

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

2020 No. 23.

**THE CIVIL AVIATION (REMOTELY PILOTED AIRCRAFT SYSTEMS)
REGULATIONS, 2020**

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STATUTORY INSTRUMENTS

2020 No. 23.

The Civil Aviation (Remotely Piloted Aircraft Systems) Regulations, 2020

(Under section 61(2) of the Civil Aviation Authority Act, Cap 354)

IN EXERCISE of the powers conferred upon the Minister by section 61(2) of the Civil Aviation Authority Act, and on the recommendation of the Civil Aviation Authority, these Regulations are made this..... day of.....2020.

PART I— PRELIMINARY

1. Title

These Regulations may be cited as the Civil Aviation (Remotely Piloted Aircraft Systems) Regulations, 2020.

2. Application

(1) These Regulations apply to any person who imports, exports, tests, owns, operates, procures, assembles, manufactures or maintains a RPAS registered in Uganda, wherever they may be, and any other similar aircraft operating in Uganda.

(2) Notwithstanding subregulation (1), these Regulations shall not apply to—

- (a) state aircraft;
- (b) unmanned free balloons; and
- (c) airships.

3. Interpretation

In these Regulations unless the context otherwise requires—

“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 and surface movement of aircraft;

“aeronautical information product” mean aeronautical data and aeronautical information provided either as digital data sets or as a standardized presentation in paper or electronic media;

“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;

“Authority” means Uganda Civil Aviation Authority;

“Automatic Dependent Surveillance-Broadcast (ADSB)” means a mean by which aircraft, aerodrome vehicles and other objects can automatically transmit or receive data such as identification, position and additional data, as appropriate, in a broadcast mode via a data link;

“Beyond Visual Line-of-Sight (BVLOS) Operation” means an operation in which neither a remote pilot nor a RPA observer can maintain direct unaided visual contact with the remotely piloted aircraft;

“Command and Control (C2) link” means the data link between the remote piloted aircraft and the remote pilot station for the purposes of managing the flight;

“Contracting State” mean any State which is party to the Chicago Convention;

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

“resident” means a person holding a residence permit issued under the Uganda Citizenship and Immigration Act;

“currency point” has the value assigned to it in Schedule 1;

“detect and avoid” means the capability to see, sense or detect conflicting traffic or other hazards and take the appropriate action;

“operator” means a person, organization or enterprise engaged in or offering to engage in an aircraft operation and includes the remotely piloted aircraft system;

“Remote Aircraft Operators Certificate (ROC)” means a certificate authorizing an operator to carry out specified RPAS operations;

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

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

“RPA observer” means a trained and competent person designated by the operator who, by visual observation of the remote piloted aircraft, assists the remote pilot in the safe conduct of the flight;

“Remotely Piloted Aircraft System (RPAS)” means a remotely piloted aircraft, its associated remote pilot station, the required command and control links and any other components as specified in the type design;

“RPAS operating manual” means a manual, acceptable to the State of the Operator, containing normal, abnormal and emergency procedures, checklists, limitations, performance information, details of the RPA and each associated RPS model and other material relevant to the operation of the RPAS;

“Remote Pilot In Command (RPIC)” means the remote pilot designated by an operator as being in command and charged with the safe conduct of a flight;

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

“resident” means a person holding a residence permit issued in accordance with the Uganda Citizenship and Immigration Control Act;

“Safety Management System (SMS)” means systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures;

“secondary surveillance radar” means a surveillance radar system which uses transmitters or receivers, known as, interrogators and transponders;

“segregated airspace” means airspace of specified dimensions allocated for exclusive use to a specific use;

“State aircraft” means aircraft used in military, customs and police services of Uganda or of any other State or any other civil registered aircraft at the time performing a state function and fully converted to offer services to heads of States, military service, customs or police or to any other State;

“type certificate” means document issued by a Contracting State to define the design of an aircraft type and to certify that this design meets the appropriate airworthiness requirements of that State;

“Unmanned Aircraft System (UAS)” means an aircraft and its associated systems which are operated with no pilot on board;

“unmanned free balloon” means non-power-driven, unmanned, lighter-than-air aircraft in free flight;

“Visual Line-of-Sight (VLOS) operation” means an operation in which the remote pilot or RPA observer maintains direct unaided visual contact with the remotely piloted 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—CATEGORIZATION OF OPERATIONS AND REGISTRATION OF RPAS

4. Categorization of RPAS operations.

(1) RPAS operations shall be categorised based on the risk posed by the type of operations as follows—

- (a) category A operations; referred to as basic operations which pose a low or minimal risk to the public, property and manned aviation, as set out under Part I of Schedule 2;
- (b) category B operations; referred to as specific operations which pose a medium risk to the public, property and manned aviation, as set out under Part II of Schedule 2; and
- (c) category C operations; referred to as complex, commercial or certified operation which pose a high risk to safety of individuals, property and manned aviation, as set out under Part III of Schedule 2.

(2) Notwithstanding subregulation (1), the Authority may determine additional requirements and specifications for operations in each category.

5. Eligibility to own RPAS.

(1) A person shall not be eligible to own a RPAS unless that person is—

- (a) a citizen of or resident in Uganda and of a minimum age of eighteen years;
- (b) a company registered in Uganda; or
- (c) the Government of the Republic of Uganda.

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

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

6. Import or export of RPAS.

(1) A person shall not import a RPAS or a component of a RPAS without a permit issued by the Authority.

(2) The Authority shall, before issuing a permit under subregulation (1), cause the person intending to import a RPAS or a component of a RPAS, to seek and obtain the necessary security clearance and approval from the Office of Chief of Defence Forces.

(3) A person who intends to export a Ugandan registered RPAS shall notify the Authority in writing, and obtain a deregistration certificate.

7. Manufacture, assembly and testing of RPAS.

A person intending to manufacture, assemble, test or sell a RPAS or a component of a RPAS shall apply for authorisation from the Authority.

8. Registration of RPAS.

(1) A person shall not operate a RPA within the jurisdiction of Uganda, unless the RPA has been registered by the Authority, and a certificate of registration for the RPA has been issued in accordance with these Regulations.

(2) Subject to subregulation (1), a RPA shall acquire Ugandan nationality when registered under these Regulations.

(3) Where an application for registration of a RPA has been made to the Authority, the Authority shall temporarily register the RPA in the names of the parties—

- (a) to the charter or hire-purchase agreement when a RPA is leased;
- (b) to the charter or hire purchase agreement for the duration of the lease; or
- (c) the subject of a lease, charter or hire purchase agreement to a person qualified under subregulation 5(1).

(4) The Authority shall establish and implement a system for registration and identification of RPAS in Uganda.

(5) Without prejudice to this regulation or other regulations relating to registration and identification of RPAS, where the Authority considers any registration, de-registration or identification of a remotely piloted aircraft, it may apply these Regulations or the Civil Aviation (Aircraft Registration and Marking) Regulations, 2020 at the time being in force, as deemed necessary and relevant.

9. Application for registration of RPAS.

(1) An application for registration of a RPAS, shall be made to the Authority in a Form specified in Schedule 3, upon payment of fees prescribed by the Authority.

(2) For the avoidance of doubt, an application made under subregulation (1), shall be made by the owner of a remotely piloted aircraft.

(3) An application for registration of RPAS shall be accompanied by evidence of ownership, for instance, a bill of sale.

10. Certificate of Registration.

(1) Where the Authority is satisfied that an application for registration of a RPAS meets the requirements of the law, the Authority shall –

- (a) register the RPA by assigning a registration number (“5X-....”); and
- (b) issue a certificate of registration.

(2) A certificate of registration issued under subregulation (1), shall include the particulars specified in regulation 12, and the date on which the certificate was issued.

(3) A certificate of registration issued under subregulation (1), shall not be transferable.

11. Change of particulars.

(1) A person who is registered as the owner of RPAS in Uganda shall notify the Authority in writing—

- (a) 60 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 RPAS;
- (b) the destruction of the RPAS or its permanent withdrawal from use; and
- (c) in the case of a RPAS registered in accordance with regulations 8(3), the termination of the lease, charter or hire-purchase agreement.

(2) A person who becomes the new owner of a RPAS registered in Uganda shall immediately inform the Authority in writing.

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

12. RPAS Register.

(1) The Authority shall establish and maintain a RPAS register containing the following particulars in respect of each RPAS-

- (a) the number of the certificate of registration;
- (b) the registration mark assigned to the RPAS remotely piloted aircraft by the Authority;
- (c) the name of the manufacturer and the manufacturer's designation of the remotely piloted aircraft;
- (d) the serial number of the remotely piloted aircraft;
- (e) the name and address of the owner;
- (f) the entry date; and
- (g) the use or conditions with regard to which a RPA is registered.

(2) The Authority may, where it appears necessary or appropriate, or for purposes of updating the register, correct or amend the particulars entered on the register.

13. De-registration of RPAS

The Authority may deregister or cancel the registration of a RPAS—

- (a) Upon the application of the owner of the RPAS for purposes of registering the RPAS in another State;
- (b) upon destruction of the RPAS;
- (c) upon the RPAS permanent withdrawal from use;
- (d) in the interest of national security; or
- (e) where the Authority determines that the owner or operator has violated these Regulations.

14. Temporary permit

(1) The Authority may, upon application, grant a temporary permit to an applicant for a period not exceeding 30 days, renewable once.

(2) The Authority may, in issuing a temporary permit under subregulation (1), impose such terms and conditions as it deems fit, and shall have regard to—

- (a) the public interest; and
- (b) the need to provide reasonable protection for Ugandan operators;

(3) Notwithstanding subregulation (1), a holder of a temporary permit shall obtain authorisation to operate the RPAS in accordance with Part III of these Regulations.

(4) For purposes of this regulation “temporary permit” means a permit authorising the holder to import into Uganda a RPAS registered in another country without first undertaking the process of deregistration of the RPAS in that country.

15. Maintenance of RPAS.

The owner or operator of a RPAS shall-

- (a) maintain the RPAS in a condition for safe operation;
- (b) inspect the RPAS prior to flight to determine that the system is in a condition for safe operation; and
- (c) keep a log of all the checks performed before and after each flight operation.

16. Airworthiness of RPAS

(1) ARPAS owner or operator shall ensure that all its components are in working order and in accordance with the manufacturers’ user manual.

(2) The Authority shall require a RPAS with a type certificate to obtain a certificate of airworthiness.

17. Inspection, testing, and demonstration of compliance.

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

- (a) the remote pilot licence and its remotely piloted aircraft rating;
- (b) a certificate of registration for the RPAS being operated; and
- (c) any other document, record, or report required to be kept by a remote pilot or owner of a remotely piloted aircraft under these Regulations.

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

18. Remote Pilot licence

(1) A person shall not act as a remote pilot in command or as a remote co-pilot of an RPA unless that person is a holder of a remote pilot licence issued by the Authority.

(2) Notwithstanding subregulation (1), a person shall not act as a RPAS pilot for category (B) and (C) operations unless that person is the holder of a remote pilot licence issued by the Authority.

(3) A Remote pilot licence required under subregulation (1) and (2) shall be issued in accordance with the Civil Aviation (Personnel Licensing) Regulations, 2020.

19. Training

A person shall not provide training or instruction on the operation of RPAS without an authorisation issued by the Authority.

20. Cancellation, suspension or variation of authorisation

(1) The Authority may cancel, suspend or vary any authorization or approval granted under these Regulations—

- (a) in the interest of public safety or national security;
- (b) for violating these Regulations;

- (c) for violating any requirement, restriction, term or condition imposed by the Authority; or
- (d) for any other public interest.

(2) The Authority may seize any RPAS or component of a RPAS, belonging to a person who contravenes these Regulations, pending further administrative action.

(3) Where the Authority deems it necessary to destroy or dispose of anything confiscated under subregulation (2), the Authority shall apply to Court for an order authorising the destruction or disposal of the thing.

PART III—GENERAL REQUIREMENTS FOR OPERATIONS OF RPAS

21. General obligation of a RPAS owner or Operator

- (1) A RPAS owner or operator shall—
 - (a) be responsible for the safe conduct of its operations;
 - (b) comply with all requirements, terms and conditions established by the Authority regarding its operation;
 - (c) be responsible for contracted services from providers including communications service providers, as necessary, to carry out its operations;
 - (d) be responsible for operational control of the RPAS;
 - (e) ensure that it is registered in accordance with these Regulations; and
 - (f) ensure secure storage of the RPAS and its components at all times.
- (2) Unless specified by the Authority, a request for authorisation for operation of a RPAS shall include—
 - (a) the name and contact information of the operator;

- (b) the characteristics of the RPAS including type of aircraft, maximum certificated take-off mass, number of engines and wing span;
- (c) a copy of the certificate of registration;
- (d) the aircraft identification to be used in radiotelephony, where applicable;
- (e) a copy of the certificate of airworthiness, where applicable;
- (f) a copy of the RPAS operator certificate, where applicable;
- (g) a copy of the Remote Pilot licence, where applicable;
- (h) a copy of the aircraft radio station licence, where applicable;
- (i) a description of the intended operation, to include—
 - (i) type of operation or purpose;
 - (ii) flight rules;
 - (iii) visual line-of sight (VLOS) operation where applicable;
 - (iv) date of intended flight;
 - (v) point of departure;
 - (vi) destination;
 - (vii) cruising speed and cruising level;
 - (viii) the route to be followed;
 - (ix) the duration or frequency of flight; and
 - (x) take-off and landing requirements;
- (j) RPAS 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;
- (l) aeronautical safety communications frequencies equipment, including—
- (i) ATC communications, including any alternate means of communication;
 - (ii) command and control (C2) links;
 - (iii) performance parameters and designated operational coverage area;
 - (iv) communications between remote pilot and Remote Piloted Aircraft (RPA);
 - (v) Remote Piloted Aircraft observer, where applicable;
 - (vi) navigation equipment;
 - (vii) surveillance equipment, including Secondary Surveillance Radar transponder and Automatic Dependent Surveillance- Broadcast (ADS-B);
- (m) detect and avoid capabilities; and
- (n) emergency procedures, including—

- (i) communications failure with Air Traffic Control (ATC);
- (ii) C2 failure;
- (iii) remote pilot or remote piloted 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 to noise certification, where applicable;
- (vi) confirmation of compliance with the Civil Aviation (Security) Regulations, 2017;
- (vii) payload information or description; and
- (viii) proof of adequate insurance coverage.

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

(4) Where documents identified under subregulation (2), are issued in a language other than English, the RPAS operator or owner shall ensure that an English translation is included.

22. Pre-flight familiarization, inspection and actions for remotely piloted aircraft operation.

(1) 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, including—
 - (i) local weather conditions;
 - (ii) local airspace and any flight restrictions;

- (iii) location of persons and property on the surface; and
 - (iv) other ground hazards.
- (b) ensure that all persons involved in the operation of the remotely piloted aircraft receive a briefing that includes—
 - (i) operating conditions;
 - (ii) emergency procedures,;
 - (iii) contingency procedures;
 - (iv) roles and responsibilities; and
 - (v) potential hazards,
- (c) ensure that all links between ground station and the RPA are working properly; and
- (d) where the RPA is powered, ensure that there is sufficient power available for the RPAS to operate for the intended operational time and to operate after that for not less than five minutes.

(2) Every person involved in operation under this regulation, shall perform the duties assigned to him or her by the remote pilot.

23. Authorization of RPAS operations.

(1) A person shall not operate a RPAS in Uganda without authorisation from the Authority.

(2) Notwithstanding subregulation (1), RPAS operators shall be authorised in accordance with the category of use, as follows-

- (a) in the case of RPAS used for recreation and sports, authorisation shall be in accordance with Part IV of these Regulations;
- (b) in the case of RPAS for private use, authorisation shall be granted to the operator directly in accordance with Part IV of these Regulations; and

- (c) in the case of RPAS for commercial use, authorisation shall be issued in accordance with Part VI of these Regulations.

24. Operation of multiple RPAS.

A person shall not act as a remote pilot in the operation of more than one RPAS at the same time.

25. RPAS operating limitations.

(1) A person shall not operate a RPAS—

- (a) at or above 400 feet Above Ground Level (AGL) and within 100 meters of any person, vessel, vehicle or structure which is not under the control of the person in charge of the RPAS except with the authorisation of the Authority;
- (b) in conditions other than Visual Meteorological Conditions (VMC);
- (c) at night, unless specifically cleared by the Authority on a case by case basis; and
- (d) where cameras, imaging devices or other sensors capture information, pictures or videos extending beyond the prescribed area of approved operation.

(2) Where cameras, imaging devices or other sensors capture information, pictures or videos under subregulation (1)(d), such information shall not be reproduced, processed, shared, distributed or published.

(3) Notwithstanding subregulation (1)(a), the Authority may approve RPAS operations to be conducted at such higher heights and lateral distances.

(4) Notwithstanding subregulation (1)(b), RPAS operations may be conducted in conditions other than VMC, provided that-

- (i) the pilot is duly rated;
- (ii) the RPAS meets required specifications; and

- (iii) the RPAS operations to be conducted in conditions other than VMC are approved by the Authority.

26. Operation in prohibited or restricted areas.

A person shall not operate a RPAS—

- (a) in a manner that endangers other aircraft, persons or property;
- (b) in a prohibited area; or
- (c) in a restricted, danger area or any other area notified by the Authority except with the written permission of and in accordance with any conditions imposed by the Authority.

27. Operation in controlled airspace.

(1) A remotely piloted aircraft shall not operate in a controlled airspace unless the operator has prior authorisation from the Air Traffic Control (ATC) facility having jurisdiction over that airspace.

(2) A remotely piloted aircraft shall only operate at least 10 kilometres away from the centre of any aerodrome.

(3) A person conducting remotely piloted aircraft operations shall ensure that the appropriate Air Traffic Service Unit or Units are advised immediately any time when the flight of a remotely piloted aircraft inadvertently enters into controlled airspace.

28. Reporting of RPAS incidents and accidents

(1) Every RPAS operator shall ensure that all incidents and accidents involving RPAS operations are reported to the Authority in accordance with the Civil Aviation (Safety Management) Regulations, 2020.

(2) The Authority shall establish a mechanism for members of the public to report accidents, incidents and alleged violations of the regulation by the RPAS operators or owners.

(3) A person who owns or operates a RPAS shall notify the Authority immediately of the loss or theft of a RPAS or its components.

(4) The Authority shall, upon receipt of a report of loss, theft, incident or accident involving a RPAS, determine the nature and type of any further investigation or enforcement action required to be taken.

(5) For purposes of this regulation, “accident” means an occurrence associated with the operation of RPAS system which takes place between the time when the aircraft is ready to move with the purpose of flight until the time 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; or
 - (ii) direct contact with any part of the aircraft, including parts which have become detached from the aircraft; 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, propellers, wing tips, antennas, probes, vanes, tires, wheel, fairings, panels, landing gear doors, 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 aerodrome.

29. Prohibited operation of RPAS.

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

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

- (a) in the course of operation, endangers other aircraft, persons or property;
- (b) operates in or around a prohibited or restricted and danger area, the particulars of which have been duly published in the Uganda Aeronautical Information Publication (AIP), except in accordance with the conditions of the restrictions or by permission granted by the Authority; or
- (c) operates in or around strategic installations, ANS facilities, high tension cables and communication masts, prisons, police stations, courts of law, scenes of crime, schools and hospitals except in accordance with the conditions of the restrictions or by permission granted by the Authority.

30. Carriage of dangerous goods

(1) A person shall not take on board or cause to be taken on board a RPAS or deliver or cause to be delivered for loading thereon any goods which that person knows or has reasonable cause to know to be dangerous goods unless approved by the Authority.

(2) For purposes of subregulation (1), “dangerous goods” includes any substance that is classified as such in the ICAO Technical Instructions for Carriage of Dangerous Goods.

31. Operations in congested areas and crowds

A person shall not operate a RPAS at a lateral distance of less than 100 metres from any person, building, structure, vehicle, vessel or animal not associated with the operations of RPAS unless authorised by the Authority.

32. Operations in the vicinity of public roads.

A person shall not operate a RPAS over a public road or along the length of a public road at a distance of less than 100m from a public road unless—

- (a) the operation has been approved by the Authority; or
- (b) such road has been closed from public use; and
- (c) reasonable care has been taken to ensure the safety of road users and pedestrians in the event of loss of control of the RPA.

33. Landing on roads.

A person shall not use a public road as a place of landing or take-off of an RPAS, except—

- (a) where the operation has been approved by the Authority; or
- (b) in the event of an emergency.

34. Collision avoidance.

(1) All RPAS in controlled airspace shall operate in accordance with the Civil Aviation (Rules of the Air) Regulations, 2020.

(2) Subject to subregulation (1), a remote pilot shall-

- (a) maintain awareness so as to see and avoid other aircraft and vehicles; and
- (b) yield the right-of-way to all aircraft and vehicles.

(3) For purposes of subregulation 2(b), “yield the right-of-way” means a RPAS to give way to a manned aircraft or vehicle and may not pass over, under, or ahead of it unless well clear.

(4) For avoidance of doubt, a person shall not, operate a RPAS so close to another aircraft, as to create a collision hazard.

35. International RPAS operations.

A person shall not conduct a RPAS flight—

- (a) commencing at a place within Uganda and terminating at a place outside Uganda without authorisation from the State of destination or any other State over whose airspace the RPAS shall fly; or

- (b) commencing at a place outside Uganda and terminating at a place within Uganda or over-flying Ugandan airspace without authorisation from the Authority.

36. Filing of flight plans.

(1) All RPAS flights in controlled airspace shall file flight plans in accordance with the Civil Aviation (Rules of the Air) Regulations, 2020.

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

37. Emergency and contingency links.

All RPAS operators shall develop and implement emergency and contingency procedures acceptable to the Authority.

38. Command and Control.

(1) A RPAS owner or operator shall ensure that he or she has command and control of the RPAS at all times during the flight.

(2) Notwithstanding subregulation (1), a RPAS owner or operator who loses command or control of his or her RPAS shall report to the Authority immediately.

39. Air Traffic Control(ATC) communication.

(1) A RPAS pilot shall ensure that Air Traffic Control (ATC) is made aware of any operations that shall take place in areas which are likely to affect manned and controlled air traffic.

(2) The Air Navigation Service Provider (ANSP) shall establish procedures, acceptable to the Authority, for integration of RPAS operation into the airspace, to ensure aviation safety and the procedures shall include communication and surveillance detection.

(3) Subject to subregulation (2), the procedures established by the ANSP shall provide for required information to be passed to Air Traffic Control by RPAS pilot before and during RPAS system operations.

40. Operation in the vicinity of aerodromes.

Except with the written permission of an owner or operator of an aerodrome, the appropriate Air Navigation Service Provider and approval from the Authority, a person shall not operate a RPAS—

- (a) within 10 kilometers of an aerodrome from the aerodrome reference point for code C, D, E and F aerodromes;
- (b) within 7 kilometers of an aerodrome from the aerodrome reference point for code A and B aerodromes;
- (c) on approach and take-off paths;
- (d) within the vicinity of navigation aids;
- (e) within the aerodrome traffic zone; or
- (f) within terminal traffic holding patterns.

41. Operations at an aerodrome.

The Authority shall, upon approval of RPAS operation at an aerodrome—

- (a) impose operating restrictions on the approval 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 such approval and publish details of any revocation or change in conditions in the appropriate element of the Aeronautical Information Product.

42. Record keeping.

(1) A RPAS owner or operator shall establish a system of record keeping that allows adequate storage and reliable traceability of all activities developed, covering at a minimum—

- (a) operator's organization;
- (b) safety management systems;
- (c) personnel training and competence verification;

- (d) documentation of all management system key processes;
- (e) maintenance records; and
- (f) security management records

(2) A person who deals in a RPAS or its components shall keep records of all activities involving the RPAS or its component.

(3) Subject to subregulation (2), records shall be stored in a manner that ensures protection from damage, alteration and theft.

(4) Records kept in accordance with this regulation shall be current and have sufficient details to determine whether the experience and qualification requirements are met for the purpose of RPAS operations.

(5) The Authority may at any reasonable time inspect and take copies of extracts from the records kept in accordance with subregulation (1).

43. Insurance.

(1) A person shall not operate, or cause to be operated or commit any other person to operate RPAS, unless there is in force a minimum insurance policy in respect of third party risks.

(2) The minimum amount of insurance in respect of any RPAS insured in accordance with subregulation (1), shall be notified by the Authority.

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

(4) Notwithstanding subregulation (1), the Authority may dispense with the requirement for insurance depending on the category of the RPAS.

44. Privacy of persons and property.

(1) Any person conducting operations using RPAS fitted with cameras or other sensing equipment shall operate them in a responsible way that ensures the privacy of other persons and their property.

(2) Without prejudice to the generality of subregulation (1), no person shall use a RPAS to do any of the following-

- (a) conduct surveillance of—
 - (i) a person without the person’s consent;
 - (ii) private real property without the consent of the owner;
- (b) photograph or film an individual, without the individual’s consent, for the purpose of publishing or otherwise publicly disseminating the photograph or film.

(3) Infrared or other similar thermal imaging technology equipment fitted on RPAS shall only be for the sole purpose of—

- (a) mapping and evaluating the earth’s surface, including terrain and surface water bodies and other features;
- (b) investigation of forests and forest management;
- (c) search and rescue; and
- (d) other similar investigations of vegetation or wildlife.

45. Discharge or dropping goods.

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

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

PART IV—BASIC OPERATIONS OF RPAS FOR PRIVATE,
SPORT AND RECREATION

46. Interpretation.

In this Part “private, recreational and sports RPAS operations means all RPAS operations other than commercial RPAS Operations.

47. Private RPAS operations.

A person shall not operate a RPAS for private purposes unless authorised by the Authority, subject to conditions prescribed by the Authority.

48. Training requirements for private RPAS operations.

Every RPAS pilot shall train for private RPAS operations in accordance with training requirements prescribed by the Authority.

49. Recreational and sports RPAS operations.

(1) A RPAS operator shall conduct RPAS operations for recreation and sports in a registered club approved by the Authority, in accordance with guidelines specified in Schedule 4 of these Regulations.

(2) An approval issued by the Authority under subregulation (1), is valid for twelve months from the date of issue of the approval.

(3) Subject to subregulation (1), the Authority shall establish a mechanism for approval of clubs, including requirements for composition, documentation and club rules and regulations.

(4) A registered club referred to in subregulation (1), shall provide the Authority with details of its operation area and date of approval.

(5) For purposes of this regulation, the Authority shall segregate and notify through the applicable element of the IAIP of the airspace designated for use by RPAS operators, including limitations that may apply.

50. Training requirements for recreational and sports RPAS operations

(1) Subject to regulation 49, a registered club intending to conduct RPAS operations shall prescribe minimum training requirements for RPAS operation under the club.

(2) The Training requirements referred to in subregulation (1), shall be documented and submitted to the Authority for approval.

51. Daylight operation.

(1) All operations of a RPAS shall be conducted in day light.

(2) Notwithstanding subregulation (1), the Authority may authorise night operations.

52. Visual line of sight (VLOS) aircraft operation.

(1) A remote pilot operator shall maintain continuous unaided visual contact with the remotely piloted aircraft for purposes of—

- (a) maintaining operational control of the remotely piloted aircraft; and
- (b) knowing the location of the remotely piloted aircraft.

(2) For purposes of this regulation, “unaided visual contact” includes binoculars, telescopic equipment, night vision equipment and visual enhancing.

53. Basic UAS operating limitations.

(1) Every remote pilot shall comply with all operating limitations when operating an UAS under the Basic Classification of RPAS operations as follows—

- (a) the airspeed of the UAS shall not exceed 87 knots (100 miles per hour) calibrated airspeed at full power in level flight;

- (b) the maximum take-off weight of a RPAS under the basic classification shall be 25kg;
- (c) a RPAS shall not be operated at a height above 400 feet (120 meters) Above Ground Level (AGL) and a lateral distance of 100 m away from any person, vessel, vehicle or structure which is not under the control of the person in charge of the RPAS, except where approved by the Authority.
- (d) the lateral distance between the unmanned aircraft system and the remote pilot shall be in such a way that the remote pilot will maintain continuous visual contact with the unmanned aircraft system;
- (e) the unmanned aircraft system shall not be flown over or within any congested area of a city, town or settlement, unless approved by the Authority;
- (f) the minimum flight visibility, as observed from the location of the ground control station must be no less than 3 statute miles (5 kilometers); and
- (g) the minimum distance of the unmanned aircraft system from the clouds must be no less than—
 - (i) 500 feet (150 meters) below the cloud; and
 - (ii) 2,000 feet (600 meters) horizontally away from the cloud.

(2) Notwithstanding subregulation (1)(c), operations of RPAS may be conducted at such higher heights and lateral distances as the Authority may approve.

(3) A RPAS operator shall not fit cameras or imaging devices on a RPAS operating at heights or lateral distances where such cameras or imaging devices capture information, pictures or videos extending beyond the prescribed area of approved operation is prohibited.

(4) Unless approved by the Authority on a case by case basis, a person shall not operate a RPAS—

- (a) in conditions other than Visual Meteorological Conditions (VMC);
- (b) at night; or
- (c) in controlled airspace under this category.

PART V— SPECIFIC OPERATIONS.

54. Flight plan

(1) All RPAS flights flown under part V or VI shall file flight plans under the following conditions—

- (a) flights in controlled airspace shall file flight plans as prescribed in the Aeronautical Information Publication (AIP);
- (b) flights in uncontrolled air space shall file flight plans as follows—
 - (i) operations within 5 kilometres out of launch area shall notify the nearest ATC and fulfil regulation on RPAS operating limitations;
 - (ii) operations beyond 5 Km out of launch shall file flight plans as stipulated in this regulation, and in accordance with regulation 25.

(2) Upon filing a Flight Plan, a RPAS operator shall comply with the appropriate procedure referred to in subregulation (1).

(3) Subject to subregulation (1) and (2), a RPAS operator shall—

- (a) share any UAS flight data with the Authority when required; and
- (b) record, store and make retrievable, data related to a RPAS flight, upon request by the Authority, for investigation.

55. Operation near aircraft and right-of-way rules.

(1) A remote pilot shall—

- (a) maintain awareness in order to see and avoid other aircraft and vehicles; and
- (b) yield right-of-way to all aircraft and vehicles.

(2) A remote pilot shall, at each point of a RPA's flight, satisfy the criteria specified in regulation 27 in order to maintain awareness and to see other aircraft and vehicles.

(3) For purposes of this regulation “yield right-of-way” means that a remotely piloted aircraft is required to give way to an aircraft or vehicle and may not pass over, under, or ahead of the aircraft or vehicle unless well clear.

56. Operations over heavily populated areas or open air assemblies of people

(1) Where a RPAS operator intends to operate over a heavily populated area or over an open air assembly of people, the Authority shall grant a special authorisation with specific operation limitations and considerations for the operation.

(2) Subject to subregulation (1), the Authority shall, in determining the specific operation limitations of a special authorisation, take into account special considerations including—

- (a) altitude for safe operation;
- (b) consequences of uncontrolled landing;
- (c) obstructions;
- (d) proximity to airports or emergency landing fields; and
- (e) local restrictions regarding RPAS operations over heavily populated areas

PART VI – COMPLEX, COMMERCIAL OR CERTIFIED
OPERATION OF RPAS

57. Certification of RPAS operations.

(1) Every RPAS for commercial operations shall be certified by the Authority in accordance with Part III of Schedule 2 to these Regulations.

(2) For purposes of this regulation, “commercial RPAS operations” means all RPAS operations involving the transportation of cargo or mail or the provision of specialized services for remuneration or hire.

58. ROC compliance.

(1) An operator shall not engage in commercial RPAS operations without a valid Remote Aircraft Operator Certificate (ROC) issued by the Authority.

(2) A ROC issued under subregulation (1), shall authorise the operator to conduct RPAS operations in accordance with conditions and limitations specified by the Authority in the ROC.

(3) Subject to subregulation (1), the Authority shall, before issuing a ROC, ensure that the RPAS operator demonstrates—

- (a) an adequate organisation;
- (b) the method of control and supervision of flight operations;
- (c) a training programme; and
- (d) ground handling and maintenance arrangements consistent with the nature and extent of the operations specified and commensurate with the size, structure and complexity of the organisation.

(4) Every commercial RPAS operator shall establish and implement a safety management system (SMS) in accordance with their operational requirements established these Regulations.

59. Application for an RPAS operator certificate (ROC).

(1) An application for a ROC shall be made to the Authority in the Form set out in Schedule 3.

(2) An application under subregulation (1), shall be accompanied by proof of payment of the prescribed fees.

(3) Notwithstanding subregulation (1), the Authority may request for additional information for an application as it may consider necessary.

(4) An application under subregulation (1), shall be made not less than 90 days before the date of the intended operation.

60. Issuance of ROC.

(1) Where the Authority is satisfied, with an application under regulation 59(1), the Authority shall issue a ROC if the applicant—

- (a) has its principal place of business registered in Uganda;
- (b) meets the applicable regulations and standards for the holder of a ROC;
- (c) is properly qualified and adequately staffed and equipped to conduct safe operations in commercial operations of RPAS;
- (d) has obtained security clearance certificated by the Office of the Chief of Defence; and
- (e) has established an aircraft operator security programme approved by the Authority in accordance with the Civil Aviation (Security) Regulations, 2017 and meets any other requirements as specified by the Authority.

(2) A ROC issued under subregulation (1), shall state—

- (a) the issuing authority;
- (b) the ROC number and its expiration date;
- (c) the RPAS 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 location where the contact details of operational management can be found;
- (f) the description of the types of operations authorised;
- (g) the type or model of remotely piloted aircraft authorised for use; and
- (h) the authorised areas of operation.

(3) For avoidance of doubt, a ROC shall remain valid depending on whether the RPAS operator maintains the requirements of subregulation (1), under the supervision of the Authority.

61. Validity and renewal of RPAS operator certificate

(1) A ROC issued by the Authority shall be valid for 12 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 ROC;
- (c) a ROC holder surrenders it to the Authority; or
- (d) the ROC holder notifies the Authority of the suspension of operations.

(2) A suspended or revoked ROC shall be returned to the Authority.

(3) Subject to subregulation (1), an application for renewal of a ROC shall be made to the Authority sixty days before the date of expiry of the valid ROC, upon payment of fees prescribed by the Authority.

62. Amendment of Remote Aircraft Operators Certificate (ROC).

(1) The Authority may, amend a ROC, where—

- (a) the Authority determines that the amendment is necessary for the safety of commercial RPAS operations; or
- (b) the ROC holder applies for an amendment and the Authority determines that the amendment is necessary.

(2) Subject to subregulation (1), a ROC holder shall operate in accordance with the amendment unless it is subsequently withdrawn.

63. Conducting surveillance, tests and inspections.

The Authority shall conduct surveillance, inspections and tests on the Remote Aircraft Operator Certificate (ROC) holder to ensure continued eligibility to hold the ROC and associated approvals.

64. Personnel for RPAS commercial operations.

(1) Every RPAS operator shall employ an accountable manager acceptable to the Authority, who shall ensure that all necessary resources are available to support ROC operations.

(2) An accountable manager employed under subregulation (1), shall be qualified and competent with sufficient skills for the tasks and activities planned to be performed, in accordance with the applicable requirements.

(3) Every RPAS operator shall establish initial and recurrent training of its personnel, to ensure continuing competence of the personnel.

65. Operations manual.

Every RPAS operator shall develop and submit to the Authority for approval, an operation manual in the form set out in Schedule 5 to these Regulations.

66. Safety management system.

(1) The holder of a ROC shall establish a safety management system commensurate with the size of the organisation or entity and the complexity of its operations.

(2) The safety management system shall include—

- (a) areas of responsibility and accountability;
- (b) safety policy;

- (c) identification of aviation safety hazards encountered by the activities of the operator, and the assessment and mitigation of the associated risks, including taking actions and verifying their effectiveness;
- (d) processes to identify actual and potential safety hazards and assessment of the associated risks;
- (e) processes to develop and implement remedial action necessary to maintain an acceptable level of safety; and
- (f) provision for continuous and regular assessment of the appropriateness and effectiveness of safety management activities.

(3) The holder of ROC shall establish a system of record-keeping that allows adequate storage and reliable traceability of all activities conducted.

(4) The format of the records shall be as specified in the ROC holder's operations manual.

(5) Records required to be kept under this regulation shall be stored for at least 5 years in a manner that ensures protection from damage, alteration and theft.

67. Authorisation for commercial RPAS operations.

(1) Any person who intends to conduct commercial RPAS operations shall seek authorisation from the Authority prior to conducting any operations.

(2) Subject to subregulation (1), every commercial RPAS operator shall have a valid ROC issued in accordance with regulation 60.

(3) A commercial RPAS operator shall not conduct a RPAS flight commencing at a place within Uganda and terminating at a place outside Uganda without authorisation from the State of destination or any other State over whose airspace the RPAS shall fly.

(4) For avoidance of doubt, a commercial RPAS operator shall not conduct a RPAS flight commencing at a place outside Uganda and terminating at a place within Uganda or overflying Uganda.

(5) RPAS shall meet the performance and equipment carriage requirements for the specific airspace in which the flight is to operate.

(6) Unless otherwise specified by the Authority a request for authorisation for commercial RPAS operations shall include—

- (a) the name and contact information of the operator;
- (b) RPAS characteristics (type of aircraft, maximum certificated take-off mass, number of engines, wing span);
- (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;
- (f) a copy of the RPAS operator certificate;
- (g) a copy of the remote pilot(s) licence;
- (h) a copy of the aircraft radio station licence, where applicable;
- (i) a description of the intended operation including—
 - (i) the type of operation or purpose;
 - (ii) the flight rules;
 - (iii) the visual line-of-sight (VLoS) operation where applicable;
 - (iv) the date of intended flight;
 - (v) the point of departure;

- (vi) the destination;
- (vii) cruising speed;
- (viii) cruising level;
- (ix) the route to be followed; and
- (x) the duration or frequency of flight;
- (j) take-off and landing requirements;
- (k) RPAS 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 performance data, for instance, limitations regarding wind, icing, precipitation; and
 - (vi) maximum aircraft endurance;
- (l) communications, navigation and surveillance capabilities;
- (m) aeronautical safety communications frequencies and equipment, including—
 - (i) ATC communications, including any alternate means of communication;
 - (ii) command and control links (C2), including performance parameters and designated operational coverage area;
 - (iii) communications between remote pilot and RPA observer, where applicable;

- (iv) navigation equipment; and
- (v) surveillance equipment, for instance, SSR transponder, ADS-B;
- (n) detect and avoid capabilities;
- (o) emergency procedures, including—
 - (i) communications failure with ATC;
 - (ii) C2 failure;
 - (iii) remote pilot or RPA observer communications failure, where applicable;
- (p) number and location of remote pilot stations as well as handover procedures between remote pilot stations, where applicable;
- (q) document attesting noise certification, if applicable;
- (r) confirmation of compliance with the Civil Aviation (Security) Regulations, 2020
- (s) payload information or description; and
- (t) proof of adequate insurance coverage.

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

68. Certification of RPAS Pilot licence or instructors.

A person shall not fly or operate a RPAS for commercial or private purposes, without a valid licence issued by the Authority in accordance with Civil Aviation (Personnel Licensing) Regulations, 2020 and these Regulations.

69. Application for remote pilot licence with RPAS rating.

(1) An application for a remote pilot licence with a RPAS rating under these Regulations shall be made in a form and manner acceptable to the Authority.

(2) The application under subregulation (1), shall include—

- (a) a knowledge test report showing that the applicant passed an initial aeronautical knowledge test, or recurrent aeronautical knowledge test in accordance with the Civil Aviation (Personnel Licensing) Regulations, 2020;
- (b) a declaration signed by the applicant stating that the applicant does not know or have reason to know that he or she has a physical or mental condition that would interfere with the safe operation of a RPAS; and
- (c) proof of payment of the prescribed fee by the Authority.

70. Requirements for remote pilot.

(1) A person shall not act as a remote pilot unless that person holds—

- (a) a remote pilot licence;
- (b) a rating for the specific RPAS type, or is operating under the supervision of a rated remote pilot for the purpose of qualifying for the rating;
- (c) the required knowledge for the type of RPAS;
- (d) a valid medical certificate.

(2) A person undergoing training to qualify for a remote pilot certificate or rating shall not—

- (a) act as solo remote pilot of an RPAS—
 - (i) except under the supervision of, or with the authority of, an authorised RPAS instructor; or
 - (ii) on an international RPA flight.
- (b) form part of the crew of a commercial RPAS flight.

71. Aeronautical knowledge.

A person shall not operate a RPAS unless that person has completed, within the previous 24 calendar months—

- (a) passed an initial aeronautical knowledge test covering the areas of knowledge specified in regulation 72 on knowledge test; or
- (b) passed a recurrent aeronautical knowledge test covering the areas of knowledge specified in regulation 73 on initial and recurrent knowledge tests.

72. Knowledge tests - general procedures and passing grades.

(1) Knowledge tests prescribed under these Regulations shall be conducted by the Authority or by persons designated by the Authority.

(2) An applicant for a knowledge test shall have proper identification at the time of application, that contains the applicant's—

- (a) photograph;
- (b) signature; and
- (c) date of birth, which shows the applicant meets the age requirements of these Regulations for the licence sought before the expiry date of the applicant knowledge test report.

(3) The minimum passing grade for the knowledge test will be specified by the Authority.

73. Initial and recurrent knowledge tests.

(1) An initial aeronautical knowledge test shall cover the following areas of knowledge—

- (a) applicable regulations relating to RPAS rating privileges, limitations, and flight operation;

- (b) airspace classification and operating requirements, obstacle clearance requirements and flight restrictions affecting RPA operation;
- (c) official sources of weather and effects of weather on the performance of RPA;
- (d) RPAS loading and performance;
- (e) emergency procedures;
- (f) crew resource management;
- (g) radio communication procedures;
- (h) determining the performance of RPA;
- (i) physiological effects of drugs and alcohol;
- (j) aeronautical decision-making and judgment; and
- (k) airport operations.

(2) A recurrent aeronautical knowledge test shall cover the following areas of knowledge—

- (a) applicable regulations relating to RPAS rating privileges, limitations, and flight operation;
- (b) airspace classification and operating requirements, obstacle clearance requirements and flight restrictions affecting remotely piloted aircraft operation;
- (c) official sources of weather;
- (d) emergency procedures;
- (e) crew resource management;
- (f) aeronautical decision-making and judgment; and
- (g) airport operations.

74. Validity of RPAS pilot Licence.

A RPAS pilot licence shall be valid subject to the validity of the holder's medical certificate.

75. Training requirements for RPAS operations.

A RPAS pilot shall be trained in accordance with the training requirements prescribed in Schedule 6 of these Regulations and the Civil Aviation (Personnel Licensing) Regulations, 2020.

76. Instruments and equipment requirements.

The Authority shall prescribe instrument requirements for RPAS operators for specific operations depending on—

- (a) the class and category of the RPAS;
- (b) type of operations; and
- (c) special authorisations sought.

77. Medical condition and drug or alcohol use.

(1) A person shall not be licenced 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 RPAS.

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

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

78. Responsibility of remote pilot.

(1) A remote pilot is directly responsible for, and is the final authority as to the operation of the RPAS.

(2) A remote pilot shall ensure that the RPA does not pose undue hazard to other aircraft, people, or property in the event of loss of control of the RPA for any reason.

79. RPAS operation beyond visual line-of-sight (BVLOS).

(1) An operator shall, after conducting an operation safety risk assessment, obtain authorisation from the Authority to conduct BVLOS operations.

(2) A remote pilot shall, before conducting flights BVLOS of a remote pilot or UA observer, have the ability to detect and avoid traffic and all other hazards such as hazardous meteorological conditions, terrain and obstacles, unless exempted by the appropriate authority.

(3) Prior to conducting a controlled BVLOS operation, a remote pilot shall coordinate with the ATC unit involved, regarding-

- (a) any operational performance limitations or restrictions unique to the RPAS, including inability to perform standard rate turns;
- (b) any preprogrammed lost C2 link flight profile or flight termination procedures; and
- (c) direct telephone communication between the Remote Pilot Station (RPS) and the ATC unit for contingency use, unless approved by the ATC unit.

(4) A Remote Pilot Station (RPS) shall, communicate to an ATC unit as required, for the class of airspace in which operations occur, and utilize standard ATC communications equipment and procedures, unless otherwise approved by the ATC 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 RPAS compared to that of a manned aircraft.

(6) RPAS operating BVLOS shall, only operate within Radio Line of Sight (RLOS).

(7) Notwithstanding subregulation (6), operations beyond Radio Line of sight (RLOS) 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 RPAS operations BVLOS shall be designed to match the performance of the type of C2 link (BRLOS or RLOS) with which it will be used.

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

(10) Operations of BVLOS over heavily populated areas or over open air assemblies of people shall require special considerations 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 RPAS operations over heavily populated areas; and
- (f) the emergency termination of a UA flight.

(11) Take-off launch of RPAS BVLOS shall be operated from established aerodromes, RPAS ports or from 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 jeopardized by considering—

- (a) regulations pertaining to RPAS 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 restricting conditions associated with operations to or from the aerodrome; and
- (h) availability of emergency recovery areas.

80. Highly automated UAS operations.

(1) Where automated aircraft are increasingly complex, they shall require extensive performance review, risk assessment, and testing.

(2) An entity conducting the automated unmanned aircraft operations is responsible for unmanned aircraft airworthiness and any operational requirements imposed by any relevant Government institution.

(3) An owner or operator of an automated unmanned aircraft shall ensure that the automated unmanned aircraft operations comply with the rules of the air, as applicable to all aircraft in Ugandan airspace.

(4) The approval of highly automated RPAS operations shall be, in consultation with the Office of the Chief of Defence Forces, who

shall issue a certificate of authorisation for a specific period of time to permit an entity to operate an automated aircraft, in a particular area.

(5) The Office of the Chief of Defence Forces referred to in subregulation (4), shall prescribe security conditions and limitations for highly automated unmanned aircraft operations, to ensure that an entity permitted to operate an automated aircraft, in a particular area does not jeopardize national security.

PART VII— SECURITY REQUIREMENTS FOR RPAS OPERATIONS

81. Security vetting for remote pilots or owner of RPA

(1) The Authority shall, on receipt of an application for a remote pilot licence or registration of a remotely piloted aircraft, verify the compliance and accuracy of the application and provide the applicant's information to a competent security agency for security vetting.

(2) Subject to subregulation (1), the Authority shall only issue a certificate to an applicant who successfully completes a security threat assessment conducted by a competent security agency.

(3) The security threat assessment conducted under this regulation shall consist of a check of intelligence-related databases, including—

- (a) interpol and international databases;
- (b) terrorist watch lists;
- (c) other sources relevant to determine whether an applicant poses or may pose a threat to national security; and
- (d) confirmation of the applicant's identity.

(4) Where a competent security agency determines that an applicant poses a security risk, the Authority shall deny the application for the relevant certificate.

(5) A holder of a remote pilot licence or certificate of registration who poses a security risk shall have his or her certificate amended,

modified, suspended or revoked, as applicable, based on the competent security agencies' security findings.

(6) A competent security agency shall, every 24 month, conduct background and criminal record checks on all personnel employed in the deployment, handling, and storage of remotely piloted aircraft.

82. RPAS Operator or owner's security measures

The holder of a ROC issued under these Regulations shall—

- (a) ensure that RPAS not in use are stored in a secure manner to prevent and detect unauthorised interference or use;
- (b) ensure that the RPAS is protected from acts of unlawful interference;
- (c) ensure that the RPAS 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 RPAS have received security awareness training.

83. Notification

(1) A RPA shall not be launched or recovered from any public or private property without consent.

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

84. Privacy of persons

(1) Any person conducting operations using a RPA fitted with cameras shall operate in a responsible way that ensures respect of privacy of other persons.

(2) No person shall use a remotely piloted aircraft to do any of the following—

- (a) conduct surveillance of—
 - (i) a person, without the consent of that person; or
 - (ii) private real property, without the consent of the owner.
- (b) photograph or film an individual, without the individual's consent, for the purpose of publishing or otherwise publicly disseminating the photograph or film.

(3) For the avoidance of doubt, subregulation (2), shall not apply to newsgathering, or events or places to which the general public is invited.

(4) Infrared or other similar thermal imaging technology equipment fitted on a RPA shall be for the sole purpose of—

- (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; and
- (f) other similar investigations of vegetation or wildlife.

85. Consumption of psychoactive substances

(1) A RPAS pilot or observer shall not—

- (a) consume alcohol, less than 8 hours prior to reporting for duty;
- (b) commence a duty period while the concentration of alcohol in any specimen of blood taken from any part of his or her body is more than 0.04 grams per 100 milliliters;

- (c) consume alcohol or any psychoactive substance during the duty period or whilst on standby for duty; or
- (d) commence the duty period while under the influence of alcohol or any psychoactive substance having a narcotic effect.

(2) For the purposes of this regulation “psychoactive substances” include alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents.

(3) For the avoidance of doubt, coffee and tobacco are excluded from the definition of psychoactive substance under subregulation (2).

86. Security programme requirements

(1) A person shall not operate a RPAS without operator security procedures developed in accordance with the Civil Aviation (Security) Regulations, 2020 and accepted by the Authority.

(2) A RPAS shall be subject to security inspection at any time during its operations, without prior notification of the operator.

(3) A RPAS operator shall—

- (a) specify the security measures, procedures and practices to be followed by the operator to protect pilots and facilities from acts of unlawful interference; and
- (b) carry out and maintain security measures, including identification and resolution of suspicious activity that may pose a threat to civil aviation—
 - (i) at a remote pilot station;
 - (ii) on a RPAS; and
 - (iii) at any facility under the control of the RPA system operations.

(4) The specific security measures referred to in subregulation (3)(a), shall provide—

- (a) that the premises used for preparing, storing and parking, including a RPAS ground station shall be secured at all times against unauthorised access;
- (b) for the protection of critical information technology and communication systems used for operations purposes from interference that may jeopardize the security of civil aviation;
- (c) for protection of flight documents;
- (d) that commercial operators requesting to operate with cameras shall be required to include details of the camera usage in the application for security review and approval;
- (e) requirements for checks and searches of specific areas and accessible compartments of the interior and exterior of RPAS; and
- (f) that persons engaged in remote piloted aircraft system operations are subject to recurrent background checks and selection procedures and are adequately trained.

87. Security obligations for RPAS operators.

An operator of a RPAS shall—

- (a) be responsible for the security of the system operations including associated facilities, personnel and equipment;
- (b) ensure that the RPAS or any component thereof that is no longer in use is completely disabled or destroyed to prevent unauthorised use; and
- (c) comply with any security directives or circulars issued by the Authority.

88. Acts of unlawful interference with civil aviation

An operator or owner of a RPAS shall—

- (a) establish response procedures for operations personnel for threats and incidents involving RPAS operations; and

- (b) ensure that reports on acts of unlawful interference are promptly submitted to the Authority in accordance with the Civil Aviation (Security) Regulations, 2020.

89. Interference of RPAS operations

(1) Except as provided in regulation 88, a person shall not interfere with the lawful authorised operation of a RPAS or intercept a RPAS in any manner.

(2) A person who unlawfully interferes with duly authorized operation of RPAS 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 to both.

90. Interception of RPAS

(1) Where the Authority has reason to believe that an unmanned aircraft is being operated in a manner—

- (a) that contravenes any provision of these Regulations;
- (b) that poses a serious and imminent risk to safety of the public;
- (c) that prejudices national security, the Authority may, exercise all or any of the powers in subregulation (2), in relation to the RPAS for the purpose of—
 - (i) preventing further contravention of any provision of these Regulations;
 - (ii) preventing or stopping any actual or imminent occurrence that endangers or threatens to endanger the safety of the public; or
 - (iii) safeguarding national security.

(2) Subject to subregulation (1), the powers that may be exercised by the Authority in relation to a RPAS include—

- (a) directing any person whom the Authority reasonably believes to be involved in the operation of the RPAS—
 - (i) to end the flight of the RPAS or land it safely in the fastest practicable way; or
 - (ii) to fly the RPAS in the manner specified by the Authority;
- (b) with such assistance and by such force as is necessary—
 - (i) to assume control of the RPAS, to fly the RPAS or to end the flight of the RPAS or land it, safely in the fastest practicable way; or
 - (ii) to end the flight of the RPAS in the fastest and safest practicable way;
- (c) to confiscate the RPAS and any component of it or other thing that the Authority believes on reasonable grounds—
 - (i) to be evidential material; or
 - (ii) should be seized to prevent its concealment, loss or destruction, or its use in committing, continuing or repeating an offence under the Act or these Regulations.

(3) The powers granted to the Authority under subregulation (2), may be exercised by the national security organs.

PART VIII—MISCELLANEOUS

91. Protection from personal liability

(1) No matter or action taken by the Authority or by any member of staff or agent of the Authority shall, if the matter or action taken was in good faith for the purposes of performing the functions of the Authority under the Act or these Regulations, render the Authority or the person liable for any action, claim or demand.

(2) Any expenses incurred or to be incurred by any person referred to in sub regulation (1) in defending an action, claim or

demand in any suit brought against that person in respect of any act or omission done or purported to be done by that person under these Regulations, or on the direction of the Authority, shall be reimbursed or borne by the Authority, unless the act or omission was done in bad faith.

92. Offences and penalties

(1) A person who fails to comply with these Regulations, directions given by the Authority or by any authorised person under the Act or these Regulations commits an offence and shall be 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) If these Regulations, orders, notices or proclamations made under these Regulations is contravened in relation to a RPAS, the operator of that RPAS 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 RPAS;
- (b) licence;
- (c) training;
- (d) reporting of RPAS 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, for each offence or to imprisonment for a term not exceeding one year, or both.

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

- (a) eligibility to Ownership of RPAS;
- (b) import and Export of RPAS;
- (c) manufacture, assembly and testing of RPAS;
- (d) registration of RPAS;
- (e) authorization of RPAS operations;
- (f) RPAS operating limitations;
- (g) prohibited operation of RPAS;
- (h) carriage of dangerous goods;
- (i) collision avoidance; or
- (j) international RPAS 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 RPAS operator who contravenes these Regulations and whose penalty has not been specified in these Regulations commits an offence and shall be liable upon conviction, to a fine not exceeding one hundred currency points or to imprisonment for a term not exceeding three years, or both.

93. Reports of violation

(1) A person who knows of a violation under these regulations, shall report the violation to the Authority.

(2) Subject to subsection (1), the Authority shall determine the nature and type of any additional investigation or enforcement action that requires to be taken.

94. Saving and transitional provisions

An owner of RPAS already imported into Uganda at the commencement of these Regulations shall apply to the Authority for registration within six months upon commencement date of these Regulations.

SCHEDULE 1

reg.3

Currency Point

A currency point is equivalent to twenty thousand shillings.

SCHEDULE 2

reg. 4 (1), 57(1)

CATEGORISATION OF RPAS OPERATIONS

1. Part I – Category A: Basic operations (low risk)

(1) RPAS that will be operated within Visual Line Of Site (VLOS) and at a maximum height of 400 feet above ground level and 50 meters lateral distance from any persons, building or object not associated with the operations.

(2) All operations under this category shall be approved or authorized by the Authority, and such operations shall only be conducted within VLOS.

(3) RPAS operated in this category shall not be more than 25kg maximum take-off mass together with associated payloads.

(4) Operations mentioned under this paragraph shall be conducted within segregated airspaces and away from any notified prohibited, restricted or danger areas unless expressly authorised by the Authority.

(5) RPAS operators in Category A shall hold a certificate issued by the Authority permitting them to conduct operations.

2. Part II – Category B: Specific operations (medium risk)

(1) RPAS operations in this category shall be operated within VLOS, including extended visual line of site at all time and heights above ground and distances from any persons, buildings or objects not associated with the operations as may be determined by the Authority.

(2) All operations under Category B shall be approved or authorised by the Authority.

(3) RPAS operated under Category B may be operated in non-segregated airspaces but away from controlled airspaces and shall have all equipments necessary to ensure safe and secure operations.

(4) Operations in category B shall be conducted away from any notified prohibited, restricted or danger areas, unless expressly authorised by the Authority.

(5) Personnel operating RPAS in Category B shall hold a valid licence issued by the Authority.

3. Part III – Category C: Complex, commercial or certified operations (high risk or manned aviation approach)

(1) RPAS operations in this category shall be conducted in any airspaces not classified as prohibited, restricted or dangerous, and shall be subject to ATC instructions and guidance and at heights and lateral distances from any persons, buildings or objects as prescribed in the Civil Aviation (Rules of the Air) Regulations, 2020.

(2) All operations under this category shall be approved or authorised by the Authority.

(3) RPAS operations in this category may be conducted BVLOS provided that the RPA has the required capabilities and is fitted with the appropriate equipment and the pilot is suitably qualified and has the appropriate ratings for such an operation.

(4) RPAS in operated in Category C shall be issued with a Certificate of Airworthiness by the Authority, based on the type certificate issued by the State of design or manufacture.

(5) Personnel operating RPAS in this category shall HOLD a valid licence issued by the Authority and endorsed with the appropriate ratings for the type of RPAS

SCHEDULE 3

reg.9(1)

APPLICATION FOR REGISTRATION/OPERATION OF REMOTELY PILOTED AIRCRAFT (RPA)

(1) RPAS / drone operator information—

(a)	name of RPAS owner / drone operator;	
(b)	nationality;	
(c)	state of RPAS/ drone operator;	
(d)	physical address;	
(e)	telephone (mobile);	
(f)	email address;	
(g)	project / program owner;	
(h)	project / program name;	
(i)	project / program activity;	
(j)	project duration; and	
(k)	RPAS/drone application justification.	

(2) Line ministry, security and URA – importation clearances—

(a)	ministry letter of no objection;	<i>attach copy</i>
(b)	UPDF clearance /no-objection; and	<i>attach copy</i>
(c)	RPAS/drone point of entry URA clearance documents.	<i>attach copy</i>

(3) RPAS / drone information and RPA performance characteristics—

Please complete this section for each model of RPA/Drone you plan to use. If you plan to use more than one model of RPA/Drone, you may submit separate sheets of this section for each additional model.

(a)	name of manufacture;	
(b)	brand/model of RPA/drone <i>(as described by the manufacturer);</i>	
(c)	RPAS/drone serial number;	
(d)	RPA/Drone specifications—	<i>(i) maximum take-off Weight;</i>
		<i>(ii) maximum operating speed;</i>
		<i>(iii) maximum operating altitude;</i>
		<i>(iv) maximum flight time;</i>
		<i>(v) power Source;</i>
		<i>(vi) operating Frequency;</i>

(e) Details such as, type and specifications of equipment fitted including surveillance camera, night vision cameras or Infrared and similar thermal imaging or sensors technology; and	
(f) RPA/drone operations manual.	<i>(attach copy)</i>

(4) Type of operations intended to be carried out by the operator or owner—

<p>(a) commercial use—</p> <p>(i) aerial photography or filming;</p> <p>(ii) agriculture for crop monitoring or inspection search and rescue;</p> <p>(iii) research and development;</p> <p>(iv) educational or academic uses; and</p> <p>(v) others (specify).....</p> <p>(b) recreational use</p> <p>(c) private use</p>
--

(5) Description of Activity and Location

(a) nature of operations— <i>for each type of operation selected from above, provide details of activity to be undertaken such as filming, photographic, survey, surveillance, etc.)</i>	
(b) does the operation involve the carriage or discharge of any items or substances?	Yes <input type="checkbox"/> No <input type="checkbox"/> <i>(tick the applicable)</i>
(c) if answer to item 22 is yes, please provide details of the item or substance carried or the means of discharge.	What is the item or substance being carried?
	How is the item or substance being carried?
	How is/are the item or substance being discharged?
(d) describe contingency measures in the event of: <i>(This information may be submitted separately in the RPA operational document)</i>	(i) <i>loss of power in the RPA/Drone:</i>
	(ii) <i>loss of link/remote control with the RPA/Drone:</i>
	(iii) <i>loss of line of sight with the RPA/Drone:</i>
	(iv) <i>lame and mobile telephone number of designated onsite safety personnel: (Designated onsite safety personnel must remain contactable for the duration of operations)</i>

(e) area of operations: provide details of geographical areas where activity is planned to take place. <i>Attach Map (As applicable)</i>	
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(6) RPA/ Drone pilot(s) and Observer(s) information

	Name (Indicate Pilot or Observer)	License / Training Certificate and Medical Certificate – <i>Attach Copy</i>	Experience of remote pilot or RPA observer (<i>detailed description</i>):

(7) Operations and Communication Capabilities

(a) type of operation	VLOS <input type="checkbox"/> BVLOS <input type="checkbox"/> (<i>tick the applicable</i>)
(b) means of communication with ATS	
(c) means of communication between remote pilot and observer	
(d) command and control (C2) link:	

I[*name of applicant*] HEREBY DECLARE that the above particulars are true in every respect and I apply for the remotely piloted aircraft to be registered in Uganda.

Date of application.....Signature

For CAA use			
Registration Mark		Certificate Number	

Notes:

The following shall be presented in support of each application-

- (a) The remotely piloted aircraft to be registered;
- (b) A copy of the Manufacturer’s Instructions (Operating Manual/ Handbook);
- (c) Insurance cover.
- (d) Copy of the Operational Procedures Manual.
- (e) Registration fee of

SCHEDULE 4

reg.49(1)

OPERATIONAL GUIDELINES FOR RPAS CLUBS

1. General provisions

(1) A RPAS club shall be registered in accordance with the provisions relating to the registration of clubs in Uganda for it to be recognised and which is approved by the Authority.

(2) No RPAS club shall operate without the approval of the Authority.

(3) A RPAS club shall develop an operational manual that provides for—

- (a) membership requirements;
- (b) administration of members;
- (c) training requirements for its members;
- (d) procedures and guidelines of operations;
- (e) types of operations;
- (f) class of equipment operated;
- (g) security arrangements for operations; and
- (h) reporting mechanisms of incidents and accidents of the RPAS operations.

2. Administration of club

The management of a club shall ensure that every member—

- (a) has adequate training to facilitate operations;
- (b) is informed on current regulations, policies and procedures;
- (c) adheres to safe business practices in their activities;
- (d) is knowledgeable of airspace restrictions that apply in the area of operation as approved; and
- (e) is conversant with, and fulfills the training requirements of the club.

2. Responsibility of the club management

The administrator of a club shall—

- (a) prior to undertaking operations, obtain the consent of the property owner or person in charge of the area of operation;
- (b) ensure that the club's recognition status is current with the Authority
- (c) develop and operationalise a training programme and plan for the members;
- (d) maintain a current list of members and particulars of their RPAS;
- (e) maintain a record and database of any accident or incident that occur within the club's area of jurisdiction;
- (f) ensure that the club has adequate personnel who are properly qualified and competent to perform their allocated tasks and responsibilities;
- (g) have procedures for responding to an incident, accident, medical emergency, or an RPAS which becomes uncontrollable.
- (h) immediately stop all operations if unable to meet the exemption requirements or 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 the laws of Uganda; and
- (k) inspect the club's RPAS on site before conducting any flight to ensure that the RPAS is safe.

SCHEDULE 5

reg. 65

RPAS OPERATIONS MANUAL

An operations manual shall include each item set out below which is applicable to the specific operation, unless otherwise approved by the Authority.

Part A – General

- 1.0 INTRODUCTION
- 1.1 Purpose and scope of manuals
- 1.2 A statement that the manual complies with all applicable Authority regulations and requirements and with the terms and conditions of the applicable RPAS operator certificate
- 1.3 A statement that the manual contains operational instructions that are to be complied with by the relevant personnel in the performance of their duties
- 1.4 List of manuals comprising operations manual
- 1.5 A list and brief description of the various operations manual parts, their contents, applicability and use.
- 1.6 Responsibility for manual content
- 1.7 Responsibility for manual amendment
- 1.8 List of effective pages
- 1.9 Distribution of manuals and amendments
- 2.0 SAFETY MANAGEMENT SYSTEM
- 2.1 Safety Policy
- 2.2 Description of safety management system
- 2.3 Accident and Investigation policies
- 3.0 QUALITY SYSTEM
- 3.1 Description of quality system adopted
- 4.0 MANAGEMENT ORGANISATION
- 4.1 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 RPAS operations, shall be presented.

- 4.2 Accountable Manager –duties and responsibilities
- 4.3 Nominated personnel – Functions duties and responsibilities
- 4.4 RPAS Pilot- duties and responsibilities
- 4.5 Support personnel in the operation of RPAS- duties and responsibilities
- 4.6 A description of the objectives, procedures and responsibilities necessary to exercise operational control with respect to flight safety.
- 5.0 DOCUMENTATION
- 5.1 Documents required in RPAS operations
- 5.2 Document storage and retention period

Part B – RPAS Operating Information

- 1.0 CREW INFORMATION
- 1.1 Flight team/crew composition
- 1.2 Qualification requirements of RPAS Pilot and support crew
- 1.3 Medical competencies
- 1.4 Operations of different types of RPAS
- 2.0 OPERATIONS OF RPAS
- 2.1 Operating site location and assessment
 - Risk management
 - Pre-notification
 - Site permission
 - Preparation and serviceability of equipment and RPA operating limitations and conditions
- 2.2 Communications
- 2.3 Weather
- 2.4 On site procedures and pre -flight procedures
 - Site survey
 - Selection of operating area and alternate
 - Crew briefing
 - Cordon procedure
 - Loading of equipment

- Preparation and correct assembly of the remotely piloted aircraft
- Pre-flight checks on remotely piloted aircraft and equipment
- Start
- Take-off
- In flight
- Landing
- Shutdown

3.0 RPAS FLIGHT MANAGEMENT

3.1 Assembly and functional checks

3.2 Pre –flight checks

3.3 Normal flight procedures associated with relevant systems

3.4 Inflight checks associated with relevant systems

3.5 Abnormal procedures associated with relevant systems

3.6 Emergency procedures associated with relevant systems

- Appropriate to the remotely piloted aircraft and control system
- Fire
- Accidents

Part C – Areas Routes and Aerodromes

1.0 Areas of operation

2.0 Operating site planning and assessment

3.0 Authorisations, including site permissions

Part D – Training

1.0 Training syllabi and checking programs for RPAS crew

2.0 Training syllabi and checking programs for RPAS support crew

3.0 Training syllabi and programs for personnel other than crew

4.0 Recurrent training programs

5.0 Additional training requirements that individual clients specify for the proposed operations.

SCHEDULE 6

reg.75

ELIGIBILITY AND TRAINING REQUIREMENTS FOR THE CERTIFICATION OF RPAS PILOTS.

1. Knowledge and skill requirements

(1) An applicant for a remote pilot certificate is eligible for grant of the certificate on demonstrating a level of knowledge appropriate to the privileges granted to the holder of the certificate holder, in the following subjects—

- (a) air law;
- (b) RPAS general knowledge;
- (c) flight performance, planning and loading;
- (d) human performance;
- (e) meteorology;
- (f) navigation;
- (g) operational procedures;
- (h) principles of flight related to RPAS; and
- (i) radiotelephony.

(1) An applicant for a remote pilot certificate shall pass a skills test to demonstrate the—

- (a) ability to perform as remote PIC of the appropriate RPA category and associated;
- (b) RPS, the relevant procedures and manoeuvres with the competency appropriate to the privileges granted.

2. Credit

A holder of a licence issued by the Authority may be credited towards the requirements for theoretical knowledge instruction and examination requirements for the remote pilot certificate.

3. Passing grade

The Authority shall prescribe the minimum passing grade.

4. Retesting after failure

Where an applicant under paragraph 1, undertakes a knowledge or practical test and fails the test, the applicant may retest after receiving the necessary training from an authorised instructor who has determined that the applicant is proficient to pass the test.

5. Special conditions

(1) Where a RPAS operator introduces new RPA or RPS in his or her fleet, but compliance with the requirements established by the Authority is not possible, the Authority may issue a specific authorisation giving privileges for RPAS instruction.

(2) Specific authorisation referred to in subparagraph (1), is limited to the instruction flights necessary for the introduction of the new type of RPA or RPS.

(3) For the avoidance of doubt a specific authorisation issued under this paragraph is valid for the period for which the instruction is sought.

Cross References

1. Civil Aviation (Security) Regulations, 2020
2. Civil Aviation Personnel Licensing Regulations, 2020
3. Civil Aviation (Safety Management) Regulations, 2020
4. Civil Aviation (Rules of the Air) Regulations, 2020
5. Uganda Citizenship and Immigration Control Act, Cap 66

GEN. EDWARD KATUMBA-WAMALA (MP)
Minister of Works and Transport.