



Civil Aviation Authority of Nepal

Unmanned Aircraft System Requirements (UASR)

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CIVIL AVIATION AUTHORITY OF NEPAL

Unmanned Aircraft System (UAS) Requirements

FOREWORD

Unmanned Aircraft System(UAS) Requirements, known hereafter as UASR is issued by the Civil Aviation Authority of Nepal in pursuance of the Rule 82 of the Civil Aviation Regulations 2002 (2058 B.S.) and its amendments.

This requirements has been developed for the establishment of requirement for the safe operation of unmanned aircraft system based on ICAO Cir 328 AN/190 and Ministry of Home Affairs RPA/Drone Working Procedures. This requirement is fully technical and supersedes the CAAN Directive 07 issued for Unmanned Aircraft System.

This Requirements constitute a minimum series of standards for the safe operation of unmanned aircraft system, operating rules, remote pilot certification, UA system authorization or UA system operator certification and requirements for manufacturers. These requirements shall apply to all categories of unmanned aircraft.

In case of any conflict the Civil Aviation Act and Regulations shall prevail over this requirement.

These requirements shall be fully implemented by 30 June 2021. The current issue of this requirements shall be revised as necessary and redundant requirement contained therein shall be repealed.

All individuals & organizations affected by these requirements shall prepare to be fully compliant with these requirements by the stipulated date.

Rajan Pokhrel
Director General
Civil Aviation Authority of Nepal

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Subpart A — General Provisions

101.001 Applicability

This Part prescribes rules governing the operation of civil unmanned aircraft (UA) subject to this part in Nepal.

101.003 Definitions

In this Part the following definitions apply unless otherwise specified:

Accident: An accident associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down, in which

- (a) a person is fatally or seriously injured as a result of:
 - being in the aircraft, or
 - direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or
 - direct exposure to jet blast, *except* when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew, or
- (b) the aircraft sustains damage or structural failure which:
 - adversely affects the structural strength, performance or flight characteristics of the aircraft, and
 - would normally require major repair or replacement of the affected component, *except* for engine failure or damage, when the damage is limited to a single engine (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windshields, the aircraft skin (such as small dents or puncture holes), or for minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike (including holes in the radome); or
- (c) the aircraft is missing or is completely inaccessible.

Aerial work: An aircraft operation in which an aircraft is used for specialized services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement.

Aerodrome: A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.

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.

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.

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Air traffic service(ATS): A generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service (area control service, approach control service or aerodrome control service).

Approved UA area: A defined area as approved under 101.9.

C2 Link: The data link between an unmanned aircraft and a remote pilot station or control station that is used in the management of a flight.

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

First-person view device: A device that generates and transmits a streaming video image to a control station display or monitor that gives the pilot of a unmanned aircraft the illusion of flying the aircraft from an on-board pilot's perspective.

Flight termination system: A system that when activated, terminates the flight of an unmanned aircraft.

Fly-away: In respect to a remotely piloted aircraft, an interruption or loss of the C2 link such that the remote pilot is no longer controlling the aircraft and the unmanned aircraft is not flying its preprogramed procedures in the predicted manner.

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

Incident: An occurrence, other than an accident, associated with the operation of an aircraft that affects or could affect the safety of operation.

Instrument meteorological conditions (IMC): Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, less than the minima specified for visual meteorological conditions (VMC).

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: A person, organization or enterprise engaged in or offering to engage in an aircraft operation. Note—In the context of remotely piloted aircraft, an aircraft operation includes the remotely piloted aircraft system.

Remote pilot: A person charged by the operator with duties essential to the operation of an unmanned aircraft and who manipulates the flight controls, as appropriate, during flight time.

Remote pilot-in-command: The remote pilot designated by the operator as being in command and charged with the safe conduct of a flight.

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

Remotely piloted aircraft system (RPAS): A remotely piloted aircraft, its associated remote pilot stations, the required command and control links and any other components as specified in the type design.

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Risk mitigation: The process of incorporating defences or preventive controls to lower the severity and/or likelihood of a hazard and the projected consequences.

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, accountability, responsibilities, policies and procedures.

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

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

State safety programme (SSP): An integrated set of Regulations and activities aimed at improving safety.

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

Unmanned aircraft (UA) observer: A trained and competent person designated by the operator who, by visual observation of the unmanned aircraft, assists the remote pilot in the safe conduct of the flight.

Unmanned aircraft system (UAS): An unmanned aircraft and its associated components.

Visual line-of-sight (VLOS): An operation in which the pilot or UA observer maintains direct unaided visual contact with the unmanned aircraft.

Visual meteorological conditions (VMC): Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima.

101.005 Falsification, Reproduction or Alteration

(a) No person shall make or cause to be made:

- (1) Any fraudulent or intentionally false record or report that is required to be made, kept, or used to show compliance with any requirement under this part; or
- (2) Any reproduction or alteration, for fraudulent purpose, of any certificate, authorization, record or report under this part.

(b) The commission by any person of an act prohibited under paragraph (a) of this section is a basis for any of the following:

- (1) Denial of an application for any remote pilot certificate or authorization;

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- (2) Suspension or revocation of any certificate or authorization issued by the CAAN under this part and held by that person; or
- (3) Enforcement action as per CAAN Aviation Enforcement Policy and Procedure Manual and prevailing laws.

101.007 Inspection, Testing, and Demonstration of Compliance.

- (a) A remote pilot or person manipulating the flight controls of a (UAS) shall, upon request, make available to the CAAN:
 - (1) The remote pilot certificate; and
 - (2) Any other document, record, or report required to be kept under this part.
 - (3) The remote pilot, unmanned aircraft (UA) observer, owner, operator, or person manipulating the flight controls of a UA shall, upon request, allow the CAAN to make any test or inspection of the UAS, the remote pilot, the person manipulating the flight controls of a UA, and, if applicable, the UA observer to determine compliance with this part.

101.009 Accident Reporting

- (a) No later than 48 hours after an operation that meets the criteria of either paragraph (1) or (2) of this section, a remote pilot shall report to the CAAN, in a manner acceptable to the CAAN, an operation of the UA involving at least:
 - (1) Injury to any person; or
 - (2) Damage to any property other than the UA.

Subpart B — Operating Rules

101.3 Applicability and Open Category

- (a) This Part applies to:
 - (1) registration and operation of civil unmanned aircraft systems, and
 - (2) Operations in the open category using a UA with a MTOW of 25 kg or less on takeoff and throughout the duration of each operation under this category, including all items that are on board or otherwise attached to the aircraft and operated in accordance with Part 101.7.

101.5 Unmanned Aircraft Registration and Certificate of Registration

- (a) Every person lawfully entitled to the possession of a UA who will operate a UA in Nepal shall register that UA and hold a valid certificate of registration for that aircraft from:
 - (1) the CAAN; or
 - (2) the appropriate aeronautical authority of a contracting State of ICAO; or
 - (3) the appropriate aeronautical authority of another State that is party to an agreement with the Government of Nepal which provides for the acceptance of each other's registrations.
- (b) The drone are categorized as per Maximum Take – off Weight(MTOW) as follows:
 - (1) Category A – “Very Low Risk” Operations – Less than 250 gm
 - (2) Category B – “Low Risk” Operations – 250 gm to 2 Kg
 - (3) Category C – “Regulated Low Risk” Operations – 2 Kg to 25 Kg
 - (4) Category D – “Regulated High Risk” Operations – Above 25 Kg

Required documents for RPA/Drone registration are defined in the Appendix I, Application form in Appendix II and sample of Drone certificate of registration in Appendix III.

101.7 Meaning of Standard Unmanned Aircraft Operating Conditions

- (a) A UA is operated in *standard unmanned aircraft operating conditions* if, during the operation:
 - (1) the UA is operated within the visual line-of-sight of the person operating the UA; and
 - (2) the UA is operated at or below 100 m (328 ft) above ground level (AGL) and 300 m horizontal distance from the remote pilot by day; and
 - (3) the UA is not operated within 30 m of a person, measured horizontally, who is not directly associated with the operation of the UA; and
- (b) the UA is not operated:
 - (1) in a prohibited area as defined by Government of Nepal; or
 - (2) in a restricted area as defined by Government of Nepal; or
 - (3) over a populated area; or
 - (4) in an area notified for certain periods by local, state and Federal Governments of Nepal
 - (5) within 5 km of the movement area of an aerodrome; and
- (c) 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; and
- (d) the person operating the UA operates only that UA.

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101.9 Approval of Areas for Operation of Unmanned Aircraft

- (a) A person may apply to the CAAN for the approval of an area as an area for the operation of:
 - (1) UA generally, or a particular category of UA;
 - (i) An approval has effect from the time written notice is issued to the applicant, or a later day, or day and time stated in the approval, not exceeding 3 months.
 - (2) The CAAN may impose conditions on the approval in the interests of the safety of air navigation.
 - (3) If the CAAN approves an area under (1), it shall publish details of the approval (including any condition) in a NOTAM or on an aeronautical chart.
- (b) The CAAN may revoke the approval of an area, or change the conditions that apply to such an approval, in the interests of the safety of air navigation, but the CAAN shall publish details of any revocation or change in NOTAM or on an aeronautical chart.
- (c) The CAAN shall also give written notice of the revocation or change:
 - (1) to the person who applied for the approval of the area; or
 - (2) if that person applied for that approval as an officer of an organization concerned with UA and no longer holds that office, to the person who now holds the office.

101.11 Segregated Airspace

- (a) A person shall not operate a UA within segregated airspace unless the person has approval to do so from the administering authority responsible for the segregated airspace area.

101.13 Controlled Airspace

- (a) A person shall not operate a UA in controlled airspace without authorization from the ATS unit responsible for that airspace; and
- (b) A person shall not operate a UA in controlled airspace unless he or she:
 - (1) holds a relevant qualification for the use of an aeronautical radio;
 - (2) maintains a listening watch on a specified frequency or frequencies specified in the direction; and
 - (3) makes broadcasts on a specified frequency or frequencies and/or maintains other ways of communication requested by the ATS unit at the specified interval giving the specified information in the direction.
- (c) In paragraph (b), ***relevant qualification*** means any of the following qualifications:
 - (1) an aeronautical radio operator certificate;

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(2) a remote pilot licence [or flight crew licence];

(3) an air traffic control licence;

(4) a military qualification equivalent to a licence mentioned in paragraph (c)(2) or (c) (3); or

specified frequency for particular airspace means a frequency specified from time to time in AIP or by ATC as a frequency for use in the airspace.

specified information for particular airspace means information specified from time to time in AIP or by ATC as information that must be broadcast in the airspace.

specified interval for particular airspace means the interval specified from time to time in AIP or by ATC as the interval at which broadcasts must be made while in that airspace.

(d) The CAAN may direct, in regard to a particular UA or type of UA, that a person must not operate the UA, or a UA of that type, unless he or she:

(1) holds a relevant qualification for the use of an aeronautical radio; and

(2) maintains a listening watch on a specified frequency or frequencies specified in the direction; and

(3) makes broadcasts on a specified frequency or frequencies and/or maintains other ways of communication requested by the ATC unit at the specified interval giving the specified information in the direction.

(e) In this Requirement, the person must comply with all directions issued.

101.15 Airspace Knowledge

(a) This rule applies to a person who operates a UA:

(b) A person to whom this rule applies shall:

(1) ensure that before each flight, the person is aware of the airspace designation under AIP Nepal and any applicable airspace restrictions in place in the area of intended operation; or

(2) conduct the operation under the direct supervision of a person who is aware of the airspace designation under AIP Nepal and any applicable airspace restrictions in place in the area of intended operation.

101.17 Hazard and Risk Minimization

(a) A person operating UA shall take all practicable steps to minimize hazards to persons, property and other aircraft:

101.19 Dropping of Articles

(a) A person operating UA shall not allow any object to be dropped in flight if such action creates a hazard to other persons or property:

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101.21 Approved Person or Organization (AAO)

- RESERVED

101.23 Aerodromes

- (a) A person shall not operate a UA on or within 5 km of—
- (1) an uncontrolled manned aerodrome, unless:
 - (i) the operation is undertaken in accordance with a permission from the local ATS unit/ aerodrome service provider ; and
 - (ii) each remote pilot has a UA observer in attendance while the aircraft is in flight; and
 - (iii) the UA is not operated at a height of more than 100 m (328 ft) AGL, specified endurance not exceeding 15 minutes flight time, horizontal range not exceeding 300 m(984 ft); and
 - (2) a controlled aerodrome, unless it is operated in accordance with an authorization from the relevant air traffic control (ATC) unit; and
 - (3) an uncontrolled unmanned aerodrome, unless the person:
 - (i) is the holder of, or is under the direct supervision of the holder of a remote pilot licence issued by CAAN.

101.25 Airspace

- (a) A person operating a UA shall:
- (1) unless operating in segregated airspace, not operate in airspace within 30 m measured horizontally, of a person who has not given consent for the UA to operate over them;
 - (2) maintain observation of the surrounding airspace in which the aircraft is operating for other aircraft; and
 - (3) not operate the UA at any height above 100 m (328 ft) AGL except in accordance with paragraph (c).
- (b) Nothing in paragraph (a) requires a person to obtain consent from any person if operating:
- (1) under the authority of an approved aviation organization; and
 - (2) in airspace used by that organization.
- (c) A person who have obtained approval from the appropriate authority for operating a UA more than 5 km from an aerodrome boundary and above 100 m (328 ft) AGL shall ensure that the operation remains within [Class G airspace (uncontrolled airspace)] and shall:
- (1) operate in segregated airspace designated for that purpose; or
 - (2) ensure that at least 24 hours before the operation, a person authorized by an approved

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person, notifies the air navigation service provider (ANSP), for the issuance of a NOTAM, containing the following information:

- (i) the name, address, and telephone number of the operator;
- (ii) the location of the proposed operation;
- (iii) the date, time and duration of the proposed operation;
- (iv) the maximum height AGL proposed for the UA operation.

101.27 Visual Line-of-Sight Operations

- (a) This rule applies to the UA aircraft:
- (b) A person shall not operate a UA to which this rule applies in:
 - (1) any area in which the person's view of the surrounding airspace in which the UA will operate is obstructed; or
 - (2) meteorological conditions that obstruct the person's ability to maintain visual line-of-sight of the aircraft.
- (c) A person who operates a UA to which this rule applies shall at all times:
 - (1) maintain visual line-of-sight with the UA or be in direct communications with a UA observer that maintains visual line-of-sight with the UA; and
 - (2) be able to see the surrounding airspace in which the UA is operating; and
 - (3) operate the UA below any cloud base.
- (d) For the purposes of this rule, visual line-of-sight means a straight line along which the remote pilot or UA observer has a clear view and which may be achieved with the use of:
 - (1) spectacles, contact lenses, or a similar device used for vision correction of the user to no better than normal vision but not the use of an electronic, mechanical, electromagnetic, optical, or electro-optical instrument; or
 - (2) a first person view system and a trained and competent UA observer who maintains:
 - (i) visual line-of-sight of the UA; and
 - (ii) sight of the surrounding airspace in which the UA is operating; and
 - (iii) has direct communication with the person who is operating the UA.

101.29 Weather and Day Limitations

- (a) A person shall not operate a UA:

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- (1) in or into a cloud; or
- (2) at night; or
- (3) in conditions other than visual meteorological conditions (VMC) unless authorized by appropriate authority;

101.31 Night Operations

- **RESERVED**

101.33 Right-of-Way

A person who is operating a UA shall give way to and remain clear of all manned aircraft on the ground and in flight.

101.35 Operation Over and Near People

No person shall operate a UA over a person unless that person is:

- (a) Directly participating in the operation of the UA; or
- (b) Located under a covered structure or inside a stationary vehicle that can provide reasonable protection;
- (c) Directly associated with the operation of the UA or the UA is operated no closer than 30 m, measured horizontally from a second person not directly associated with the operation of the UA.
 - (1) 101.35 (c) does not apply if the second person is standing behind a fixed wing UA while the fixed wing UA is taking off;
- (d) 101.35 (a), (b), or (c) do not apply if:
 - (1) the person has consented that the UA is allowed to fly over or near him or her; and
 - (2) the UA is operated no closer than 15 m, measured horizontally, of him or her.

101.37 Aircraft Mass Limits

- (a) A person shall not operate a UA with a gross mass of more than 25 kg.

101.41 Requirement for a Remote Pilot Licence

- (a) As defined in Part 102.

101.43 Prohibited UAS Operations

- (a) No person shall operate a UA in such a careless or reckless manner as to endanger or be likely to endanger aviation safety or the safety of any person or property.

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- (b) No person shall operate a UA while operating a moving vehicle, vessel or manned aircraft.

101.45 Alcohol or Drugs reference to Civil Aviation Requirements 2058

- (a) No person shall act as a remote pilot, flight crew member or a UA observer
- (1) within 8 hours after consuming an alcoholic beverage;
 - (2) while under the influence of alcohol; or
 - (3) while using any drug that impairs the person's faculties to the extent that aviation safety or the safety of any person is endangered or likely to be endangered.

Subpart C — Part 102 Unmanned Aircraft Remote Pilot Certification

102.1 Applicability

This Part applies to airmen certification for civil unmanned aircraft systems.

102.2 Eligibility for Remote Pilot Licence

- (a) The CAAN may issue a remote pilot licence to the applicant if he or she is 18 years of age and has completed,
- (1) Class 12 or equivalent ,
 - (2) a remote pilot training course in the operation of a category of the UA that he or she proposes to operate as per PELR 6.33.12.3.2
 - (3) a flight test conducted by the CAAN for the purposes of this subparagraph(if required)
 - (4) has demonstrated the competencies required for the safe operation of the applicable type of UA and associated UA control station, under standard UA operating conditions.
 - (5) Medical fitness as per PELR 6.33.12.1.4
- (b) An application may be made to the CAAN for review of:
- (1) a decision refusing to issue, cancelling, suspending or varying a licence; or
 - (2) a decision imposing a condition on a licence.

102.3 Application for a Remote Pilot Licence

- (a) An individual may apply to the CAAN, in writing, for a remote pilot licence to operate a UA.
- (b) An application for a remote pilot licence shall include the following information:
- (1) details of any flight crew licence, air traffic control licence that the applicant holds (including details of ratings, endorsements and qualifications), for controlled aerodrome

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operation;

- (2) details of any military qualification the applicant holds that is equivalent to a licence mentioned in paragraph (a);
- (3) details of any aeronautical experience of the applicant;
- (c) if the applicant does not hold a licence mentioned in paragraph (1), details of any aeronautical radio operator certificate that the applicant holds;
- (d) details of the applicant's experience in operating UA;
- (e) evidence of the completion of any training course in UAS operation that the applicant has undertaken as per PELR 6.33.12.3.2

102.5 Conditions on Remote Pilot Licence

- (a) The CAAN may place a condition on a remote pilot licence that would:
 - (1) allow the person to operate UA of only a specified make and model;
 - (2) limit the areas where he or she may operate a UA; or
 - (3) allow him or her to operate a UA only in VMC.
- (b) It is a condition of a remote pilot licence that the licence holder shall not operate a UA above 100 m (328 ft) AGL or within 5 km of the movement area of an aerodrome, unless he or she holds at least one of the following qualifications:
 - (1) an aeronautical radio operator certificate;
 - (2) a flight crew licence;
 - (3) an air traffic control licence;
 - (4) a military qualification equivalent to a licence mentioned in paragraph (b) or (c);
- (c) It is a condition of a remote pilot licence that a UA shall be operated within the visual line-of-sight of the licence holder
- (d) It is a condition of a remote pilot licence that the licence holder shall not operate more than one UA at a time.

102.9 Notice to Holder of Remote Pilot Licence to Show Cause

- (a) The CAAN may give a show cause notice to the holder of a remote pilot licence if there are reasonable grounds for believing that there are facts or circumstances that would justify the cancellation of the licence under Requirement 102.11.
- (b) A show cause notice shall:

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- (1) tell the holder of the licence of the facts and circumstances that, in the CAAN's opinion, would justify the cancellation of the licence under Requirement 102.11; and
 - (2) invite the holder of the licence to show in writing, within a reasonable time stated in the notice, why the licence should not be cancelled.
- (c) A show cause notice may state that the licence is suspended if the CAAN reasonably considers that there may be a serious risk to the safety of air navigation if the licence were not suspended.
- (d) If a show cause notice states that the licence is suspended, the licence is suspended from when the notice is given to the holder.
- (e) The CAAN may, at any time, revoke the suspension.
- (f) If the approval is suspended and the CAAN has not dealt with it under Requirement 102.11 within 90 days after the day it is suspended, the suspension lapses at the end of that period.

102.11 Cancellation of Remote Pilot Licence

- (a) The CAAN may cancel a remote pilot licence by written notice to the holder of the licence, if:
- (1) the CAAN has given to the holder a show cause notice under Requirement 102.9 in relation to it;
 - (2) the CAAN has taken into account any representations made, within the period stated in the notice, by or on behalf of the holder; and
 - (3) there are reasonable grounds for believing that the holder:
 - (i) has operated a UA in contravention of these Requirements or of a condition of the licence; or
 - (ii) has operated the UA negligently or carelessly; or
 - (iii) in operating the UA, has recklessly endangered human life or property.
- (b) If the CAAN has given a show cause notice under Requirement 102.9 to the holder of a remote pilot licence and the CAAN decides not to cancel the licence, the CAAN:
- (1) shall tell the holder in writing of the decision; and
 - (2) shall, if the holder's licence is suspended under that Requirement, revoke the suspension.

Subpart D — Part 102 Unmanned Aircraft System Authorization or Unmanned Aircraft System Operator Certification (UOC)

RESERVED

Subpart E — Requirements for Manufacturer

RESERVED

— END —

Appendix I **Required documents for UAS/Drone Registration**

1. SCOPE

1.1 This Chapter prescribes requirements governing -

- (a) the registration of Unmanned Aircraft System in Nepal;
- (b) the allocation of Unique Identification Number (UIN) for Nepalese registered UAS;
- (c) the display of UIN on Nepalese registered UAS.

1.2 Registration of an UAS does not permit it to fly without a valid flight permit obtained from appropriate authority.

2. APPLICATION

2.1 An application for registration of an UAS and for grant of a Nepalese RPA/Drone Certificate of Registration must be made by or on behalf of person/ organization.

2.2 The application must be made in Form RPA/Form/01 as contained in this appendix, with the following information and documents:

- (a) the owner's name or company name, address and contact information
- (b) one recent coloured passport size photograph of the applicant
- (c) the RPA/Drone information:
 - i) the Manufacturer name
 - ii) the RPA/Drone model
 - iii) the RPA/Drone serial number
 - iv) the manufactured date or year
 - v) the RPA/Drone Type
 - vi) the Payload type
 - vii) the Take-off weight (Kg)
 - viii) the RPA/Drone color
 - (ix) the Retailer name, etc.
- (d) Copy of Citizenship Certificate or Valid Passport or Company Registration Certificate
- (e) Copy of RPA / Drone Manual and Specification
- (f) Color Picture or Copy of RPA/ Drone showing model & serial number
- (g) Purpose of Operation
- (h) Copy of VAT Bill from the Retailer (if Purchased in Nepal) or,
- (i) Copy of Custom Clearance Certificate (if imported)

CIVIL AVIATION AUTHORITY OF NEPAL

Unmanned Aircraft System (UAS) Requirements

3. CERTIFICATE OF REGISTRATION

- 3.1 The CAA Nepal shall register the UAS upon receipt of an application in accordance with above paragraph from a qualified applicant or company and enter the UAS in the RPA/Drone Registration Database.
- 3.2 Upon registering, the Director General shall furnish the registered owner with a RPA/Drone Certificate of Registration containing a Unique Identification Number(UIN). The certificate of registration, in wording and arrangement, shall be a replica of the certificate shown in Form RPA/Form/02 as contained in this appendix.
- 3.3 The RPA/Drone Certificate of Registration shall be issued in English language.

4. DISPLAY OF RPA/Drone UIN

- 4.1 The Unique Identification Number (UIN) required to be displayed in the RPA/Drone must -
- (a) be painted on the RPA/Drone or affixed by any other means ensuring a similar degree of permanence; and
 - (b) be displayed to the best possible advantage having regard to the construction or features of the RPA/Drone; and
 - (c) be kept clean and visible at all times.
- 4.2 The letters and hyphen of the UIN must be of one colour that contrasts clearly with the background on which they are painted or otherwise affixed.

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Unmanned Aircraft System (UAS) Requirements

Appendix II

Application for RPA/DRONE Registration & Unique Identification Number (UIN)

Please complete the form in BLOCK CAPITALS

A. Owner / Applicant Information

Owner Name (if Registered in Name of Person)

First Name

Last Name

Nationality

Date of Birth

Citizenship Number

or

Passport Number

Mobile Number

Email Address

Recent Passport
size photograph

Company Name (if Registered in Name of Company)

Company Registration Number

Registered Office

Phone Number

Email Address

B. Applicant Location Information

Physical Address

City

State

Country

C. RPA/ Drone Information

RPA/ Drone Manufacturer (Example: DJI, Uvify, Parrot, Yuneec, etc.)

RPA/ Drone Model (Example: Phantom 3 Professional, Mavic 2 Pro, Q500, etc.)

RPA/ Drone Serial Number (Serial Number (S/N) can usually be found on drone box, on or inside the battery compartment)

Manufactured Date or Year

RPA/ Drone Type

Fixed Wing

Single Rotor

Multi Rotor

Others

Payload (Example: Camera, Gimbal, Equipment used for discharge purpose, etc.)

Total Take-off Weight (kg)

Color

Retailer Name (Where was the drone purchased?)

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Unmanned Aircraft System (UAS) Requirements

D. Submitted Documents

- Copy of Citizenship Certificate or Valid Passport or Company Registration Certificate
- Copy of RPA / Drone Manual and Specification
- Color Picture or Copy of RPA/ Drone showing model & serial number
- Purpose of Operation
- Copy of VAT Bill from the Retailer(if Purchased in Nepal) or,
- Copy of Custom Clearance Certificate (if imported)

E. Declaration by Applicant

- I declare that the information provided in this form is correct
- By checking this box, I have read and agree to the rules and policy of CAA Nepal related to RPA/ Drone

Applicant Signature & Date

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F. For CAA Nepal Use Only

- Check all contents of Section A, B, C are filled correctly
- Check all the documents submitted of Section D are valid and sufficient
- Check the declaration of Section E has been signed by the applicant

Document Verified and Recommended for:

RPA/DRONE Registration and Issuance of UIN

NP-

Rejection for RPA/ Drone Registration

Reason:

Verified and Recommended by,

Approved by,

Name:

Signature & Date:

Designation:

Stamp:

CIVIL AVIATION AUTHORITY OF NEPAL

Unmanned Aircraft System (UAS) Requirements

Appendix III Sample of Drone Certificate of Registration

Certificate No:		
Civil Aviation Authority of Nepal		
RPA/DRONE		
Certificate of Registration		
1. Unique Identification Number(UIN)	2. Drone Manufacturer & Model	3. Serial Number
4. Name of Owner:		
5. Address of Owner: PH: Email:		
6. Other Specifications of RPA/ Drone		Category “ ”
Total Take- off Weight(kg)		
RPA/Drone Type		
Manufactured Date		
7. It is hereby certified that the above described RPA / DRONE has been duly entered on the Civil RPA/ DRONE Database of Civil Aviation Authority of Nepal.		
Initial Issued:		
Renewed On:		Valid till:

For Director General		
8. NOTE: This RPA/ DRONE Certificate of Registration is not an authorization to conduct flight operations with an unmanned aircraft. Operations must be conducted in accordance with the applicable CAAN requirements, directive of Ministry of Home Affairs and requirements of other government offices as applicable.		
<i>This Certificate shall be carried by the Remote Pilot while operating this RPA/ DRONE</i>		