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THE REPUBLIC OF UGANDA

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TRP 137 /129/01

January 13th 2025

The Director General
Uganda Civil Aviation Authority
ENTEBBE



**AMENDMENT OF THE CIVIL AVIATION REGULATIONS FOLLOWING THE
AMENDMENT TO ICAO ANNEXES**

The Ministry vide yours dated December 17th 2024 reference number CAA/CS/LS/01 forwarded the draft Civil Aviation (Aircraft Accident and Incident Investigation) (Amendment) Regulations 2024 Regulations to the Ministry for signature.

Following the accent and signature of the Civil Aviation (Aircraft Accident and Incident Investigation) (Amendment) Regulations 2024 by the Honourable Minister, the essence of this communication is to forward to you two (2) signed copies of the aforementioned Regulation.

Tumusiime Aggrey (Mr.)
FOR: PERMANENT SECRETARY

STATUTORY INSTRUMENTS

2024 No.

THE CIVIL AVIATION (AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATIONS) (AMENDMENT) REGULATIONS, 2024

ARRANGEMENT OF REGULATIONS

Regulation

1. Citation
2. Amendment of S.I No. 66 of 2022
3. Amendment of Regulation 3 of principal Regulations
4. Amendment of Regulation 28 of principal Regulations
5. Amendment of Regulation 31 of principal Regulations
6. Amendment of Regulation 33 of principal Regulations
7. Amendment of Regulation 45 of principal Regulations
8. Amendment of Regulations 57 of principal Regulations
9. Amendment of Regulation 59 of principal Regulations
10. Amendment of Regulation 69 of principal Regulations

STATUTORY INSTRUMENTS

2024 No.....

The Civil Aviation (Aircraft Accident and Incident Investigations) (Amendment) Regulations, 2024

(Under sections 34(2) and 70 of the Uganda Civil Aviation Authority Act, Cap. 348)

IN EXERCISE of the powers conferred upon the Minister by sections 36(2) and 70 of the Uganda Civil Aviation Authority Act, and on the recommendation of the Uganda Civil Aviation Authority, these Regulations are made this 23rd day of DECEMBER, 2024.

1. Citation

These Regulations may be cited as the Civil Aviation (Aircraft Accident and Incident Investigations) (Amendment) Regulations, 2024.

2. Amendment of S.I No. 66 of 2022

The Civil Aviation (Aircraft Accident and Incident Investigation) Regulations, 2022, in these Regulations referred to as the principal Regulations, are amended in regulation 2 by inserting the following –

“(3) Unless otherwise stated, the specifications in these Regulations apply to activities following accidents and incidents involving-

(a) manned aircraft; or

(b) with effect from November 2026, unmanned aircraft systems certificated in accordance with the Civil Aviation (Airworthiness of Aircraft) Regulations, 2022 and operated under an operator authorisation issued in accordance with the Civil Aviation (Unmanned Aircraft Systems) Regulations, 2022.”.

3. Amendment of regulation 3 of principal Regulations

The principal Regulations are amended in regulation 3 –

(a) by substituting for the definition of the term “accident” the following-

“accident” means an occurrence 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-

- (i) being in the aircraft;
- (ii) direct contact with any part of the aircraft, including parts which have become detached from the aircraft; or
- (iii) 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-

- (i) adversely affects the structural strength, performance or flight characteristics of the aircraft;
- (ii) 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, windcreens, 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;".

(b) by inserting the following definitions in the appropriate positions-

"C2 Link" means the data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight;

"operator" means the person, organisation or enterprise engaged in or offering to engage in an aircraft operation; in the context of remotely piloted aircraft, an aircraft operation refers to the operation of an RPAS;

“Remote Pilot Station (RPS) means the component of the remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft;

“Remotely Piloted Aircraft (RPA)” means an unmanned aircraft which is piloted from a remote pilot station;

“Remotely Piloted Aircraft System (RPAS).” means a remotely piloted aircraft, its associated remote pilot stations), the required C2 Link(s) and any other components as specified in the type design;

“Safety Recommendation of Global Concern” (SRGC) means safety recommendation regarding a systemic deficiency having a probability of recurrence, with significant consequences at a global level, and requiring timely action to improve safety;

“State of Manufacture” means the State having jurisdiction over the organisation responsible for the final assembly of the aircraft, remote pilot station, engine or propeller;”.

4. Amendment of regulation 28 of principal Regulations

The principal Regulations are amended in regulation 28 by inserting immediately after subregulation (7), the following –

“(8) In the case of investigations of an unmanned aircraft system, the requirement shall apply to only remotely piloted aircraft with a design and or operational approval are to be considered.”.

5. Amendment of regulation 31 of principal Regulations

The principal Regulations are amended in regulation 31(2)-

(a) by inserting the following immediately after paragraph (b)–

“(ba) timely, public dissemination of factual information, as appropriate;”.

(b) by inserting immediately after subregulation (8), the following subregulations –

“(9) For accidents or incidents that draw heightened public attention, the accident investigation unit shall publicly release relevant factual information within the early days of the investigation.

(10) For accidents or incidents that draw heightened public attention,

the accident investigation unit shall publish a written preliminary report within thirty days of the accident or incident containing established factual information and indicating the progress of the investigation.”.

6. Amendment of regulation 33 of principal Regulations

The principal Regulations, are amended in regulation 33 by inserting the following –

“(2) In the case of a remotely piloted aircraft system, relevant material of 5.6 inches includes its associated remote pilot station, the required C2 Link and any other components specified in the type design documents.”.

7. Amendment of regulation 45 of principal Regulations

The principal Regulations are amended in regulation 45 by inserting immediately after subregulation (3), the following –

“(4) For an Unmanned Aircraft System, any flight data available from a flight recorder of an Unmanned Aircraft System involved in an accident or incident shall-

(a) without delay, be provided to the State conducting the investigation with all such data that the State has available; and

(b) not divulge such data without the express consent of the State conducting the investigation.”.

8. Amendment of regulation 57 of principal Regulations

The principal Regulations are amended in regulation 57-

(a) by substituting for subregulation (3) the following –

“(3) Where the State conducting investigation does not receive comments within 30 days of the date of the first transmittal letter of the final draft report, the State shall extend the period to 60 days if it is notified by the recipient State the need for additional time.”.

(b) by inserting immediately after subregulation (3) the following-

“(3a) Where the State conducting the investigation receives comments, it shall either amend the draft final report to include the comments received.

(3b) Where the State conducting the investigation does not receive comments, it shall issue the final accident report.”.

9. **Amendment of regulation 59 of principal Regulations**

The principal Regulations, are amended in Regulation 59 by inserting immediately after subregulation (3) the following–

“(3a) Where practicable, the final report sent to the International Civil Aviation Organisation (ICAO) shall be prepared in a working language of ICAO and in the form set out in the Schedule 5 to these Regulations;

(3b) the final report shall be recorded in the ICAO central database and the e-Library which shall be publicly available; and

(3c) a copy of the final report shall preferably be prepared in an electronic format to facilitate its upload onto the e-library for Final Reports.”.

10. **Amendment of regulation 69 of principal Regulations**

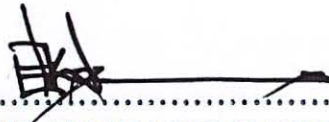
Regulation 69 of the principal Regulations is amended by inserting the following subregulations –

“(2) In the case of an unmanned aircraft systems, considering whether the most credible outcome, had the incident escalated into an accident, causing a person to be fatally or seriously injured.

(3) Fatal and serious injuries are more likely to justify an investigation than those occurrences where the most credible outcome are merely damage to or loss of the unmanned aircraft system.”.

Cross references

Civil Aviation (Airworthiness of Aircraft) Regulations, 2022


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GEN. EDWARD KATUMBA – WAMALA (MP),
Minister of Works and Transport