THE CIVIL AVIATION (UNMANNED AIRCRAFT SYSTEMS) REGULATIONS, 2021

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THE CIVIL AVIATION (UNMANNED AIRCRAFT SYSTEMS) REGULATIONS, 2021

ARRANGEMENT OF REGULATIONS	
PART 1 - PRELIMINARY PROVISIONS	
Citation	1. These regulations may be cited as the Civil Aviation (Unmanned Aircraft Systems) Regulations, 2021
Interpretation	2. In these regulations unless the context otherwise requires – "**Accident**" means an occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down, in which: (a) a person is fatally or seriously injured as a result of: — being in the aircraft, or — direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or — direct exposure to jet blast except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or (b) the aircraft sustains damage or structural failure which: — adversely affects the structural strength, performance or flight characteristics of the aircraft, and — would normally require major repair or replacement of the affected component, except for engine failure or damage, when the damage is limited to a single engine (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windscreens, the aircraft skin (such as small dents or puncture holes), or for minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike (including holes in the radome); or (c) the aircraft is missing or is completely inaccessible;
	"Aerial work" means an aircraft operation in which an aircraft is used for specialized services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement.
	"**Aerodrome**" means a defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.

	"Aeronautical Information Publication (AIP)" means a publication issued by or with the authority of Uganda Civil Aviation Authority and containing aeronautical information of a lasting character essential to air navigation.
	"**Aircraft**" means any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.
	"Air traffic service" a generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service (area control service, approach control service or aerodrome control service).
	"**Appropriate authority**" means the authority having jurisdiction over the area in which the aircraft concerned is operated;
	"Approved Person or Organization (AAO)" means a person or organization having appropriate expertise in the design, construction or operation of a UAS, or appropriate knowledge of airspace designations and restrictions, and who has been approved by the Authority to perform a specified function.
	"**Authority**" means Uganda Civil Aviation Authority established under the Civil Aviation Act.
	"**Autonomous aircr**aft" means an unmanned aircraft that does not allow pilot intervention in the management of the flight.
	"**Autonomous operation**" means an operation during which a UAS is operating without pilot intervention in the management of the flight.
	"**Basic Operations (Category A)**" means a classification of UAS operation in which the risks involved to the public, property and manned aviation is low as specified in the fifth schedule to these Regulations.
	"**Command and Control (C2) link**" means the data link between an unmanned aircraft and a remote pilot station or control station that is used in the management of a flight.
	"Complex Operations (Category C)" means a classification of UAS operation in which the risks involved to the public, property and manned aviation is high as specified in the fifth schedule to these Regulations.
	"**Continuing airworthiness**" means the set of processes by which an aircraft, engine, propeller or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life.
	"**Controlled airspace**" means an airspace of defined dimensions within which air traffic control service is provided in accordance with the airspace classification.

	"**Dangerous Goods**" means articles or substances which are capable of posing risk to health, safety, property or the environment and which are shown in the list of dangerous goods of the Technical Instructions or which are classifieds according to those Instructions;
	"**Detect and avoid or DAA**" means the capability to see, sense or detect conflicting traffic or other hazards and take the appropriate action.
	"First-person view device" means a device that generates and transmits a streaming video image to a control station display or monitor that gives the pilot of an unmanned aircraft the illusion of flying the aircraft from an on-board pilot's perspective.
	"Flight termination system" means a system that when activated, terminates the flight of an unmanned aircraft.
	"Fly-away" means that in respect to a UAS, an interruption or loss of the C2 link such that the remote pilot is no longer controlling the aircraft and the unmanned aircraft is not flying its preprogramed procedures in the predicted manner.
	"**Handover**" means the act of passing piloting control from one remote pilot station to another.
	"**Incident**" means an occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.
	"Instrument meteorological conditions (IMC)" means meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, less than the minima specified for visual meteorological conditions (VMC).
	"**Maintenance**" means the performance of tasks required to ensure the continuing airworthiness of an aircraft, including any one or combination of overhaul, inspection, replacement, defect rectification and the embodiment of a modification or repair.
	"**National Aviation Security Committee (NASC**)" means the Committee established under the Civil Aviation (Security) Regulations, as amended.
	"Notice to Airmen, NOTAM" means a notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.
	"**Operational control**" means the exercise of authority over the initiation, continuation, diversion or termination of a flight in the interest of the safety of the aircraft and the regularity and efficiency of the flight.
	"**Operations manual**" means a manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties.
	"**Operations specifications**" means the authorizations, conditions and limitations associated with the UAS Operator certificate and subject to the conditions in the operations manual.

	"**Operator**" means a person, organization or enterprise engaged in or offering to engage in UAS operation.
	"**Person**" means natural person, any institution or organization who engage in UAS operation.
	"**Prohibited area**" means an airspace of defined dimensions, within which the flight of aircraft is prohibited.
	"**Remote crew me**mber" means a crew member charged with duties essential to the operation of a UAS during a flight duty period.
	"**Remote pilot**" means a person charged by the Operator with duties essential to the operation of a UAS and who manipulates the flight controls, as appropriate, during flight time.
	"**Remote pilot-in-command**" means the remote pilot designated by the Operator as being in command and charged with the safe conduct of a flight.
	"**Remote pilot station**" means the component of the UAS containing the equipment used to pilot the UAS.
	"**Remotely piloted aircraft or RPA**" means an unmanned aircraft that is piloted from a remote pilot station.
	"**Remotely piloted aircraft system or RPAS**" means remotely piloted aircraft, its associated remote pilot stations, the required command and control links and any other components as specified in the type design.
	"**Rest period**" means a continuous and defined period of time, subsequent to or prior to duty, during which remote crew members are free of all duties.
	"**Risk mitigation**" means the process of incorporating defences or preventive controls to lower the severity or likelihood of a hazard and the projected consequences.
	"**Safety**" means the state in which risks associated with aviation activities, related to, or in direct support of the operation of aircraft, are reduced and controlled to an acceptable level.
	"**Safety management system or SMS**" means systematic approach to managing safety, including the necessary organizational structures, accountability, responsibilities, policies and procedures.
	"**Segregated airspace**" means airspace of specified dimensions allocated for exclusive use to a specific user or users.

	"**Shielded operation**" means an operation of an aircraft within 100 metres of, and below the top of, a natural or man-made object.
	"Specified Frequency" for particular airspace means a frequency specified from time to time in the AIP or by ATC as a frequency for use in the airspace.
	"Specified Information" for particular airspace means information specified from time to time in the AIP or by ATC as information that must be broadcast in the airspace.
	"Specified Interval" for particular airspace means the interval specified from time to time in the AIP or by ATC as the interval at which broadcasts must be made while in that airspace.
	"Standard Operation (Category B)" means a classification of UAS operation in which the risks involved to the public, property and manned aviation is medium as specified in the fifth schedule to these Regulations;
	"State safety programme (SSP)" means an integrated set of regulations and activities aimed at improving safety. **UAS Operator certificate (UOC)"** means a certificate authorizing an Operator to carry out specified UAS operations.
	"Unmanned aircraft (UA)" means an aircraft that is intended to be operated with no pilot on board.
	"Unmanned aircraft (UA) observer" means a trained and competent person designated by the operator who, by visual observation of the unmanned aircraft, assists the remote pilot in the safe conduct of the flight.
	"Unmanned aircraft system (UAS)" means an unmanned aircraft and its associated components.
	"**Visual line-of-sight (VLoS) operation**" means an operation in which the pilot or UA observer maintains direct unaided visual contact with the unmanned aircraft.
	"**visual meteorological conditions (VMC)**" means meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima.
Application	3. (1) These Regulations shall apply to any person who imports, exports, tests, owns, operates, procures, assembles, manufactures, modifies or maintains a UAS registered in Uganda wherever they may be and any other such aircraft operating in Uganda.
	(2) Subject to sub-regulation (1), any person intending to manufacture, assemble, modify, test, sell or otherwise deal in Unmanned Aircraft System or a component thereof shall apply for authorization from the Authority.

	(3) Notwithstanding sub-regulation (1), these Regulations shall not apply to: (a) State aircraft; or (b) unmanned free balloons or airships.
PART 2 - REGISTRATION AND CATEGORIZATION	
Categorization of UAS operations	4. (1) The UAS operations shall be categorized based on the risk levels associated with intended operations as follows: (a) Category A – Basic Operations; (b) Category B – Standard Operations; and (c) Category C – Complex Operations.
	(2) A person shall not carry out UAS operations unless he or she complies with the requirements of these Regulations and in accordance with the Fourth Schedule.
Category A UAS Operations requirements	5. (1) Category A UAS operations shall not be used for commercial purposes and shall require notification to the local authorities including the police, administration, internal security.
	(2) Category A UAS Operations shall only be conducted in a private property with the property owner's authorization if different from the operator.
Category B UAS Operations requirements	6. (1) A person shall not carry out Category B UAS operations unless he or she has approval from the Authority for his or her risk assessment and risk mitigation plan as required by these Regulations and described in the Civil Aviation (Safety Management) Regulations as amended.
	(2) A person shall not carry out Category B UAS operations unless he or she is a holder of a valid Remote Pilot license issued by the Authority in accordance with the Civil Aviation (Personnel Licensing) Regulations as amended.
	(3) Subject to Sub-Regulation (2), a person conducting Complex Operations shall comply with these Regulations, the Civil Aviation (Security) Regulations and the Civil Aviation (Rules of the Air) Regulations.
Category C UAS Operations requirements	7. (1) A person shall not carry out Category C UAS operations unless the UAS has undergone system inspection, assessment or certification such as type acceptance in accordance with the Civil Aviation (Airworthiness of Aircraft) Regulations as amended.
	(2) Subject to sub-regulation (1), Complex Operations may be authorized by the Authority to operate in controlled airspace provided there is sufficient evidence to demonstrate acceptable UAS performance and reliability.

	(3) Subject to Sub-Regulation (2), a person conducting Complex Operations shall comply with these Regulations, the Civil Aviation (Security) Regulations and the Civil Aviation (Rules of the Air) Regulations.
Eligibility for ownership of UAS	8. (1) A person shall be eligible to own a UAS where he or she is: (a) a Citizen of Uganda of a minimum age of 18 years; (b) an individual citizen of a foreign state who is lawfully admitted for residence in Uganda of a minimum age of 18 years ; (c) a corporation lawfully organized and doing business under the laws of Uganda; and (d) A Government entity of the Republic of Uganda.
	(2) The following persons shall be qualified to be the owners of a legal or beneficial interest in UAS in Uganda or a share therein: (a) the Government of Uganda; (b) citizens of, or persons bona fide resident in Uganda of a minimum age of 18 years; (c) such other persons as the Authority may approve, on condition that the UAS is not used for commercial air transport, flying training or aerial work and such other conditions as the Authority may specify; and (d) bodies corporate established under and subject to the laws of Uganda; or (e) bodies corporate established under and subject to the laws of such other country as the Authority may approve.
Permit to import and export UAS	9. (1) A person shall not import a UAS or its component for Category B and C operations without authorization by the Authority.
	(2) A person shall not export a UAS or its component for Category B and C operations registered in Uganda without notifying the Authority in writing and subsequently obtaining authorization to do so.
	(3) Before issuing authorization referred to under sub regulation (1), the Authority shall seek and obtain the necessary security clearance as specified in the applicable technical guidance material.
Declaration of UAS on Arrival at port of entry	10. (1) A person importing UAS shall declare the UAS to Customs and security officers upon arrival.
	(2) Subject to sub-regulation (1) any UAS brought into Uganda shall be submitted to the Airport security upon arrival for inspection and clearance.
Registration of UAS	11. A person shall not operate a UAS Category B and C within Uganda unless the UAS has been registered by: (a) the Authority and a certificate of registration has been issued in accordance with these Regulations and the procedures specified in the applicable technical guidance materials; or

	(b) the appropriate aeronautical authority of another State that is party to an agreement with the Government of Uganda which provides for the acceptance of registrations of that State.
Application for registration	12. (1)The owner of a UAS shall submit to the Authority: (a) an application form specified by the Authority in the applicable technical guidance material; (b) evidence of ownership such as a bill of sale; and (c) the registration fee as prescribed in the applicable Aeronautical Information Circular on aeronautical user fees.
	(2) The application for categories B and C, in addition to the requirements specified in sub-regulation (1) shall address the following matters, having regard to the nature, degree and risk of the intended operation: (a) the identification of a person who will have primary responsibility for the operation; (b) the identification of any person who is to has or is likely to have control over the exercise of the privileges under the certificate; (c) an operational risk assessment that: (i) identifies the known and likely hazards to people, property and other aircraft of the proposed operation; and (ii) includes a description of the measures that will be implemented to mitigate or manage the risk; (d) procedures for reporting information to the Authority including incidents and accidents; (e) operating requirements for personnel licensing, qualifications, training and competency, including remote pilot and remote flight crew qualifications, training or medical requirements; (f) details of the number and specifications of the aircraft to be used, including any identification system used on the aircraft such as colour schemes, unique identification numbers, and markings; (g) details of the control system including lost link procedures to be used to control the aircraft; (h) procedures for the maintenance of aircraft and measures to ensure continued airworthiness; (i) inflight procedures, including minimum distances from persons or property;

	(j) procedures for handling cargo, including dangerous goods, or dropping items, where such operations are intended; (k) the manufacturer's Declaration of Compliance or approval from an AAO; (l) procedures for controlling and amending the information provided during the initial application whenever changes occur such as ownership and intended purpose of operation; and (m) any other approvals that are required to conduct the proposed operation.
	(3) The Authority may require only those matters in sub-regulation (2) that it considers appropriate in the particular circumstances to be contained in the application.
UAS Register	13. The Authority shall establish and maintain a UAS register containing the following particulars: (a) the number of the certificate; (b) the nationality and registration mark assigned to UAS by the Authority; (c) the name of the manufacturer and the manufacturer's designation of the UAS; (d) the serial number of the UAS; (e) the name and address of the owner; (f) registration date; (g) the use for and conditions under which the UAS is registered; and (h) signature of issuing officer
De-registration of UAS	14. The Authority may deregister or cancel the registration of Unmanned Aircraft System: (a) upon application of the owner for purposes of registering it in another State; (b) upon its destruction; (c) upon its permanent withdrawal from use; (d) in the interest of national security; (e) where the Authority determines that the owner or operator has violated these Regulations; or (f) in any other circumstance that the Authority deems fit.
Airworthiness of UAS	15. (1) A UAS owner or Operator shall ensure that all its components are in working order and in accordance with the manufacturers' user manual.
	(2) For Category B and C of UAS operations, the operator shall comply with the Civil Aviation (Airworthiness of Aircraft) regulations as amended and commensurate with the risk of the operation in accordance with the applicable technical guidance material.

Maintenance of UAS	16. (1) The Owner or Operator of the UAS shall: (a) maintain the UAS in a satisfactory condition for safe operation; (b) inspect the UAS prior to flight to determine that the system is in a satisfactory condition for safe operation; and (c) keep a log of all the checks performed before and after each flight operation. (2) the maintenance referred to in sub-regulation (1) shall be undertaken by an appropriately qualified and licenced or authorised personnel.
Inspection, testing, and demonstration of compliance.	17. (1) A UAS operator shall grant the Authority unrestricted access to: (a) the UAS areas of operations (b) the operator's premises for the inspection of the certificate of registration and any other document, record, or report required to be kept by a remote pilot or owner of a UAS under these Regulations; and (c) Areas of maintenance, demonstration and testing of UAS.
	(2) The remote pilot, or owner of a UAS shall, upon request, allow the Authority access to facilities and equipment for the purposes of determining compliance with these Regulations.
Notification of UAS operations	18. No unmanned aircraft system shall be launched or recovered from any public or private property without authorization or consent
PART 3 - REMOTE PILOT LICENCE	
Remote Pilot Licence	19. (1)A person shall not fly a Category B or C UAS for commercial or private purposes, without a valid Licence issued by the Authority in accordance with these Regulations and the Civil Aviation (Personnel Licensing Regulations) as amended.
	(2) Remote Pilot Licence required by sub regulations (1) and (2) shall be issued in accordance with provisions established in the First Schedule to these Regulations.

Eligibility for Remote Pilot Licence	20. (1) An applicant for remote pilots licence shall: (a) Be at least 18 years; (b) Have a class 3 medical certificate; (c) Have satisfactorily completed training on the RPAS acceptable to the Authority; (d) Have passed the knowledge examination specified in the Civil Aviation (Personnel Licensing) Regulations as amended; and (e) Demonstrate skill in the areas of operation specified in the Civil Aviation (Personnel Licensing) Regulations as amended
	(2) A person shall be considered to have satisfied the conditions in sub-regulation (1)(d) where he or she holds or has held: (a) a flight crew licence; or (b) a military qualification equivalent to a flight crew licence; or (c) a foreign remote pilot licence and qualification equivalent to the remote pilot licence requirements of UCAA and meets the security requirements of the Republic of Uganda; or (d) an air traffic control licence or a military qualification equivalent to an air traffic control licence
Appeals against Licensing Decision	21. Where an applicant or holder of a Remote Pilot Licence is aggrieved by the decision made by the Authority, he or she may appeal against such decision in accordance with the provisions on appeal specified in the Civil Aviation (Personnel Licensing) Regulations as amended.
Conditions on Remote Pilot Licence	22. (1) The Authority may impose specific conditions on a remote pilot licence in the interest of safety as deemed necessary.
	(2) Conditions specified in sub-regulation (1) may include, but not limited to the following: (a) specific make and model of UA to be operated; (b) areas of UA operation ; or (c) VMC operations.
	(3) A holder of a Remote Pilot Licence shall operate the UA only within the privileges and limitations included in his or her licence by the Authority.
	(4) Subject to sub-regulations (1), (2) and (3), a remote pilot licence holder shall not operate a UAS above 400 feet AGL or within 4 km of the movement area of an aerodrome unless authorised.
	(5) A remote pilot licence holder Shall not operate more than one UA at a time unless: (a) he or she holds an approval to operate more than one UA at a time; and (b) the conditions imposed on the licence are complied with.

Training	23. (1) A person shall not provide training or instruction on the operation of Unmanned Aircraft System operations unless approved or authorized by the Authority in accordance with the Civil Aviation (Personnel Licensing) Regulations as amended. (2) The authorization granted under sub-regulation (1) shall be valid for twenty four (24) months.
Notice to Holder of Remote Pilot Licence to Show Cause	24. (1) The Authority may give a show cause notice to the holder of a remote pilot licence where there are reasonable grounds relating to facts or circumstances to justify the cancellation of the licence under these Regulations.
	(2) A show cause notice shall: (a) notify the holder of the licence of the facts and circumstances to justify the cancellation of the licence under these Regulations; and (b) require the holder of the licence to respond in writing, within the time stated in the notice, why the licence should not be cancelled.
Variation, Suspension, Revocation or Cancellation of UAS documents	25. (1) The Authority may cancel, revoke, 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 Unmanned Aircraft System or a component thereof belonging to a person who contravenes the provisions of these Regulations pending further administrative action.
	(3) The Authority may apply to a competent court for an order authorizing the Authority to destroy or otherwise dispose of any item confiscated under sub-regulation (2).
PART 4 - GENERAL REQUIREMENTS FOR OPERATION OF UAS	
General obligation of a UAS owner or operator.	26. (1) An Unmanned Aircraft System owner or operator shall— (a) ensure that it is registered in accordance with the provisions of these Regulations; and (b) be responsible for the safe conduct of its operations; (c) comply with all requirements, terms and conditions established by the Authority regarding its operation; (d) be responsible for contracted services from providers including communications service providers, as necessary, to carry out its operations; (e) be responsible for operational control of the Unmanned Aircraft System; (f) ensure secure storage of the Unmanned Aircraft System or components thereof at all times.

	(2) Unless otherwise specified by the Authority a request for authorization for operation of Unmanned Aircraft System shall include the following— (a) name and contact information of the operator; (b) Unmanned Aircraft System characteristics (type of aircraft, maximum certificated take-off mass, number of engines and wing span); (c) copy of certificate of registration of the Unmanned Aircraft System; (d) aircraft identification to be used in radiotelephony, where applicable; (e) copy of the certificate of airworthiness where applicable; (f) copy of the Unmanned Aircraft System operator certificate, where applicable; (g) copy of the Remote pilot(s) licence, where applicable; (h) copy of the aircraft radio station licence, where applicable; (i) description of the intended operation including the type of operation or purpose, flight rules, Visual Line-of Sight (VLOS) operation, where applicable, date of intended flight(s), point of departure, destination, cruising speed(s), cruising level(s), route to be followed, duration or frequency of flight; take-off and landing requirements; (j) Unmanned Aircraft System 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: (i) command and control (C2) links; (ii) performance parameters and designated operational coverage area; (iii) communications between remote pilot and Remote Piloted Aircraft (RPA); (iv) Remote Piloted Aircraft observer, where applicable; (v) navigation equipment; (vi) surveillance equipment, including Secondary Surveillance Radar transponder and Automatic Dependent Surveillance- Broadcast (ADSB); (vii) detect and avoid capabilities; (l) emergency procedures regarding: (i) communications failure with Air Traffic Control where applicable; (ii) 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 noise certification, where applicable; (vi) confirmation of compliance with the Civil Aviation (Security) Regulations as amended; (vii) payload information or description; and (viii) proof of adequate insurance coverage.
	(3) Unmanned Aircraft System shall meet the performance and equipment carriage requirements for the specific airspace in which the flight shall be operated.
	(4) Where documents identified in sub regulation (2) are issued in a language other than English, the Unmanned Aircraft System operator or owner shall ensure that an English translation is included and provide a certificate of translation.
General obligations for operation of UAS	27. (1) A person shall not operate an Unmanned Aircraft System— (a) at night, unless specifically cleared by the Authority on a case by case basis; (b) where cameras, imaging devices or other sensors capture information, pictures or videos extending beyond the prescribed area of approved operation.
	(2) subject to sub-regulation (1) where cameras, imaging devices or other sensors capture information, pictures or videos referred to in sub regulation (1)(b), such information shall not be reproduced, processed, shared, distributed or published contrary to the laws of Uganda.
	(3) Notwithstanding the provisions of these Regulations, an Unmanned Aircraft System operation may be conducted at such higher heights and lateral distances as the Authority may approve.
	(4) Notwithstanding the provisions of these Regulations an unmanned Aircraft System operation may be conducted in conditions other than Visual Meteorological Conditions (VMC) provided that the pilot is duly rated, the System meets required specifications and is approved by the Authority.
Reporting of UAS incidents and accidents	28. (1) An Unmanned Aircraft System operator or owner shall ensure that all incidents and accidents involving such a system are recorded and reported to the Authority.
	(2) The Authority shall establish a mechanism for members of the public to report accidents, incidents and alleged violations of the regulation by the System operators or owners.
	(3) A person who owns or operates Unmanned Aircraft System shall notify the Authority immediately of the loss or theft of the system or its components thereof.
	(4) The Authority shall upon receipt of the report of the loss, theft, incident or accident involving an Unmanned Aircraft System determine the nature and type of any additional investigation or enforcement action that requires to be taken.

Prohibited operation of UAS	29. (1) A person shall not operate an Unmanned Aircraft System in a negligent or reckless manner
	(2) For the purposes of sub-regulation (1), a person operates an Unmanned Aircraft System in a "negligent" or "reckless" manner where that person: (a) in the course of operation, endangers other aircraft, persons or property; (b) operates in a prohibited, restricted or 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, Air Navigation Service 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.
	(3) The Authority may prohibit the use of Unmanned Aircraft System in any specific area in Uganda for any period in the interest of safety and security.
Operations in congested areas and crowds	30. A person shall not operate an Unmanned Aircraft System at lateral distance of less than 50 metres from any person, building, structure, vehicle, vessel or animal not associated with the operations of the System unless authorized by the Authority.
Operations in the vicinity of public roads.	31. No person shall operate an Unmanned Aircraft System over public road, along the length of a public road of at a distance of less than 50m 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 Remote Piloted Aircraft.
Landing on roads	32. No person shall use a public road as a place of landing or take-off of an Unmanned Aircraft System, except where the operation has been approved by the Authority and the circumstances preclude danger to the public.

Collision avoidance	33. (1) An Unmanned Aircraft System in all airspace shall operate in accordance with the Civil Aviation (Rules of the Air) Regulations as amended and a remote pilot shall maintain situational awareness so as to see and avoid other aircraft and vehicles and shall yield the right- of-way to all aircraft and vehicles. .
	(2) For the purposes of sub regulation (1), "yielding the right-of-way" means that the Unmanned Aircraft System shall give way to the manned aircraft or vehicle and may not pass over, under, or ahead of it unless well clear.
	(3) No person shall operate an Unmanned Aircraft System close to another aircraft as to create a collision hazard.
International UAS operations	34. A person shall not conduct an Unmanned Aircraft System Flight: (a) commencing at a place within Uganda and terminating at a place outside Uganda without authorization from the State of destination or any other State over whose airspace the Unmanned Aircraft System shall fly; or (b) commencing at a place outside Uganda and terminating at a place within Uganda or over-flying the Ugandan airspace without authorization from the Authority.
Filing of flight plans.	35. (1) All Unmanned Aircraft System flights in controlled airspace shall file flight plans.
	(2) Without prejudice to the generality of sub-regulation (1), all Unmanned Aircraft System flights in uncontrolled airspace shall at all times comply with the applicable rules of the air.
Emergency and contingency links	36. All Unmanned Aircraft System operators in Category B and C shall develop and implement emergency and contingency procedures acceptable to the Authority.
Command and Control of UAS	37. (1) An Unmanned Aircraft System owner or operator shall ensure that he or she has command and control of the System at all times during the flight.
	(2) Any Unmanned Aircraft System owner or operator who loses command and control of his or her System shall report to the Authority immediately.
Air Traffic Control (ATC) communication.	38. An unmanned aircraft operator 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.

Operation in the vicinity of aerodromes	39. Except with the written permission of the owner or operator of an aerodrome, the appropriate Air Navigation Service Provider and approval from the Authority, a person shall not operate an Unmanned Aircraft System— (a) within four (4) kilometres of an aerodrome from the aerodrome reference point for code A, B, C, D, E and F aerodromes; (b) on approach and take-off paths; (c) within the vicinity of navigation aids; (d) within the aerodrome traffic zone; and (e) within terminal traffic holding patterns. .
Operations at an aerodrome	40. (1) The Authority shall upon approval of an Unmanned Aircraft System 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; (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.
	(2) The Aeronautical Information Products referred to in sub regulation (1)(b) are— (a) Aeronautical Information Publication (AIP), including Amendments and Supplements; (b) Aeronautical Information Circulars (AIC); (c) Aeronautical charts; (d) Notice to Airmen (NOTAM); and (e) Digital data sets.
Record keeping.	41. (1) An Unmanned Aircraft System owner or operator for Categories B and C shall establish a system of recordkeeping 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 and products; (e) maintenance records; and (f) security management records.
	(2) A person who deals in Unmanned Aircraft System or its components shall keep records of all transactions involving the system or any component thereof.

	(3) Records shall be stored in a manner that ensures protection from damage, alteration and theft and shall comply with all data protection laws of Uganda.
	(4) Records identified in this regulation shall be current and have sufficient details to determine whether the experience and qualification requirements are met for the purpose of the Unmanned Aircraft System operations.
	(5) A person shall not hinder the Authority from inspecting and taking copies of extracts from the records kept in accordance with sub regulation (1).
Insurance	42. (1) A person shall not operate, or cause to be operated or commit any other person to operate an Unmanned Aircraft System in Categories B and C unless there is in force a minimum insurance policy in respect of third party risks.
	(2) An operator of an Unmanned Aircraft System shall make available third party liability insurance certificate(s), in the authentic form, at the location of the System operator's operational management or any other location specified by the Authority.
Nuisance from use of UAS	43. An Unmanned Aircraft System operator or owner shall not operate the System in a manner that constitutes nuisance to the public, a person or to the property of another or infringement of privacy.
Discharge or dropping of objects	44. (1) A person shall not cause an object to be dropped or discharged from an Unmanned Aircraft System unless the authorization granted expressly provides for such dropping or discharge.
	(2) For purposes of this regulation, an object includes gases, liquids, solids, electromagnetic pulse or any other thing capable of being discharged or dropped from an Unmanned Aircraft System.
PART 4 - OPERATING RULES	
Standard Unmanned Aircraft Operating Conditions	45. (1) A person shall not operate UA in standard unmanned aircraft operating conditions unless during the operation: (a) the UA is operated within Visual Line-of-Sight (VLoS) of the person operating the UA; (b) the UA is operated at or below 400 feet above ground level (AGL) by day; and (c) the UA is not operated within 30 metres of a person, measured horizontally, who is not directly associated with the operation of the UA.

	(2) Subject to sub-regulation (1), the UA shall not be operated: (a) in a prohibited area; or (b) in a restricted area; or (c) over a populated area; or (d) within 4 km of the movement area of a controlled aerodrome;
	(3) Subject to Sub-regulation (1) the UA shall not be operated over an area where a fire, police or other public safety or emergency operation is being conducted, without prior approval by the Authority.
Approval of areas for operation of unmanned aircraft	46. (1) An operator shall not carry out Categories B and C UA operations in an area unless the Authority approves the operation of: (a) UA generally, or a particular category of UA; (b) An approval has effect from the time written notice is issued to the applicant, or a later day, or day and time stated in the approval; and (c) An approval may be expressed to have effect for a particular period, including a period of less than 1 day.
	(2) The Authority may impose conditions on the approval in the interests of the safety and security of air navigation.
	(3) Where the Authority approves an operation under sub-regulation (1) it shall publish details of the approval including any condition in a NOTAM.
	(4) Subject to sub-regulation (1), the Authority may revoke or cancel the approval of an operation or change the conditions that apply to such an approval in the interests of safety and security of air navigation and shall publish the details of such revocation or change in a NOTAM.
	(5) The Authority shall give written notice of the revocation, cancellation or change to the operator.
Segregated airspace	47. A person shall not operate a UA within segregated airspace unless the person has approval to do so from the appropriate authority responsible for the segregated airspace area.
Controlled airspace	48. (1) A person shall not operate a UA in controlled airspace without authorization from the air traffic services unit responsible for that airspace.
	(2) Any person conducting unmanned aircraft system operations shall ensure that the appropriate air traffic service unit (s) is advised immediately anytime the flight of an unmanned aircraft system inadvertently enters into controlled airspace.

Airspace knowledge	49. A person shall not operate a UA unless he or she: (a) ensures that before each flight, the person is aware of the airspace designation under the Civil Aviation (Rules of the Air) Regulations as amended and any applicable airspace restrictions in place in the area of intended operation; or (b) conducts the operation under the direct supervision of a person who is aware of the airspace designation under the Civil Aviation (Rules of the Air) Regulations as amended and any applicable airspace restrictions in place in the area of intended operation.
Hazard identification and risk mitigation	50. (1) A Category B or C UA Operator shall take all practicable steps to identify hazards and develop a risk mitigation plan as appropriate in accordance of Civil Aviation (Safety Management) Regulations as amended.
	(2) A remote pilot shall discontinue the flight when he or she has reason to believe that continuing the flight would pose a hazard to civil aviation operations, people, or property.
Approved person or Organization	51. A person or organisation shall not carry out the following functions unless he or she has been specifically authorised by the Authority: (a) To give instruction to operators of UAS; and (b) To carry out construction, assembly or modification of a UAS.
Visual Line-of-Sight Operations	52. (1) A person shall not operate a UA in: (a) any area in which the person's view of the surrounding airspace in which the UA will operate is obstructed; or (b) meteorological conditions that obstruct the person's ability to maintain visual line-of-sight of the aircraft.
	(2) A person who operates a UAS in VLOS shall at all times: (a) maintain visual line-of-sight with the UAS or be in direct communications with a UAS observer that maintains visual line-of-sight with the UAS; (b) be able to see the surrounding airspace in which the UAS is operating; and (c) Operate the UAS below any cloud base.
	(3) A remote pilot or UA observer shall have a clear view which may be achieved: (a) with the use of the following aids: i. spectacles; ii. contact lenses or similar devices; and (b) without the use of aided visual contact such as: i. binoculars; ii. telescopic equipment; iii. night vision equipment; iv. visual enhancing equipment;

	v. electronic, mechanical, electromagnetic, optical, or electro-optical instrument.
	(4) A visual line of sight operation shall include a first-person view system and a trained or competent UA observer who maintains: (a) visual line-of-sight of the UA; (b) sight of the surrounding airspace in which the UAS is operating; and (c) direct communication with the person who is operating the UA.
UAS Operation Beyond Visual Line-of-Sight (BVLOS)	53. (1) A person shall not operate a UA beyond Visual Line of Sight unless the UA is equipped with a detect and avoid system and is authorized by the Authority.
	(2) Prior to BVLOS operations, the Operator shall obtain authorization from the Authority after conducting an operation safety risk assessment acceptable to the Authority.
	(3) The remote pilot or UA observer conducting BVLOS flights shall have a means to Detect and Avoid traffic and all other hazards such as hazardous meteorological conditions, terrain and obstacles unless otherwise approved by the Authority.
	(4) Prior to conducting a controlled BVLOS operation, coordination shall be effected with the appropriate air traffic services unit regarding: (a) any operational performance limitations or restrictions unique to the UAS; (b) any programmed lost C2 link flight profile or flight termination procedures; (c) direct telephone communication between the Remote Pilot Station (RPS) and the appropriate air traffic services unit for contingency use, unless otherwise approved by the ATC unit(s) involved; and (d) Communication between the Remote Pilot Station (RPS) and the appropriate air traffic services unit (s) as required for the class of airspace in which operations occur and should utilize standard ATC communications equipment and procedures, unless otherwise approved by the appropriate air traffic services unit involved.
	(5) C2 link transaction time shall be minimized so as not to inhibit the remote pilot's ability to interface with the UA compared to that of a manned aircraft.
	(6) UAS operating BVLOS shall only operate within Radio line of sight (RLOS).
	(7) Operation beyond Radio line of sight shall require special authorization from the Authority subject to the Operator demonstrating that all operational control functions and safety measures associated to the type of operation are acceptable.
	(8) Remote Pilot Station for UA operations shall be designed in such a way as to match the performance of the type of C2 link for BRLOS or RLOS with which they will be used.

	(9) BVLOS operations shall be conducted subject to the following conditions: (a) the State of the Operator and the State in whose airspace operations occur have approved the operations; (b) the Unmanned Aircraft (UA) remains in Visual Meteorological Conditions (VMC) throughout the flight; (c) a Detect And Avoid (DAA) capability or other mitigation is used to assure the UA remains well clear of all other traffics; and (d) the area is void of other traffic; or (e) the operation occurs in specifically delimited or segregated airspace.
	(10) BVLOS Operations over heavily populated areas or over open air assemblies of people shall require special considerations such as the following: (a) Altitudes for safe operation; (b) Consequences of uncontrolled landing; (c) Obstructions; (d) Proximity to airports/emergency landing fields; (e) Local restrictions regarding UA operations over heavily populated areas; and (f) The emergency termination of a UA flight.
	(11) A Take-off launch and recovery of a UA operated in BVLOS shall be conducted from established aerodromes, UAS port or from any other location depending on operational requirements and system configuration, design and performance.
	(12) The operation specified in sub-regulation (11) may be approved by the Authority upon ensuring that the safety of manned aircraft operations is not jeopardized.
	(13) Prior to BVLOS operations the remote pilot or operator shall take into consideration the following: (a) Regulations pertaining to UA operations on or near an aerodrome; (b) Complexity and density of air traffic; (c) Ground operations such as taxiway width, condition, other ground traffic; (d) C2 link continuity; (e) Payload considerations; (f) Wake turbulence (g) Performance and capability related to take-off distance/run 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.
Highly automated UAS operations	54. (1) An operator shall not conduct UA operations involving increasingly complex automated aircraft that require extensive performance review, risk assessment, and testing without prior authorization by the Authority.

	(2) An Operator conducting the automated unmanned aircraft operations shall be responsible for the operations, maintenance and any operational requirements in accordance with these Regulations.
	(3) An Operator conducting automated UA operations shall comply with the requirements of the Civil Aviation (Rules of the Air) Regulations as amended.
	(4) Approval of highly automated UAS operations shall be carried out in consultation with the National Aviation Security Committee.
Weather and Day limitations	55. (1) A person shall not operate a UA: (a) in or into a cloud; or (b) at night; or (c) in conditions other than visual meteorological conditions (VMC): (i) unless authorized by the Authority in accordance with these Regulations; and (ii) in accordance with an air traffic control clearance.
	(2) The requirements of sub regulation (1) shall not apply to a holder of Unmanned Aircraft Remote Pilot Certification allowing these operations.
Operation over and near People	56. A person shall not operate a UA over or near an open-air assembly, crowd or person unless such assembly, crowd or person is: (a) Directly participating in the operation of the UA; (b) Located under a covered structure or inside a stationary vehicle that can provide reasonable protection; (c) Directly associated with the operation of the UA or the UA is operated no closer than 30 m, measured horizontally from a second person not directly associated with the operation of the UA; (d) paragraph (c) above does not apply where the second person is standing behind a fixed wing UA while the fixed wing UA is taking off; (e) paragraph (a), (b), or (c) above do not apply where a person has consented that the UA is allowed to fly over or near him or her and the UA is operated no closer than 15 m, measured horizontally, from him or her.
Medical condition and drug or alcohol use	57. (1) No person shall act as a remote pilot where he or she knows or has reason to believe that he or she has a physical or mental condition that would interfere with the safe operation of a UA.
	(2) A person shall not act as a remote pilot or a UA observer: (a) Within 8 hours after consuming an alcoholic beverage; (b) while under the influence of alcohol; or (c) while using any drug that impairs the person's faculties in any way contrary to safety.
	(3) Subject to sub-regulation (2), a person shall not operate a UA if that person is or appears to be under the influence of:

	(a) alcohol, or (b) any drug that affects that person's faculties in any way contrary to safety.
Temporary permit	58. (1) The Authority may, upon application, grant a temporary permit to an applicant for the operation of an Unmanned Aircraft System for a period not exceeding thirty (30) days, which shall be renewable once.
	(2) Subject to sub-regulation (1), the Authority may impose such terms and conditions as it deems fit and shall have regard to: (a) public interest and national security; and (b) the need to provide reasonable protection for Ugandan operators.
Operation in prohibited, danger or restricted areas	59. (1) A person shall not operate a UA: (a) in a careless or reckless manner as to endanger aviation safety, aircraft, person or property. (b) in prohibited areas; (c) in restricted areas; (d) while operating a moving vehicle, vessel or manned aircraft. (e) danger areas; or any other area notified by the Authority, except with the written permission of and in accordance with any conditions imposed by the Authority.
	(2) A person shall not operate a UA : (a) In or around a prohibited or a restricted area or "no fly zone" the particulars of which have been duly published in the Uganda Aeronautical Information Publication or any other relevant document, except in accordance with the conditions of the restrictions or by permission granted by the Authority; (b) In or around Strategic Installations, Radar Sites, high tension cables and Communication Masts, Highways, Stadia, Prisons, Police Stations, Military Barracks, Courts of Law, Scenes of Crime, except in accordance with the conditions of the restrictions or by permission granted by the Authority through an Authorization.
Carriage of dangerous goods	60. (1) A person shall not take or cause to be taken on board a UA 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 authorized by the Authority in compliance with the regulations relevant to Dangerous goods.
	(2) Subject to sub-regulation (1) such dangerous goods shall include but not limited to the following: (a) chemical or Biological substances; (b) nuclear material; (c) explosives; (d) arms, ammunition and munitions of war; (e) corrosive substances; (f) radioactive elements; (g) volatile liquids; (h) highly flammable liquids; (i) aerosol sprays; (j) illicit or unauthorized drugs;

	(k) any such materials or substances that may from time to time be so classified by the Authority.
	(3) For the purposes of sub regulation (1), "dangerous goods" includes any substance that is classified as such in the ICAO Technical Instructions for Carriage of Dangerous Goods.
Operation near other aircraft and right-of-way	61. (1) A remote pilot shall maintain awareness so as to see and avoid other aircraft and vehicles and shall yield the right-of-way to all aircraft and vehicles.
	(2) The remote pilot shall, at each point of the UAS flight maintain situational awareness so as to see other aircrafts and vehicles.
	(3) The remote pilot shall maintain visual contact with his or her UA in case of Visual Line-of-Site (VLOS) operations or ensure continuous real time tracking of UAS in case of Beyond Visual Line-of-Site (BVLOS) operations.
	(4) A person shall not operate a UA so close to another aircraft as to create a collision hazard.
	(5) Any person operating a UA shall give way to and remain clear of all manned aircraft on the ground and in flight.
Pre-flight familiarization, inspection, and actions for UAS operation.	62. Prior to flight, the remote pilot shall: (a) assess the operating environment, considering risks to persons and property in the immediate vicinity, both on the surface and in the air and the assessment shall include: i. local weather conditions; ii. local airspace and any flight restrictions; iii. the location of persons and property on the surface; and iv. all hazards. (b) ensure that all persons involved in the operation of the UAS receive a briefing that includes operating conditions, emergency procedures, contingency procedures, roles and responsibilities, and potential hazards; (c) ensure that all links between ground station and the UA are working properly; and (d) where the UA is powered, ensure that there is enough available power for the UA to operate for the intended operational time and to operate after that for at least five minutes.
Command and control link	63. (1) A UA pilot or operator shall ensure that he or she has command and control link of the UAS at all times during the flight.
	(2) Any UA pilot or operator who loses command and control link of his UA for a period necessitating termination of the flight shall report to the Authority as soon as possible within 24 hours.

Air traffic control communication	64. (1) A person shall not operate a UA in controlled airspace without authorization from the air traffic services unit responsible for that airspace.
	(2) The Air Navigation Service Provider (ANSP) shall establish procedures, acceptable to the Authority, for integration of UA operations into the airspace to ensure safety of air navigation which shall include communication, surveillance and detection
	(3)The procedures in sub-regulation (2) shall prescribe required information to be passed to air traffic services unit by a UAS pilot before and during UAS operations.
Use of aeronautical radio	65. (1) Communication between remote pilot and air traffic services unit shall be on appropriate radio frequencies used in aeronautical radio frequency spectrum.
	(2) Where applicable, the UA operator shall seek a radio license from the appropriate agency prior to operating any radio for communication.
	(3) A person shall not carry out a Category B or Category C UAS operation unless he or she: (a) holds appropriate qualification; (b) maintains a listening watch on a frequency or frequencies specified in the authorization; (c) makes broadcasts on a frequency or frequencies at intervals and giving information specified in the authorization; and (d) complies with any other requirement specified in the radio communication authorization.
PART 5 - UAS OPERATOR CERTIFICATION	
Unmanned Aircraft System Operator Certificate (UOC)	66. (1) A person shall not operate Category C UAS operations unless he or she has a UOC issued in accordance with these Regulations.
	(2) The issuance of UOC by the Authority shall be dependent upon the UAS Operator demonstrating an adequate organization, staffing, method of control and supervision of flight operations, training programme as well as ground handling and maintenance arrangements consistent with: (a) the nature and extent of the operations specified (b) the size, structure and complexity of the operations.
	(3) The Authority shall issue UOC to an applicant where that applicant: (a) Has its principal place of business and it is registered in Uganda; (b) Meets the applicable requirements of these Regulations; (c) Has qualified remote pilots to safely operate the unmanned aircraft system; and

	(d) Has met any other requirements as specified by the Authority.
	(4) The UOC shall contain at least the following: (a) The name of issuing authority; (b) The UOC number; (c) The unmanned aircraft system operator name, trading name (if different) and address of the principal place of business; (d) The date of issue and the name, signature and title of the authority representative; (e) UOC expiration date; (f) The location where the contact details of operational management can be found; (g) The description of the types of operations authorized; (h) The type(s) or model(s) of the unmanned aircraft system authorized for use; and (i) The areas of operation.
	(5) The continued validity of UOC shall depend upon the unmanned aircraft system operator maintaining the requirements of these Regulations.
	(6) The UOC referred to in sub regulation (1) shall authorise the Operator to conduct UAS operations in accordance with the conditions and limitations detailed in the Operations Specifications attached to the UOC.
Application for UOC	67. (1) An applicant shall submit an application for a UOC to the Authority: (a) in a form and manner prescribed by the Authority (b) containing any additional information, the Authority may require the applicant to submit; and (c) accompanied by proof of payment of relevant fees for UOC as determined by the Authority.
	(2) An applicant shall make the application for issue, renewal or reissue of UOC at least ninety (90) days prior to the date of the intended operation.
Operations Manual	68. An Applicant for UOC shall develop and submit to the Authority for approval an Operations Manual as set out in the Second Schedule to these regulations.

Issue of UOC	69. The Authority may issue a UAS Operator certificate to an applicant where the applicant: (a) complies with the requirements of ownership stipulated in regulation 8; (b) Is properly qualified and adequately staffed and equipped to conduct safe operations in commercial operations of the UAS; (c) Has established an approved aircraft operator security program in accordance with the Civil Aviation (Security) Regulations as amended; (d) holds a security clearance issued by the appropriate authority; (e) complies with the requirements of the Civil Aviation (Air Operator Certification and Administration) Regulations; (f) demonstrates that aviation safety will not be compromised by the issuance of the certificate; and (g) complies with any other requirements as specified by the Authority.
Privileges of UOC holder	70. The holder of a UOC may: (a) give direction to persons operating the controls of an unmanned aircraft; (b) request the Authority for the issuance of a NOTAM of a UAS operation; (c) inspect and approve the construction of a UAS; (d) authorize the operation of a UAS where authorization to the certificate holder has been issued; (e) organize aviation events, in accordance with these Regulations; and (f) exercise any other privileges required by the [State] to be exercised by an approved organization, where that privilege is specified on the certificate.
Validity of UOC	71. (1) A UAS Operator Certificate (UOC) 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 varies, suspends, revokes or otherwise cancels the certificate; (c) The UOC holder surrenders it to the Authority; and (d) The UOC holder notifies the Authority of the suspension of operations.
	(2) A UOC which is suspended or revoked shall be returned to the Authority.
Amendments of UOC	72. (1) The Authority may amend a UAS Operator certificate (UOC) where the; (a) Authority determines that the amendment is necessary for the safety of commercial UAS operations; and (b) UOC holder applies for an amendment and the authority determines that the amendment is necessary.
	(2) The UOC holder shall operate in accordance with the amendment unless it is subsequently withdrawn.
Conducting surveillance, inspections or audits	73. The Authority shall conduct surveillance, inspections or audits on the UAS Operations to ensure continued eligibility for an operator to hold a UOC and associated approvals.
Renewal of certificate	74. (1) An application for the renewal of UOC shall be made in a form and manner prescribed by the Authority.

	(2) The application shall be submitted to the Authority at least 30 days before the date of expiry specified on the certificate.
	(3) The UOC may be renewed by the Authority where the Operator complies with the requirements of these Regulations and has paid the prescribed renewal fee.
Personnel requirements	75. (1) Each applicant for the issue, reissue or renewal of a UOC shall engage, employ, or contract: (a) An accountable manager acceptable to the Authority with authority to ensure that all operations and maintenance activities are financed and carried out to the highest safety standards required by the Authority; and (b) Qualified staff of sufficient number with proven competency and experience to support the UAS operations.
	(2) The operator shall: (a) Establish procedures to assess and maintain the competence of those personnel who are responsible for carrying out the activities in the UAS operations; (b) Establish procedures for the exercise of any delegation held by staff; and (c) provide staff with responsibilities under these Regulations with written authorization to fulfil those responsibilities.
Facilities and Equipment	76. An Operator shall provide facilities and equipment appropriate to support the UAS operations.
Operator's Documentation	77. (1) An Operator shall keep a list of all equipment and other relevant documents accepted by the Authority including technical manuals, technical instructions, legislation, and any other document necessary to support the UAS operations.
	(2) Subject to sub-regulation (1), the documentation shall include human factors material relevant to management of operations.
	(3) The operator shall establish and maintain a procedure to control and amend all applicable documents required by sub-regulation (1).
	(4) The Operator shall ensure that all amendments to the documents are accepted to the Authority and copies of the amendments are promptly distributed to all users.
Instruments and equipment requirements	78. The Operator shall ensure the provision of adequate instrument and equipment required for the approved UAS operations depending on: (a) The categorization of the UAS operations; (b) Type of operations; and (c) Special authorizations sought.2

Training requirements for UAS operations	79. The operator shall establish and maintain a training program appropriate to the UAS operations for approval by the Authority.
Records keeping	80. An Operator shall establish procedures to identify, collect, index, store, maintain, and dispose of the records necessary for the UAS operations in accordance with the Operations Manual approved by the Authority.
Safety Management	81. An applicant for issuance of a UOC shall establish and maintain a Safety Management System to ensure compliance with these Regulations and in accordance with the Civil Aviation (Safety Management) Regulations as amended.
Authorisation for international commercial UAS operations	82. (1) A UOC holder shall not undertake international commercial operations without authorisations issued by both the Authority and the concerned foreign authorities.
	(2) A UOC holder shall not conduct a UA flight commencing at a place within Uganda and terminating at a place outside Uganda without authorisation from the State of destination and any other State over whose airspace the UA shall fly.
	(3) A UOC holder shall not conduct a UA flight commencing at a place outside Uganda and terminating at a place within Uganda or overflying the Ugandan airspace without authorisation from the appropriate authorities.
	(4) The UAS operation shall meet the performance, equipment and document carriage requirements for the specific airspace in which the flight is to operate.
	(5) Subject to sub-regulation (1), unless otherwise specified by the Authority, the request for authorization shall include the following: (a) name and contact information of the Operator; (b) UA characteristics including type of aircraft, maximum certificated take-off mass, number of engines and wingspan; (c) copy of certificate of registration; (d) aircraft identification to be used in radiotelephony, if applicable; (e) copy of the certificate of airworthiness if applicable; (f) copy of the UAS Operator certificate if applicable; (g) copy of the remote pilot licence(s); (h) copy of the aircraft radio station licence, if applicable; (i) description of the intended operation (to include type of operation or purpose), flight rules, visual line-of-sight (VLOS) operations or Beyond visual line-of-sight (BVLOS) operations as applicable, date of intended flight(s), point of departure, destination, cruising speed(s), cruising level(s), route to be followed, duration and frequency of flight; (j) take-off and landing requirements; (k) UA performance characteristics, including: (i) operating speeds; (ii) typical and maximum climb rates;

	(iii) typical and maximum descent rates; (iv) typical and maximum turn rates; (v) other relevant data such as performance limitations, regarding wind, icing, precipitation; and (vi) maximum aircraft endurance; (l) communication, navigation and surveillance capabilities: (m) aeronautical safety communication frequencies and equipment; 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 UA observer, if applicable; iv. navigation equipment; and v. surveillance equipment such as SSR transponder, ADS-B; (n) detect and avoid capabilities; (o) emergency procedures, including: (i) communications failure with ATC; (ii) Command and control link failure; and (iii) remote pilot or UAS observer communications failure, if applicable; (p) number and location of remote pilot stations as well as handover procedures between remote pilot stations, if applicable; (q) document attesting noise certification, if applicable; (r) Adherence to relevant security requirements; (s) confirmation of compliance with the Civil Aviation (Security) Regulations as amended; (t) payload information or description; and (u) proof of insurance coverage.
	(6) Where documents identified in sub-regulation (5) are issued in a language other than English, the UAS Operator shall ensure that an English translation is included.
Responsibility of the remote pilot	83. (1) The remote pilot shall be; (a) directly responsible for; and (b) the final authority as to the operation of the UAS.
	(2) The remote pilot shall ensure that the UAS will pose no undue hazard to other aircraft, people, or property in the event of a loss of control of the UAS for any reason.
PART 6 RECREATIONAL AND SPORTS UAS OPERATIONS	
Recreational and sports UAS operations	84. (1) UAS operations for recreation and sports purposes shall be conducted within registered clubs authorized by the Authority as set out in the Third Schedule of these regulations;
	(2) The authorisation given under sub regulations (1) shall be valid for twelve months;

	(3) The clubs referred to in sub-regulation (1) shall provide the Authority with details of their operation areas and times for approval
	(4) The Authority shall segregate and notify through the applicable element of the Integrated Aeronautical Information Publication (IAIP) of such airspaces designated for use by UAS Operators, including limitations that may apply.
Training requirements for recreational and sports UAS operations	85. (1) Clubs referred to in regulation 85 herein shall prescribe minimum training requirements for UAS operation under the club.
	(2) Training requirements referred to in sub-regulation (1) above shall be documented and submitted to the Authority for acceptance.
PART 7 AUTONOMOUS UAS	
Use of autonomous UAS	86. (1) Use of autonomous UAS shall be strictly limited to governmental functions such as delivery of disaster or emergency supplies, search and rescue, and other government operational missions;
	(2) The Authority in consultation with the state security agencies shall, on a case-by-case basis, issue an authorization for a specific period of time that permits a government entity to operate an autonomous UAS, in a particular area.
	(3) A person shall not fly an autonomous UAS unless in compliance with the requirements specified by state security agencies prescribing conditions and limitations for autonomous UAS operations.
	(4) subject to sub-regulation (3) the government entity conducting autonomous UAS operations shall comply with the conditions and limitations prescribed by Authority and any other operational requirements.
	(5) Autonomous UAS operations shall comply with all the applicable Civil Aviation Regulations.
	(6) Prior to conducting Autonomous UAS Operations, the owner or Operator shall submit to the Authority for acceptance an extensive performance review, risk assessment and testing report.
	(7) The entity conducting the automated unmanned aircraft operations is responsible for supervision of the operations including unmanned aircraft airworthiness and any operational requirements in accordance with these Regulations.
PART 8 SECURITY REQUIREMENTS FOR UAS OPERATIONS	

Security programme	87. (1) A person shall not carry out Category B and C UAS operations without an Operator Security Programme approved by the Authority in accordance with the provisions of the Civil Aviation (Security) Regulations as amended.
	(2) The security programme referred to in sub-regulation (1) shall provide: (a) that the premises used for preparing, storing, parking including UAS ground station shall be secured at all times against unauthorized access; (b) for 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 Operators requesting to operate with a camera shall be required to include details of the camera usage; (e) requirements for checks and searches of specific areas and accessible compartments of the interior and exterior of UAS; and (f) that persons engaged in UAS operations are subject to recurrent background checks and selection procedures, and are adequately trained.
	(3) A UAS operator shall carry out and maintain security measures including identification and resolution of suspicious activity that may pose a threat to: (a) a remote pilot station; (b) the public; (c) the staff (d) a UAS; and (e) any facility under the control of the UAS operations.
	(4) A UAS operator shall be subject to security inspection at any time during operations without prior notification to the operator.
Security obligations for UAS Operators	88. (1) The Operator of UAS shall be responsible for the security of UAS operations including associated facilities, personnel and equipment.
	(2) The UAS Operator shall ensure that the UAS or any component thereof that is no longer in use is completely disabled or destroyed to prevent unauthorized use.
	(3) The UAS Operator shall comply with any security directives or circulars issued by the Authority.
Acts of unlawful interference against civil	89. (1) The Operator shall establish, maintain and implement contingency procedures for operations personnel for threats and incidents involving UAS operations.

aviation	(2) UAS Operator or owner shall ensure that reports on acts of unlawful interference are promptly submitted to the Authority in accordance with the requirements of the Civil Aviation (Security) Regulations.
Security vetting for remote pilots or the owner	90. (1) On receipt of an application for a remote pilot licence or registration of a UAS in categories B and C, the Authority shall verify compliance and the accuracy of the application and provide the applicant's information to competent security agencies for security vetting prior to certificate issuance.
	(2) The Authority shall issue remote pilot licenses or certificates to individual who have successfully completed a security threat assessment conducted by the competent security agencies.
	(3) The security threat assessment shall consist of a check of intelligence-related databases, including Interpol and international databases, terrorist watch lists, and other sources relevant to determining whether an individual poses or may pose a threat to national security, and confirmation of the individual's identity.
	(4) Where competent security agencies determine that the applicant poses a security risk, the Authority shall reject the application.
	(5) A holder of a remote pilot licence or the certificate of registration who will be determined to pose a security risk shall have his certificate varied, suspended, revoked or cancelled.
	(6) The relevant security agencies shall conduct where necessary, background and criminal record checks on personnel employed in the deployment, handling, and storage of UA as appropriate.
UAS Operator or owner's security measures	91. The holder of a UOC issued under these Regulations shall: (a) ensure that UA not in use are stored in a secure manner to prevent and detect unauthorized interference or use; (b) ensure that the UA is protected from acts of unlawful interference; (c) ensure that the UAS is stored and prepared for flight in a manner that will prevent and detect tampering and ensure the integrity of vital systems; (d) designate a security coordinator responsible for the implementation, application and supervision of the security controls; and (e) ensure that all personnel employed in the deployment, handling, and storage of UAS have received security awareness training.
Privacy of others	92. (1) Any person conducting operations using a UAS fitted with cameras shall operate them in a responsible way to respect the privacy of others.

	(2) No person shall use a UAS to do any of the following: (a) conduct surveillance of: (i) A person without the person's consent; and (ii) Private property without the consent of the owner. (b) photograph or film an individual, without the individual's consent. (c) the requirement under (b) above shall not apply to newsgathering, or events or places to which the general public is invited.
	(3) No person shall use infrared or other similar thermal imaging technology equipment fitted on UAS for any other purpose except the following: (a) scientific investigation; (b) scientific research; (c) mapping and evaluating the earth's surface, including terrain and surface water bodies and other features; (d) investigation or evaluation of crops, livestock, or farming operations; (e) investigation of forests and forest management; (f) Search and rescue; and (g) other similar investigations of vegetation or wildlife.
Falsification, reproduction or alteration of documents	93. (1) No person shall make or cause to be made: (a) Any fraudulent or intentionally false record or report that is required to be made, kept, or used to show compliance with any requirement under these Regulations; or (b) Any reproduction or alteration, for fraudulent purpose, any license, certificate, approval, authorization, record, report and any such document under these Regulations.
	(2) The commission by any person of an act prohibited under sub-regulation (1) of this section is a basis for any of the following: (a) Denial of an application for any remote pilot certificate or authorization; (b) Suspension, revocation or cancellation of any certificate, license, approval, or authorization issued by the Authority; or (c) A civil penalty.
Obligation to avail documentation	94. (1) A remote pilot or person manipulating the flight controls of a UA shall, upon request, make available to the Authority: (a) The remote pilot licence; and (b) Any other document, record, or report required to be kept under these Regulations.
PART 9 GENERAL PROVISIONS	
Insurance	95. (1) A person shall not conduct a category B or C UAS operation, or cause to be operated or commit any other person to operate UAS unless there is in force a minimum insurance policy commensurate with the risk of the operation conducted, in respect of third party risks and proof of insurance document submitted to the authority.

	(2) An Operator of UAS shall make available third-party liability insurance certificate(s), in the authentic form, at the location of the UAS Operator's operational management or other location specified by the Authority
	(3) Notwithstanding the provisions of sub-regulation (1), the authority may dispense with requirement depending on the category of the UAS operation.
Reports of violation	96. (1) Any person who knows of a violation under these regulations shall report the violation to the Authority.
	(2) The Authority will determine the nature and type of any additional investigation or enforcement action that requires to be taken.
Suspension or revocation by contravention of law	97. Save as otherwise provided for in these Regulations, the Authority may, in the interest of safety and security revoke, suspend or cancel a licence, certificate, approval, authorization, exemption or such other document where a person contravenes any provision of these Regulations.
Offences and penalties	98. (1) A person in charge of the UAS or the owner thereof who operates, or causes to be operated or commits any other person to operate a UAS in such a manner as to endanger the safety of the air space, other aircraft, persons or property on the ground or air, commits an offence and shall be liable upon conviction, to a fine not exceeding one hundred currency points or imprisonment for a term not exceeding three years or both.
	(2) A person who operates a UAS, without authorisation commits an offence and shall be liable upon conviction, to a fine not exceeding one hundred currency points or imprisonment for a term not exceeding three years or both.
	(3) A person who fails to display a unique identifier or the registration number commits an offence and shall be liable upon conviction, to a fine exceeding one hundred currency points or imprisonment for a term not exceeding three years or both.
	(4) A person who operates or causes to be operated or commits any other person to operate an UAS which has not been registered by the Authority commits an offence and shall upon conviction be liable to a fine exceeding one hundred currency points or imprisonment for a term not exceeding three years or both.
	(5) Any person who fails to comply with any direction given to him or her by the Authority or by any authorised person under any provision of these Regulations shall be deemed for the purposes of these Regulations to have contravened that provision.

	(6) A UAS Operator who fails to comply with any of the obligations provided for by these Regulations shall be liable to upon conviction, to a fine exceeding one hundred currency points or imprisonment for a term not exceeding three years or both.
Accident or incident reporting	99. A Person engaged in UAS operations shall report to the Authority any accident or incident involving UAS operations as soon as possible in accordance with the requirements of the Civil Aviation (Aircraft Accident and Incident Investigation) Regulations and the Civil Aviation (Safety Management) Regulations as amended.
Application for exemptions	100. (1) A person or operator may apply to the Authority for an exemption from any provision of these Regulations.
	(2) A request for exemption shall be made in accordance with the requirements of these Regulations and an application for such exemption shall be submitted and processed in a manner prescribed by the Authority in the applicable technical guidance material.
	(3) A request for an exemption shall contain the applicant's: (a) name; (b) physical address and mailing address; (c) telephone number; (d) fax number where available; and (e) email address ;
	(4) The application shall be accompanied by a fee prescribed by the Authority in the applicable aeronautical information circulars for technical evaluation.
Exemption	101. (1) The Authority may, upon consideration of the circumstances of the application for exemption, issue an exemption providing relief from specified provisions of these Regulations, provided that: (a) the Authority finds that the circumstances presented warrant the exemption; and (b) a level of safety shall be maintained equal to that provided by the Regulations from which the exemption is sought.
	(2) The exemption referred to in sub-regulation (1) may be terminated or amended at any time by the Authority.
	(3) A person or operator who receives an exemption shall have a means of notifying the management and appropriate personnel performing functions subject to the exemption.

Revocation and saving	102. (1)The Civil Aviation (Remotely Piloted Aircraft Systems) Regulations, 2020, S.I. No 23 of 2020 are repealed (2)All valid licences, certificates or authorizations issued or granted by the Authority before the coming into force of these Regulations shall remain operational until their expiry or until revoked, annulled or replaced.

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……..., 2020 Minister of Works and Transport

FIRST SCHEDULE
[Made under Regulation 19]

REMOTE PILOT LICENCE

This schedule sets forth the eligibility and training requirements for the certification of UAS pilots.

Required certificate, ratings and qualifications for Remote Pilot certificate.

1. Knowledge and skill requirements

(a) An applicant for a remote pilot certificate shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of the certificate holder, in the following subjects:

i. air law;
ii. UAS general knowledge;
iii. flight performance, planning and loading;
iv. human performance;
v. meteorology;
vi. navigation;
vii. operational procedures;
viii. principles of flight related to UAS; and
ix. radiotelephony.

(b) An applicant for a remote pilot certificate shall pass a skill test to demonstrate the ability to perform, as remote PIC of the appropriate RPA category and associated 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

An applicant for a knowledge or practical test who fails that test, may retest after the applicant has received the necessary training from an authorized instructor who has determined that the applicant is proficient to pass the test.

5. Special conditions

(a) In the case of introduction of new RPA or RPS in an Operator's fleet, when compliance with the requirements established by the Authority is not possible, the Authority may consider issuing a specific authorization giving privileges for UAS instruction. Such an authorization should be limited to the instruction flights necessary for the introduction of the new type of RPA or RPS;

(b) The validity period for this authorization shall be for the instruction sought only.

SECOND SCHEDULE
[Made under Regulation 69]

UAS OPERATIONS MANUAL

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

PART A - GENERAL

1. 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 UAS 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 operation's 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. SAFETY MANAGEMENT SYSTEM

2.1 Safety Policy

2.2 Description of safety management system

The safety management system shall include

(1) Identification of aviation safety hazards encountered by the activities of the operator, assessment and mitigation of the associated risks, including taking actions and verifying their effectiveness;

(2) A process to identify actual and potential safety hazards and assess the associated risks;

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

(4) Provision for continuous and regular assessment of the appropriateness and effectiveness of safety management activities.

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

(6) Records are stored for at least 5 years in a manner that ensures protection from damage, alteration and theft.

(7) The Records keeping procedures shall ensure:

(a) there is a record of each internal safety management action performed by the applicant's organization in accordance with the procedures specified in regulation 17;

(b) there is a record for each person who conducts activities on behalf of the applicant's organization:

(c) The record includes details of their experience, qualifications, training, and competency assessments;
(d) there is a record of each personnel certificate and rating issued by the organization;
(e) all records are legible; and
(f) all maintenance records;
(g) security management records;
(h) all records are retained for a period of at least [3 years] from the date of the last entry made on that record;
(i) Records identified in this sub regulation shall be current and in sufficient detail to determine whether the experience and qualification requirements are met for the purpose of commercial operations.

3. QUALITY SYSTEM

Description of quality system adopted

4. MANAGEMENT ORGANISATION

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

4.2 Accountable Manager –duties and responsibilities
4.3 Nominated personnel – Functions duties and responsibilities
4.4 UAS Pilot- duties and responsibilities
4.5 Support personnel in the operation of UAS- duties and responsibilities
4.6 A description of the objectives, procedures and responsibilities necessary to exercise operational control with respect to flight safety.

5. DOCUMENTATION

5.1 Documents required in UAS operations
5.2 Document storage and retention period

PART B – UAS Operating Information

1. CREW INFORMATION

1.1 Flight team/crew composition
1.2 Qualification requirements of UAS Pilot and support crew
1.3 Medical competencies
1.4 Operations of different types of UAS

2. OPERATIONS OF UAS

2.1 Operating Limitations and conditions
2.2 Communications
2.3 Weather
2.4 On site procedures

3. UAS 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

4. UAS USER MANUAL

Part C – Areas Routes and Aerodromes

1. Areas of Operations
2. Operating site planning and assessment
3. Authorizations including site permissions

Part D – Training

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

THIRD SCHEDULE
[Made under Regulations 85]

OPERATIONAL GUIDELINES FOR UAS CLUBS

The following requirements shall apply to UAS clubs intending to operate for sport and recreation as required in these regulations.

1. GENERAL PROVISIONS

(a) A UAS club shall be registered in accordance with the provisions pertaining to the registration of clubs in Uganda for it to be authorized by the Authority.

(b) No UAS club shall operate without the authorization by the Authority;

(c) The club is required to develop an operational manual that provides for;

(1) Membership requirements;

(2) Administration of members;

(3) Training requirements for its members;

(4) Procedures and guidelines of operations;

(5) Types of operation;

(6) Class of equipment operated;

(7) Security arrangement for operations; and

(8) Reporting mechanisms for incidents and accidents of the UAS operations.

2. ADMINISTRATION OF THE CLUB

(a) The club management shall ensure that members;

(1) Have adequate training to facilitate operations;

(2) Are informed on current regulations, policies and procedures;

(3) Adhere to safe business practices in their activities;

(4) Are knowledgeable of airspace restrictions that apply in the area of operation as approved;

(5) Are conversant with and meet the training requirements of the club.

3. RESPONSIBILITY OF THE CLUB MANAGEMENT

(a) The administrator of the club shall—

(1) Obtain consent of the property owner or person in charge of the area of operation;

(2) Ensure that the club's authorization status with the Authority is current;

(3) Develop and operationalize a training program and plan for their membership;

(4) A current list of members and particulars of their UAS;

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

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

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

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

(9) Ensure that club activities do not interfere with civil aviation;

(10) Adhere to laws from all levels of government;
(11) Inspect their UAS on site before conduct of any flight to ensure that they are safe.

FOURTH SCHEDULE
[Made under Regulation 4]

CATEGORIZATION OF UNMANNED AIRCRAFT SYSTEM OPERATIONS

Part I – Category A Operations (Low Risk)

UAS operations in this category shall be operated:

1. within visual line of site;
2. at a maximum height of 200 feet above ground level and 50 meters lateral distance from any persons, building or object not associated with the operations;
3. with a minimum visibility of 5 kilometres from the control station;
4. at a distance not exceeding 200 metres from the control station;
5. within day time from 6 am to 6 pm;
6. at speed not exceeding 20 kilometres per hour.
7. after reporting to the local authorities prior to commencement;
8. operated in compliance with the state security requirements;
9. operated within the territorial borders of Uganda; and
10. operated while observing public privacy rights.
11. UAS operated in this category shall not be more than 5kg maximum take-off mass including associated payloads; and
12. Such operations shall be conducted within segregated airspaces and away from any notified prohibited, restricted or danger areas unless expressly authorized by the Authority.

Part II – Category B Operations (Medium Risk)

UAS operations in this category shall be:

1. operated within visual line of site at all times 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. Approved or authorized by the Authority.
3. subject to ATC instructions and guidance at heights and lateral distances from any persons, buildings or objects as prescribed in the applicable Civil Aviation (Rules of the Air) Regulations;
4. operated with a lost link recovery mechanism.
5. Operated with a training programme approved by the Authority
6. operated in non-segregated airspaces away from controlled airspaces provided they are equipped with capabilities necessary to ensure the safe and secure operations.
7. conducted away from any notified prohibited, restricted or danger areas unless expressly authorized by the Authority;
8. Operated by a person in possession of a valid RPAS license issued by the Authority;
9. reported to the local authorities prior to commencement;

10. operated in compliance with the state security requirements;
11. operated within the territorial borders of Uganda; and
12. operated while observing public privacy rights.

Part III – Category C Operations (High Risk)

UAS operations in this category shall be:

1. conducted in airspaces not classified as prohibited, restricted or danger area;
2. subject to ATC instructions and guidance at heights and lateral distances from any persons, buildings or objects as prescribed in the applicable Civil Aviation (Rules of the Air) Regulations;
3. approved or authorized by the Authority.
4. conducted within BVLOS provided that the UA has the required capabilities and is fitted with appropriate equipment and the pilot is suitably qualified and holds appropriate ratings for such an operation.
5. issued with a Certificate of Airworthiness by the Authority as applicable;
6. Operated with a training programme approved by the Authority
7. Conducted by a person in possession of a valid Remote pilot license issued by the Authority and endorsed with appropriate ratings for the type of UAS.
8. Operated under an Unmanned Aircraft System operator certificate and associated operations specifications.
9. reported to the local authorities prior to commencement
10. operated in compliance with the state security requirements;
11. operated within the territorial borders of Uganda; and
12. operated while observing public privacy rights.

FIFTH SCHEDULE

REMOTE PILOT LICENCES

[Made under Regulation 19]

Licences, Certification, Ratings and Authorizations

The authority may issue the following licences, ratings, certification and authorizations under these Regulations:

1. UAS Pilot licence—
(a) Student Remote Pilot licence; and
(b) Remote Pilot licence;

2. Ratings issued—
(a) Beyond Visual Line of Sight (B-VLOS) Rating;
(b) Visual Line of Sight (VLOS) rating; and
(c) Instructor Rating.

3. Certificate: RPA Observer Certificate.

Application and issue of remote pilot licenses requirements

(a) In accordance with these Regulations and the Civil Aviation (Personnel Licensing) Regulations as amended.
(b) In case of an international RPA flight, special or general arrangement have been made between the Member States concerned.

(c) RPA Observer Certificate:

(i) An RPA observer shall be in a physical and mental condition to safely discharge the function of an observer.

(ii) The RPA Observer Certificate shall be valid for twenty four months.
(iii) RPA Observer Certificate shall be issued by the operator and accepted by the Authority.

(iv) The applicant for a Certificate shall—
(a) be able to demonstrate the ability to speak and understand the English language;
(b) be in a physical and mental condition to safely fly a UAS; and
(c) demonstrate understanding of the operations limitations for Category B or C operations.