



**Number: OPS SD 2017/03**

**Issued: 9 March 2017**

## Operation of Unmanned Aircraft

**This Safety Directive contains information that is intended for mandatory compliance.**

Recipients are asked to ensure that this Safety Directive is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability: All persons
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### 1. Introduction

- 1.1 The operation of 'Unmanned Aircraft' has in recent years increased and the Authority recognises that there is a lot of interest in their recreational and commercial use. It should be noted however that they are in effect 'aircraft' regulated under Seychelles Civil Aviation (Safety) Regulations and aircraft operating without a pilot on board present a wide array of hazards to the civil aviation system, particularly in the vicinity of persons, congested areas and controlled airspace.
- 1.2 The purpose of this Directive is to provide the regulatory requirements for the use of such unmanned aircraft that are consistent with aviation regulations addressing safety and security.

### 2. Terminology

- 2.1 For the purpose of this document, the following terminology is used:

'Congested area' in relation to a city, town or settlement, means any area which is substantially used for residential, industrial, commercial or recreational purposes.

'Controlled airspace' means airspace which has been notified by the Authority as Class A, Class B, Class C, Class D or Class E airspace.

'Reduced visibility'. When the visibility on the ground is less than 3 km, due to precipitation, cloud, smoke, dust or haze.

'Remotely-piloted aircraft' (RPA) An aircraft where the flying pilot is not on board the aircraft. *Note: This is a subcategory of unmanned aircraft*

'Remotely-piloted aircraft system' (RPAS). A set of configurable elements consisting of a remotely-piloted aircraft, its associated remote pilot station(s), the required command and

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control links and any other system elements as may be required, at any point during flight operation.

'Remote pilot'. The person who manipulates the flight controls of a remotely-piloted aircraft during flight time.

'Unmanned aircraft' shall mean an aircraft without a human pilot on board, whose flight is controlled either autonomously or under the remote control of a pilot or person on the ground or in another vehicle and which does not weigh more than 7 kg without fuel. This definition also includes terms such as, Remotely-Piloted Aircraft' (RPA), 'Unmanned Aerial Vehicle' (UAV), or 'drone'.

'Unmanned Aerial System' (UAS) shall mean an aircraft and its associated elements, which are operated with no pilot on board.

'Visual line-of-sight operation'. An operation in which the remote pilot maintains direct visual contact with the aircraft to manage its flight and meet separation and collision avoidance responsibilities.

### **3. Regulations as applicable to the operation of unmanned aircraft**

- 3.1 Flight by an unmanned aircraft whose flight is controlled autonomously, is not permitted at any time.
- 3.2 The remote pilot in charge of an unmanned aircraft, shall not operate an unmanned aircraft weighing more than 7 kg, without fuel, unless it is with the permission of the Authority.
- 3.3 A remote pilot shall not cause or permit any article or animal (whether or not attached to a parachute) to be dropped from an unmanned aircraft, so as to endanger other persons, property, aircraft, vehicles, vessels and structures.
- 3.4 The remote pilot in charge of an unmanned aircraft is responsible for ensuring that:
- (a) the aircraft is operated in such a manner, that the flight can be made safely at all times, without risk to other persons, property, aircraft, vehicles, vessels and structures.
  - (b) direct, unaided visual contact (visual line of sight) with the aircraft is maintained, in order to monitor its flight path in relation to other persons, property, aircraft, vehicles, vessels and structures for the purpose of maintaining separation and avoiding collisions.
  - (c) an unmanned aircraft is not flown at night, or in conditions of reduced visibility, where visual line of sight cannot be maintained.
- 3.5 Unless it is with the permission of the Authority and or the appropriate air traffic control unit, an unmanned aircraft shall not fly:
- (a) in controlled airspace, or within 15 km of a public use aerodrome, or within 5 km of a heliport/helipad;
  - (b) at a height of more than 200 feet above the surface unless it is flying in airspace described in sub-paragraph (a) and in accordance with the requirements for that airspace;
  - (c) within the boundaries of a prohibited, restricted or danger area notified by the Authority;
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- (e) over or within 50 metres of any person or persons, notwithstanding (i) & (j) below;
  - (f) over or within 150 metres of any congested area or major public road;
  - (g) over or within 150 metres of an organised open-air assembly of more than 1,000 persons;
  - (h) within 300 metres of any vessel, vehicle or structure which is not under the control of the remote pilot in charge of the unmanned aircraft;
  - (i) within 30 metres of any person other than the remote pilot in charge of the unmanned aircraft or a person under the control of the remote pilot in charge of the aircraft, during take-off or landing;
  - (j) over or within 150 metres of a private residence, without the agreement and written permission of the owner.

#### **4. Reporting of accidents and incidents**

- 4.1 A Mandatory Occurrence Report ([MOR](#)) shall be sent to the SCAA within 72 hours of any accident or incident occurring during flight operations with an unmanned aircraft.
- 4.2 The following accidents or incidents occurring during flight operations with an unmanned aircraft shall be reported by a MOR:
  - (a) any death or injury to a person or persons;
  - (b) any risk of death or injury to a person or persons;
  - (c) any collision or risk of near collision with another aircraft;
  - (d) any damage to property, aircraft, vehicles, vessels and structures, or;
  - (e) any non-compliance with Part 3 of this document.

#### **5. Permission**

Any permission required in Part 3 shall be requested in writing to:

Chief Executive Officer  
Seychelles Civil Aviation Authority  
P.O Box 181  
Mahe  
Seychelles

#### **5. Queries**

Any queries or further guidance required as a result of this Safety Directive should be addressed to:

Chief Executive Officer  
Seychelles Civil Aviation Authority  
P.O Box 181  
Mahe  
Seychelles

#### **6. Cancellation**

OPS SN 2015/02