

**CIVIL AVIATION (UNMANNED AIRCRAFT
SYSTEMS) REGULATIONS, 2024**

**AMENDMENT MATRIX TO INCORPORATE
STAKEHOLDER VIEWS**

Regulation	Title	2024 Draft Text	Stakeholders	CAA Remarks
Regulation 2. Interpretation.			Concern: UAS regulations do not have leasing provisions for ROC holders. Recommendation: Include definitions for leasing as per AOC regulations. Proposed Text: <i>“damp lease” means an arrangement where the aircraft is leased with partial crew.</i> <i>“dry lease” means an arrangement where the aircraft is leased without crew</i> <i>“Lease” A lease can be understood to be a contractual arrangement whereby a properly licensed air operator gains commercial control of an entire aircraft without transfer of ownership.</i> <i>“Lessee”. The term lessee means the party to which the aircraft is leased.</i> <i>“Lessor”. The term lessor means the party from which the aircraft is leased.</i> <i>“wet lease” An arrangement where the aircraft is leased with crew.</i> Recommendation: With these definitions in place, regulatory requirements for leasing can be added similar to, but less	1. Adopted 2. Reg 14 Leasing of UAS

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			restrictive to Regulation 23 and Regulation 25 of the CIVIL AVIATION (AIR OPERATOR CERTIFICATION AND ADMINISTRATION) REGULATIONS, 2024 that apply to an ROC.	
Regulation 2	Interpretation	“Unmanned Aircraft (UA)” means an aircraft which is intended to operate with no pilot on board;	Comment This includes Radio-controlled Aircraft, Remotely Piloted Aircraft, and highly automated Aircraft.	1. Not adopted 2. Definition from ICAO and is comprehensive
Regulation 3	Application	(1) These Regulations shall apply to: i) Section A: all operators, owners, and persons involved in the operations of civil UAS in Kenya. ii) Section B: all operators, owners, and persons involved in the operations of Certified civil Remotely piloted aeroplanes and helicopters for Commercial, General and Aerial Work within Kenya and Kenyan registered RPAS wherever they may be.	Comment: Different sections are commendable Concern: The numbering of regulations is not in line with other KCAA regulations format Recommendation: Edit regulation 3 to have sub-regulation (a) and sub-regulation (b) instead of Roman numerals which are used as sub regulations. Proposed Text: <i>(1) These Regulations shall apply to:</i> <i>(a) Section A: all operators, owners, and persons involved in the operations of civil UAS in Kenya.</i> <i>(b) Section B: all operators, owners, and persons involved in the operations of Certified civil Remotely piloted aeroplanes and helicopters for Commercial, General and Aerial Work within Kenya and</i>	1. Adopted 2. Reg 3

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			<i>Kenyan registered RPAS wherever they may be.. ”</i> Concern: Does the 2024 amendment mean that the UAS regulations are no longer applicable for importation, exports, tests, assemblies, manufactures, modifies or maintains Recommendation: Re-introduce the same in 2024 regulations	
Regulation 3	Application	(2) Notwithstanding sub-regulation (1), these Regulations shall not apply to— (a) State aircraft; or (b) Free balloons or airships.	Comment: The classification under Section A and Section B is not clear given the various definitions provided in this (UNMANNED AIRCRAFT SYSTEMS) REGULATIONS, and the FIRST SCHEDULE, CLASSIFICATION OF AIRCRAFT THE CIVIL AVIATION (AIRCRAFT NATIONALITY AND REGISTRATION MARKS) REGULATIONS, 2024. <i>(3) Unmanned aircraft shall include unmanned free balloons and remotely piloted aircraft.</i>	1. 2 (b) deleted 2. Reg 3
Regulation xx	National Security Vetting	(1) A person who intends to engage in UAS operations shall undergo a security threat assessment and obtain security clearance from the relevant	Recommendation: the regulation should be added in THE CIVIL AVIATION (SECURITY) REGULATION 2024 and	1. “Security Clearance” and “National Security Organs” have

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		Government Security Agencies.	the appropriate regulation cross-referenced. Proposed Text: 4. National Security Vetting - A person who intends to engage in UAS operations shall comply with The Civil Aviation Security Regulation 2024 on national security vetting.	been defined for clarity. Requirement retained 2. Reg 4
Regulation 5	Categorization of UAS Operations.	(a) Open Category (Category A). This category of operations poses low or minimal risk to the public, property and manned aviation. Operations under this category shall be undertaken as prescribed by the Authority;	Comment: Does it mean as per the 2024 regulations, Category A and B operations might not require ROC? This is because in the First Schedule of 2020 regulations, it was clear that all categories required a certificate issued by the authority. Concern: The ambiguity in the statement “ <i>shall be undertaken as prescribed by the Authority.</i> ” is a cause for concern since the first schedule has been deleted. Recommendation: Define which section is applicable to each category. Proposed Text: (1) Unmanned Aircraft System operations shall be categorized as follows: (a) Open Category (Category A). This category of operations poses low or minimal risk to the public, property and manned aviation. Operations under this category shall be undertaken in accordance with Part A of these regulations;	1. Reg 6 2. CAT A & B as per Section A 3. CAT C as per section B

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		(b) Specific Category (Category B). Operations under this category pose medium risk to the public, property and manned aviation. Operations under this category shall be undertaken as prescribed by the Authority; and	<i>(b) Specific Category (Category B). Operations under this category pose medium risk to the public, property and manned aviation. Operations under this category shall be undertaken in accordance with Part A of these regulations; and</i>	
		(c) Certified Category (Category C). This Category of operations poses high risk to safety of individuals, property and manned aviation. Operations under this category shall be undertaken in accordance with Part B of these regulations.	<i>(c) Certified Category (Category C). This Category of operations poses high risk to safety of individuals, property and manned aviation. Operations under this category shall be undertaken in accordance with Part A & Part B of these regulations</i>	
Regulation 6	Eligibility to own UAS.	1. (1) A person shall be eligible to own an Unmanned Aircraft System if that person is— (a) a Kenyan Citizen or resident in Kenya of minimum age of eighteen years; (b) a corporation lawfully recognized and doing business under the laws of Kenya, including but not limited to United Nations and non-governmental organizations (c) national government or county government. (d) bodies corporate established under and	“ Comment: Why does it require an approval from the authority yet that is not the case as per the Kenya CIVIL AVIATION (AIRCRAFT NATIONALITY AND REGISTRATION MARKS) REGULATIONS, 2024 Regulation 10 Change of registration or ownership particulars sub-regulation 2 (2) A person who becomes the owner of an aircraft registered in Kenya shall inform the Authority in writing. Concern: Notifying the authority is different from applying for an approval. Approvals are normally associated with charges which result in additional expenses. Change of ownership should trigger change of certificate of	1. Adopted 2. Reg 7

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		subject to the laws of such other country as the Authority may approve. (2) A person shall not transfer ownership of an Unmanned Aircraft System without the prior approval of the Authority. (3) A person other than the national government shall not own, register or operate an Unmanned Aircraft System with military specifications.	registration particulars and not require a separate approval. Recommendation: Re-word the regulation to require notification instead of seeking for an approval. Proposed Text: Regulation 6 Eligibility to own UAS. (2) A person who becomes the owner of an aircraft registered in Kenya shall inform the Authority in writing of the change of ownership. (3) A person other than the national government shall not own, register or operate an Unmanned Aircraft System with military specifications without approval from the authority	
Regulation 7	Import and Export of UAS.	A person shall import or export an Unmanned Aircraft System or component thereof in accordance with the Civil Aviation (Aircraft Nationality and Registration Marks) Regulations.	Recommendation Removal of "component" is welcome as it is not practical to keep seeking approval for parts even for own consumption. However, compliance to be as per defined TGM and not the Civil Aviation (Aircraft Nationality and Registration Marks) Regulations. Proposed Text A person shall not import or export an Unmanned Aircraft System without a permit issued by the Authority	1. Adopted 2. Reg 8
Regulation 8	Manufacture, Assembly and	A UAS shall be manufactured, assembled,	Concern	1. Reworded to remove

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	Testing of UAS.	modified or tested in accordance with approved technical data in compliance with the Civil Aviation (Airworthiness) Regulations.	Civil Aviation (Airworthiness) Regulations will be too restrictive Proposed Text A UAS shall be manufactured, assembled, modified or tested in accordance with approved technical data in compliance with the Technical guidance material	ref to Civil Aviation (Aircraft Nationality and Registration Marks) Regulations 2. Reg 9
Regulation xx	Sale, Resale, and Distribution of UAS	A person shall not sell, resell or distribute UAS in Kenya without an approval from the Authority.	1. Concern: The regulation does provide for the leasing of UAS, which is acceptable as per CIVIL AVIATION (AIRCRAFT NATIONALITY AND REGISTRATION MARKS) REGULATIONS Recommendation: Include the provisions for leasing by adding sub regulation 2. Proposed Text: Lease, Sale, Resale and Distribution of UAS XX. (1) A person shall not sell, resell or distribute an Unmanned Aircraft System in Kenya without an approval from the Authority. (2) A person shall not lease Unmanned Aircraft System in Kenya without notifying the Authority. 2. Proposal : To cover all aspects of UAS and parts not just UAS There needs to be control of companies reselling UAS in Kenya to maintain safety and security standards Proposed Text	1. Reworded to remove ref to Civil Aviation (Aircraft Nationality and Registration Marks) Regulations 2. Reg 10

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			A person shall not sell, resell or distribute UAS, UAS Parts or accessories in Kenya without an approval from the Authority. In determining whether to sell, resell or distribute UAS under these Regulations, the Authority shall consider the following: (a) the national security of Kenya and relevant international and regional obligations and commitments of Kenya under treaties and agreements (b) whether the applicant has a valid agreement with the original equipment manufacturer or distributor of the UAS or related product (d) whether the applicant is subject to administrative investigations by the Authority.	
Regulation 9	Registration of UAS.	9. An operator or owner of an Unmanned Aircraft System shall register the Unmanned Aircraft System with the Authority in accordance with the Civil Aviation (Aircraft Nationality and Registration Marks) Regulations.	Comment: Since 2024 regulation requires compliance with CIVIL AVIATION (AIRCRAFT NATIONALITY AND REGISTRATION MARKS) REGULATIONS, requirements on registration of a UAS similar to any other aircraft, how will compliance to Regulation 13 of the AIRCRAFT NATIONALITY AND REGISTRATION MARKS work? Regulation 13 Display of mark: <i>13. (1) An owner of an aircraft registered in Kenya shall display marks on that</i>	1. Reg 11 2. Certificated RPAS to be registered according to Civil Aviation (Aircraft Nationality and Registration Marks) Regulations

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			<i>owner's aircraft the nationality mark "5Y" followed by the registration of the aircraft consisting of three Roman Capital letters assigned by the Authority with a hyphen placed between the nationality mark and the registration mark.</i> <i>(2) If, because of the aircraft configuration, it is not possible to mark the aircraft in accordance with these Regulations, the owner may apply to the Authority for a different procedure.</i> As per regulation (2) above, one should apply for a different procedure. This might be the case for most UAS currently operated in Kenya. Is there a procedure already set by the authority? Previously, there has been different registration number for UAS so that the Roman letters are not used up since there will definitely be more UAS than manned aircrafts. Example: It's like NTSA introducing license plate for motorcycle (e.g. KMDR) then telling all motorcycles to use normal car number plate. A recipe for chaos. Proposed Text (1) An operator or owner of an Unmanned Aircraft System shall register the Unmanned Aircraft System with the Authority and be issued with a certificate of registration. (2) The Authority shall establish and implement a system for registration and identification of Unmanned	

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				Aircraft System in Kenya which shall be displayed on the Unmanned Aircraft System at all times. (3) Aircraft operated under a ROC must legibly display the manufacturer's serial number, or if there is no manufacturer's serial number, the mark allocated by the authority when the aircraft was registered. (A) It is acceptable if the manufacturer's serial number is displayed on a surface that is not exposed in flight, such as inside a battery box, or under an easily removeable hatch. (4) Any identification only need be in place during flight time, but operators should have a system of identification for their aircraft to ensure that they are safely managed, particularly with respect to maintenance. (5) Operators must also retain the aircraft's electronic identification, as allocated by the manufacturer, in such a way that is not changed, masked or interfered with in any way without the written permissions from the Authority. (6)The following Unmanned Aircraft Systems are exempted from regulations above (a) Experimental aircrafts	
1 2	Regulation 12	Airworthiness of UAS.	An Unmanned Aircraft System owner or operator	Concern: Some requirements for continuing	1. Reg 16

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		shall ensure that all its components are in working order and in accordance with the Civil Aviation (Airworthiness) Regulations.	airworthiness might be too restrictive for UAS, especially non-type certified if a blank statement on compliance with the Civil Aviation (Airworthiness) Regulations is introduced. Recommendation: Appropriate Technical Guidance Material (TGM)/ Acceptable Means of Compliance (AMC) should be provided to define which of the Civil Aviation (Airworthiness) Regulations apply for various categories and types of UAS and for which operation categories (low, medium, high risk) e.g - Which airworthiness certificate shall a UAS operator apply for (standard certificate of airworthiness or special airworthiness certificates) - Does an export certificate of airworthiness apply for UAS? Will the authority start issuing export CofA when you want to export/sell a UAS outside the country? Dose it apply to UAS Regulation 7 on Import and Export of UAS? - Will maintenance of a UAS also require a	2. Type Certificated RPA according to Civil Aviation (Aircraft Nationality and Registration Marks) Regulations

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			maintenance release to be completed and signed by a licensed aircraft maintenance engineer as per Airworthiness regulation 24 (b) Persons authorized to perform maintenance, preventive maintenance and modification include, a pilot licensed by the Authority, a person performing maintenance under the supervision of a licensed aircraft maintenance engineer(LAME), a LAME; and an AMO. Is this applicable for UAS? Proposed Text (1) An Unmanned Aircraft System owner or operator shall be required to establish a maintenance program that is acceptable to the authority for all UAS operated. The maintenance program should reflect the nature of the operation and the size and complexity of the UAS. This program should be based on the manufacturer's maintenance instructions and should cover at least: (a) instructions related to the servicing and maintenance of the system; and	

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			(b) an inspection program to maintain system readiness;	
Regulation xx	Approved Aviation Organization (AAO)	XX (1) Any person who intends to perform an aviation administration function obtain an Approved Aviation Organization (AAO) Certificate from the Authority. 2) The Approved Aviation Organization (AAO) Certificate referred to in sub regulation (1) shall authorize the operator to perform aviation administrative functions in accordance with the conditions and limitations detailed in the that Certificate.	<i>(1) Any person who intends to perform an aviation administration function obtain an Approved Aviation Organization (AAO) Certificate from the Authority.</i> Concern: Aviation Administration Function is not defined in Regulation 2 - Interpretation. This might lead to the authority requiring persons to undergo lengthy processes of certification even for functions that are simple and have no relation to aviation safety and/or security. Recommendation: Define an Aviation Administration Function in Regulation 2 - Interpretation	1. AAO defined 2. Reg 19
Regulation xx	Inspection, Testing and Demonstration of Compliance.	(1) A UAS operator or owner shall grant the Authority unrestricted and unlimited 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 the operator or owner of a UAS under these Regulations; and (c) Areas of maintenance, demonstration and testing of UAS. (2) An operator or owner of a UAS shall, upon request, allow the Authority unrestricted and unlimited access to facilities and	Contention As the reason is to allow for auditing, the premises being audited are the same ones that had been approved while seeking the operator certificate. No need to specify the facilities. Proposed text An operator or owner of a UAS shall, upon request, allow the Authority unrestricted and unlimited access to facilities and equipment for the purposes of determining compliance with these Regulations.	1. Reg 17 2. Adopted

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			equipment for the purposes of determining compliance with these Regulations.		
	Regulation 13	Authorization of UAS operations.	(1) A person shall not operate an Unmanned Aircraft System in Kenya without authorization as prescribed by from the Authority. 2) A person shall not operate a foreign registered Unmanned Aircraft System in Kenya without authorization as prescribed by the Authority. (3) Unmanned Aircraft System operations shall be authorized in accordance with the category of operation as set out in these Regulations. (4) A person shall not operate an Unmanned Aircraft System in a category of operation other than the category for which it has been authorized to operate.	Comment: Introduction of operations of a foreign registered a/c requiring an authorization is much welcomed.	Reg 23
1 4	Regulation 14	RPAS Operators Certificate (ROC).	(1) Any person who operates an Unmanned Aircraft System for commercial activities, reward or hire shall obtain a RPAS Operator Certificate (ROC) from the Authority. (2) The RPAS Operators Certificate referred to in sub regulation (1) shall authorize the operator to conduct Unmanned Aircraft System operations in accordance with the	Concern: Regulation 14 presents vague requirements for RPAS Operator Certification e.g. key management personnel, merged certificate for AOC and ROC etc. These requirements have been introduced in Regulation 57 Operational Certification and Supervision. Are the requirements for an ROC in section A different from those inspection B? If so, then some aspects like	1. Adopted 2. Reg 24

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		conditions and limitations detailed in the operations specifications attached to that Certificate. (3) The issuance of a RPAS Operators Certificate by the Authority is dependent upon the Unmanned Aircraft System operator demonstrating— - an adequate organization and staffing; - method of control and supervision of flight operations; - training programme; and - ground handling and maintenance arrangements.	validity period are missing in regulation 57. Recommendation: Define all ROC application requirements in Regulation 14.	
Regulation 16	Issuance of an ROC	(1) The Authority may issue a RPAS Operators Certificate to an applicant if that applicant— (a) has its principal place of business and it is registered in Kenya; (b) meets the applicable regulations and standards for the holder of a RPAS Operators Certificate; (c) is properly qualified and adequately staffed and equipped to conduct safe operations in commercial operations of the Unmanned Aircraft System;	Opinion Security programme acceptable to the authority should suffice Proposed Text (1) The Authority may issue a RPAS Operators Certificate to an applicant if that applicant— (a) has its principal place of business and it is registered in Kenya; (b) meets the applicable regulations and standards for the holder of a RPAS Operators Certificate; (c) is properly qualified and adequately staffed and	1. (d) deleted 2. Proposed text adopted in 26 (4) 3. Reg 26

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		(d) holds a security clearance issued by the Ministry responsible for matters relating to defence, which the Authority shall seek in the course of processing the application; and (e) has an aircraft operator security programme issued in accordance with the Civil Aviation (Security) Regulations.	equipped to conduct safe operations in commercial operations of the Unmanned Aircraft System; (d) holds a security clearance issued by the Ministry responsible for matters relating to defence, which the Authority shall seek in the course of processing the application; and (e) has an aircraft operator security programme acceptable to the authority.	

Regulation 19	Safety management	The holder of a RPAS Operators Certificate shall establish a safety management system in accordance with the Civil Aviation (Safety Management) Regulations.	1. Concern: The CIVIL AVIATION (SAFETY MANAGEMENT) REGULATIONS quoted in regulation 19 do not have provisions that are specific to UAS or ROC. For example: Regulation 9 on Safety Management System (SMS) obligations requires only the following organizations to implement an SMS commensurate to the size and complexity of their operations: a. Approved Training Organizations b. Air Operator Certification and Administration Approval Holders c. Approved Training Organizations	1. Reference to Civil Aviation (Safety Management) Regulation Removed 2. Reg 29
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				d. Manufacture of Aircraft, Engines or Propellers e. Air Traffic Services Providers f. Aerodromes Categorized as A and B Additionally, Second Schedule of the Civil Aviation (Safety Management) Regulations, 2024 has very stringent measures for a RoC head of safety under 1.3.2 Requirements for appointment of a safety manager where it mentions having at least 5 years' operational experience 2.Concern Important to have regulations commensurate with the risk size and the complexity of UAS operations. Recommendation: Appropriate Technical Guidance Material (TGM)/ Acceptable Means of Compliance (AMC) should be provided to defined which of the Civil Aviation (Safety) Regulations apply for UAS, RoC and UTOs Proposed Text (1) The holder of a Remote Aircraft Operators Certificate shall establish a	
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				safety management system acceptable to the authority. (2) The safety management system established in terms of sub regulation (1) shall include— (a) a safety policy on which the system for safety management is based; (b) a process for risk management that identifies hazards to aviation safety and that evaluates and manages the associated risks; (c) safety assurance measures that ensure: (i) hazards, incidents and accidents are internally reported and analysed and action is taken to prevent recurrence; (ii) goals for the improvement of aviation safety are set and the attainment of these goals are measured; (iii) there is a safety management program that includes conducting internal audits and regular reviews of the system for safety management; and (d) training that ensures personnel are competent to fulfil their safety responsibilities. (3) The operator shall document all processes required to establish and maintain the system for safety management. (4) The operator's system for safety management shall be commensurate with the size of the organization, the nature and	
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			complexity of the activities undertaken by the operator, and the hazards and associated risks inherent in the activities undertaken by the operator.	
Regulation 20	Licence	(1) A person shall not act as a remote pilot in command or as a remote co-pilot of a Unmanned Aircraft System for Category B and C operations unless that person is a holder of a remote pilot licence issued in accordance with the Civil Aviation (Personnel Licensing) Regulations.. 2) Skill and knowledge requirements for Category A operations shall be as prescribed by the Authority.	Concern: The CIVIL AVIATION (PERSONNEL LICENSING) REGULATIONS quoted in regulation 20 do not have provisions that are specific to UAS operations especially with regards to UAS student pilot license, Remote Pilot License, or UAS observer authorization for UAS E-VLOS operations. Regulation 4. (1) of the Civil Aviation (Personnel Licensing) Regulations on the Licenses and certificates issued by the authority lists the Remote Pilot License and Regulation 147 Sub-regulation 1(c) mentions the Class 3 requirement for Medical Assessment for an RPL holder. However, various aspects of licensing of UAS operators have not been captured including aspects that were elaborated in the UAS Manual of Implementing Standards 2020 CAA-M-UAS001 such as: a. Categories and ratings of a Remote Pilot License	1. Reg 30 2. Renamed "Licensing" 3. CAT B & C according to Civil Aviation (Personnel Licensing) Regulations .

			b. Eligibility to apply for a Remote Pilot License c. Knowledge requirements for a Remote Pilot License d. Skill requirements especially the Remote Pilot License with a VLOS or BVLOS category ratings e. Conversion of a foreign UAS Pilot License 2.Concern Personnel licensing regulations do not cover the aspects of RPL sufficiently, such as Eligibility, Validity and issuance include all applicable and approved ratings Recommendation: Appropriate Technical Guidance Material (TGM)/ Acceptable Means of Compliance (AMC Proposed Text (1) A person shall not act as a remote pilot in command or as a remote co-pilot of a Unmanned Aircraft System for Category B and C operations unless that person is a holder of a remote pilot licence issued by the authority. (2) Remote Pilot Licence required by sub regulations (1) shall be issued in accordance with provisions	
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			as prescribed by the Authority. (3) Skill and knowledge requirements for Category A operations shall be as prescribed by the Authority.	
Regulation 21	Training	No person shall provide training or instruction on the operation of Unmanned Aircraft System operations without an authorization issued in accordance with the Civil Aviation (Approved Training Organizations) Regulations.	1.Concern: The Third Schedule for the CIVIL AVIATION (APPROVED TRAINING ORGANIZATIONS) REGULATIONS that covers Approved Training Organization Management Personnel Responsibilities and Qualifications for Regulations 18(5) and 25(3) has very stringent requirements not suitable for a UTO that covers flight training for category A and B UAS operations. E.g. for Chief Flight Instructor, the requirement for having at least three years’ experience in flight instruction with a minimum of 500 hours’ total time and a minimum of 200 hours’ instructional time is too much. 2.Concern: ATO Regulations are too restrictive Proposed Text: (1) No person shall provide training or instruction on the operation of Unmanned Aircraft System operations without an authorization issued by the Authority.	1. Text maintained as the concerns are addressed in Civil Aviation (Approved Training Organizations) Regulations . 2. Reg 32

				(1) Any person who provides training or instruction on the operation of Unmanned Aircraft System operations shall obtain a RPAS Training Organization (RTO) Certificate from the Authority. (2) The RPAS Training Organization (RTO) Certificate referred to in sub regulation (1) shall authorize the organization to conduct (1) Unmanned Aircraft System operations training in accordance with the conditions and limitations detailed in the Training Specifications attached to that Certificate. (2) The issuance of a RPAS Training Organization (RTO) Certificate by the Authority is dependent upon the Organization demonstrating— (a) an adequate organization and staffing; (b) method of control and supervision of flight operations instruction; (c) training programme; and (d) ground handling and maintenance arrangements. (4) The requirements in sub regulation (3) shall be consistent with the nature and extent of the operations specified and commensurate with the size, structure and complexity of the organization.	
Regulation XX	Compliance with laws.	(1) An operator or owner shall ensure that all those	Proposed Text	1. Not adopted as	

		regulations and procedures. involved in the UA operations know that they must comply with these regulations and approved procedures. (2) An operator shall ensure that all remote pilots and other remote flight crew members are familiar with the laws, regulations, and procedures, pertinent to the performance of their duties, prescribed for the areas to be traversed, the aerodromes to be used and the air navigation facilities relating thereto. (3) An operator, owner or a designated representative shall have responsibility for operational control. (4) If an emergency situation which endangers the safety of the UA or persons becomes known first to the flight operations officer, the officer shall; a. Notify the appropriate authorities, and b. Requests for assistance if required. (5) If an emergency which endangers the safety of the RPA or persons necessitates the taking of action which involves a violation of these regulations or approved procedures; the remote pilot-in-command shall; a. notify the appropriate authority without delay. b. submit a report on any such violation to the appropriate authority, and c. in that event, the remote pilot-in-command shall also submit a copy of it to the State of the Operator and to the State of the RPS service	(1) An operator or owner shall ensure that all those involved in the UAS operations know that they must comply with these regulations and approved procedures. (2) An operator shall ensure that all remote pilots and other remote flight crew members are familiar with the laws, regulations, and procedures, pertinent to the performance of their duties, prescribed for the areas to be traversed, the aerodromes to be used and the air navigation facilities relating thereto. (3) An operator, owner or a designated representative shall have responsibility for operational control. (4) If an emergency situation which endangers the safety of the UAS or persons becomes known first to the flight operations officer, the officer shall; a. Notify the appropriate authorities, and b. Requests for assistance if required.	guided by Annex 6 Part IV, 3.1, Page 34. 2. Reg 33
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		provider, if different. (6) The reports in sub regulation (5) shall be submitted within 10 days. (7) All operators shall ensure that remote pilots-in-command have available at the RPS all the essential information concerning the search and rescue services in the area over which the UA will be flown. (8) Operators shall ensure that remote flight crew members demonstrate the ability to speak and understand the language used for radiotelephony communications as required by the Civil Aviation (Personnel Licensing) Regulations.		
Regulation xx	Contracted services	XX(1) Where an operator contracts any safety or security-related services in support of its operations to a third party that is not certified by the Authority to carry out such an activity, the contracted third party shall comply with all of the RPAS operator's procedures, including those for safety and security management, as approved by the Authority. (2) An operator shall grant the Authority access to the documents of any contracted organization to the extent required for determining continued compliance with these regulations.	Concern: The regulation is specific to safety and security contracted services yet does not cover other services that may be contracted including but not limited to Quality Audits, Training, Maintenance etc. Recommendation: Re-word the regulation to include contracting of other services. Proposed Text: (1) Where an operator contracts any of its operational and administrative functions in support	1. Not adopted as guided by Annex 6 Part IV 4.2.2, Pg. 47 2.Reg 37

			(3) An operator shall grant the Authority access to the premises, facilities, equipment and documents of the contracted organization to the extent required for determining continued compliance with these regulations.	of its operations to a third party that is not certified by the Authority to carry out such an activity, the contracted third party shall work under the terms of the operator, as approved by the Authority. (2) the Operator remains responsible for ensuring that all subcontracted products or services are subject to the hazard identification, risk management, and compliance monitoring of the ROC holder	
Regulation xx	Loss or theft of UAS	A person who owns or operates Unmanned Aircraft System shall report to the relevant Government Security Agencies and notify the Authority immediately of the loss or theft of the system or its components thereof.	Proposed Text 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.	1. Not adopted-security issue. 2. Reg 44	
Regulation 27	Carriage of dangerous goods.	A person shall not engage in the transport of dangerous goods unless approved by the Authority in accordance with the Civil Aviation (Safe Transport of Dangerous Goods by Air) Regulations.	Proposed Text (1) A person shall not engage in the transport of dangerous goods unless approved by the Authority. (2) 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.	1. Not adopted, definition is provided in the definitions section. 2. Reg 46	
Regulation 28	Operations in congested	A person shall not operate an Unmanned Aircraft System at	Remove	1. Maintained guided by	

		areas and crowds.	lateral distance of less than 30 metres from any person, building, structure, vehicle, vessel or animal not associated with the operations of the System unless authorized by the Authority.		ICAO Model Regs. Part 101, 101.7 2. Reg 47
Regulation 29	Operations in the vicinity of public roads.	29. 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 30m 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 Unmanned Aircraft.	Remove	1. (a) and (b) removed 2. Reg 48	
Regulation 33	Filing of flight plans.	(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.	1. Proposed Text (1) All Unmanned Aircraft System flights shall file flight plans for operations as categorized in the TGM (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. Reason Controlled airspace is too big an airspace. The need to file a flight plan needs to be evaluated from a risk of operations. 2. Proposed Text	1. Reg 52 2. Maintained since the concerns are addressed within the text	

			(1) All Unmanned Aircraft System flights in controlled airspace shall file flight plans or any other alternatives to provide visibility on the flights accepted by the ANSP.	
Regulation 45	Security programme requirement.	An owner or operator Unmanned Aircraft System shall not operate an Unmanned Aircraft System without operator security programme approved by the Authority in accordance with the Civil Aviation (Security) Regulations.	Concern: THE CIVIL AVIATION (SECURITY) REGULATION covers Aircraft Operator Security Programme and Supplementary Station Procedures for Regulations 14 which has very stringent requirements not suitable for an ROC. Recommendation: Appropriate Technical Guidance Material (TGM)/ Acceptable Means of Compliance (AMC) should be provided detailing which sections of the regulation are applicable for the Unmanned Aviation Sector as the current requirements are specific to manned aviation sector and more so air transport operators such as airlines Proposed Text An owner or operator Unmanned Aircraft System shall not operate an Unmanned Aircraft System without operator security programme approved by the Authority in accordance with the UAS TGM	1. Renamed “Security Programme” 2. Approval by the Authority as reference to Civil Aviation (Security) Regulations. Removed. 3. Reg 62
Regulation xx			Comment Define the control systems that apply to UAS Proposed Text	1. Not adopted 2. Definition of Unmanned Aircraft Systems addresses the concerns

				Unmanned Aircraft will be controlled using any of the following systems: 1. a radio control system, which allows the control of Unmanned Aircraft remotely while they are within the visual line of sight of the pilot. This system is used in Radio-controlled Aircraft; 2. a remote control system, which allows the control of Unmanned Aircraft remotely using a Remote Control Station. This system is used in Remotely Piloted Aircraft and highly automated control systems, which allow the control of Unmanned Aircraft by preprogramming them to navigate independently of human input during the flight.;	
	Regulation xx			Comment Define highly automated systems Proposed Text Highly automated UAS are preprogrammed preflight to navigate independently from predetermined 'take-off' and 'landing' points/areas under a 'UAS Flight Controller' monitoring with limited	Introduced as reg 42. "Highly Automated UA" Reg 41 "Autonomous UA" Reg 40 "Beyond Visual Line of Sight (BVLoS)"

				commands to initiate automated functions.	
				Comment Define UAS Flight Controller Proposed Text A qualified individual charged by an operator with duties related to the operation of a highly automated UAS and who is responsible for monitoring the UAS during flight through a control interface and intervening in its operation only to support predetermined automated processes, procedures, or commands. The UAS Flight Controller, without abilities to change the flight path and/or altitude may need to initiate automated functions if necessary.	Not Adopted