial operations.

**3. QUALITY SYSTEM**

Description of quality system adopted.

**4. MANAGEMENT ORGANISATION**

(1) A description of the organisational structure, including the general company organisation and operations department organisation. The relationship between the operations department and the other departments of the company. In particular, the subordination and reporting lines of all divisions, departments etc., which pertain to the safety of the UAS operations, shall be shown.

(2) The duties and responsibilities of an accountable manager.

(3) Functions, duties and responsibilities of nominated personnel.

(4) Duties and responsibilities of a UAS Pilot.

(5) Duties and responsibilities of support personnel in the operation of UAS.

(6) A description of the objectives, procedures and responsibilities necessary to exercise operational control with respect to flight safety.

**5. DOCUMENTATION**

(1) Documents required in UAS operations.

(2) Document storage and retention period.

## PART B – UAS OPERATING INFORMATION

**1. CREW INFORMATION**

(1) Flight team or crew composition.

(2) Qualification requirements of UAS pilot and support crew.

(3) Medical competencies.

(4) Operations of different types of UAS.

**2. OPERATIONS OF UAS**

(1) Operating limitations and conditions.

(2) Communications.

(3) Weather.

(4) On site procedures.

**3. UAS FLIGHT MANAGEMENT**

(1) Assembly and functional checks.

(2) Pre–flight checks.

(3) Normal flight procedures associated with relevant systems.

(4) In-flight checks associated with relevant systems.

(5) Abnormal procedures associated with relevant systems.

(6) Emergency procedures associated with relevant systems.

**4. UAS USER MANUAL**

## PART C – AREAS ROUTES AND AERODROMES

1. Areas of operations.
2. Operating site planning and assessment.
3. Authorisations, including site permissions.

## PART D – TRAINING

1. Training syllabi and checking programs for UAS crew.
2. Training syllabi and checking programs for UAS support crew.
3. Training syllabi and programs for personnel other than crew.
4. Recurrent training programs.
5. Additional training requirements that individual clients specify for the proposed operations.

## SCHEDULE 4

*Regulation 70(1)*

## OPERATIONAL GUIDELINES FOR UAS CLUBS

The following requirements shall apply to UAS clubs intending to operate for sport and recreation.

**1. GENERAL PROVISIONS**

(1) A UAS club shall be registered in accordance with the provisions pertaining to the registration of clubs in Uganda for it to be authorised by the authority.

(2) No UAS club shall operate without the authorisation of the authority.

(3) A club is required to develop an operational manual providing for—

(a) membership requirements;

(b) administration of members;

(c) training requirements for its members;

(d) procedures and guidelines of operations;

(e) types of operation;

(f) class of equipment operated;

(g) security arrangements for operations; and

(h) reporting mechanisms for incidents and accidents of the UAS operations.

**2. ADMINISTRATION OF THE CLUB**

The club management shall ensure that members—

(a) have adequate training to facilitate operations;

(b) are informed on current regulations, policies and procedures;

(c) adhere to safe business practices in their activities;

(d) are knowledgeable of airspace restrictions that apply in the area of operation as approved; and

(e) are conversant with and meet the training requirements of the club.

**3. RESPONSIBILITY OF THE CLUB MANAGEMENT**

The administrator of the club shall—

(a) obtain the consent of the property owner or person in charge of the area of operation;

(b) ensure that the club's authorisation status with the authority is current;

(c) develop and operationalise a training program and plan for their membership;

(d) a current list of members and particulars of their UAS;

(e) maintain a record or database of all accidents and incidents that occur within their area of jurisdiction;

(f) ensure that it has adequate personnel qualified and competent to perform their allocated tasks and responsibilities;

(g) have procedures for responding to an incident, accident, medical emergency or if any UAS becomes uncontrollable;

(h) immediately stop all operations if the safety of a person, property or other aircraft is at risk;

(i) ensure that club activities do not interfere with civil aviation;

(j) adhere to laws from all levels of government;

(k) inspect their UAS on site before conduct of any flight to ensure that they are safe.

**Cross Reference**

Civil Aviation (Aircraft Accidents and Incidents Investigations) Regulations, 2022, S.I. No. 66 of 2022

Civil Aviation (Personnel Licensing) Regulations, 2022, S.I. No. 88 of 2022

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

Civil Aviation (Safe Transport of Dangerous Goods by Air) Regulations, 2022, S.I. No. 90 of 2022

Civil Aviation (Safety Management) Regulations, 2022, S.I. No. 91 of 2022

Civil Aviation (Security) Regulations, 2022, S.I. No. 92 of 2022

GEN. EDWARD KATUMBA-WAMALA,
*Minister of Works and Transport.*