TABLE OF CONTENTS

SUBPART A – GENERAL

§ 107.1 Applicability.

(a) This Part prescribes rules governing the operation of UA Systems (UAS), including model aircraft, in the *Open* and *Specific* Categories of operation[1] within the Kingdom of Saudi Arabia (KSA) as well as for remote pilots and organizations involved in those operations.

(b) This Part also applies to the certification, approval and/or acceptance of:

(1) remote pilot training organizations for UAS operations conducted under this Part;

(2) approval and acceptance of UAS for operations conducted under this Part;

(3) remote identification systems for operations conducted under this Part.

§ 107.3 Definitions.

For the purposes of this Part the following definitions apply:

Assemblies of people means gatherings where persons are unable to move away due to the density of the people present.

Automatic operation means an operation following pre-programmed instructions that the UAS executes while the remote pilot is able to intervene at any time.

Autonomous aircraft means a UA that does not allow pilot intervention in the management of the flight.

Autonomous operation means an operation during which a UA is operating without pilot intervention in the management of the flight.

Beyond Visual Line of Sight (BVLOS) operation means an operation in which the remote pilot or visual observer does not use visual reference to the UA in the conduct of flight.

[1] The GACA establishes two categories of UAS operations as follows:
— *Open* is a UAS operation category that requires limited rules before the GACA grants a Permit to Operate and the operation may take place;
— *Specific* is a UAS operation category that requires an authorization by the GACA before the operation takes place and takes into account the mitigation measures identified in an Operational Risk Assessment (ORA).

Control station means an interface used by the remote pilot to control the flight path of the small UA.

Controlled ground area means the ground area where the UAS is operated and within which the UAS operator can ensure that only involved persons are present.

Corrective lenses means spectacles or contact lenses.

Direct Remote Identification (DRI) means a system that ensures the local broadcast of information about a UA in operation, including the marking of the UA, so that this information can be obtained without physical access to the UA.

First Person View (FPV) device means a device that generates and transmits a streaming video image to a control station display or monitor that gives the pilot of a UA the illusion of flying the aircraft from an on-board pilot's perspective.

Flight Termination System (FTS) means a system that, when activated, terminates the flight of a UA.

Fly-away means an interruption or loss of the C2 link such that the remote pilot is no longer controlling the UA, which is flying its preprogrammed procedures in the predicted manner.

Follow-me mode means a mode of operation of a UAS where the UA constantly follows the remote pilot within a predetermined radius.

Geofence means a virtual three-dimensional perimeter around a geographic point, either fixed or moving, that can be predefined or dynamically generated and that enables software to trigger a response when a device approaches the perimeter (also referred to as geo-awareness or geocaging).

Identification means the situation which exists when the position and identity of an aircraft is known.

Lost C2 Link means the loss of command and control link contact with the UA such that the remote pilot can no longer manage the flight.

Segregated airspace means airspace of specified dimensions allocated for exclusive use to a specific user(s).

Shielded operation means an operation within 100 m of, and below the top of, a natural or man-made

object.

Unmanned Aircraft (UA) means an aircraft that is intended to be operated with no pilot onboard.

Unmanned Aircraft System (UAS) means an aircraft and its associated components which are operated with no pilot on board.

UAS geographical zone means a portion of airspace established by GACA that facilitates, restricts or excludes UAS operations in order to address risks pertaining to safety, privacy, protection of personal data, security or the environment, arising from UAS operations.

UAS Traffic Management (UTM) means a specific aspect of air traffic management which manages UAS operations safely, economically and efficiently through the provision of facilities and a seamless set of services in collaboration with all parties and involving airborne and ground-based functions.

Unmanned aircraft system traffic management (UTM) system means system that provides UTM through the collaborative integration of humans, information, technology, facilities and services, supported by air, ground or space-based communications, navigation and surveillance.

Uninvolved persons means persons who are not participating in the UAS operation or who are not aware of the instructions and safety precautions given by the UAS operator.

Visual Line of Sight (VLOS) operation means an operation in which the remote pilot or visual observer maintains direct unaided visual contact with the unmanned aircraft.

Visual observer means a person who is designated by the remote pilot in command to assist the remote pilot in command and the person manipulating the flight controls of the small UAS to see and avoid other air traffic or objects aloft or on the ground.

§ 107.5 Falsification of Applications, Reports, or Records.

GACAR Part 3 applies to any person who conveys information to GACA as prescribed, who makes a record or report required to be prepared under the GACARs or who reproduces for fraudulent purposes certificates, ratings, or other authorizations issued by the President under the GACA.

§ 107.7 Inspection, testing, and demonstration of compliance.

(a) A remote pilot in command, owner, or person manipulating the flight controls of a small UAS must, upon request, make available to the President:

(1) the remote pilot certificate; and

(2) any other document, record, or report required to be kept under the regulations of this Part.

(b) The remote pilot in command, visual observer, owner, operator, or person manipulating the flight controls of a small UAS must, upon request, allow the President to make any test or inspection of the small UAS, the remote pilot in command, the person manipulating the flight controls of a small UAS, and, if applicable, the visual observer to determine compliance with this Part.

§ 107.8 Privacy.

(a) Operators of UA must be registered if they operate a UA which is equipped with a sensor able to capture personal data through videos or by making photographs.

(b) Remote pilots and UAS operators must obtain the approval of the competent authority for making videos or photographs.

(c) Remote pilots and UAS operators must obtain the approval of the competent authority for the collection of surveying and geospatial data.

§ 107.9 Occurrence reporting.

(a) No later than 10 calendar days after an operation that meets the criteria of one or more paragraphs of this section, a remote pilot in command must report to the GACA, in a manner acceptable to the President, any operation of the UA involving at least:

(1) Serious injury to any person or any loss of consciousness;

(2) Damage to any property, other than the UA;

(3) Missing or completely inaccessible UA;

(4) Fly-away of the UA;

(5) Interference with a manned aircraft; or

(6) Any other occurrence with a UA required to be reported by GACA.

(b) UAS Operators and remote pilots in command must report to the National Transport Safety Center (NTSC) any operation of the UA that resulted in a serious incident or accident.

§ 107.10 Categories of operation.

(a) A UA is operated in the Open category (within standard operating limitations) if:

(1) the unmanned aircraft has a maximum take-off mass of less than 25 kg;

(2) during the operation:

(i) the UA is operated within the Visual Line-of-Sight (VLOS) of the person operating the UA; and
(ii) the UA is operated at or below 120 m (400 ft) Above Ground Level (AGL) by day; and
(iii) the UA is not operated within 30 m of a person, measured horizontally, who is not directly associated with the operation of the UA.

(3) the UA is not operated:

(i) in a prohibited area; or
(ii) in a restricted area; or
(iii) over a populated area; or
(iv) within 8 km of the movement area of a controlled aerodrome.

(4) the UA is not operated over an area where a fire, police or other public safety or emergency operation is being conducted without the approval of a person in charge of the operation.

(5) the person operating the UA operates only that UA.

(6) the requirements § 107.29, § 107.37, § 107.39, § 107.41, § 107.45(a), § 107.47, § 107.49 and § 107.59 are met.

(b) A UA is operated in the Specific category of operation if:

(1) the unmanned aircraft has a maximum take-off mass of between 25 kg and 150 kg, or

(2) the UAS operation is not within the standard operating limitations, as defined in § 107.10(a),

(3) the UAS operation is not conducted in any of the following conditions:

(i) over assemblies of people;

(ii) involves transport of people;

(iii) involves carriage of dangerous goods, that may result in high risk for third parties in case of accident.

(c) A UA may not be operated in the Specific category, if GACA considers that the risk of the operation cannot be adequately mitigated without the certification of the UAS and of the UAS operator and, where applicable, without the licensing of the remote pilot. GACA may consider applying GACAR Part 101, Subpart F to this operation.

SUBPART B – OPERATING RULES IN THE OPEN CATEGORY

§ 107.11 Applicability.

This Subpart applies to Open category operations.

§ 107.13 Requirement for an Open remote pilot certificate.

(a) Except as provided in paragraph (c) of this section, no person may manipulate the flight controls of a small UAS unless:

(1) that person has an Open Remote Pilot Certificate issued pursuant to Subpart C of this Part and satisfies the requirements of § 107.71; or

(2) that person is under the direct supervision of a remote pilot in command and the remote pilot in command has the ability to immediately take direct control of the flight of the small UA.

(b) Except as provided in paragraph (c) of this section, no person may act as a remote pilot in command unless that person has an Open Remote Pilot Certificate issued pursuant to Subpart C of this Part and satisfies the requirements of § 107.71.

(c) The President may authorize a person who holds a Remote Pilot Certificate issued from a foreign country acceptable to the President, to operate a foreign-registered small UA without a GACA issued Open Remote Pilot Certificate.

§ 107.15 Registration.

A person operating a small UAS must comply with the provisions in GACAR Part 48.

§ 107.17 Permit to Operate.

(a) No person may operate a small UAS in the Open Category unless issued a Permit to operate by the President.

(b) The Permit to Operate must contain the following information:

(1) the official name and address of the operator;

(2) the name and address of the accountable person;

(3) list and identification of small UASs used by the operator;

(4) any additional operating conditions and limitations set by the President.

§ 107.18 UAS operations as part of model aircraft clubs and associations

(a) Upon request by a model aircraft club or association, GACA may issue an authorization for UAS operations as part of model aircraft clubs and associations.

(b) The authorization referred to in (a) must be issued in accordance with the established procedures, organizational structure and management system of the model aircraft club or association, ensuring that:

(1) remote pilots operating as part of model aircraft clubs or associations are informed of the conditions and limitations defined in the authorization issued by GACA;

(2) remote pilots operating as part of model aircraft clubs or associations are assisted in achieving the minimum competency required to operate the UAS safely and in accordance with the conditions and limitations defined in the authorization;

(3) the model aircraft club or association takes appropriate action when informed that a remote pilot operating as part of model aircraft clubs or associations does not comply with the conditions and limitations defined in the authorization, and, if necessary, informs GACA;

(4) the model aircraft club or association provides, upon request from GACA, documentation required for oversight and monitoring purposes.

(c) The authorization referred to in (a) must specify the UAS geographical zone and conditions under which operations as part of the model aircraft clubs or associations may be conducted.

(d) Model aircraft clubs and associations may register their members into the UAS registration system established by GACA in accordance with this Part, on their behalf. If this is not the case, the members of model aircraft clubs and associations must apply for the registration by themselves.

§ 107.19 Condition for safe operation of the UAS.

(a) No person may operate a small UAS unless it is in a condition for safe operation. Prior to each flight, the remote pilot in command must check the small UAS to determine whether it is in a condition for safe operation.

(b) No person may continue flight of a small UAS when he or she knows or has reason to believe that the small UAS is no longer in a condition for safe operation.

§ 107.21 Medical condition.

No person may manipulate the flight controls of a small UAS or act as a remote pilot in command, visual observer, or direct participant in the operation of the small UAS if 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 the small UAS.

§ 107.23 Remote pilot in command.

(a) A remote pilot in command must be designated before or during the flight of the small UA.

(b) The remote pilot in command is directly responsible for and is the final authority as to the operation of the small UAS.

(c) The remote pilot in command must ensure that the small UAS will pose no undue hazard to other people, other aircraft, or other property in the event of a loss of control of the aircraft for any reason.

(d) The remote pilot in command must ensure that the small UAS operation complies with all applicable regulations of this Subpart.

(e) The remote pilot in command must have the ability to direct the small UAS to ensure compliance with the applicable provisions of this Subpart.

§ 107.25 In-flight emergency.

(a) In an in-flight emergency requiring immediate action, the remote pilot in command may deviate from any provision of this Part to the extent necessary to resolve that emergency.

(b) A remote pilot in command who deviates from a provision under paragraph (a) of this Subpart

must send a written report of that deviation to the President.

§ 107.27 Hazardous operation.

No person may:

(a) Operate a small UAS in a careless or reckless manner so as to endanger the life or property of another; or

(b) Allow an object to be dropped from a small UAS in a manner that creates an undue hazard to persons or property.

§ 107.29 Operation from a moving vehicle or aircraft.

No person may operate a small UAS:

(a) From a moving aircraft; or

(b) From a moving land or water-borne vehicle unless the small UA is flown over a sparsely populated area and is not transporting another person's property for compensation or hire.

§ 107.31 Psychoactive Substances.

A person manipulating the flight controls of a small UAS or acting as a remote pilot in command or visual observer must comply with the provisions of GACAR Part 91, § 91.21.

§ 107.33 Authorized areas of operations.

Unless otherwise authorized by the President, no person may operate a UAS unless the areas of operation have been identified and within the authorized areas of operations determined by:

(a) The appropriate GACAR Part 171 certificated Air Traffic Services Provider; or

(b) The UAS geographical zones as defined by GACA under Subpart F.

§ 107.35 Daylight operation.

(a) No person may operate a small UAS in the Open Category at night.

(b) No person may operate a small UAS during periods of civil twilight unless the small UAS has lighted anti-collision lighting visible for at least 5 km. The remote pilot in command may reduce the intensity of the anti-collision lighting if he or she determines that, because of operating conditions, it would be in the interest of safety to do so.

(c) For purposes of paragraph (b) of this section, civil twilight refers to the following:

(1) a period of time that begins 30 minutes before official sunrise and ends at official sunrise;

(2) a period of time that begins at official sunset and ends 30 minutes after official sunset.

§ 107.37 Visual line of sight aircraft operation.

(a) With vision that is unaided by any device other than corrective lenses, the remote pilot in command, the visual observer (if one is used), and the person manipulating the flight controls of the small UAS must be able to see the UA throughout the entire flight in order to:

(1) know the UA's location;

(2) determine the UA's attitude, altitude, and direction of flight;

(3) observe the airspace for other air traffic or hazards; and

(4) determine that the UA does not endanger the life or property of another.

(b) Throughout the entire flight of the small UA, the ability described in paragraph (a) of this section must be exercised by either:

(1) the remote pilot in command and the person manipulating the flight controls of the small UAS; or

(2) a visual observer.

§ 107.39 Visual observer.

If a visual observer is used during the aircraft operation, all of the following requirements must be met:

(a) The remote pilot in command, the person manipulating the flight controls of the small UAS, and the visual observer must maintain effective communication with each other at all times.

(b) The remote pilot in command must ensure that the visual observer is able to see the UA in the manner specified in § 107.37.

(c) The remote pilot in command, the person manipulating the flight controls of the small UAS, and the visual observer must coordinate to do the following:

(1) scan the airspace where the small UA is operating for any potential collision hazard; and

(2) maintain awareness of the position of the small UA through direct visual observation.

§ 107.41 Operation of multiple small UA.

No person may operate or act as a remote pilot in command or visual observer in the operation of more than one UA at the same time.

§ 107.43 Carriage of hazardous material.

A small UA may not carry hazardous material. For purposes of this Part, the term hazardous material is defined in GACAR Part 1.

§ 107.45 Operation near aircraft; right-of-way rules.

(a) Each small UA must yield the right of way to all aircraft, airborne vehicles, and launch and reentry vehicles. Yielding the right of way means that the small UA must give way to the aircraft or vehicle and may not pass over, under, or ahead of it unless well clear.

(b) No person may operate a small UA so close to another aircraft as to create a collision hazard.

§ 107.47 Operation over human beings.

No person may operate a small UA in the Open Category over a human being unless that human being is:

(a) Directly participating in the operation of the small UA; or

(b) Located under a covered structure or inside a stationary vehicle that can provide reasonable protection from a falling small UA.

§ 107.49 Operation in certain airspace.

No person may operate a small UA in Class B, Class C, Class D or Class E airspace, unless that person has prior authorization from Air Traffic Control (ATC).

§ 107.51 Operation in the vicinity of airports.

No person may operate a small UA such that it interferes with operations and traffic patterns at any airport, heliport, or seaplane base.

§ 107.53 Operation in prohibited or restricted areas.

No person may operate a small UA in prohibited or restricted areas unless that person has permission from the using or controlling agency, as appropriate.

§ 107.55 Flight restrictions in the proximity of certain areas designated by Notice to Airmen (NOTAM).

A person acting as a remote pilot in command must comply with the provisions of GACAR Part 91, § 91.141 through § 91.149 and GACAR Part 99, § 99.9.

§ 107.57 Preflight familiarization, inspection, and actions for aircraft operation.

Prior to flight, the remote pilot in command must:

(a) Assess the operating environment, considering risks to persons and property in the immediate vicinity both on the surface and in the air. This assessment must include:

(1) local weather conditions;

(2) local airspace and any flight restrictions;

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

(4) other ground hazards.

(b) Ensure that all persons directly participating in the small UA operation are informed about the operating conditions, emergency procedures, contingency procedures, roles and

responsibilities, and potential hazards.

(c) Ensure that all control links between ground control station and the small UA are working properly.

(d) If the small UA is powered, ensure that there is enough available power for the small UAS to operate for the intended operational time.

(e) Ensure that any object attached or carried by the small UA is secure and does not adversely affect the flight characteristics or controllability of the aircraft.

(f) Information on all flights must be recorded in a logbook or equivalent. Information on each flight must contain date, time, name of Pilot in Command and flight crew, registration marks of the individual aircraft, take-off and landing areas, total flight time, type of operation, applicable flight rules and potential deviations. Records must be kept for a period of three years and ready for inspection.

§ 107.59 Operating limitations for small UA.

A remote pilot in command and the person manipulating the flight controls of the small UAS must comply with all of the following operating limitations when operating a small UAS:

(a) The ground speed of the small UA may not exceed 87 knots (160 km per hour).

(b) The altitude of the small UA must not be higher than 400 feet (120 meters) above ground level, unless the small UA:

(1) is flown within a 400 feet (120 meters) radius of a structure; and

(2) does not fly higher than 400 feet (120 meters) above the structure's immediate uppermost limit.

(c) The minimum flight visibility, as observed from the location of the control station must be no less than 5 kilometers. For purposes of this Part, flight visibility means the average slant distance from the control station at which prominent unlighted objects may be seen and identified by day and prominent lighted objects may be seen and identified by night.

(d) The minimum distance of the small UA from clouds must be no less than:

(1) 500 feet (150 meters) below the cloud; and

(2) 2,000 feet (600 meters) horizontally from the cloud.

§ 107.60 Special use airspace.

a) UAS operators must not conduct flights in prohibited areas.

b) Prior to operating in special use airspace, as referred to in Section III of Appendix C to GACAR Part 171, UAS operators must:

(1) check applicable NOTAM;

(2) request and obtain approval from GACA;

(3) request and obtain approval from the authorized ATS provider.

c) UAS operators must comply with the operational requirements for flights in special use airspace.

SUBPART C – REMOTE PILOT CERTIFICATION FOR OPEN AND SPECIFIC CATEGORIES

§ 107.61 Applicability.

This Subpart prescribes the requirements for issuing a remote pilot certificate.

§ 107.63 Offenses involving psychoactive substances.

(a) A conviction for the violation of any law relating to the growing, processing, manufacture, sale, disposition, possession, transportation, or importation of psychoactive substances is grounds for:

(1) denial of an application for any certificate issued under this Part, or

(2) suspension or revocation of any certificate issued under this Part.

(b) The commission of an act prohibited by GACAR Part 91, § 91.21(a) or § 91.23(a) is grounds for:

(1) denial of an application for a certificate issued under this Part, or

(2) suspension or revocation of any certificate issued under this Part.

(c) A refusal to submit to a test to indicate the presence of psychoactive substances in the body, when requested by an authorized Government representative in accordance with GACAR Part 91, § 91.21(c)(1), or a refusal to furnish or authorize the release of the test results requested by the President in accordance with GACAR Part 91, § 91.17(c)(2), is grounds for:

(1) denial of an application for any certificate or authorization issued under this Part; or

(2) suspension or revocation of any certificate or authorization issued under this Part.

§ 107.65 Eligibility.

Subject to the provisions of § 107.65, in order to be eligible for an Open Remote Pilot Certificate under this Subpart, a person must:

(a) Be at least 18 years of age;

(b) Receive security clearance;

(c) Be able to read, speak, write, and understand the English language. If the applicant is unable to meet one of these requirements due to medical reasons, GACA may place such operating limitations on that applicant's certificate as are necessary for the safe operation of the small UA;

(d) Not know or have reason to know that he or she has a physical or mental condition that would interfere with the safe operation of a small UAS;

(e) Demonstrate aeronautical knowledge by satisfying one of the following conditions:

(1) has successfully completed and passed the Open category theoretical knowledge examinations, in accordance with standards that are acceptable to GACA; or

(2) holds a foreign UAS remote pilot certificate or license issued by a Contracting State to the Convention on International Civil Aviation that is acceptable to the President;

§ 107.67 Issuance of an Open Remote Pilot Certificate.

An applicant for an Open Remote Pilot Certificate under this Subpart must make the application in a form and manner acceptable to the President.

(a) The application must include:

(1) evidence showing that the applicant passed an aeronautical knowledge test covering the areas of knowledge specified in § 107.79(a); and

(2) a certificate issued by GACA showing that applicant has successfully completed the Open category theoretical knowledge examinations, in accordance with standards that are acceptable to GACA; or

(3) a certificate of foreign UAS remote pilot certificate or license issued by a Contracting State to the Convention on International Civil Aviation that is acceptable to the President.

(b) If the application is being made pursuant to paragraph (a) (2) or (a) (3) of this section:

(1) the application must be submitted to GACA;

(2) the person accepting the application submission must verify the identity of the applicant in a manner acceptable to the President.

§ 107.69 Temporary certificate.

(a) A temporary Remote Pilot Certificate may be issued for up to 120 calendar days, at which time a permanent certificate will be issued to a person whom the President finds qualified under this Part.

(b) A temporary Remote Pilot Certificate expires:

(1) on the expiration date shown on the certificate; or

(2) upon receipt of the permanent certificate; or

(3) upon receipt of a notice that the certificate sought is denied or revoked.

§ 107.71 Aeronautical knowledge recency.

A person may not operate a small UAS unless that person has completed one of the following, within the previous 24 calendar months:

(a) Passed an initial aeronautical knowledge test covering the areas of knowledge specified in § 107.79(a); or

(b) Passed a recurrent aeronautical knowledge test covering the areas of knowledge specified in § 107.79(b); or

(c) A person holds a pilot certificate (other than a student pilot certificate) issued under GACAR Part 61 and meets the flight review requirements specified in GACAR Part 61, § 61.21 and has passed either an initial or recurrent training course covering the areas of knowledge specified in § 107.81(a) or (b) in a manner acceptable to the President.

§ 107.73 Knowledge tests: General procedures and passing grades.

(a) Knowledge tests prescribed by or under this Part are given in the manner designated by the President.

(b) An applicant for a knowledge test must have a valid identification (National ID, Iqama or Passport) at the time of application that contains the applicant's:

(1) photograph;

(2) date of birth, which shows the applicant meets or will meet the age requirements of this Part for the certificate and rating sought before the expiration date of the knowledge test report; and

(3) permanent mailing address/National Address. If the applicant's permanent mailing address is a post office box number, then the applicant must also provide a current residential address.

(c) The minimum passing grade for the knowledge test will be 75 percent.

§ 107.75 Knowledge tests: Cheating or other unauthorized conduct

(a) An applicant for a knowledge test may not:

(1) copy or intentionally remove any knowledge test;

(2) give to another applicant or receive from another applicant any part or copy of a knowledge test;

(3) give or receive assistance on a knowledge test during the period that test is being given;

(4) take any part of a knowledge test on behalf of another person;

(5) be represented by, or represent, another person for a knowledge test;

(6) use any material or aid during the period that the test is being given, unless specifically authorized to do so by the President; and

(7) intentionally cause, assist, or participate in any act prohibited by this section.

(b) An applicant who the President finds has committed an act prohibited by paragraph (a) of this section is prohibited, for 1 year after the date of committing that act, from:

(1) applying for any certificate, rating, or authorization issued under this Part; and

(2) applying for and taking any test under this Part.

(c) Any certificate or rating held by an applicant may be suspended or revoked if the President finds that person has committed an act prohibited by paragraph (a) of this section.

§ 107.77 Retesting after failure.

An applicant for a knowledge test may reapply for the test after having failed the test.

§ 107.79 Initial and recurrent knowledge tests.

(a) An initial aeronautical knowledge test covers the following areas of knowledge:

(1) applicable regulations relating to small UAS rating privileges, limitations, and flight operations;

(2) airspace classification, operating requirements, and flight restrictions affecting small UA operation;

(3) aviation weather sources and effects of weather on small UA performance;

(4) small UA loading;

(5) emergency procedures;

(6) crew resource management;

(7) radio communication procedures;

(8) determining the performance of small UA;

(9) physiological effects of drugs and alcohol;

(10) aeronautical decision-making and judgment;

(11) airport operations; and

(12) maintenance and preflight inspection procedures.

(b) A recurrent aeronautical knowledge test covers the following areas of knowledge:

(1) applicable regulations relating to small UAS rating privileges, limitations, and flight operations;

(2) airspace classification and operating requirements and flight restrictions affecting small UA operation;

(3) emergency procedures;

(4) crew resource management;

(5) aeronautical decision-making and judgment;

(6) airport operations; and

(7) maintenance and preflight inspection procedures.

§ 107.81 Initial and recurrent training courses.

(a) An initial training course covers the following areas of knowledge:

(1) applicable regulations relating to small UAS rating privileges, limitations, and flight operations;

(2) effects of weather on small UA performance;

(3) small UA loading;

(4) emergency procedures;

(5) crew resource management;

(6) determining the performance of small UA; and

(7) maintenance and preflight inspection procedures.

(b) A recurrent training course covers the following areas of knowledge:

(1) applicable regulations relating to small UAS rating privileges, limitations, and flight operations;

(2) emergency procedures;

(3) crew resource management; and

(4) maintenance and preflight inspection procedures.

§ 107.83 Change of name or address.

(a) Change of name: an application to change the name on a certificate issued under this Subpart must be accompanied by the applicant's:

(1) Remote Pilot Certificate; and

(2) a National ID, court order, or other document verifying the name change.

(b) The documents in paragraph (a) of this section will be returned to the applicant after inspection.

(c) Change of address. The holder of a Remote Pilot Certificate issued under this Subpart who has made a change in permanent mailing address/National Address may not, after 30 days from that date, exercise the privileges of the certificate unless the holder has notified GACA of the change of address.

§ 107.85 Voluntary surrender of certificate.

(a) The holder of a certificate issued under this Subpart may voluntarily surrender it for cancellation.

(b) Any request made under paragraph (a) of this section must include the following signed statement or its equivalent: "I voluntarily surrender my Remote Pilot Certificate for cancellation. This request is made for my own reasons, with full knowledge that my certificate will not be reissued to me unless I again complete the requirements specified in § 107.65 and § 107.67 and, if applicable, § 107.91 and § 107.92."

§ 107.91 Remote Pilot Certificate for the Specific Category.

In order to be eligible for a Specific Remote Pilot Certificate, a person must, in addition to the requirements for an Open Remote Pilot Certificate:

(a) Demonstrate aeronautical knowledge for the Specific category of operation by satisfying one of the following conditions:

(1) have successfully completed and passed all theoretical and practical elements of a Specific category training course, including any theoretical knowledge examinations and practical competency assessments, in accordance with standards that are acceptable to GACA and conducted in a GACA approved remote pilot training organization; or

(2) hold a foreign remote pilot certificate or license issued by a Contracting State to the Convention on International Civil Aviation for operations in the Specific category which is acceptable to the President; and

(b) Pass an aeronautical knowledge test for the Specific category of operation. This knowledge test must be provided by the GACA, or a GACA approved remote pilot training organization.

(c) Pass a practical skills test for the Specific category of operation. This practical skills test must be provided by a GACA Designated Remote Pilot Examiner (DRPE).

§ 107.92 Endorsement training for the Specific Category.

(a) The following Specific operations require the remote pilot(s) to be qualified, trained and competent through successful completion of additional Specific endorsement training module(s):

(1) night operations;

(2) operations above people;

(3) BVLOS operations;

(4) operations at aerodromes or heliports;

(5) operations in non-segregated airspace;

(6) transport and/or dropping of cargo/goods;

(7) operations with multiple and/or swarms of UA;

(8) operations over mountainous terrain, areas with snow or above water;

(9) transport of dangerous goods for humanitarian aid or emergency support;

(10) any other UAS operation in the Specific category for which GACA considers that the risk of the operation cannot be adequately mitigated without remote pilot endorsement training.

(b) The Specific endorsement training must be competency-based and must include all the competencies and observable behaviors as required by, and acceptable to, GACA.

(c) The applicable Specific endorsement modules must be successfully completed under responsibility of a certified UAS operator or remote pilot training organization that is approved by GACA.

SUBPART D – SPECIFIC OPERATIONS

§ 107.113 Applicability.

(a) This Subpart applies to:

(1) an organization that operates a UA other than in accordance with Subpart B;

(2) an organization that operates a UA in accordance with Subpart B and who wishes to apply for a UAS Operator Certificate (UOC).

Note – The UOC is typically applied for when the UAS operator wishes to obtain certification of the organization over a longer period of time, with the authorization to conduct UAS operations in accordance with operations specifications approved by the GACA and issued with the UOC.

(b) The following types of operations are not covered under this Subpart:

(1) cross-border operations;

(2) operations conducted over assemblies of people;

(3) autonomous operations with UA;

(4) operations involving the carriage of dangerous goods, that may result in high risk for third parties in case of accident.

(c) A waiver is required for UAS operations listed under § 107.113(b).

§ 107.115 Requirement for certificate.

(a) A valid Operational Authorization (OA) or UAS Operator Certificate (UOC) issued by GACA is required for operations to be conducted under this Subpart.

Note – The OA is typically applied for when the UAS operator wishes to obtain authorization for a limited number of UAS operations over specific locations and over a limited period of time;

(b) The UAS operator must nominate an Accountable Manager (AM) with authority for ensuring that within the organization all activities are performed in accordance with the applicable standards and that the organization is continuously in compliance with the requirements of the OA or UOC;

(c) The UAS operator must nominate an Operations Manager with authority for ensuring that within the organization all UAS operations are being conducted in accordance with the procedures that are described in the applicable Operations Manual;

(d) Where the GACA identifies the need for a Safety Management System (SMS), the UAS operator must nominate a safety manager with authority for ensuring the establishment, implementation and maintenance of SMS corresponding to the size of the organization, to the nature and complexity of its activities, taking into account the hazards and associated risks inherent in these activities.

(e) In a small organization where the AM also performs the role of nominated personnel, as defined by (c) and (d), the requirements applicable to those personnel also apply.

§ 107.117 Functions and duties of the Operations Manager.

(a) The functions and duties of the Operations Manager are as follows:

(1) ensuring the operator's UA operations are conducted in accordance with this Part;

(2) maintaining a record of the qualifications held by each person operating UAS for the operator;

(3) monitoring the operational standards and proficiency of each person operating UAS for the operator; and

(4) maintaining a complete and up-to-date reference library of operational documents required by GACA for the types of operations conducted by the operator, including:

i. Operations Manual;

ii. operational flight plans;

iii. remote pilot certificates;

iv. operational authorizations;

v. operations risk assessments;

vi. UAS Declarations of Compliance

vii. UAS operator certificates (if applicable)

viii. safety management system (if applicable)

§ 107.119 Specific Operations.

(a) Remote Pilot requirements. To conduct Specific operations, a remote pilot must:

(1) hold a Remote Pilot Certificate for Specific operations in accordance with Subpart C.

(2) have successfully completed Specific endorsement training, as stipulated in § 107.92.

(b) Eligibility. To be qualified to conduct Specific operations under this Subpart, the UAS must:

(1) be designed, produced, or modified such that it does not contain any safety defects identified by GACA;

(2) have current remote pilot operating instructions that apply to the operation of the UAS. The person or organization who designed, produced, or modified the UAS must make available the instructions upon sale, transfer, or use of the UA by someone other than the person or organization who designed, produced, or modified the UAS. Such instructions must address, at a minimum:

i. a system description that includes the required UAS components, any system limitations, and the declared category or categories of operation;

ii. modifications that will not change the ability of the UAS to meet the requirements for the category or categories of operation the UAS is eligible to conduct; and

iii. instructions that explain how to verify and change the mode or configuration of the UA, if they are variable.

(3) be operated only after:

i. the UAS operator has received notification that GACA has accepted the self-declaration that containment requirements addressing the risk posed by an operational loss of control that could infringe on areas adjacent to the operational volume and buffers are met; or

ii. the UAS operator has received notification that GACA has accepted the Operations Specifications associated with the UAS; or

iii. the UAS operator or the person or organization who designed, produced, or modified the UAS has received notification that GACA has accepted the Declaration of Compliance for that UAS in accordance with Subpart E "UA Systems Declarations"; and

(4) have a current aircraft registration in accordance with GACAR Part 48.

§ 107.121 Authorization to operate a UA.

(a) Before operating a UA other than in accordance with Subpart B, an organization must apply for an OA or UOC.

(b) An organization in (a) must apply by:

(1) submitting an application to GACA in accordance with GACA requirements; and

(2) pay the appropriate fee specified by GACA.

(c) An application must include:

(1) the registered name and address of the organization in the Kingdom of Saudi Arabia;

(2) the details of the operation for the OA or UOC;

(3) the applicant's application in a form and manner acceptable to GACA; and

(4) any other information relating to the application as may be required by GACA.

(d) An organization that operates a UA in accordance with (a) or (b) must follow the requirements given in § 107.123.

§ 107.123 Application for Operational Authorization (OA) or UAS Operator Certificate (UOC).

(a) An applicant for OA or UOC must provide GACA with an application that is complete and contains all elements required by GACA.

(b) The application must address the following matters, having regard to the nature, degree and risk of the intended operation:

(1) the identification of a person(s) who will have primary responsibility for any part of the operation;

(2) the identification of any person(s) who is to have or is likely to have control over the exercise of the privileges under the certificate;

(3) the identification of any person(s) who is to act as remote pilot instructor under the certificate;

(4) details of the physical locations to be used in the operation;

(5) an operational risk assessment that:

(i) identifies the known and likely consequences of hazards to people, property and other aircraft of the proposed operation;

(ii) includes a description of the measures that will be implemented to mitigate or manage the risk;

Note – Applicants that intend to operate UAS for experimental, research, development and/or prototyping purposes, must also submit an operational risk assessment. Based on the risk assessment, it may be acceptable to the GACA that the UAS has not been developed to design standards recognized by the GACA.

(6) procedures for reporting information to GACA including incidents and accidents;

(7) requirements for personnel licensing, qualifications, training and competency including remote pilot and remote flight crew qualifications, training and medical requirements;

(8) details of the number and specifications of the aircraft to be used, including any identification system used on the aircraft;

(9) details of the control station to be used to pilot the aircraft;

(10) procedures for the maintenance of the UA, including its control system, and measures to keep the UAS in safe condition;

(11) inflight procedures, including minimum distances from persons or property;

(12) procedures for handling cargo, or dropping items, if such operations are intended;

(13) procedures and safety risk assessment for the potential handling and carriage of dangerous goods by unmanned aircraft, if such operations are intended;

Note – Carriage of dangerous goods by unmanned aircraft, that does not result in high risk for third parties in case of accident, could potentially be for emergency, agricultural, medical, or other services.

(14) the Declaration of Compliance, acceptable to GACA;

(15) procedures for controlling, amending and distributing the application; and

(16) any other approvals that are required to conduct the proposed operation.

(c) GACA may require only those matters in paragraph (b) that GACA considers are appropriate in the particular circumstances to be contained in the application.

(d) The application must include an Operations Manual when required by the risk and complexity of the operation, addressing those matters in paragraph (b) that GACA considers appropriate.

(e) The application must be submitted and remain in a manner acceptable to GACA.

§ 107.125 Issuance of Operational Authorization (OA) or UAS Operator Certificate (UOC).

(a) GACA may issue an OA or a UOC to an organization that has applied under § 107.123.

(b) When issuing an OA or UOC under paragraph (a), GACA may:

(1) impose requirements on the UAS and may specify procedures to be followed by the operator of any UA that are operated under the authority of the OA or UOC;

(2) specify any additional conditions that GACA considers necessary in the interest of aviation safety; and

(3) after considering the type of UA to be used, determine that any UA to be operated under the OA or UOC must display identification markings in accordance with GACAR Part 48.

§ 107.127 UAS Operator Certificate / Operational Authorization (OA) contents.

(a) If GACA issues a UOC under § 107.125, the certificate may include:

(1) details of the physical location of the certificate holder's principal base of operations;

(2) the certificate holder's address for service in the Kingdom of Saudi Arabia;

(3) a list of any business names under which the certificate holder is approved to operate;

(4) the privileges and operations that the operator is permitted to perform, including:

i. the number, type and description, including, if applicable, the serial number and registration, of every UAS that is authorized for use; and

ii. identification of the geographical areas of operations approved by GACA; and

iii. any exemption issued from any requirement of this Part or any other GACAR; and

iv. any additional condition that GACA determines is necessary in the interest of aviation safety.

§ 107.129 Privileges of Operational Authorization (OA) and UAS Operator Certificate Holder (UOC).

(a) The OA and UOC holders must operate UAS in accordance with the scope of approval.

(b) The OA and UOC holders are authorized to operate UAS in the Open Category.

(c) An applicant for an OA or UOC for UAS operations involving the carriage of dangerous goods – for medical, emergency support, agricultural, or other services – must comply with the provisions of GACAR Part 109 as regards the transport of Dangerous Goods by UA.

(d) An applicant for an OA or UOC for UAS operations involving remote pilot training must describe the remote pilot instructor responsibilities, tasks, and qualifications in the Operations Manual.

§ 107.131 Duration of UAS Operator Certificate (UOC).

(a) When issuing or renewing a UOC under this Subpart, GACA must specify a date on which the UOC will expire.

(b) The date under paragraph (a) must not be later than 3 years after the date on which the certificate was issued.

§ 107.133 Conditions of operation for Operational Authorization (OA) or UAS Operator Certificate (UOC).

(a) A holder of an OA or UOC operating in the Specific Category must comply with:

(1) the operations specified in the OA or UOC;

(2) the conditions imposed by GACA on the OA or UOC; and

(3) the conditions specified in the application required by § 107.123.

(b) The certificate holder is responsible for ensuring that any personnel involved in an operation conducted under the authority of the OA or UOC are notified of and comply with the requirements of paragraph (a).

§ 107.135 Changes to Application.

(a) Each holder of an OA or UOC must:

(1) ensure that the application is amended:

(i) to reflect the current description of the authorization or operator certificate holder's operation;

(ii) to ensure continued compliance with any GACARs that have been identified under § 107.123(c);

(2) provide GACA with a copy of each amendment to the application within 14 calendar days after the amendment is incorporated into the application; and

(3) make such amendments to the application as GACA considers necessary in the interest of aviation safety.

(b) If a holder of an OA or UOC proposes to change any of the following, prior acceptance by GACA is required:

(1) the identification of any person who is to have or is likely to have control over the exercise of the privileges under the authorization or operator certificate; and

(2) the identification of locations from which the authorization or operator certificate holder conducts UA operations.

§ 107.137 Renewal of certificate.

A holder of a current Operational Authorization (OA) or UAS Operator Certificate (UOC) who wishes to continue to exercise the privileges of the OA or UOC beyond its date of expiration must apply for the renewal of the OA or UOC by completing the application in accordance with § 107.123.

§ 107.139 Record retention of UAS Operator Certificate (UOC).

(a) Each holder of a UOC must maintain:

(1) a record containing the names of the remote pilots and other crew members involved in each flight, in respect of the system, the time of each flight or series of flights; and

(2) a record containing maintenance action, modification or repair performed on the system, including:

i. name of person performing the work;

ii. the dates work was performed;

iii. in the case of modification, the manufacturer, model and description of parts or equipment modifying the system; and

iv. if applicable, any instruction provided to complete the work.

(b) Each owner of a UAS who transfers ownership to another person must, at the time of transfer, deliver to that person all records referred to in paragraph (a)(2).

(c) Each owner of a UAS must ensure that the records referred to in subsection (a)(1) and (a)(2) are made available to GACA on request and are retained for a period of 3 years after the day they are created.

§ 107.141 Non-compliance with the applicable GACARs.

GACAR Part 13 prescribes procedures for compliance enforcement, petitions for reconsideration, and appeal from certain decisions and actions made by the President in his administration and enforcement of this Part.

§ 107.145 Compliance with UAS operator's practices and procedures.

Persons who are employed by an operator or who assist with an operator's operation must comply with the operator's documented practices and procedures.

§ 107.149 Safety Management System.

(a) A UAS operator conducting operations under this Subpart must have a Safety Management System (SMS) if:

(1) The UAS operator applies for UOC.

(2) GACA considers that the risks of the operations cannot be adequately mitigated without SMS;

(b) The SMS must include:

(1) a safety policy and safety statement on which the system for safety management is based;

(2) a process for risk management that identifies hazards to aviation safety and third parties (people/property on the ground) and that evaluates and manages the associated risks;

(3) safety assurance measures that ensure:

i. hazards, incidents and accidents are internally reported and analyzed, and action is taken to prevent recurrence;

ii. goals for safety improvement 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

(4) training that ensures personnel are competent to fulfil their safety responsibilities.

(c) The operator must document all processes required to establish and maintain the system for safety management.

(d) The operator's system for safety management must be commensurate with the size of the organization, the nature and complexity of the activities undertaken by the operator, and the hazards and associated risks inherent in the activities undertaken by the operator.

§ 107.171 Insurance for Specific operations.

(a) UAS operators must have adequate insurance to provide coverage for liability to third parties and cargo as a result of the operation with its UA.

(b) The insured risks must include damage to third party property, injury to other people, acts of war, terrorism, hijacking, acts of sabotage, unlawful seizure of aircraft, and civil commotion.

(c) Carriage of dangerous goods for humanitarian aid or emergency operations with UA is required to be explicitly listed on the insurance certificate issued to the UAS operator.

(d) The insurance cover must exist for each and every flight, regardless of whether the aircraft operated is at the UAS operator disposal through ownership or any form of lease agreement.

(e) The third-party liability insurance referred to under (a) must have a coverage acceptable to GACA.

§ 107.181 Security for Specific Operations

UAS operators intending to conduct operations under this Part must submit a declaration to the GACA, stating that appropriate preventive security measures have been implemented.

SUBPART E – UNMANNED AIRCRAFT SYSTEMS DECLARATIONS

§ 107.202 Applicability.

This Subpart applies to any manufacturer or operator of a UA, who intends to declare the demonstrated capabilities of its UA to GACA for an operation under GACAR Part 107.

§ 107.203 Declaration of Compliance requirement.

A Declaration of Compliance must be submitted for the following operations under this Part:

(a) Operations in the Open Category with a UAS with maximum take-off mass between 15 and 25 kg;

(b) Operations in the Specific Category.

§ 107.205 Means of compliance.

(a) To meet the requirements of § 107.207(a)(1) for operations for a Specific UAS, the means of compliance must consist of data (tests, analysis, industry consensus standards) and the results or justification used to demonstrate the UAS meets the predetermined level of safety GACA has established as acceptable.

(b) An applicant requesting GACA acceptance of a means of compliance must submit the following information in a manner specified by GACA:

(1) detailed description of the means of compliance; and

(2) justification, including any substantiating material, showing that the means of compliance establishes achievement of safety objectives acceptable to GACA.

§ 107.207 Manufacturer or Operator declaration.

(a) Where a manufacturer or operator of a UA intends to declare the demonstrated capabilities of its UA to GACA for an operation under GACAR 107, the declaration must:

(1) specify the manufacturer of the UAS, the model of the system, the maximum take-off mass of the UA, the operations that the UA is intended to undertake and the UA performance characteristics; and

(2) specify that the system meets the means of compliance applicable to the operations for which the declaration was made.

(b) The manufacturer or UAS operator declaration is invalid if:

(1) GACA has determined that the model of the UA does not meet the terms set out in the means of compliance, or

(2) the manufacturer or UAS operator has notified GACA of an issue related to the design of the model under § 107.209.

§ 107.209 Notice to GACA.

A manufacturer or UAS operator that has made a declaration to GACA under § 107.207 must notify GACA of any issue related to the design of the model of the UAS that results in the system no longer meeting the technical requirements set out in the means of compliance referred in § 107.205(b)(2), as soon as possible after the issue is identified.

§ 107.211 Documentation.

A manufacturer or UAS operator that has made a declaration to GACA in respect of a model of a UAS under § 107.207 must make available to each owner of that model of system:

(a) a maintenance program that includes:

(1) **i**nstructions related to the servicing and maintenance of the system; and

(2) an inspection program to maintain system readiness;

(b) any mandatory actions the issued in respect of the system;

(c) a UAS operating manual that includes:

(1) a description of the system;

(2) the ranges of weights and centers of gravity within which the system may be safely operated under normal and emergency conditions and, if a weight and center of gravity combination is

considered safe only within certain loading limits, those load limits and the corresponding weight and center of gravity combinations;

(3) with respect to each flight phase and mode of operation, the minimum and maximum altitudes and velocities within which the aircraft can be operated safely under normal and emergency conditions;

(4) a description of the effects of foreseeable weather conditions or other environmental conditions on the performance of both the system and the UA;

(5) the characteristics of the system that could result in severe injury to crew members during normal operations;

(6) the design features of the system and their associated operations that are intended to protect against injury to persons not involved in the operations;

(7) the warning information provided to the remote pilot in the event of a degradation in system performance that results in an unsafe system operating condition;

(8) procedures for operating the system in normal and emergency conditions; and

(9) assembly and adjustment instructions for the system.

§ 107.213 Record retention.

(a) A manufacturer or UAS operator that has made a declaration to GACA in respect of a model of a UAS under § 107.207 must keep, and make available to GACA on request:

(1) a current record of all mandatory actions in respect of the system; and

(2) a current record of the results of and the reports related to the verifications that the manufacturer has undertaken to ensure that the model of the system meets the technical requirements applicable to the operations for which the declaration was made.

(b) The manufacturer or UAS operator must keep the records referred to in subsection (a)(1) for the greater of:

(1) two years following the date that manufacturing of that model of UAS permanently ceases, and

(2) the lifetime of the UA that is an element of the model of system referred to in paragraph (a).

§ 107.215 Declaration of Compliance Acceptance/Evaluation.

(a) Declaration of Compliance (DoC) issued/validated/accepted by FAA or EASA is accepted by GACA.

(b) For any DoC issued locally or by any other national aviation authority of an ICAO Contracting State where the Contracting State is the state of design of the UAS and upon receipt of the Declaration of Compliance, GACA will:

(1) verify that it contains all elements set out in Subpart E;

(2) provide the manufacturer or operator of a UAS with confirmation of receipt and completeness.

(3) provide evaluation result status.

SUBPART F – IDENTIFICATION, GEO-AWARENESS & GEOGRAPHICAL ZONES

This Subpart is applicable as of 1 January 2026.

§ 107.302 Applicability.

(a) This Subpart applies to all UA intended to be operated under this Part.

(b) Registered UA and model aircraft intended to be operated under this Part must be equipped with Direct Remote Identification or Network Remote Identification.

(c) GACA may require UA and model aircraft intended to be operated under Subpart D for "Specific Operations" to be equipped with geo-awareness.

(d) GACA may impose any additional operational conditions that may be deemed fit for UAS operations in UAS geographical zones defined by GACA.

(e) UAS operations in geographical zones must only be conducted after approval from GACA.

§ 107.303 Direct Remote Identification.

A Direct Remote Identification system must comply with the following:

(a) allow the upload of the UAS operator registration number and any additional number provided by the registration system; the system must perform a consistency check verifying the integrity of the full string provided to the UAS operator at the time of registration; in case of inconsistency, the system must emit an error message to the UAS operator.

(b) have a unique serial number compliant with a standard acceptable to GACA, affixed to the add-on and its packaging or its manufacturer's instructions.

(c) ensure, in real time during the whole duration of the flight, the direct periodic broadcast from the UA using an open and documented transmission protocol, in a way that it can be received directly by existing mobile devices within the broadcasting range, of at least the following data:

(1) the UAS operator registration number and the verification code provided by GACA during the registration process unless the consistency check defined in point (a) is not passed;

(2) the unique serial number of the add-on compliant with point (b);

(3) the time stamp, the geographical position of the UA and its height above the surface or take-off point;

(4) the route course measured clockwise from true north and ground speed of the UA;

(5) the geographical position of the remote pilot or, if not available, the take-off point.

(d) reduce the ability of tampering the functionality of the direct remote identification system;

(e) be placed on the market with manufacturer's instructions providing the reference of the transmission protocol used for the direct remote identification emission and the instruction to:

(1) install the module on the UA; and

(2) upload the UAS operator registration number.

§ 107.304 Network Remote Identification.

A Network Remote Identification (NRI) system must:

(a) allow the upload of the UAS operator registration number and any additional number provided by the registration system; the system must perform a consistency check verifying the integrity of the full string provided to the UAS operator at the time of registration; in case of inconsistency, the system must emit an error message to the UAS operator;

(b) allow, in real time during the whole duration of the flight, the transmission from the UA using an open and documented transmission protocol, in a way that it can be received through a network, of at least the following data;

(1) the UAS operator registration number and the verification code provided by GACA during the registration process unless the consistency check defined in point (a) is not passed;

(2) the unique serial number of the UA compliant with a standard acceptable to GACA;

(3) the time stamp, the geographical position of the UA and its height above the surface or take-off point;

(4) the route course measured clockwise from true north and ground speed of the UA;

(5) the geographical position of the remote pilot or, if not available, the take-off point;

(6) an indication of the emergency status of the UAS.

(c) prevent the tampering the functionality of the direct remote identification system.

§ 107.305 Geo-awareness.

A Geo-awareness function must provide:

(a) an interface to load and update data containing information on airspace limitations related to UA position and height imposed by UAS geographical zones as defined by GACA or special use airspace defined in accordance with GACAR Part 171, and which ensures that the process of loading or updating such data does not degrade its integrity and validity;

(b) warning alert to the remote pilot when a potential breach of airspace limitations is detected;

(c) information to the remote pilot on the UA's status as well as a warning alert when its positioning or navigation systems cannot ensure the proper functioning of the geo-awareness function.

§ 107.306 UAS geographical zones.

(a) When defining UAS geographical zones for safety, security, privacy or environmental reasons, GACA may:

(1) prohibit certain or all UAS operations, request particular conditions for certain or all UAS operations or require a prior flight authorization for certain or all UAS operations;

(2) subject UAS operations to specified environmental standards;

(3) allow access to certain types of UAS only;

(4) allow access only to UAS equipped with certain technical features, in particular remote identification systems or geo awareness systems.

(b) On the basis of a risk assessment, GACA may designate certain geographical zones in which UAS operations are exempted from one or more requirements of this Part.

(c) For geo awareness purposes, information on the UAS geographical zones, including their period of validity, is made publicly available by GACA.

(d) The UAS operator must ensure that remote pilots and all other personnel performing a task in support of the operations are provided with the information relevant to the intended UAS operation concerning any geographical zones published by GACA.

(e) The UAS operator must ensure that the UAS is equipped with a geo-awareness function, when required by GACA for the UAS geographical zone around the intended location of operation.

(f) The UAS operator must upload updated information into the geo-awareness system installed on the UAS, when required by the UAS geographical zone for the intended location of operation.

(g) Before conducting operations, personnel in charge of duties essential to the UAS operation and remote pilots are required to obtain updated information, relevant to the intended operation, about any UAS geographical zones defined by GACA.

(h) The pre-flight preparations must include the assessment of environment and airspace, including the proximity of UAS geographical zones and potential activities by other airspace users.

(i) Before starting a UAS operation, the remote pilot must ensure that the information about the operation has been made available to the relevant Air Traffic Service (ATS) unit, other airspace users and relevant stakeholders, as required by the OA or by the conditions published by GACA for the UAS geographical zone of operation.

(j) During the flight, the remote pilot must comply with the operational limitations in the UAS geographical zones defined by GACA.

SUBPART G – REMOTE PILOT TRAINING ORGANIZATIONS

§ 107.351 Applicability.

(a) This Subpart prescribes the requirements governing the certification, approval, and operation of UAS remote pilot training centers.

(b) This Subpart provides an alternative means to accomplish training required by this Part.

(c) No person may conduct training and testing of a UAS remote pilot without, or in violation of, the approval of the GACA.

§ 107.353 Certificate and Operations Specifications Required.

(a) No person may operate a training center without, or in violation of, a training center certificate and operations specifications issued under this Part.

(b) No person will be issued a training center certificate unless he/she has received security clearance.

(c) An applicant will be issued a training center certificate and operations specifications with appropriate conditions and limitations if the applicant shows that it has adequate facilities, equipment, personnel, and courseware required by this Part.

§ 107.355 Duration of a Certificate.

(a) The holder of a training center certificate issued under this Part may not exercise the privileges of that certificate after it expires.

(b) A training center certificate issued under this Part is valid until the date endorsed on the certificate unless that certificate is surrendered, suspended, or revoked.

§ 107.357 Application for issuance, amendment, or renewal.

(a) An application for a training center certificate and operations specifications must be made:

(1) on a form and in a manner prescribed by the President; and

(2) at least 60 working days before the beginning of any proposed training or 30 working days before effecting an amendment to any approved training, unless a shorter filing period is approved by the President.

(b) Each application for a training center certificate and operations specifications must provide:

(1) a statement showing that the minimum qualification requirements for each management position are met or exceeded;

(2) a statement acknowledging that the applicant must notify the President within 10 working days of any change made in the assignment of persons in the required management positions;

(3) the proposed training authorizations and operations specifications requested by the applicant;

(4) a description of the training equipment that the applicant proposes to use;

(5) a description of the applicant's training facilities, equipment, qualifications of personnel to be used, and proposed evaluation plans;

(6) a training program curriculum, including syllabuses, outlines, courseware, procedures, and all supported documentations; upon request by the President;

(7) a description of a recordkeeping system that will identify and document the details of training, qualification, and certification of students, and instructors.

(8) a description of the training center's quality assurance system.

(c) The facilities and equipment described in paragraph (b)(5) of this section must:

(1) be available for inspection and evaluation prior to approval; and

(2) be in place and operational at the location of the proposed training center prior to issuance of a certificate under this Part.

(d) An applicant who meets the requirements of this Part and is approved by the President may receive:

(1) a training center certificate containing all business names included on the application under which the certificate holder may conduct operations and the address of each business office used by the certificate holder; and

(2) operations specifications, issued by the President to the certificate holder, containing—

i. the type of training authorized.

ii. the category, class, and type of UAS that may be used for training, testing, and checking;

iii. the business name and address of all satellite training centers, and the approved courses offered at each satellite training center; and

iv. any other items the President may require or allow.

(e) The President may deny, suspend, or revoke a certificate under this Part if the President finds that the applicant or the certificate holder:

(1) held a training center certificate that was revoked or suspended within the previous 5 years;

(2) employs or proposes to employ a person who:

i. was previously employed in a management or supervisory position by the holder of a training center certificate that was revoked or suspended within the previous 5 years;

ii. exercised control over any certificate holder whose certificate has been revoked or suspended within the last 5 years; or

(3) has provided incomplete, inaccurate, fraudulent, or false information for a training center certificate; or

(4) should not be granted a certificate because the grant would not foster aviation safety.

(f) The President may suspend, revoke, or amend any certificate issued under this Part if:

(1) the President determines that aviation safety and the public interest requires the suspension, revocation, or amendment; or

(2) the certificate holder applies for the amendment and the President determines that aviation safety and the public interest allow the amendment.

(g) When the President proposes to amend, suspend, modify, or revoke all or part of any certificate, the procedure in GACAR Part 13, §13.19 applies.

(h) When the certificate holder applies for an amendment of its certificate, the following procedures apply:

(1) the certificate holder must file an application to amend its certificate with GACA at least 15 working days before the date proposed by the applicant for the amendment to become

effective, unless the President approves filing within a shorter period;

(2) the application must be submitted in the form and manner prescribed by the President;

(3) when a certificate holder seeks reconsideration of a decision from the President concerning amendments of a certificate, the procedures in GACAR Part 13 apply;

(4) application for the renewal of a certificate under this Part must be made on a form and in a manner prescribed by the President.

§ 107.359 Management and personnel requirements.

An applicant for a training center certificate must show on a continuing basis, that:

(a) For each listed course, the training center has a sufficient number of instructors who are qualified in accordance with instructor's qualification stipulated in this Part to perform the duties to which they are assigned.

(b) The training center has a sufficient number of management personnel qualified and competent to perform required duties and supervise the training to be conducted.

(c) The training center has appointed an accountable manager responsible for ensuring it is in compliance with the requirements for an approved training center.

(d) Each management representative and all personnel designated by the training center to conduct direct student training are able to read, write, and understand the English language.

§ 107.361 Facilities.

(a) An applicant for, or holder of, a training center certificate must establish and maintain a principal business office physically located at the address shown on its training center certificate.

(b) An applicant for, or holder of, a training center certificate must ensure that each room, training booth, or other space used for instructional purposes is environmentally controlled, lighted, and ventilated to conform to local building, sanitation, and health codes.

(c) Each training room is well equipped with operational training equipment that can be used during the conduction of the training.

(d) The student records required to be maintained by this Part must be located in facilities

adequate for that purpose.

(e) An applicant for, or holder of, a training center certificate must have available exclusively, for adequate periods of time and at a location approved by the President, adequate practical training area with adequate number of UAS that are operational whenever used for training and properly maintained in accordance with the manufacturer maintenance manual.

§ 107.363 Satellite training centers.

(a) The holder of a training center certificate may conduct training in accordance with an approved training program at a satellite training center if:

(1) the facilities, equipment, personnel, and course content of the satellite training center meet the applicable requirements of this Part;

(2) the instructors at the satellite training center are under the direct supervision of management personnel of the principal training center;

(3) the President is notified in writing that a particular satellite is to begin operations at least 60 working days prior to proposed commencement of operations at the satellite training center;

(4) the certificate holder's operations specifications reflect the business name and address of the satellite training center and the approved courses offered at the satellite training center.

(b) The certificate holder's operations specifications must prescribe the operations required and authorized at each satellite training center.

§ 107.365 Display of certificate.

(a) Each holder of a training center certificate must prominently display that certificate in a place accessible to the public in the principal business office of the training center.

(b) A training center certificate and operations specifications must be made available for inspection upon request by:

(1) the President;

(2) an authorized representative of the NTSC; or

(3) any law enforcement agency in the Kingdom of Saudi Arabia.

§ 107.367 Inspections.

Each certificate holder must allow the President to inspect training center facilities, equipment, and records in order to determine compliance with this Part and the training center's certificate and operations specifications.

§ 107.369 Advertising limitations.

(a) A certificate holder may not conduct, and may not advertise to conduct, any training, testing, and checking not approved by the President if that training is designed to satisfy any requirement of this Part.

(b) A certificate holder whose certificate has been surrendered, suspended, or revoked must:

(1) promptly remove all indications, including signs, wherever located, that the training center was certificated by the President; and

(2) promptly notify all advertising agents, or advertising media, or both, employed by the certificate holder to cease all advertising indicating that the training center is certificated by the President.

§ 107.371 Training and procedures manual.

(a) The training center must provide a training and procedures manual for the use and guidance of personnel concerned. This manual may be issued in separate parts and must contain at least the following information:

(1) a general description of the scope of training authorized under the training center's terms of approval;

(2) the content of the training programs offered including the courseware and equipment to be used;

(3) a description of the training center's quality assurance system in accordance with §107.375

(4) a description of the training center's facilities;

(5) the name, duties and qualification of the personnel designated as responsible for Compliance with the requirements of an approved training center;

(6) a description of the duties and qualification of the personnel designated as responsible for planning, performing, and supervising training;

(7) a description of the procedures used to establish and maintain the competence of instructional personnel;

(8) a description of the method used for the completion and retention of the training records required by this Part;

(b) The training center must ensure that the training and procedures manual is amended as necessary to keep the information up to date.

(c) Copies of each amendment to the training and procedures manual must be furnished promptly to all organizations or persons to whom the manual has been issued.

§ 107.375 Quality assurance system.

(a) Each training center must establish a quality assurance system acceptable to the President. Management personnel responsible for the implementation and maintenance of the quality assurance system must be identified by the training center.

(b) The quality assurance system must address:

(1) conduct and effectiveness of all training programs;

(2) compliance and adequacy of curriculums;

(3) conformity and security of the training center's recordkeeping system;

(4) adequacy of facilities and equipment;

(5) qualifications, eligibility, and ability of instructors.

§ 107.377 Approval of training programs.

(a) Each applicant for, or holder of, a training center certificate must apply to the President for training program approval.

(b) Application for training program approval must be made in a form and in a manner acceptable to the President.

(c) If, after a certificate holder begins operations under an approved training program, the President finds that the certificate holder is not meeting the provisions of its approved training program, the President may require the certificate holder to revise that training program.

(d) If the President requires a certificate holder to revise an approved training program and the certificate holder does not revise the program as required, within 30 days, the President may suspend or revoke the training center certificate under the provisions of GACAR Part 13.

§ 107.379 Training program curriculum requirements.

(a) Each training program curriculum submitted to the President for approval must meet the applicable requirements of covering:

(1) the areas of knowledge specified by GACA.

(2) practical tests specified by GACA, and

(3) applicable practical topics specified by GACA and must contain:

i. A syllabus for each proposed curriculum;

ii. The theoretical and practical training hours required to complete the training;

iii. Minimum instructor qualifications for each proposed course / curriculum;

iv. a means of tracking student performance.

§ 107.381 Training center instructor eligibility requirements.

(a) A certificate holder may not employ a person as an instructor to conduct UAS training course that is subject to approval by the President unless that person:

(1) is at least 18 years of age;

(2) receive security clearance;

(3) is able to read, write, speak and understand English;

(4) has a certificate of successfully completing a theoretical and practical training conducted by a training center that is acceptable to the President, or the UAS manufacturer;

(5) has a minimum of 20 hours of experience of remotely flying the UAS;

(6) holds Remote Pilot Certificate issued under this Part.

(b) Prior to starting conduction of any training, the instructor must successfully complete training on the following:

(1) instruction methods and techniques;

(2) fundamental principles of the learning process;

(3) training organization internal policies and procedures;

(4) instructor duties, privileges, responsibilities, and limitations;

§ 107.383 UAS requirements.

(a) An applicant for, or holder of, a training center certificate must ensure that each UAS used for training meets the following requirements:

(1) is in compliance with the requirements of GACAR Part 48;

(2) is fully operational and maintained in accordance with the manufacturer's maintenance manual;

(3) has adequate number of UAS that will enable each student to practice flying to a competent level.

§ 107.385 Practical training operating rules.

Whenever practical training is conducted, the instructor and students must adhere to the related operational rules of Subpart C.

§ 107.389 Recordkeeping requirements.

(a) A certificate holder must maintain a record for each trainee that contains:

(1) the name of the trainee;

(2) the course title, duration, start date, end date and test results;

(3) the name of the course and the make and model of the UAS used in the practical training;

(4) the trainee's performance on each lesson and the name of the instructor providing instruction;

(5) the number of hours of additional training that was accomplished after any unsatisfactory practical test result.

(b) A certificate holder must maintain a record for each instructor designated to instruct that contains:

(1) instructor qualifications;

(2) the instructor initial and recurrent training;

(3) the details of each course conducted by each instructor (course title, start and end dates, students attended and their marks);

(c) The certificate holder must:

(1) maintain the records required by paragraph (a) and (b) of this section for at least 2 years;

(2) provide the records required by this section to the President, upon request;

(3) maintain the training records of any training conducted at satellite training center (if applicable);

(d) The certificate holder must provide to a trainee, upon request, a copy of his or her training records.

§ 107.391 Electronic Recordkeeping.

(a) No certificate holder may use an electronic recordkeeping system for any record required by this Part unless the electronic recordkeeping system complies with paragraphs (b) through (f) of this section.

(b) Storage and Retrieval: A computer hardware and software system must have the capability to store and retrieve the records. The system must be capable of producing paper copies of the viewed information at the request of a GACA or NTSC authorized representative.

(c) Security: Any electronic recordkeeping system must:

(1) ensure that records are retained for the retention periods prescribed in this Part;

(2) protect confidential information;

(3) ensure that the information is not altered in an unauthorized way;

(4) have a corresponding policy and management structure to support the computer hardware and computer software that delivers the information.

(d) Procedures: Before employing an electronic recordkeeping system, a certificate holder must incorporate electronic recordkeeping procedures into its manual to include the following:

(1) procedures for making required records available to authorized NTSC personnel and GACA Inspectors. If the computer hardware and software system is not compatible with GACA and NTSC systems, the certificate holder must provide an employee or representative to assist in accessing the necessary computerized information;

(2) procedures for reviewing the computerized personal identification codes system to ensure that the system will not permit password duplication;

(3) procedures for auditing the computer system every 6 months to ensure the integrity of the system. A record of the audit must be completed and retained on file as part of the operator's record retention requirements. This audit may be a computer program that automatically audits itself;

(4) audit procedures to ensure the integrity of each computerized workstation unless the workstations are server-based and contain no inherent attributes that enable or disable access;

(5) a description of the training procedure and requirements necessary to authorize access to the computer hardware and software system;

(6) for electronic record keeping systems employing digital or electronic signatures, guidelines for authorized representatives of the certificate holder to use electronic signatures.

SUBPART H – OPERATIONS MANUAL STRUCTURE

§ 107.401 Applicability.

This Subpart prescribes the structure of the Operations Manual (OM) to be submitted by Operational Authorization (OA) or UAS Operational Certificate (UOC) applicants as part of the application for approval of UAS operations in the Specific category.

§ 107.403 Structure of the Operations Manual.

The OM must include the following:

1. **Introduction**
1.1 Definitions, acronyms and abbreviations.
1.2 System for amendment & record of revision
1.3 Purpose and scope
1.4 Safety statement
1.5 Approval signature accountable manager

2. **UAS operator organization**
2.1 Organization structure and designated individuals
2.2 Roles and responsibilities of management personnel
2.3 Roles and responsibilities of remote pilots
2.4 Roles and responsibilities of other operational personnel

3. **UAS operations**
3.1 Overview of approved and intended operations
3.2 Specifications of the UAS
3.3 External systems supporting the operations
3.4 Operational environment and geographic areas
3.5 Operational procedures
3.6 Pre-flight preparation and checklists
3.7 Launch and recovery procedures
3.8 In-flight procedures
3.9 Post-flight procedures

4. **Contingency procedures**
4.1 General procedures valid for all operations

4.2 Procedures peculiar to single operations

5. **Emergency procedures & ERP**
5.1 Overview of possible emergency situations
5.2 Procedures to cope with emergencies
5.3 Emergency Response Plan (if applicable)

6. **Maintenance**
6.1 Overview of UAS manufacturer requirements
6.3 Inspections to verify the condition of UAS
6.2 Instructions to keep UAS in safe condition

7. **Training**
7.1 Overview of training program
7.2 Competency requirements & qualifications
7.3 Initial & recurrent training and checking
7.4 Medical and health/fitness requirements

8. **Security, privacy and the environment**
8.1 Measures to implement security requirements
8.2 Measures to respect privacy rights
8.3 Measures to minimize environmental impact

9. **Record keeping**
9.1 UAS flight operations logbook
9.2 UAS maintenance records
9.3 Personnel training records
9.4 Unusual technical or operational occurrences

10. Safety management system (if applicable)
10.1 Safety policy and objectives
10.2 Safety risk management
10.3 Safety assurance
10.4 Safety promotion

11. **Dangerous goods (if applicable)**
11.1 Overview of dangerous goods used
11.2 Assessment of the risk of using dangerous goods

11.3 Measures to prevent harm or damage to third parties
11.4 Measures to prevent harm or damage to the environment
11.5 Measures to minimize consequences in case of an accident

Appendices

A Template Operational Flight Plan (OFP)
B Template Last Minute Risk Assessment (LMRA)
C Identified hazards for the UAS operations
D Risk mitigation measures for the UAS operations

SUBPART I – OPERATIONAL RISK ASSESSMENT

This Subpart is applicable as of 1 January 2026.

§ 107.501 Applicability.

This Subpart prescribes the rules for conducting an Operational Risk Assessment (ORA) to be submitted as part of the application for approval of UAS operations in the Specific category.

§ 107.503 Rules for conducting an Operational Risk Assessment.

(a) An operational risk assessment must:

(1) describe the characteristics of the UAS operation;
(2) propose adequate operational safety objectives;
(3) identify the risks of the operation on the ground and in the air
(4) identify a range of possible risk mitigating measures;
(5) determine the necessary level of robustness of the selected mitigating measures in such a way that the operation can be conducted safely.

(b) The description of the UAS operation must include at least the following:

(1) the nature of the activities performed;
(2) the operational environment and geographical area for the intended operation, in particular overflown population, orography, types of airspace, airspace volume where the operation will take place and which airspace volume is kept as necessary risk buffers, including the operational requirements for geographical zones;
(3) the complexity of the operation, in particular which planning and execution, personnel competencies, experience and composition, required technical means are planned to conduct the operation;
(4) the technical features of the UAS, including its performance in view of the conditions of the planned operation and, where applicable, its registration number;
(5) the competence of the personnel for conducting the operation including their composition, role, responsibilities, training and recent experience.

(c) The assessment must propose a target level of safety, which must be equivalent to the safety level in manned aviation, in view of the specific characteristics of UAS operation.

(d) The identification of the risks must include the determination of all of the below:

(1) the unmitigated ground risk of the operation taking into account the type of operation and the conditions under which the operation takes place
(2) the unmitigated air risk of the operation

(e) The identification of the possible mitigation measures necessary to meet the proposed target level of safety must consider the following possibilities:

(1) containment measures for people on the ground;
(2) strategic operational limitations to the UAS operation
(3) strategic mitigation by common flight rules or common airspace structure and services;
(4) capability to cope with possible adverse operating conditions;
(5) organization factors such as operational and maintenance procedures elaborated by the UAS operator and maintenance procedures compliant with the manufacturer's user manual;
(6) the level of competency and expertise of the personnel involved in the safety of the flight;
(7) the risk of human error in the application of the operational procedures;
(8) the design features and performance of the UAS in particular.

(f) The robustness of the proposed mitigating measures must be assessed in order to determine whether they are commensurate with the safety objectives and risks of the intended operation, particularly to make sure that every stage of the operation is safe

SUBPART J – STANDARD SCENARIO'S

§ 107.601 Applicability

(a) This Subpart applies to the operation of UA in accordance with Standard Scenarios (STS) in the Specific category of operations.

(b) This Subpart contains characterizations and conditions for two Standard Scenarios of low-risk operations in the Specific category:

(1) VLOS operations in a populated environment (STS-V1)

(2) BVLOS operations in a sparsely populated area (STS-B1)

(c) Additional Standard Scenarios in the Specific category of operations may, together with their characterizations and conditions, be specified by the GACA.

§ 107.603 Operational Declarations for Standard Scenarios

(a) UAS operators may submit an Operational Declaration of compliance with a Standard Scenario (OD-STS) as an alternative way to obtain an OA for a proposed operation in the Specific Category.

(b) UAS operators intending to operate in accordance with a Standard Scenario (STS) must comply with the characterizations and conditions specified by the GACA for that STS, including:

(1) Operational characterization (scope and limitations);

(2) Operational risk classification;

(3) Operational mitigations;

(4) UAS operator and UAS operations conditions;

(5) Conditions for the personnel in charge of duties essential to the UAS operation;

(6) Technical conditions;

(7) Any other characterizations and conditions prescribed by the President.

§ 107.611 Standard Scenarios for VLOS operations in a populated environment

(a) VLOS operations in a populated environment may be conducted in accordance with a Standard Scenario.

(b) Standard Scenario VLOS-1 (STS-V1) addresses UAS operations that are conducted:

(1) with UA with maximum characteristic dimensions (e.g. wingspan, rotor diameter/area or maximum distance between the rotors tips in the case of a multirotor) of up to 3 m;

(2) in VLOS of the remote pilot;

(3) over a controlled ground area that might be located in a populated area;

(4) below 150 m above ground level (AGL) (except when close to obstacles); and

(5) in controlled or uncontrolled airspace, provided that there is a low probability of encountering manned aircraft.

§ 107.613 General provisions in STS-V1

(a) During flight, the unmanned aircraft must be maintained within 120 m from the closest point of the surface of the earth. The measurement of distances must be adapted accordingly to the geographical characteristics of the terrain, such as plains, hills, mountains.

(b) When flying an unmanned aircraft within a horizontal distance of 50 m from an artificial obstacle taller than 105 m, the maximum height of the UAS operation may be increased up to 15 m above the height of the obstacle at the request of the entity responsible for the obstacle.

(c) The maximum height of the operational volume must not exceed 30 m above the maximum height allowed in paragraphs (a) and (b).

(d) During flight, the unmanned aircraft must not carry dangerous goods.

§ 107.615 UAS operations in STS-V1

(a) UAS operations in STS-V1 must meet all of the following conditions:

(1) be conducted with the unmanned aircraft kept in VLOS at all times;

(2) be conducted in accordance with an Operations Manual acceptable to the GACA;

(3) be conducted over a controlled ground area comprising:

(i) for the operation of an untethered unmanned aircraft:

A. the flight geography area;

B. the contingency area, with its external limit(s) at least 10 m beyond the limit(s) of the flight geography area; and

C. the ground risk buffer, which must cover a distance beyond the external limit(s) of the contingency area that meets at least the following parameters:

	Minimum distance to be covered by the ground risk buffer for untethered unmanned aircraft	
Maximum height above ground	with an MTOM up to 10 kg	with an MTOM above 10 kg
30 m	10 m	20 m
60 m	15 m	30 m

	Minimum distance to be covered by the ground risk buffer for untethered unmanned aircraft	
Maximum height above ground	with an MTOM up to 10 kg	with an MTOM above 10 kg
90 m	20 m	45 m
120 m	25 m	60 m

(ii) for operation of a tethered unmanned aircraft, a radius equal to the tether length plus 5 m and centered on the paragraph where the tether is fixed over the surface of the earth.

(4) be conducted at a ground speed of less than 5 m/s in the case of untethered unmanned aircraft;

(5) be conducted by a remote pilot who:

(i) holds a certificate of remote pilot theoretical knowledge for the Specific Category;

(ii) holds an accreditation of completion of the practical skill training for the Specific Category, including VLOS operations in a populated environment, that has been issued by:

A. a remote pilot training organizations recognised by the GACA; or

B. an UAS operator approved to provide practical skills training for the Specific Category.

(6) be conducted with an unmanned aircraft system acceptable to GACA for STS-V1.

§ 107.617 Responsibilities of the UAS operator in STS-V1

The UAS operator must:

(a) develop an operations manual acceptable to the GACA;

(b) define the operational volume and ground risk buffer for the intended operations, including the controlled ground area covering the projections on the surface of the earth within both the volume and the buffer;

(c) ensure the adequacy of the contingency and emergency procedures through any of the following:

(1) dedicated flight tests;

(2) simulations, provided that the representativeness of the simulation means is appropriate for the intended purpose;

(d) develop an effective emergency response plan (ERP) suitable for the operation that includes at least:

(1) the plan to limit any escalating effects of the emergency situation;

(2) the conditions to alert the relevant authorities and organisations;

(3) the criteria to identify an emergency situation;

(4) clear delineation of the duties of the remote pilot(s) and any other personnel in charge of duties essential to the UAS operation;

(e) ensure that the level of performance for any externally provided service necessary for the safety of the flight is adequate for the intended operation;

(f) define the allocation of the roles and responsibilities between the operator and the external service provider(s), if applicable;

(g) upload updated information into the geo-awareness, if the function is installed on the UAS, when required by the GACA for the intended location of operation;

(h) ensure that, before starting the operation, the controlled ground area is in place, effective and compliant with the minimum distance defined in paragraph 107.615(a)(3)(i)(C) and, when required, coordination with the appropriate authorities has been conducted;

(i) ensure that, before starting the operation, all persons present in the controlled ground area:

(1) have been informed of the risks of the operation;

(2) have been briefed or trained, as appropriate, on the safety precautions and measures established by the UAS operator for their protection; and

(3) have explicitly agreed to participate in the operation;

(j) ensure that:

(1) the UAS is accompanied by the corresponding Declaration of Compliance; and

(2) the marking label for the Specific Category is affixed to the unmanned aircraft.

§ 107.619 Responsibilities of the remote pilot in STS-V1

The remote pilot:

(a) before starting a UAS operation, must verify that the means to terminate the flight of the unmanned aircraft are operational; and check if all the supporting systems and functionalities are active and up-to-date.

(b) during the flight:

(1) must keep the unmanned aircraft in VLOS and maintain a thorough airspace scan of the airspace surrounding the unmanned aircraft in order to avoid any risk of a collision with any manned aircraft. The remote pilot must discontinue the flight if the operation poses a risk to other aircraft, people, animals, environment or property;

(2) for the purposes of paragraph (a), may be assisted by an unmanned aircraft observer. In such case, clear and effective communication must be established between the remote pilot and the unmanned aircraft observer;

(3) must have the ability to maintain control of the unmanned aircraft, except in the case of a lost command and control (C2) link;

(4) must operate only one unmanned aircraft at a time;

(5) must not operate the unmanned aircraft from a moving vehicle;

(6) must not hand over the control of the unmanned aircraft to another command unit;

(7) must perform the contingency procedures defined by the UAS operator for abnormal situations, including when the remote pilot has an indication that the unmanned aircraft may exceed the limits of the flight geography; and

(8) must perform the emergency procedures defined by the UAS operator for emergency situations, including triggering the means to terminate the flight when the remote pilot has an indication that the unmanned aircraft may exceed the limits of the operational volume.

§ 107.621 Standard Scenarios for BVLOS operations in a sparsely populated area

(a) BVLOS operations in a sparsely populated area may be conducted in accordance with a Standard Scenario.

(b) Standard Scenario BVLOS-1 (STS-B1) addresses UAS operations that are conducted:

(1) with UA with maximum characteristic dimensions (e.g. wingspan, rotor diameter/area or maximum distance between rotors in case of a multirotor) of up to 3 m and MTOM of up to 25 kg;

(2) at a distance of up to 2 km from the remote pilot if airspace observers (AOs) are employed; otherwise at a distance of up to 1 km;

(3) over a controlled ground area that is entirely located in a sparsely populated area;

(4) below 150 m above ground level (AGL) (except when close to obstacles); and

(5) in controlled or uncontrolled airspace, provided that there is a low probability of encountering manned aircraft.

§ 107.623 General provisions in STS-B1

(a) During flight, the unmanned aircraft must be maintained within 120 m from the closest point of the surface of the earth. The measurement of distances must be adapted according to the geographical characteristics of the terrain, such as plains, hills, mountains.

(b) When flying an unmanned aircraft within a horizontal distance of 50 m from an artificial obstacle taller than 105 m, the maximum height of the UAS operation may be increased up to 15 m above the height of the obstacle at the request of the entity responsible for the obstacle.

(c) The maximum height of the operational volume must not exceed 30 m above the maximum height allowed in paragraphs (a) and (b).

(d) During flight, the unmanned aircraft must not carry dangerous goods.

§ 107.625 UAS operations in STS-B1

UAS operations in STS-B1 must be conducted:

(a) in accordance with an Operations Manual acceptable to the GACA;

(b) over a controlled ground area entirely located in a sparsely populated environment including:

(1) the flight geography area,

(2) the contingency, which its external limit(s) must be located at least 10 m beyond the limit(s) of the flight geography area,

(3) a ground risk buffer covering a distance that is at least equal to the distance most likely to be travelled by the UA after activation of the means to terminate the flight specified by the UAS manufacturer in manufacturer's instructions, considering the operational conditions within the limitations specified by the UAS manufacturer;

(c) in an area where the minimum flight visibility is more than 5 km;

(d) with the unmanned aircraft in sight of the remote pilot during the launch and recovery of the unmanned aircraft, unless the latter is the result of an emergency flight termination;

(e) if no airspace observer is used in the operation, with the unmanned aircraft flying no further than 1 km from the remote pilot, with the unmanned aircraft following a pre-programmed trajectory when the unmanned aircraft is not in VLOS of the remote pilot;

(f) if one or more airspace observers are used in the operation, it must comply with all of the following conditions:

(1) the airspace observer(s) are positioned in a manner allowing for an adequate coverage of the operational volume and the surrounding airspace with the minimum flight visibility indicated in paragraph (3);

(2) the unmanned aircraft is operated no further than 2 km from the remote pilot;

(3) the unmanned aircraft is operated no further than 1 km from the airspace observer who is nearest to the unmanned aircraft;

(4) the distance between any airspace observer and the remote pilot is not more than 1 km;

(5) robust and effective communication means are available for the communication between the remote pilot and the airspace observer(s);

(g) by a remote pilot who holds:

(1) a certificate of remote pilot theoretical knowledge for operations in the Specific category;

(2) holds an accreditation of completion of the practical skill training for the Specific Category, including BVLOS operations in a sparsely populated area, that has been issued by:

(i) a remote pilot training organizations recognised by the GACA; or

(ii) an UAS operator approved to provide practical skills training for the Specific Category.

(h) with an unmanned aircraft system acceptable to GACA for STS-B1, and which is operated with an active system to prevent the unmanned aircraft from breaching the flight geography.

§ 107.627 Responsibilities of the UAS operator in STS-B1

The UAS operator must:

(a) develop an operations manual acceptable to the GACA;

(b) define the operational volume and ground risk buffer for the intended operations, including the controlled ground area covering the projections on the surface of the earth of both the volume and the buffer;

(c) ensure the adequacy of the contingency and emergency procedures through any of the following:

(1) dedicated flight tests;

(2) simulations, provided that the representativeness of the simulation means is appropriate for the intended purpose;

(d) develop an effective Emergency Response Plan (ERP) suitable for the operation that includes at least:

(1) the plan to limit the escalating effects of the emergency situation;

(2) the conditions to alert the relevant authorities and organisations;

(3) the criteria to identify an emergency situation;

(4) clear delineation of the duties of the remote pilot(s) and any other personnel in charge of duties essential to the UAS operation;

(e) ensure that the level of performance for any externally provided service necessary for the safety of the flight is adequate for the intended operation;

(f) define the allocation of the roles and responsibilities between the operator and the external service provider(s), if applicable;

(g) upload updated information into the geo-awareness, if the function is installed on the UAS, when required by the GACA for the intended location of the operation;

(h) ensure that, before starting the operation, all appropriate measures to reduce the risk of intrusion of uninvolved persons in the controlled ground area compliant with the minimum distance defined in paragraph 107.625(b) have been taken and, when required, coordination with the appropriate authorities has been conducted;

(i) ensure that, before starting the operation, all persons present in the controlled ground area:

(1) have been informed of the risks of the operation;

(2) have been briefed and, if applicable, trained on the safety precautions and measures established by the UAS operator for their protection; and

(3) have explicitly agreed to participate in the operation;

(j) before starting the operation, if airspace observers are used:

(1) ensure the correct placement and number of airspace observers along the intended flight path;

(2) verify:

(i) that the visibility and the planned distance of the airspace observer are within acceptable limits as defined in the operations manual;

(ii) the absence of potential terrain obstructions for each airspace observer;

(iii) that there are no gaps between the zones covered by each of the airspace observers;

(iv) that the communication with each airspace observer is established and effective;

(v) that if means are used by the airspace observers to determine the position of the unmanned aircraft, those means are functioning and effective;

(3) ensure that the airspace observers have been briefed on the intended path of the unmanned aircraft and the associated timing;

(k) ensure that:

(1) the UAS is accompanied by the corresponding Declaration of Compliance; and

(2) the marking label for the Specific Category is affixed to the unmanned aircraft.

§ 107.629 Responsibilities of the remote pilot in STS-B1

The remote pilot must:

(a) before starting an UAS operation:

(1) set the programmable flight volume of the unmanned aircraft to keep it within the flight geography;

(2) verify that the means to terminate the flight and the programmable operational volume functionality of the unmanned aircraft are operational;

(3) check if all the supporting systems and functionalities are active and up-to-date.

(b) during flight:

(1) unless supported by airspace observers, maintain a thorough airspace scan of the airspace surrounding the unmanned aircraft in order to avoid any risk of a collision with any manned aircraft. The remote pilot must discontinue the flight if the operation poses a risk to other aircraft, people, animals, environment or property;

(2) have the ability to maintain control of the unmanned aircraft, except in the case of a lost command and control (C2) link;

(3) operate only one unmanned aircraft at a time;

(4) not operate the unmanned aircraft from a moving vehicle;

(5) not hand over the control of the unmanned aircraft to another command unit;

(6) inform the airspace observer(s), when employed, in a timely manner of any deviations of the unmanned aircraft from the intended path, and the associated timing;

(7) perform the contingency procedures defined by the UAS operator for abnormal situations, including when the remote pilot has indication that the unmanned aircraft may exceed the limits of the flight geography;

(8) perform the emergency procedures defined by the UAS operator for emergency situations, including triggering the means to terminate the flight when the remote pilot has an indication that the unmanned aircraft may exceed the limits of the operational volume.

§ 107.630 Responsibilities of the airspace observer in STS-B1

An airspace observer must:

(a) maintain a thorough airspace scan of the airspace surrounding the unmanned aircraft in order to identify any risk of a collision with any manned aircraft;

(b) maintain awareness of the position of the unmanned aircraft through direct airspace observation or through assistance provided by electronic means;

(c) alert the remote pilot when a hazard is detected and assist in avoiding or minimising the potential negative effects.

SUBPART K – WAIVER POLICY AND REQUIREMENTS

§ 107.701 Waiver policy and requirements.

(a) The President may issue a certificate of waiver for any operations specified in § 107.113(b) if the President finds that a proposed UAS operation can safely be conducted under the terms of that certificate of waiver.

(b) A request for a certificate of waiver must contain at least:

(1) a complete description of the proposed UAS operation;

(2) justification based on operational risk assessment approved by GACA, that establishes that the proposed operation can safely be conducted under the terms of a certificate of waiver;

(3) airworthiness certificate of the UAS;

(4) appropriate remote pilot licensing;

(5) operations manual of the UAS operator; and

(6) safety management system of the UAS operator as stipulated in GACAR Part 5.

(c) The President may prescribe additional limitations that the President considers necessary.

(d) A person or organization who receives a certificate of waiver issued under this section:

(1) may deviate from the regulations of this Part to the extent specified in the certificate of waiver; and

(2) must comply with any conditions or limitations that are specified in the certificate of waiver.