



OVERSEAS TERRITORIES AVIATION REQUIREMENTS (OTARs)

Part 107 UNMANNED AIRCRAFT

Version 0.22

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REVISIONS

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Subpart A - General

107.1 Purpose

- a) This Part details the requirements governing the operation of all unmanned aircraft (UA) in the Overseas Territories and must be read in conjunction with the provisions detailed in the Air Navigation (Overseas Territories) Order 2026, as amended, ("the Order"). The applicable Articles to the Order are as specified in Article 196 of the Order.
- b) Overseas Territories Aviation Requirements (OTARs) are regulations made by the Governor in accordance with Article 4(1) of the Order. They are mandatory rules which reflect the legal obligations contained in the Order. A failure to comply with these requirements may result in the refusal of an application, or the suspension, variation or revocation of a licence, certification, approval or permission granted under the Order. A breach of these requirements may also amount to a criminal offence under Article 185 of the Order.
- c) References to the Governor in this OTAR Part means the authority designated by the Governor of the Territory, under Article 6 to the Order, to exercise their functions under the Order.
- d) The Order details the legal obligations governing the operation and piloting of unmanned aircraft. The Order specifies these obligations in general terms. The above referenced Article 4 to the Order, requires the Governor to publish requirements to augment, amplify and detail more precisely the manner in which these obligations must be met. The requirements are, therefore, the means by which the operator is able to satisfy the Governor as to the fulfilment of the obligations in respect of the operation of an unmanned aircraft.

107.3 Definitions

Terms listed in OTAR Part 1 (Definitions, Abbreviations and Units of Measurement), shall have the meanings given in that Part, except that in the context of this OTAR Part, the following definitions apply:

Advanced Air Mobility (AAM): means any aircraft intended to operate autonomously or to be piloted remotely, without a pilot on board the aircraft, but designed to carry passengers.

Aeronautical Information Publication (AIP): A publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation.

Air Navigation (Overseas Territories) Order: The legal document established as a United Kingdom (UK) Statutory Instrument (SI) that is made for the purposes of regulating air navigation within the UK Overseas Territories.

Aircraft: Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the Earth's surface.

Airspace observer: See Visual Observer.

As Low as Reasonably Practicable (ALARP): Term often used in the regulation and management of safety-critical and safety-involved systems. The ALARP principle is that the residual risk shall be reduced as far as reasonably practicable.

Autonomous aircraft: An unmanned aircraft that does not allow pilot intervention in the management of the flight.

Autonomous operation: An operation during which an unmanned aircraft operates without the remote pilot being able to intervene.

Beyond visual line of sight operations (BVLOS): A type of UA operation which is not conducted in VLOS.

C2 Link Service: A communication service supplied by a third party, providing command and control between the unmanned aircraft and the Control Unit.

Command and control (C2) Link: The data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight.

Command Unit: The equipment or system of equipment to control unmanned aircraft remotely, which supports the control or the monitoring of the unmanned aircraft during any phase of flight, with the exception of any infrastructure supporting the command and control (C2) link service.

Continuing airworthiness: The set of processes by which an aircraft, engine, propeller or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life.

Controlled airspace: An airspace of defined dimensions within which air traffic control service is provided in accordance with the airspace classification.

Note: Controlled airspace is a generic term which covers Classes A, B, C, D and E airspace.

Danger area: Airspace which has been notified as such within which activities dangerous to the flight of aircraft may exist at such times as may be notified. *ICAO Annex 11*.

Dangerous goods (DG): Articles or substances, which are capable of posing a hazard to health, safety, property or the environment in the case of an incident or accident, that the unmanned aircraft is carrying as its payload, including in particular:

- (a) explosives (mass explosion hazard, blast projection hazard, minor blast hazard, major fire hazard, blasting agents, extremely insensitive explosives);
- (b) gases (flammable gas, non-flammable gas, poisonous gas, oxygen, inhalation hazard);
- (c) flammable liquids (flammable liquids; combustible, fuel oil, gasoline);
- (d) flammable solids (flammable solids, spontaneously combustible solids, dangerous when wet);
- (e) oxidising agents and organic peroxides;
- (f) toxic and infectious substances (poison, biohazard);
- (g) radioactive substances;
- (h) corrosive substances.

Detect and avoid (DAA): The capability to see, sense or detect conflicting traffic or other hazards and take the appropriate action. *ICAO RPAS Manual Doc 10019*.

Electronic Conspicuity: Electronic Conspicuity (EC) is an umbrella term for a range of technologies that can help airspace users to be more aware of other aircraft in the same airspace.

Exemption: An authorisation document used to allow an exception to the established law. Such an exception is usually only made subject to a number of additional conditions which still ensure adequate safety of the operation.

Extended Visual Line of Sight EVLOS: A UA operation whereby the Pilot in Command (PIC) maintains an uninterrupted situational awareness of the airspace in which the UA operation is being conducted via visual airspace surveillance, possibly aided by technology means.

Follow-me mode: A mode of operation of a UA where the unmanned aircraft constantly follows the remote pilot within a predetermined radius.

Geofencing: The enforcement of virtual restrictions on drones using a combination of Global Positioning Satellites, WiFi, Radio Frequency Identification, and a drone's internal software. Geofencing is a safety measure that restricts access to restricted areas - an automatic limitation of the airspace a UA can enter.

Ground Control Station (GCS): See Command Unit (CU).

Handover: The act of passing piloting control from one remote pilot station to another.

Hazard: A condition or an object with the potential to cause or contribute to an aircraft incident or accident.

Hazard Identification: Identification of a potentially unsafe condition resulting from failures, malfunctions, external events, errors, or a combination thereof.

Height: The vertical distance of a level, a point, or an object considered as a point, measured from a specified datum.

Highly automated: Those systems that still require inputs from a human operator (e.g. confirmation of a proposed action) but which can implement the action without further human interaction once the initial input has been provided.

Hovering: Staying in the same geographical position in the air.

Human Error: Human action with unintended consequences.

Human Factors (HF): Human-machine interface issues with UAS control station displays, controls, functionality, automation, operator workload and system maintainability.

Initial airworthiness: The system used to determine the applicable requirements and establish that an aircraft design is demonstrated to be able to meet these requirements.

Lost C2 link: The loss of command and control link with the remotely piloted aircraft such that the remote pilot can no longer manage the aircraft's flight.

Manufacturer: Any natural or legal person who manufactures a product or has a product designed or manufactured and markets that product under their name or trademark.

Maximum take-off mass (MTOM): means the maximum unmanned aircraft mass, as defined by the manufacturer or the builder, at which the unmanned aircraft can be operated or, if no such mass is defined, the mass of the aircraft at the time of take-off.

Modification: Changes from the manufacturer's design of an unmanned aircraft, including changes to the airframe, engine/power source, propellers and software etc. that would negate the manufacturer's warranty.

Night: The time from half an hour after sunset until half an hour before sunrise (both times inclusive), sunset and sunrise being determined at surface level.

Non-Territory Based Operator: means an operator who is based in a Contracting State other than the United Kingdom or any of the Overseas Territories, or in any country other than the United Kingdom.

Notice to Airmen (NOTAM): A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.

Operator: means the pilot or other person having the management or control of the operation of the aircraft.

Operations Manual: A manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties.

Overseas Territory Aviation Authority (OTAA): The regulator designated by the Governor to carry out certain functions of the Governor under the Air Navigation (Overseas Territories) Order.

Oversight: The verification, by or on behalf of the OTAA, on a continuous basis that the requirements of the regulations and the basis on which an Operational Permission has been issued, continue to be complied with.

Payload: Instrument, mechanism, equipment, part, apparatus, appurtenance, or accessory, including communications equipment, that is installed in or attached to the aircraft, and is not used or intended to be used in operating or controlling an aircraft in flight, and is not part of an airframe, engine, or propeller.

Permission: A document issued by the OTAA that permits the operation of a UA, subject to the conditions and limitations outlined within the Permission, having taken into account the operational risks involved.

Pilot: See Remote Pilot.

Privately built: means a UAS assembled or manufactured for the builder's own use, not including UAS assembled from sets of parts placed on the market as a single ready-to-assemble kit.

Prohibited area: An airspace of defined dimensions over the land areas or territorial waters of a State, within which the flight of aircraft is prohibited.

Radio line of sight (RLOS): A direct radio link point-to-point contact between a transmitter and a receiver.

Redundancy: The presence of more than one independent means for accomplishing a given function or flight operation.

Remote pilot (RP): A person responsible for safely conducting the flight of an unmanned aircraft by operating its flight controls, either manually or, when the unmanned aircraft flies automatically, by monitoring its course and remaining able to intervene and change the course at any time.

Remote Pilot Station (RPS): See Command Unit (CU).

Remotely Piloted Aircraft (RPA): An unmanned aircraft which is piloted from a remote pilot station.

Remotely Piloted Aircraft System (RPAS): An unmanned aircraft, its associated remote pilot station(s), the required command and control links and any other components as specified in the type design.

Restricted Area: Airspace of defined dimensions over the land areas or territorial waters of a State within which the flight of aircraft is restricted in accordance with certain specified conditions.

Risk: The frequency (probability) of occurrence and the associated level of hazard.

Risk Analysis: The development of qualitative and / or quantitative estimate of risk based on evaluation and mathematical techniques.

Risk Assessment: The process by which the results of risk analysis are used to make decisions.

Safety: The state in which risks associated with aviation activities, related to, or in direct support of the operation of aircraft, are reduced and controlled to an acceptable level.

Safety Management System (SMS): A systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures.

Safety Risk: The estimated likelihood and severity of harm to people when they encounter aviation.

See and avoid: The requirement of the pilot of a manned aircraft to “see” and “avoid” a collision, and to remain well clear of other aircraft.

Sense and avoid: See detect and avoid.

Sterile ground area: An area on the ground or water within which only people that are involved in the operation are permitted.

Specific Operations Risk Assessment (SORA): A risk assessment methodology intended for use in specific scenarios.

Swarm Operations: means the operation of more than one unmanned aircraft (UA) controlled collectively rather than individually.

Technical specification: A document that establishes technical requirements to be fulfilled by a product, process or service.

Territory Based Operator: means an operator who is based in any of the UK Overseas Territories.

Tethered unmanned aircraft: An unmanned aircraft that remains securely attached (tethered) via a physical link to a person, the ground or an object at all times while it is flying. The tether normally takes the form of a flexible wire or a cable and may also include the power supply to the aircraft as well.

Third Party: Deriving no economic benefit and no control over risk associated with the UA operation.

Transponder Mandatory Zone (TMZ): Airspace of defined dimensions wherein the carriage and operation of pressure-altitude reporting transponders is mandatory.

Uninvolved Persons: Persons who are not participating in the UA operation or who are not aware of the instructions and safety precautions given by the UA operator.

Unmanned Aircraft (UA): Any aircraft operating or designed to operate autonomously or to be piloted remotely without a pilot or any other person(s) on board.

Unmanned Aircraft Observer: See Visual Observer

Unmanned Aircraft System (UAS): An unmanned aircraft and the equipment to control it remotely.

Note: The UAS comprises individual 'system elements' consisting of the unmanned aircraft (UA) and any other system elements necessary to enable flight, such as a Command Unit (CU), communication link and launch and recovery element. There may be multiple UA, CUs or launch and recovery elements within a UAS.

Unmanned Aircraft System Traffic Management (UTM): 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.

Visual Line Of Sight (VLOS) operation: A type of UA operation in which, the remote pilot is able to maintain continuous unaided visual contact with the unmanned aircraft, allowing the remote pilot to control the flight path of the unmanned aircraft in relation to other aircraft, people and obstacles for the purpose of avoiding collisions. "unaided", in this context means without the use of any equipment, such as binoculars, telescopes, cameras or any other such equipment, but does not include corrective lenses, which may be worn.

Visual Meteorological Conditions (VMC): means weather that permits flight in accordance with the Visual Flight Rules. Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima.

Visual Observer: A person who assists the remote pilot by performing unaided visual scanning of the airspace in which the unmanned aircraft is operating for any potential hazard in the air or on the ground. They must be familiar with the rules but there are no qualifications needed.

Subpart B – Categories of Unmanned Aircraft Operations

107.51 Categories

- (a) Unmanned aircraft operations shall be classed in the following categories:
 - (1) Open Category;
 - (2) Specific Category; and
 - (3) Certified Category.
- (b) In all categories, the following apply in accordance with the relevant provisions of the Order:
 - (1) A person must not recklessly or negligently cause or permit an unmanned aircraft to endanger any person or property.
 - (2) A person in charge of an unmanned aircraft must only fly the aircraft if satisfied the flight can safely be made, and in accordance with any:
 - (i) applicable airspace restrictions;
 - (ii) air traffic control conditions and instructions;
 - (iii) Governor's instructions or directions in force.
 - (3) A person must not cause any article to be dropped from an unmanned aircraft so as to endanger persons or property.
 - (4) No person shall act as an operator/remote pilot of an unmanned aircraft whilst under the influence of any psychoactive substance which renders that person unable to perform that person's duties or renders that person a risk to the safety of any other person.
 - (5) Any person who is the operator or remote pilot of an unmanned aircraft must report to the Governor any occurrence or incident, as defined in the Order, in accordance with the provisions of Article 174 of the Order.

107.53 Open Category

- (a) Operations shall be classed as 'open' only when the following conditions for the unmanned aircraft are met:
 - (1) it has a maximum take-off mass of 25kg or less;
 - (2) it is not operated at a height of more than 400 feet above the surface;
 - (3) it is not operated within 400 feet of an open-air assembly of more than 400 persons;
 - (4) it is not operated within 90 feet of any person, other than the operator or any person associated with the operation;

- (5) it is not operated within 90 feet of any vehicle, vessel or structure which is not under the control of the person having management or control of an unmanned aircraft;
- (6) it is not operated within the boundary of an aerodrome;
- (7) it is not operated in a prohibited or restricted area;
- (8) it is not operated over an area where a fire, police or other public safety, humanitarian or emergency operation is being conducted without the approval of a person in charge of the operation;
- (9) it is not operated beyond visual line of sight (BVLOS) of the person in charge of the unmanned aircraft;
- (10) it is not operated with dangerous goods on board;
- (11) it is not operated at night, or in conditions other than visual meteorological conditions (VMC);
- (12) it is not operated as part of a swarm operation.

107.55 Specific Category

- (a) Operations shall be classed as 'specific' when:
 - (1) the unmanned aircraft has a maximum take-off mass of 25kg or less; and
 - (2) one or more of the conditions in paragraph 107.53 are not met.

107.57 Certified Category

- (a) Operations shall be classed as 'certified' when:
 - (1) The unmanned aircraft has a maximum take-off mass of 25kg or less; and
 - (2) One or more of the conditions in paragraph 107.53 are not met; and
 - (3) Where the Governor considers that the safety risk is such that the operation shall be included in this category; or
 - (4) The unmanned aircraft has a maximum take-off mass greater than 25kg.

Subpart C – Open Category Operations – Territory Based Operators

107.101 Requirement to operate

Open Category operations shall comply with paragraph 107.53.

107.103 Requirement for Permission

Permission is not required for Open category operations, where the operator is in compliance with this Sub-part.

107.105 Pilot Competency

There are no remote pilot licence requirements for Open category operations.

107.107 Airworthiness

Unmanned aircraft shall comply with the Airworthiness requirements in Subpart K.

Subpart D – Open Category Operations – Non-Territory Based Operators

107.201 Requirement to operate

Open Category operations shall comply with paragraph 107.53.

107.203 Requirement for Permission

Permission is not required for Open category operations, where the operator is in compliance with this Subpart.

107.205 Pilot Competency

Pilots shall be in compliance with the licensing regulations of the State they are based in.

107.207 Airworthiness

Unmanned aircraft shall comply with the Airworthiness requirements in Subpart K.

Subpart E – Specific Category Operations – Territory Based Operators

107.301 Requirement for Permission

All Specific Category operations shall require permission from the Governor.

107.303 Application for Permission

The process for the application and granting of Permission by the Governor will be organised by the Overseas Territory Aviation Authority (OTAA).

107.305 Duration of Permission

A permission shall remain in force until the expiry date is reached or the permission is suspended, superseded or revoked by the Governor.

107.307 Privileges of the permission holder

- (a) The permission specifies the privileges that the operator is authorised to exercise.
- (b) The operator shall conduct operations in accordance with the conditions of the permission issued by the Governor.
- (c) The privileges of a permission shall not be used by any third parties contracted by the operator that are not named on the permission.

107.309 Operator Competency

The operator shall satisfy the Governor they are competent to operate in a manner appropriate to the permission being requested and in compliance with this Subpart.

107.311 Pilot Competency

- (a) For Specific category operations, pilots shall satisfy the Governor that they are competent to operate the drone being used for the operation. This can be by:
 - (1) Proof of a remote pilot licence issued by an ICAO contracting country; or
 - (2) Documentary evidence of remote pilot experience acceptable to the Governor.

107.313 Operations Manual

- (a) Proof of an Operations Manual is required for Specific Category operations, detailing all operations requirements, information and procedures.
- (b) Guidance regarding the contents of an Operations Manual can be found on the UK CAA website: [CAP2606: Unmanned Aircraft Operations Manual template](#).

107.315 Risk Assessments

Operations under the Specific category require the completion of a risk assessment to identify and evaluate the risks and determine the mitigations to be utilised to ensure a level of safety that is acceptable for the operation is achieved.

107.317 Airworthiness

Unmanned aircraft shall comply with the Airworthiness requirements in Subpart K.

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Subpart F – Specific Category Operations – Non-Territory Based Operators

107.401 Requirement for Permission

All Specific Category operations shall require permission from the Governor.

107.403 Application for Permission

The process for the application and granting of Permission by the Governor will be organised by the OTAA.

107.405 Duration of Permission

A permission shall remain in force until the expiry date is reached or the permission is suspended, superseded or revoked by the Governor.

107.407 Privileges of the permission holder

- (a) The permission specifies the privileges that the operator is authorised to exercise.
- (b) The operator shall conduct operations in accordance with the conditions of the permission issued by the Governor.
- (c) The privileges of a permission shall not be used by any third parties contracted by the operator that are not named on the permission.

107.409 Operator Competency

The operator will need to satisfy the Governor that they are competent to operate in a manner appropriate to the permission being requested and in compliance with this Subpart and provide documentary evidence of compliance with the regulations of the country they are based in.

107.411 Pilot Competency

- (a) For Specific category operations pilots will need to satisfy the Governor that they are in compliance with the licensing regulations of the State they are based in and competent to operate the drone being used for the operation. This can be by:
 - (1) Proof of a remote pilot licence issued by an ICAO contracting country; or
 - (2) Documentary evidence of remote pilot experience acceptable to the Governor.

107.413 Operations Manual

- (a) Proof of an Operations Manual is required for Specific Category operations, detailing all operations requirements, information and procedures.
- (b) Guidance regarding the contents of an Operations Manual can be found on the UK CAA website: [CAP2606: Unmanned Aircraft Operations Manual template](#).

107.415 Risk Assessments

Operations under the Specific category require the completion of a risk assessment to identify and evaluate the risks and determine the mitigations to be utilised to ensure a level of safety that is acceptable for the operation is achieved.

107.417 Airworthiness

Unmanned aircraft shall comply with the Airworthiness requirements in Subpart K.

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Subpart G – Certified Category Operations (MTOM of 25kg or less only) – Territory Based Operators

107.501 Requirement for Permission

All Certified Category operations shall require permission from the Governor.

107.503 Application for Permission

The process for the application and granting of Permission by the Governor will be organised by the OTAA.

107.505 Duration of Permission

A permission shall remain in force until the expiry date is reached or the permission is suspended, superseded or revoked by the Governor.

107.507 Privileges of the permission holder

- (a) The permission specifies the privileges that the operator is authorised to exercise.
- (b) The operator shall conduct operations in accordance with the conditions of the permission issued by the Governor.
- (c) The privileges of a permission shall not be used by any third parties contracted by the operator that are not named on the permission.

107.509 Operator Competency

The operator shall satisfy the Governor they are competent to operate in a manner appropriate to the permission being requested and in compliance with this Subpart.

107.511 Pilot Competency

- (a) For Certified category operations, pilots will need to satisfy the Governor that they are competent to operate the drone being used for the operation by:
 - (i) Proof of a remote pilot licence issued by an ICAO contracting country, that is equivalent to the size and complexity of the operation; or
 - (ii) Documentary evidence of remote pilot experience, equivalent to the size and complexity of the operation.

107.513 Operations Manual

- (a) Proof of an Operations Manual is required for Certified Category operations, detailing all operations requirements, unmanned aircraft information and standard operating procedures for normal, abnormal and emergency procedures.
- (b) Guidance regarding the contents of an Operations Manual can be found on the UK CAA website: [CAP2606: Unmanned Aircraft Operations Manual template](#).

107.515 Risk Assessments

Operations under the Certified category require the completion of a risk assessment to identify and evaluate the risks and determine the mitigations to be utilised to ensure a level of safety that is acceptable for the operation is achieved.

107.517 Airworthiness

Unmanned aircraft shall comply with the Airworthiness requirements in Subpart K.

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Subpart H – Certified Category Operations (MTOM of 25kg or less only) – Non-Territory Based Operators

107.601 Requirement for Permission

All Certified Category operations shall require permission from the Governor.

107.603 Application for Permission

The process for the application and granting of Permission by the Governor will be organised by the OTAA.

107.605 Duration of Permission

A permission shall remain in force until the expiry date is reached or the permission is suspended, superseded or revoked by the Governor.

107.607 Privileges of the permission holder

- (a) The permission specifies the privileges that the operator is authorised to exercise.
- (b) The operator shall conduct operations in accordance with the conditions of the permission issued by the Governor.
- (c) The privileges of a permission shall not be used by any third parties contracted by the operator that are not named on the permission.

107.609 Operator Competency

The operator will need to satisfy the Governor that they are competent to operate in a manner appropriate to the permission being requested and in compliance with this Subpart and provide documentary evidence of compliance with the regulations of the country they are based in.

107.611 Pilot Competency

- (a) For Certified category operations, pilots will need to satisfy the Governor that they are in compliance with the licensing regulations of the State they are based in and competent to operate the drone being used for the operation by:
 - (1) Proof of a remote pilot licence issued by an ICAO contracting country, that is equivalent to the size and complexity of the operation; or
 - (2) Documentary evidence of remote pilot experience, equivalent to the size and complexity of the operation.

107.613 Operations Manual

- (a) Proof of an Operations Manual is required for Certified Category operations, detailing all operations requirements, unmanned aircraft information and standard operating procedures for normal, abnormal and emergency procedures.
- (b) Guidance regarding the contents of an Operations Manual can be found on the UK CAA website: [CAP2606: Unmanned Aircraft Operations Manual template](#).

107.615 Risk Assessments

Operations under the Certified category require the completion of a risk assessment to identify and evaluate the risks and determine the mitigations to be utilised to ensure a level of safety that is acceptable for the operation is achieved.

107.617 Airworthiness

Unmanned aircraft shall comply with the Airworthiness requirements in Subpart K.

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Subpart I - Certified Category Operations (MTOM of more than 25kg only) - Territory Based Operators

107.701 Requirement for Permission

All Certified Category operations shall require permission from the Governor.

107.703 Application for Permission

The process for the application and granting of Permission by the Governor will be organised by the OTAA.

107.705 Duration of Permission

A permission shall remain in force until the expiry date is reached or the permission is suspended, superseded or revoked by the Governor.

107.707 Privileges of the permission holder

- (a) The permission specifies the privileges that the operator is authorised to exercise.
- (b) The operator shall conduct operations in accordance with the conditions of the permission issued by the Governor.
- (c) The privileges of a permission shall not be used by any third parties contracted by the operator that are not named on the permission.

107.709 Operator Competency

The operator shall satisfy the Governor they are competent to operate in a manner appropriate to the permission being requested and in compliance with this Subpart, with regards to the size and complexity of the operation.

107.711 Pilot Competency

- (a) For Certified category operations, pilots will need to satisfy the Governor that they are competent to operate the drone being used for the operation by:
 - (i) Proof of a remote pilot licence issued by an ICAO contracting country, that is equivalent to the size and complexity of the operation; and
 - (ii) Documentary evidence of remote pilot experience, equivalent to the size and complexity of the operation.

107.713 Operations Manual

- (a) Proof of an Operations Manual is required for Certified Category operations, detailing all operations requirements, unmanned aircraft information and standard operating procedures for normal, abnormal and emergency procedures.
- (b) Guidance regarding the contents of an Operations Manual can be found on the UK CAA website: [CAP2606: Unmanned Aircraft Operations Manual template](#).

107.715 Risk Assessments

Operations under the Certified category require the completion of a risk assessment to identify and evaluate the risks and determine the mitigations to be utilised to ensure a level of safety that is acceptable for the operation is achieved.

107.717 Airworthiness

Unmanned aircraft shall comply with the Airworthiness requirements in Subpart K.

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Subpart J - Certified Category Operations (MTOM of more than 25kg only) – Non-Territory Based Operators

107.801 Requirement for Permission

All Certified Category operations shall require permission from the Governor.

107.803 Application for Permission

The process for the application and granting of Permission by the Governor will be organised by the OTAA.

107.805 Duration of Permission

A permission shall remain in force until the expiry date is reached or the permission is suspended, superseded or revoked by the Governor.

107.807 Privileges of the permission holder

- (a) The permission specifies the privileges that the operator is authorised to exercise.
- (b) The operator shall conduct operations in accordance with the conditions of the permission issued by the Governor.
- (c) The privileges of a permission shall not be used by any third parties contracted by the operator that are not named on the permission.

107.809 Operator Competency

The operator will need to satisfy the Governor that they are competent to operate in a manner appropriate to the permission being requested and in compliance with this Subpart, with regards to the size and complexity of the operation, and provide documentary evidence of compliance with the regulations of the country they are based in.

107.811 Pilot Competency

- (a) For Certified category operations, pilots will need to satisfy the Governor that they are in compliance with the licensing regulations of the State they are based in and competent to operate the drone being used for the operation by:
 - (i) Proof of a remote pilot licence issued by an ICAO contracting country, that is equivalent to the size and complexity of the operation; and
 - (ii) Documentary evidence of remote pilot experience, equivalent to the size and complexity of the operation.

107.813 Operations Manual

- (a) Proof of an Operations Manual is required for Certified Category operations, detailing all operations requirements, information and procedures.
- (b) Guidance regarding the contents of an Operations Manual can be found on the UK CAA website: [CAP2606: Unmanned Aircraft Operations Manual template](#).

107.815 Risk Assessments

Operations under the Certified category require the completion of a risk assessment to identify and evaluate the risks and determine the mitigations to be utilised to ensure a level of safety that is acceptable for the operation is achieved.

107.817 Airworthiness

Unmanned aircraft shall comply with the Airworthiness requirements in Subpart K.

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Subpart K Airworthiness of Unmanned Aircraft

107.901 Unmanned aircraft with a MTOM of 25kg or less

(a) Unmanned aircraft built by a manufacturer shall have a user manual that also contains details of the unmanned aircraft specifications. All new models of UA sold from 1 January 2026 must conform to one of the following:

(1) For 'Open' category operations:

- (i) EU CE Mark/EU Class Identification Label (C0-C4); or
- (ii) UK CA Mark/UK Class Identification Label (UK0-UK4); or
- (iii) a manufacturer's declaration specifying:
 - (a) the manufacturer of the UA;
 - (b) the model of the UA;
 - (c) the maximum take-off weight of the UA;
 - (d) the user manual for the UA;
 - (e) the operations that the UA is intended to undertake and the category of UA, such as fixed-wing aircraft, rotary-wing aircraft, hybrid aircraft or lighter-than-air aircraft; and
 - (f) specify that the system meets the state of manufacturer's means of compliance applicable to the operations for which the declaration was made; or
- (iv) the UA has been certified for airworthiness by a certification body acceptable to the Governor.

(2) For 'Specific' category operations:

- (i) EU CE Mark/EU Class Identification Label (C0-C6); or
- (ii) UK CA Mark/UK Class Identification Label (UK0-UK6); or
- (iii) a manufacturer's declaration specifying:
 - (a) the manufacturer of the UA;
 - (b) the model of the UA;
 - (c) the maximum take-off weight of the UA;
 - (d) the user manual for the UA;
 - (e) the operations that the UA is intended to undertake and the category of UA, such as fixed-wing aircraft, rotary-wing aircraft, hybrid aircraft or lighter-than-air aircraft; and

- (f) specify that the system meets the state of manufacturer's means of compliance applicable to the operations for which the declaration was made; or
- (iv) the UA has been certified for airworthiness by a certification body acceptable to the Governor.

(3) For 'Certified' category operations:

- (i) EU Class Identification Label (C0-C6); or
- (ii) UK Class Identification Label (UK0-UK6); or
- (iii) a manufacturer's declaration specifying:
 - (a) the manufacturer of the UA;
 - (b) the model of the UA;
 - (c) the maximum take-off weight of the UA;
 - (d) the user manual for the UA;
 - (e) the operations that the UA is intended to undertake and the category of UA, such as fixed-wing aircraft, rotary-wing aircraft, hybrid aircraft or lighter-than-air aircraft; and
 - (f) specify that the system meets the state of manufacturer's means of compliance applicable to the operations for which the declaration was made; or
 - (iv) the UA has been certified for airworthiness by a certification body acceptable to the Governor.

(b) Any independent/non-manufacturer approved 'modification' to a manufacturer's UA with an EU or UK Mark/Class Identification Label renders the Mark/Class Identification Label invalid and the UA will be classed as 'privately built'.

(c) Privately built unmanned aircraft will be restricted to 'Open' or 'Specific' category operations as determined by the Governor.

107.903 Unmanned aircraft with a MTOM of more than 25kg

- (a) 'Certified' Category unmanned aircraft with a MTOW more than 25kg shall require the UA to have been certified for airworthiness by a certification body acceptable to the Governor.
- (b) Each operator shall have continued airworthiness management arrangements in place for each UA.
- (c) Each UA shall be maintained in accordance with a maintenance programme that details required inspection standards, practices and procedures at least equivalent to the UA airworthiness certification holder's scheduled maintenance requirements.

Subpart L – Occurrence Reporting**(See Article 174(4) to the Order and OTAR Part 13 Occurrence Reporting)****107.1001 Notification of an occurrence**

Under Article 174(4), and in accordance with OTAR Part 13.51(a)(11), a person who has the management or control of an unmanned aircraft shall report to the Governor as soon as practicable, by any acceptable means, any event which constitutes an occurrence, and which comes to that person's attention in the exercise of that person's functions.

107.1003 Occurrences to be reported

Unmanned aircraft operations that result or potentially prejudice the safety of other airspace users or third parties, including the safety of persons, vehicles, vessels or structures.

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