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# Impending Changes for the Use of Small and Large Unmanned Aircraft

(also known as UAVs, UAS, RPAS, Drones, Quadcopters, Model aircraft etc.)

The legislation regarding the use of Small Unmanned Aircraft (SUA) is laid down in Article 73 of the Air Navigation (Overseas Territories) Order 2013 (AN(OT)O), as amended by AN(OT) Amendment Order (No. 2) 2021.

A consolidated version of the AN(OT)O is available on the ASSI website at:

[www.airsafety.aero/consolidated\\_anoto](http://www.airsafety.aero/consolidated_anoto)

The intent of this legislation is to ensure the safe operation of Small Unmanned Aircraft (SUA) with a mass of 25kg or less, excluding fuel.

At present, there are no provisions for those unmanned aircraft weighing greater than 25kg (large unmanned aircraft) and these are currently categorised as aircraft, which means that they must comply with legislation that exists for manned aircraft.

Due to the global increase in the use of unmanned aircraft for numerous purposes, such as surveying, delivery of parcels and medical supplies, crop spraying, firefighting, surveillance and the like, the provisions in the Order are inappropriate for this kind of unmanned aircraft. For example, small unmanned aircraft don't yet need a certificate of airworthiness or need to meet the comprehensive operating conditions imposed on other aircraft which have a crew on board.

It is, therefore, planned to change the current situation and the AN(OT)O is to be amended. Article 73 for Small Unmanned Aircraft is to have an addition, Article 73A, which will encompass Large Unmanned Aircraft. This will ensure that appropriate provisions exist for such unmanned aircraft. Once the amendment is approved, this change of legislation should be in place at the early part of the new year, 2024.

Additionally, the amendment will give provision for the development of Overseas Territories Aviation Requirements (OTARs), which will provide additional details for the means of compliance with the amended AN(OT)O. They will describe the way in which both small and large unmanned aircraft can be operated, to ensure that adequate safety standards are met and highlight where permissions/approvals are required. They are not intended to supersede or conflict with the AN(OT)O, and so the obligation to comply with the AN(OT)O will remain.

It is intended that these changes will enable both small and large unmanned aircraft to be used for the benefit of all, with adequate levels of safety. The requirements will also give the ability for these to be varied, in line with future developments of the uses of unmanned aircraft, without having to amend the Order itself.