Civil Aviation (Unmanned Aircraft System) Regulations 2024

GN 232/2024

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THE CIVIL AVIATION ACT

Regulations made by the Minister under section 11(1) of the Civil Aviation Act

1. Short title

These regulations may be cited as the **Civil Aviation (Unmanned Aircraft System) Regulations 2024.**

2. Interpretation

In these regulations –

"Aeronautical Information Publication" means a publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation;

"Authority" means the Director of Civil Aviation;

"Class A airspace", "Class C airspace" and "Class G airspace" means the airspace respectively notified by the Authority as such in the Aeronautical Information Publication;

"congested area" has the same meaning as in the Civil Aviation Regulations 2007;

"command unit" means the equipment or system of equipment, to control an unmanned aircraft remotely, which supports the control or monitoring of the unmanned aircraft during any phase of flight, with the exception of any infrastructure supporting the command and control link service;

“direct remote identification” means a system that ensures the local broadcast of information about an unmanned aircraft in operation, including the marking of the unmanned aircraft, so that this information can be obtained without physical access to the unmanned aircraft;

“emergency operation” –

(a) means an operation carried out by the police or the Mauritius Fire and Rescue Service; and

(b) includes any operation, carried out by any person, that involves –

(i) the rescue or saving of any human, animal or plant life; or

(ii) the safeguard, preservation or protection of property,

following, or in anticipation of any event;

“follow-me mode” means a mode of operation of a UAS where the unmanned aircraft constantly follows the UAS pilot within a predetermined radius;

“foreign UAS” means a UAS registered with such civil aviation authority outside Mauritius as the Authority may approve;

“foreign UAS operator” means a person –

(a) authorised by such civil aviation authority outside Mauritius as the Authority may approve to operate a foreign UAS; and

(b) operating that foreign UAS in the course of a business;

“geo-awareness” means a function that, based on the data published in the Mauritius Aeronautical Information Publication, detects a potential breach of airspace limitations and alerts the UAS pilots so that they can take immediate and effective action to prevent that breach;

“indoor operations” means operations taking place inside a building, cave, mine, silo, tank or other closed space, where the likelihood of an unmanned aircraft escaping into the outside airspace is very low;

“LUC” means a light UAS operator certificate issued by the Authority to a UAS operator under regulation 13;

“MTOM” means the maximum unmanned aircraft mass, including payload and fuel, as defined by the manufacturer or the builder, at which the unmanned aircraft can be operated;

“night” means the hours between the end of evening civil twilight and the beginning of morning civil twilight;

“payload” means instrument, mechanism, equipment, part, apparatus, appurtenance, or accessory, including communications equipment, that is installed in or attached to an aircraft and is not used or intended to be used in operating or controlling the aircraft in flight, and is not part of an airframe, engine, or propeller;

“privately-built UAS” means a UAS assembled or manufactured for the builder’s own use but does not include a UAS assembled from sets of parts placed on the market as a single ready-to-assemble kit;

“prohibited area” means airspace of defined dimensions, above the land areas or territorial waters of Mauritius, within which the flight of aircraft is prohibited;

“restricted area” means airspace of defined dimensions above the land areas or territorial waters of Mauritius, within which the flight of aircraft is restricted in accordance with conditions published by the Authority;

“safety” means the state in which risks associated with aviation activities, related to, or in direct support of the operation of an aircraft, are reduced and controlled to an acceptable level;

“state aircraft” –

(a) means any aircraft of Mauritius or of any other State registered as state aircraft; and

(b) includes aircraft used in military, customs and police services;

“UAS” means an unmanned aircraft and the equipment used to control it remotely;

“UAS neutralising system” means a system designed to interfere with UAS operations, including but not limited to –

(a) jamming a UAS radio signal;

(b) jamming a UAS satellite link;

(c) feeding a UAS incorrect location information;

(d) incapacitating the cameras of a UAS with light or lasers;

(e) frying the electronics of a UAS with microwaves; or

(f) physically impeding a UAS in any other way.

“UAS operator” means any natural or legal person operating or intending to operate one or more UAS;

“UAS pilot” means a natural 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 its course at any time;

“UAS operator registration number” means the registration number allocated to a UAS operator under regulation 7(4)

“UAS registration number” means the registration number allocated to a UAS under regulation 5(4);

“unmanned aircraft” means a remotely-piloted aircraft without any person on board.

3. Non-application

(1) These regulations shall not apply to –

(a) indoor operations;

(b) state aircrafts; or

(c) unmanned aircrafts having an MTOM of 25 kilogrammes and above.

(2) For the avoidance of any doubt, unmanned aircrafts having an MTOM of 25 kilogrammes and above shall be governed by the Civil Aviation Regulations 2007.

(3) Regulation 5 shall not apply to a foreign UAS

(4) Regulation 7 shall not apply to a foreign UAS operator.

4. Requirement for direct remote identification add-on

(1) Subject to paragraph (2), no UAS shall be operated unless it is equipped with a direct remote identification add-on that meets the requirements specified in the First Schedule.

(2) Paragraph (1) shall not apply to a UAS operator operating –

(a) a privately-built UAS having an MTOM not exceeding 250 grammes; or

(b) a UAS used exclusively for personal leisure or recreational purposes,

unless the UAS is equipped with a camera or a data-capturing device.

5. Registration of UAS

(1) Subject to paragraph (2), no person shall operate a UAS unless that UAS is registered with the Authority.

(2) Paragraph (1) shall not apply to –

(a) a privately-built UAS having an MTOM not exceeding 250 grammes; or

(b) a UAS used exclusively for personal leisure or recreational purposes,

unless that UAS is equipped with a camera or a data-capturing device.

(3) An application for registration under paragraph (1) shall be in such form as the Authority may determine, accompanied by the fee specified in the Second Schedule and contain the –

(a) name of the manufacturer of the UAS;

(b) make and model of the UAS;

(c) the serial number of the UAS; and

(d) the name, address, email address and telephone number of the UAS operator.

(4) Subject to paragraph (5), where the Authority is satisfied that a UAS satisfies the criteria to be registered under these regulations, it may register that UAS subject to such conditions as it thinks fit and assign to the UAS a UAS registration number.

(5) No UAS shall be registered under paragraph (4) unless the person making the application under paragraph (3) and any other person intending to operate the UAS are, in the opinion of the Commissioner of Police, fit and proper persons to operate a UAS.

(6) Where a UAS is registered under this regulation, its UAS operator shall ensure that the UAS registration number is conspicuously displayed on the unmanned aircraft.

(7) A UAS operator shall, where there is a change in the particulars provided under paragraph (3)(d) –

(a) immediately notify the Authority; and

(b) upon payment of the fee specified in the Second Schedule, apply for an amendment of the records of the Authority.

(8) Following an application under paragraph (7), the Authority shall amend any record it thinks fit upon being satisfied that it is necessary to do so.

6. Characteristics of UAS

(1) Subject to paragraph (2), a UAS that meets the criteria specified in the Third Schedule shall bear the appropriate class identification label specified in that Schedule.

(2) Paragraph (1) shall not apply to a UAS operator operating –

(a) a privately-built UAS having an MTOM not exceeding 250 grammes; or

(b) a UAS used exclusively for personal leisure or recreational purposes.

(3) Notwithstanding paragraph (1), a UAS shall comply with such requirements as the Authority may specify.

(4) Any requirement under paragraph (3) shall be published by the Authority.

7. Registration of UAS operator

(1) Subject to paragraph (2), no UAS operator shall operate a UAS unless that UAS operator is registered with the Authority.

(2) Paragraph (1) shall not apply to a UAS operator operating –

(a) a privately-built UAS having an MTOM not exceeding 250 grammes; or

(b) a UAS used exclusively for personal leisure or recreational purposes,

unless the UAS is equipped with a camera or a data-capturing device.

(3) A UAS operator shall, for the purpose of registration under paragraph (1) –

(a) complete such form as may be determined by the Authority;

(b) pay the fee specified in the Second Schedule; and

(c) provide to the Authority –

(i) in the case of a natural person, his full name, date of birth and national identity card number;

(ii) in the case of a legal person, its name and business registration number;

(iii) the address of UAS operator;

(iv) particulars of the UAS to be operated;

(v) the email address and telephone number of UAS operator;

(vi) where applicable, particulars of any insurance policy issued to cover liability associated with the UAS; and

(vii) where the applicant is a legal person, confirmation that –

(A) all persons directly involved in the UAS operations are competent to perform the tasks assigned to them; and

(B) the UAS will be operated only by UAS pilots with the appropriate level of competency.

(4) Subject to paragraph (5), where the Authority determines that a UAS operator satisfies the criteria to be registered under these regulations, it may register the UAS operator subject to such conditions as it thinks fit and assign to the UAS operator a UAS operator registration number.

(5) No person shall be registered as UAS operator under paragraph (4) unless that person is, in the opinion of the Commissioner of Police, fit and proper to operate a UAS.

(6) A UAS operator shall, where there is a change in the particulars provided under paragraph (3)(c)(i), (ii), (iii), (v) or (vi) –

(a) immediately notify the Authority; and

(b) upon payment of the fee specified in the Second Schedule, apply for an amendment of the records of the Authority.

(7) Following an application under paragraph (6), the Authority shall amend any such record as it thinks fit ~~up~~on being satisfied that it is necessary to do so.

(8) A registration under paragraph (4) shall be valid for a period of 3 years and may, following an application made not later than 15 days from the expiry of the registration and on payment of the fee specified in the Second Schedule, be renewed on such conditions as the Authority thinks fit.

8. General principles for operating UAS

(1) No UAS operator shall fly an unmanned aircraft unless he is satisfied that the flight may safely be made.

(2) A UAS operator flying an unmanned aircraft shall maintain direct and unaided visual contact with the aircraft sufficient to monitor its flight path.

(3) No UAS operator shall fly an unmanned aircraft within 30 metres, measured horizontally, of a person not directly associated with the operation of the unmanned aircraft.

(4) No UAS operator shall cause or permit an animal or object to be dropped from an unmanned aircraft in such a way as to cause injury to a person or damage to property.

(5) No UAS operator shall, without the permission of the Authority, fly an unmanned aircraft –

(a) over an area where an emergency operation is being carried out.

(b) over, or within 150 metres of, a congested area;

(c) over, or within 150 metres of, an organised open-air assembly of more than 500 persons;

(d) within 50 metres of any vessel, vehicle or structure which is not under the control of the UAS operator;

(e) in Class A airspace and Class C airspace;

(f) in Class G airspace for unmanned aircraft with an MTOM exceeding 250 grammes;

(g) in a restricted area;

(h) at a height of more than 400 feet above the surface unless it is flying –

(i) in an airspace specified in subparagraph (e) in accordance with the requirements of that airspace; or

(ii) in a restricted area; or

(i) in an aerodrome traffic zone at that aerodrome.

(6) An application for permission under paragraph (5) shall be –

(a) made in such manner as the authority may determine; and

(b) accompanied by the fee specified in the Second Schedule.

(7) The Authority may grant a permission under paragraph (5) subject to such conditions as it thinks fit.

9. UAS operations not carried out exclusively for personal leisure or recreational purposes

Any UAS operator that does not operate a UAS exclusively for personal leisure or recreational purposes shall –

(a) apply to the Authority for –

(i) an authorisation to operate the UAS in the open, specific or certified category; or

(ii) a LUC; and

(b) in respect of every UAS operation, communicate to the Commissioner of Police, the flight programme of the unmanned aircraft.

10. UAS open category operations

(1) A UAS may be operated in the open category where, in the opinion of the Authority, it presents low risks to third parties.

(2) The Authority shall publish the requirements for operating a UAS in the open category.

(3) An application to operate a UAS in the open category shall be –

(a) made in such form as the Authority may determine; and

(b) accompanied by the fee specified in the Second Schedule.

(4) In determining an application under this regulation, the Authority may require an applicant to furnish such information as it thinks necessary.

(5) Where the Authority determines that an applicant satisfies the criteria to operate a UAS in the open category, it shall issue an authorisation to the applicant subject to such conditions as it thinks fit.

(6) The holder of an authorisation under paragraph (5) shall, where there is a change in the information provided under paragraph (4) –

(a) immediately notify the Authority; and

(b) on payment of the fee specified in the Second Schedule, apply for an amendment of the records of the Authority.

(7) Following an application under paragraph (6), the Authority shall amend such record it thinks fit on being satisfied that it is necessary to do so.

(8) An authorisation under paragraph (5) shall be valid for a period of 3 years and may, following an application made not later than 15 days from the expiry of the authorisation and on payment of the fee specified in the Second Schedule, be renewed on such conditions as the Authority thinks fit.

11. UAS specific category operations

(1) A UAS may be operated in the specific category where, in the opinion of the Authority, it presents risks to third parties that are high but not as high as risks posed by a manned aircraft system.

(2) The Authority shall publish the requirements for operating a UAS in the specific category.

(3) An application to operate a UAS in the specific category shall be –

(a) made in such form as the Authority may determine; and

(b) accompanied by the fee specified in the Second Schedule.

(4) In determining an application under this regulation, the Authority may require an applicant to furnish such information as it thinks necessary.

(5) Where the Authority determines that an applicant satisfies the criteria to operate a UAS in the specific category, it shall issue an authorisation to the applicant subject to such conditions as it thinks fit.

(6) The holder of an authorisation under paragraph (5) shall, where there is a change in the information provided under paragraph (4) –

(a) immediately notify the Authority; and

(b) on payment of the fee specified in the Second Schedule, apply for an amendment of the records of the Authority.

(7) Following an application under paragraph (6), the Authority shall amend such record it thinks fit on being satisfied that it is necessary to do so.

(8) An authorisation under paragraph (5) shall be valid for 3 years and may, following an application made not later than 15 days from the expiry of the authorisation and on payment of the fee specified in the Second Schedule, be renewed on such conditions as the Authority thinks fit.

Amended by [GN No. 12 of 2026]

12. UAS certified category operations

(1) A UAS shall be operated in the certified category where, in the opinion of the Authority, it presents risks to third parties that are as high as risks posed by a manned aircraft system.

(2) The Authority shall publish the requirements for operating a UAS in the certified category.

(3) An application to operate a UAS in the certified category shall be –

(a) made in such form as the Authority may determine; and

(b) accompanied by the fee specified in the Second Schedule.

(4) In determining an application under this regulation, the Authority may require an applicant to furnish such information as it thinks necessary.

(5) Where the Authority determines that an applicant satisfies the criteria to operate a UAS in the certified category, it shall issue an authorisation to the applicant subject to such conditions as it thinks fit.

(6) The holder of an authorisation under paragraph (5) shall, where there is a change in the information provided under paragraph (4) –

(a) forthwith notify the Authority; and

(b) on payment of the fee specified in the Second Schedule, apply for an amendment of the records of the Authority.

(7) Following an application under paragraph (6), the Authority shall amend such record as it thinks fit on being satisfied that it is necessary to do so.

(8) An authorisation under paragraph (5) shall be valid for a period of 3 years and may, following an application made not later than 15 days from the expiry of the authorisation and on payment of the fee specified in the Second Schedule, be renewed on such conditions as the Authority thinks fit.

13. LUC

(1) A UAS operator shall not apply for a LUC unless it is a legal person and intends to operate at least one UAS in one or more of the open, specific or certified category.

(2) The Authority shall publish the requirements for the issue of a LUC.

(3) An application for a LUC shall be –

(a) made in such form as the Authority may determine; and

(b) accompanied by the fee specified in the Second Schedule.

(4) In determining an application under this regulation, the Authority may require an applicant to furnish such information as it thinks necessary.

(5) Where the Authority determines that an applicant satisfies the criteria to be issued with a LUC, it shall issue the LUC subject to such conditions as it thinks fit.

(6) The holder of an authorisation under paragraph (5) shall, where there is a change in the information provided under paragraph (4) –

(a) immediately notify the Authority; and

(b) on payment of the fee specified in the Second Schedule, apply for an amendment of the records of the Authority.

(7) Following an application under paragraph (6), the Authority shall amend such record as it thinks fit on being satisfied that it is necessary to do so.

(8) A LUC issued under paragraph (5) shall be valid for a period of 3 years and may, following an application made not later than 15 days from the expiry of the LUC and on payment of the fee specified in the Second Schedule, be renewed on such conditions as the Authority thinks fit.

14. UAS pilot

(1) No person shall be a UAS pilot unless that person –

(a) is not less than 16 years old; and

(b) has been certified as a competent UAS pilot by a trainer authorised by the Authority.

(2) Where a trainer certifies a person as a competent UAS pilot under paragraph 1(b), it shall forthwith notify the Authority in such form as the Authority may determine.

(3) Paragraph (1) shall not apply to a UAS pilot operating –

(a) a privately-built UAS having an MTOM not exceeding 250 grammes; or

(b) a UAS used exclusively for personal leisure or recreational purposes,

unless the UAS is equipped with a camera or a data-capturing device.

(4) For the purpose of paragraph (1)(b), a person may obtain an authorisation to be a trainer by –

(a) making an application in such form as the Authority may determine; and

(b) paying the fee specified in the Second Schedule.

(5) In determining an application under paragraph (4), the Authority may require an applicant to furnish such information as it thinks necessary.

(6) Where the Authority determines that an applicant satisfies the criteria to be a trainer, it shall –

(a) issue an authorisation to the applicant subject to such conditions as it thinks fit; and

(b) give notice of the issue of the authorisation under paragraph (a) in the Gazette.

(7) The holder of an authorisation under paragraph (6) shall, where there is a change in the information provided under paragraph (5) –

(a) immediately notify the Authority; and

(b) on payment of the fee specified in the Second Schedule, apply for an amendment of the records of the Authority.

(8) Following an application under paragraph (7), the Authority shall amend such record as it thinks fit on being satisfied that it is necessary to do so.

(9) Where the Authority has issued an authorisation under paragraph (6), it shall, at such intervals as it may determine, carry out against payment of the fee specified in the Second Schedule, audits to determine whether the holder of the authorisation is fit to continue holding such authorisation.

(10) Where, following an audit under paragraph (9), the Authority determines that the holder of an authorisation is unfit to hold such authorisation, it may –

(a) suspend the authorisation until the holder takes such corrective action as the Authority may direct; or

(b) revoke the authorisation.

15. UAS neutralising system

(1) Subject to paragraph (2), no person shall make use of a UAS neutralising system.

(2) Paragraph (1) shall not apply to –

(a) the State; or

(b) a person authorised by the Minister on the recommendation of the Authority.

16. UAS repelling system

(1) Subject to paragraph (2), no person shall make use of a UAS repelling system.

(2) Paragraph (1) shall not apply to –

(a) the State; or

(b) a person authorised by the Minister on the recommendation of the Authority.

17. UAS detection system

(1) Subject to paragraph (2), no person shall make use of a UAS detection system.

(2) Paragraph (1) shall not apply to –

(a) the State; or

(b) a person authorised by the Minister on the recommendation of the Authority.

18. Prohibited and restricted area

(1) No person shall fly a UAS in a prohibited area unless authorised by the Minister.

(2) The Minister shall inform the Authority of any person authorised under paragraph (1) to fly a UAS in a prohibited area.

(3) Any person distributing, importing or selling a UAS shall ensure that that UAS can be programmed to prevent it from entering a prohibited or restricted area.

19. General obligations of distributors, importers or sellers of UAS products

(1) No person shall distribute, import or sell a UAS product unless that UAS product complies with these regulations.

(2) Any person distributing, importing or selling a UAS product in the course of a business shall ensure that –

(a) its name, postal address and website are clearly specified on the UAS product, its packaging or its accompanying literature; and

(b) the UAS product is accompanied by operating instructions and maintenance documents from the manufacturer of the product.

20. Record keeping

(1) For the purpose of these regulations, the Authority shall, in respect of the items specified in the second column of the Fourth Schedule, maintain an updated register of the corresponding particulars set out in the third column of that Schedule.

(2) Any entry in the register kept under paragraph (1) –

(a) shall, on request, be made available to the Minister or the Commissioner of Police; and

(b) may, on a need-to-know basis, be made available to any public sector agency for the purpose of implementing these regulations.

(3) Any person selling a UAS in the course of a business shall keep –

(a) in respect of a buyer who is a natural person, a record of his –

(i) name;

(ii) national identity card number;

(iii) postal address;

(iv) email address; and

(v) telephone number;

(b) in respect of a buyer that is a legal person, a record of its –

(i) name;

(ii) business registration number;

(iii) postal address;

(iv) email address; and

(v) telephone number;

(c) in respect of the UAS, a record of its –

(i) model;

(ii) unique serial number;

(iii) manufacturer;

(iv) date of manufacture; and

(v) certificate of conformity.

(4) Any record kept under paragraph (3) shall, on request, be made available to the Authority.

21. Exemption

The Minister may, on good cause shown, exempt any person from complying with these regulations.

22. Offence

Any person who contravenes these regulations shall commit an offence and shall, on conviction, be liable to a fine not exceeding one million rupees and to imprisonment for a term not exceeding 12 months.

23. Civil Aviation Regulations 2007 amended

The Civil Aviation Regulations 2007 are amended –

(a) in regulation 2, by deleting the definitions of “remotely piloted aircraft” and “remotely piloted surveillance aircraft”;

(b) by revoking regulations 91, 91A, 91B and 91C;

(c) in the Second Schedule –

(i) in the heading, by deleting the words “91, 91A, 91B, 91C,”;

(ii) by deleting items 35A, 35B, 35C and 35D.

24. Saving

Any permission granted under the revoked regulation 91, 91A, 91B or 91C of the Civil Aviation Regulations 2007 shall remain valid until the earlier of –

(a) its expiry; or

(b) 12 months from the coming into operation of these regulations.

24A. Transitional provision

(1) Any person having been granted a permission under the revoked regulation 91, 91A, 91B or 91C of the Civil Aviation Regulations 2007 shall, during the subsistence of that permission, be exempt from the requirements of these regulations.

(2) Any person, other than a person under paragraph (1), who, at the time of the coming into operation of these regulations, already owns or operates a UAS, shall, for a period of 6 months from the coming into operation of these regulations, be exempt from the requirements of these regulations.

Added by [GN No. 12 of 2026]

25. Coming into operation

These regulations shall come into operation on 1 January 2025.

Made by the Minister on 4 October 2024.

FIRST SCHEDULE

[Regulation 4]

REQUIREMENTS FOR A DIRECT REMOTE IDENTIFICATION ADD-ON

A direct remote identification add-on shall –

(a) allow the upload of the UAS operator registration number;

(b) have a physical serial number compliant with standard ANSI/CTA-2063 Small Unmanned Aerial Systems Serial Numbers, affixed to the add-on and its packaging or its user's manual in a legible manner;

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

(i) the UAS operator registration number;

(ii) the unique physical serial number of the add-on compliant with standard ANSI/CTA-2063;

(iii) the geographical position of the unmanned aircraft and its height above the surface or take-off point;

(iv) the route course measured clockwise from true north and ground speed of the unmanned aircraft; and

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

(d) ensure that the user cannot modify the data in paragraph (c)(ii), (iii), (iv) and (v); and

(e) be placed on the market with a user manual providing the reference of the transmission protocol used for the direct remote identification emission and the instruction to –

(i) install the module on the UAS;

(ii) upload the UAS operator registration number.

SECOND SCHEDULE

[Regulations 5, 7, 8, 10, 11, 12, 13 and 14]

		(Rs)
1.	Application for registration of UAS under regulation 5(3)	2,000
2.	Application for amendment under regulation 5(7)(b)	500
3.	Application for registration of UAS operator under regulation 7(3)	1,500
4.	Application for amendment under regulation 7(6)(b)	1,000
5.	Application for renewal of registration of UAS operator under regulation 7(8)	1,000
6.	Application for permission under regulation 8(6)	5,000 per permission
7.	Application to operate UAS in open category under regulation 10(3)	25,000
8.	Application for amendment under regulation 10(6)(b)	2,000
9.	Application for renewal of authorisation to operate UAS in open category under regulation 10(8)	25,000
10.	Application to operate UAS in specific category under regulation 11(3)	50,000
11.	Application for amendment under regulation 11(6)(b)	2,000
12.	Application for renewal of authorisation to operate UAS in specific category regulation 11(8)	50,000
13.	Application to operate UAS in certified category under regulation 12(3)	75,000

14.	Application for amendment under regulation 12(6)(b)	2,000
15.	Application for renewal of authorisation to operate UAS in certified category under regulation 12(8)	75,000
16.	Application for LUC under regulation 13(3)	75,000
17.	Application for amendment under regulation 13(6)(b)	2,000
18.	Application for renewal of LUC under regulation 13(8)	75,000
19.	Application as trainer of UAS pilot under regulation 14(4)	200,000
20.	Application for amendment under regulation 14(7)(b)	2,000
21.	Audit under regulation 14(9)	6,000 per manhour per audit

Amended by [GN No. 12 of 2026]

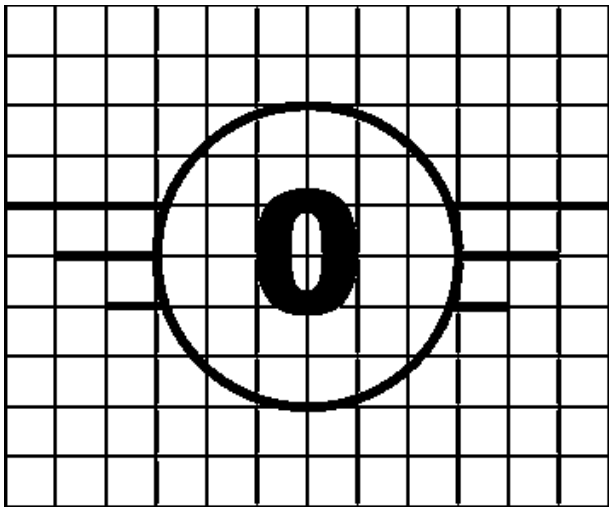
THIRD SCHEDULE

[Regulation 6]

Part I

Class C0 UAS

1. Class identification label –



2. A class C0 UAS shall –

(a) have an MTOM of less than 250 grammes, including payload;

(b) have a maximum speed in level flight of 19 metres per second;

(c) have a maximum attainable height above the take-off point limited to 120 metres;

(d) be safely controllable with regards to stability, manoeuvrability and the command and control link performance, by a UAS pilot following the manufacturer's instructions, as necessary under all anticipated operating conditions, including following the failure of one or, if appropriate, more systems;

(e) be designed and constructed in such a way as to minimise injury to persons during operation, in particular, sharp edges shall be avoided, unless technically unavoidable under good design and manufacturing practice;

(f) if equipped with propellers, be designed in such a way as to limit any injury that may be inflicted by the propeller blades;

(g) be exclusively powered by electricity;

(h) if equipped with a follow-me mode and when this function is on, be in a range not exceeding 50 metres from the UAS pilot, and enable the UAS pilot to regain control of the unmanned aircraft system;

(i) be placed on the market with the manufacturer's instructions providing –

(i) the characteristics of the unmanned aircraft system including –

(A) its class;

(B) its mass, with a description of the reference configuration, and MTOM;

(C) general characteristics of allowed payloads in terms of mass, dimensions, interfaces with the UAS and other possible restrictions;

(D) equipment and software to control the UAS remotely; and

(E) a description of the behaviour of the UAS in case of a loss of the command and control link;

(ii) clear operational instructions;

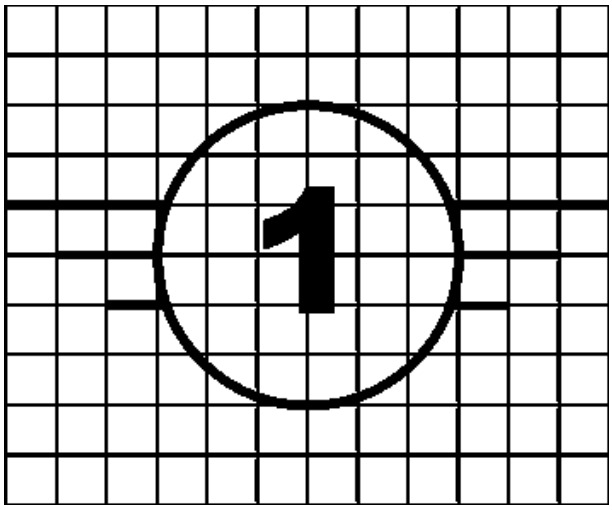
(iii) operational limitations including meteorological conditions and day or night operations; and

(iv) appropriate description of all the risks related to UAS operations adapted for the age of the user.

Part II

Class C1 UAS

1. Class identification label –



2. A class C1 UAS shall –

(a) (i) have an MTOM of less than 900 grammes; or

(ii) be made of materials and have performance and physical characteristics such that in the event of an impact at terminal velocity with a human head, the energy transmitted to the human head is less than 80 joules;

(b) have a maximum speed in level flight of 19 metres per second;

(c) (i) have a maximum attainable height above the take-off point limited to 120 metres; or

(ii) be equipped with a system that limits the maximum attainable height above the surface or take-off point to a value selectable by the UAS pilot provided that the system, at all times, gives to the UAS pilot clear information about the height of the UAS above the surface or take-off point during flight;

(d) be safely controllable with regard to stability, manoeuvrability and the command and control link performance, by a UAS pilot having requisite competency under these regulations and following the manufacturer's instructions, as necessary under all anticipated operating conditions including following the failure of one or, if appropriate, more systems;

(e) have the requisite mechanical strength, including any necessary safety factor, and, where appropriate, stability to withstand any stress to which it is subjected to during use without any breakage or deformation that might interfere with its safe flight;

(f) be designed and constructed in such a way as to minimise injury to persons during operation, in particular, sharp edges shall be avoided, unless technically unavoidable under good design and manufacturing practice;

(g) if equipped with propellers, the UAS shall be designed in such a way as to limit any injury that may be inflicted by the propeller blades;

(h) in case of a loss of the command and control link, have a reliable and predictable method for the UAS to recover the command and control link or if this fails, terminate the flight in a way that reduces the effect on third parties in the air or on the ground;

(i) be exclusively powered by electricity;

(j) have a unique serial number compliant with standard ANSI/CTA-2063-A-2019, Small Unmanned Aerial Systems Serial Numbers, 2019;

(k) have a direct remote identification that –

(i) allows the upload of the UAS operator registration number and any additional number provided by the registration system;

(ii) ensures, in real time during the whole duration of the flight, the direct periodic broadcast from the UAS 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 –

(A) the UAS operator registration number and the verification code provided by the Authority during the registration process;

(B) the unique physical serial number of the UAS;

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

(D) the route course measured clockwise from true north and ground speed of the UAS;

(E) the geographical position of the UAS pilot or, if not available, the take-off point; and

(F) an indication of the emergency status of the UAS;

(iii) reduces the ability of tampering the functionality of the direct remote identification system;

(l) be equipped with a geo-awareness function that provides –

(i) an interface to load and update data containing information on airspace limitations related to UAS position and height, provided that the interface ensures that the process of loading or updating such data does not degrade the integrity and validity of the data;

(ii) a warning alert to the UAS pilot when a potential breach of airspace limitations is detected; and

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

(m) where it has a function that limits its access to certain airspace areas or volumes, have that function operating in such a manner that it interacts smoothly with the flight control system of the UAS without adversely affecting flight safety, in addition to providing clear information to the UAS pilot when this function prevents the UAS from entering these airspace areas or volume;

(n) provide the UAS pilot with clear warning when the battery of the UAS or its command unit reaches a low level such that the UAS pilot has sufficient time to safely land the UAS;

(o) be equipped –

(i) with lights for the purpose of controllability of the UAS; and

(ii) with at least one green flashing light for the purpose of conspicuity of the UAS at night to allow a person on the ground to distinguish the UAS from a manned aircraft;

(p) where it is equipped with a follow-me mode and where this function is on, be in a range not exceeding 50 metres from the UAS pilot, and make it possible for the UAS pilot to regain control of the UAS;

(q) be placed on the market with manufacturer's instructions providing –

(i) the characteristics of the UAS including but not limited to the –

(A) class of the UAS;

(B) UAS mass (with a description of the reference configuration) and the MTOM;

(C) general characteristics of allowed payloads in terms of mass, dimensions, interfaces with the UAS and other possible restrictions;

(D) equipment and software to control the UAS remotely;

(E) procedures to upload the UAS operator registration number into the remote identification system;

(F) reference of the transmission protocol used for the direct remote identification system emission;

(G) sound power level; and

(H) description of the behaviour of the UAS in case of a loss of data link, and the method to recover the command and control link of the UAS;

(ii) clear operational instructions;

(iii) the procedure to upload the airspace limitations into the geo-awareness function;

(iv) maintenance instructions;

(v) troubleshooting procedures;

(vi) operational limitations (including but not limited to meteorological conditions and day/night operations); and

(vii) appropriate description of all the risks related to UAS operations;

(r) if equipped with a network remote identification system –

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

(A) the UAS operator registration number;

(B) the unique serial number of the UAS;

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

(D) the route course measured clockwise from true north and ground speed of the UAS;

(E) the geographical position of the UAS pilot or, if not available, the take-off point; and

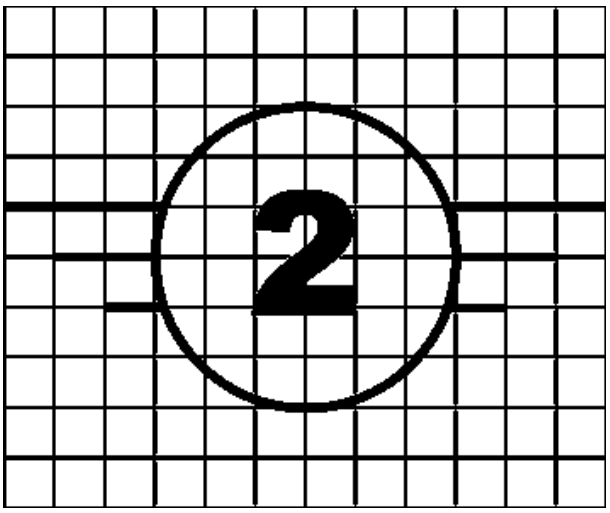
(F) an indication of the emergency status of the UAS;

(ii) ensure that the ability of tampering the functionality of the direct remote identification system is reduced.

Part III

Class C2 UAS

1. Class identification label –



2. A class C2 UAS shall –

(a) have an MTOM of less than 4 kilogrammes, including payload;

(b) have a maximum attainable height above the take-off point limited to 120 metres or be equipped with a system that limits the height above the surface or above the take-off point to 120 metres or to a value selectable by the UAS pilot, and where the value is selectable, ensure that clear information about the height of the UAS above the surface or take-off point during flight is provided to the UAS pilot;

(c) be safely controllable with regard to stability, manoeuvrability and the command and control link performance, by a UAS pilot with adequate competency and following the manufacturer's instructions, as necessary under all anticipated operating conditions including following the failure of one or, if appropriate, more systems;

(d) have the requisite mechanical strength for the UAS, including any necessary safety factor, and, where appropriate, stability to withstand any stress to which it is subjected during use without any breakage or deformation that might interfere with its safe flight;

(e) in the case of a tethered UAS, have a tensile length of the tether that is less than 50 metres and a mechanical strength that is no less than –

(i) for a heavier-than-air aircraft, 10 times the weight of the aerodyne at maximum mass;

(ii) for a lighter-than-air aircraft, 4 times the force exerted by the combination of the maximum static thrust and the aerodynamic force of the maximum allowed wind speed in flight;

(f) be designed and constructed in such a way as to minimise injury to people during operation, with avoidance of sharp edges and where equipped with propellers, the UAS shall be designed in such a way as to limit any injury that may be inflicted by the propeller blades;

(g) unless tethered, in case of a loss of the command and control link, have a reliable and predictable method for the UAS to recover the command and control link or, in case of failure, terminate the flight in a way that reduces the effect on third parties in the air or on the ground;

(h) unless tethered, be equipped with a command and control link protected against unauthorised access to the command and control functions;

(i) unless it is a fixed-wing UAS, be equipped with a low-speed mode selectable by the UAS pilot and limiting the ground speed to no more than 3 metres per second;

(j) be exclusively powered by electricity;

(k) have a unique serial number compliant with standard ANSI/CTA-2063-A-2019, Small Unmanned Aerial Systems Serial Numbers, 2019;

(l) have a direct remote identification that –

(i) allows the upload of the UAS operator registration number and any additional number provided by the registration system;

(ii) ensures, in real time during the whole duration of the flight, the direct periodic broadcast from the UAS 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 –

(A) the UAS operator registration number;

(B) the unique serial number of the UAS;

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

(D) the route course measured clockwise from true north and ground speed of the UAS;

(E) the geographical position of the UAS pilot or, if not available, the take-off point; and

(F) an indication of the emergency status of the UAS;

(iii) ensures that the ability of tampering the functionality of the direct remote identification system is reduced.

(m) be equipped with a geo-awareness function that provides –

(i) an interface to load and update data containing information on airspace limitations related to UAS position and height imposed by the UAS geographical zones which ensures that the process of loading or updating of this data does not degrade its integrity and validity;

(ii) a warning alert to the UAS pilot when a potential breach of airspace limitations is detected; and

(iii) information to the UAS pilot on the status of the UAS as well as a warning alert when its positioning or navigation systems cannot ensure the proper functioning of the geo-awareness function;

(n) where the UAS has a function that limits its access to certain airspace areas or volumes, have that function operating in such a manner that it interacts smoothly with the flight control system of the UAS without adversely affecting flight safety, in addition to providing clear information to the UAS pilot when this function prevents the UAS from entering these airspace areas or volumes;

(o) provide the UAS pilot with clear warning when the battery of the UAS or its command unit reaches a low level such that the UAS pilot has sufficient time to safely land the UAS;

(p) be equipped –

(i) with lights for the purpose of controllability of the UAS; and

(ii) with at least one green flashing light for the purpose of conspicuity of the UAS at night to allow a person on the ground, to distinguish the UAS from a manned aircraft;

(q) be placed on the market with manufacturer's instructions providing –

(i) the characteristics of the UAS including but not limited to the –

(A) class of the UAS;

(B) UAS mass (with a description of the reference configuration) and the MTOM;

(C) general characteristics of allowed payloads in terms of mass, dimensions, interfaces with the UAS and other possible restrictions;

(D) equipment and software to control the UAS remotely;

(E) the procedures to upload the UAS operator registration number into the remote identification system;

(F) reference of the transmission protocol used for the direct remote identification system emission;

(G) sound power level; and

(H) description of the behaviour of the UAS in case of a loss of the command and control link, and the method to recover the command and control link of the UAS;

(ii) clear operational instructions;

(iii) the procedure to upload the airspace limitations into the geo-awareness function;

(iv) maintenance instructions;

(v) troubleshooting procedures;

(vi) operational limitations (including but not limited to meteorological conditions and day/night operations); and

(vii) appropriate description of all the risks related to UAS operations;

(r) if equipped with a network remote identification system –

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

(A) the UAS operator registration number;

(B) the unique serial number of the UAS;

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

(D) the route course measured clockwise from true north and ground speed of the UAS;

(E) the geographical position of the UAS pilot or, if not available, the take-off point; and

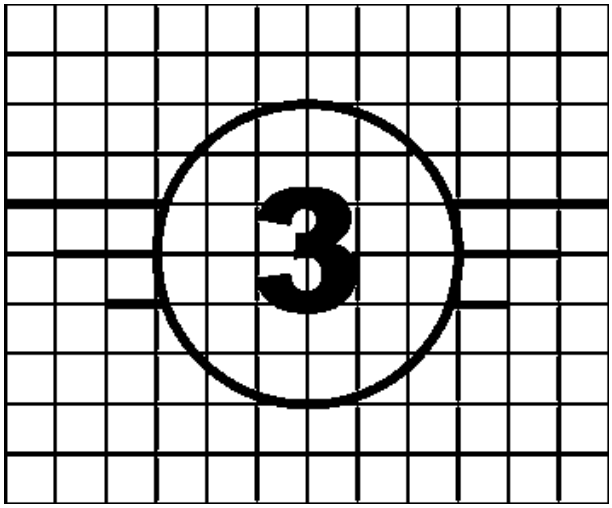
(F) an indication of the emergency status of the UAS;

(ii) ensure that the ability of tampering the functionality of the direct remote identification system is reduced.

Part IV

Class C3 UAS

1. Class identification label –



2. A class C3 UAS shall –

(a) have an MTOM of less than 25 kilogrammes, including payload, and have a maximum characteristic dimension of less than 3 metres;

(b) have a maximum attainable height above the take-off point limited to 120 metres or be equipped with a system that limits the height above the surface or above the take-off point to 120 metres or to a value selectable by the UAS pilot, and where the value is selectable, ensure that clear information about the height of the UAS above the surface or take-off point during flight is provided to the UAS pilot;

(c) be safely controllable with regard to stability, manoeuvrability and the command and control link performance, by a UAS pilot with adequate competency and following the manufacturer's instructions, as necessary under all anticipated operating conditions including following the failure of one or, if appropriate, more systems;

(d) in the case of a tethered UAS, have a tensile length of the tether that is less than 50 metres and a mechanical strength of no less than –

(i) for a heavier-than-air aircraft, 10 times the weight of the aerodyne at maximum mass;

(ii) for a lighter-than-air aircraft, 4 times the force exerted by the combination of the maximum static thrust and the aerodynamic force of the maximum allowed wind speed in flight;

(e) unless tethered, in case of a loss of the command and control link, have a reliable and predictable method for the UAS to recover the command and control link or, in case of failure, terminate the flight in a way that reduces the effect on third parties in the air or on the ground;

(f) be exclusively powered by electricity;

(g) have a unique serial number compliant with standard ANSI/CTA-2063-A-2019, Small Unmanned Aerial Systems Serial Numbers, 2019;

(h) unless tethered, have a direct remote identification that –

(i) allows the upload of the UAS operator registration number and any additional number provided by the registration system;

(ii) ensures, in real time during the whole duration of the flight, the direct periodic broadcast from the UAS 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 –

(A) the UAS operator registration number;

(B) the unique serial number of the UAS;

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

(D) the route course measured clockwise from true north and ground speed of the UAS;

(E) the geographical position of the UAS pilot or, if not available, the take-off point; and

(F) an indication of the emergency status of the UAS;

(iii) ensure that the ability of tampering the functionality of the direct remote identification system is reduced;

(i) be equipped with a geo-awareness function that provides –

(i) an interface to load and update data containing information on airspace limitations related to UAS position and height imposed by the UAS geographical zones which ensures that the process of loading or updating of this data does not degrade its integrity and validity;

(ii) a warning alert to the UAS pilot when a potential breach of airspace limitations is detected; and

(iii) information to the UAS pilot on the status of the UAS as well as a warning alert when its positioning or navigation systems cannot ensure the proper functioning of the geo-awareness function;

(j) where the UAS has a function that limits its access to certain airspace areas or volumes, have that function operating in such a manner that it interacts smoothly with the flight control system of the UAS without adversely affecting flight safety in addition to providing clear information to the UAS pilot when this function prevents the UAS from entering these airspace areas or volumes;

(k) unless tethered, be equipped with a command and control link protected against unauthorised access to the command and control functions;

(l) provide the UAS pilot with clear warning when the battery of the UAS or its command unit reaches a low level such that the UAS pilot has sufficient time to safely land the UAS;

(m) be equipped –

(i) with lights for the purpose of controllability of the UAS; and

(ii) with at least one green flashing light for the purpose of conspicuity of the UAS at night to allow a person on the ground to distinguish the UAS from a manned aircraft;

(n) be placed on the market with manufacturer's instructions providing –

(i) the characteristics of the UAS including but not limited to the –

(A) class of the UAS;

(B) UAS mass (with a description of the reference configuration) and the MTOM;

(C) general characteristics of allowed payloads in terms of mass, dimensions, interfaces with the UAS and other possible restrictions;

(D) equipment and software to control the UAS remotely;

(E) the procedures to upload the UAS operator registration number into the remote identification system;

(F) reference of the transmission protocol used for the direct remote identification system emission;

(G) sound power level;

(H) description of the behaviour of the UAS in case of a loss of the command and control link, and the method to recover command and control link of the UAS;

(ii) clear operational instructions;

(iii) the procedure to upload the airspace limitations into the geo-awareness function;

(iv) maintenance instructions;

(v) troubleshooting procedures;

(vi) operational limitations (including but not limited to meteorological conditions and day/night operations); and

(vii) appropriate description of all the risks related to UAS operations;

(o) if equipped with a network remote identification system –

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

(A) the UAS operator registration number;

(B) the unique serial number of the UAS;

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

(D) the route course measured clockwise from true north and ground speed of the UAS;

(E) the geographical position of the UAS pilot or, if not available, the take-off point; and

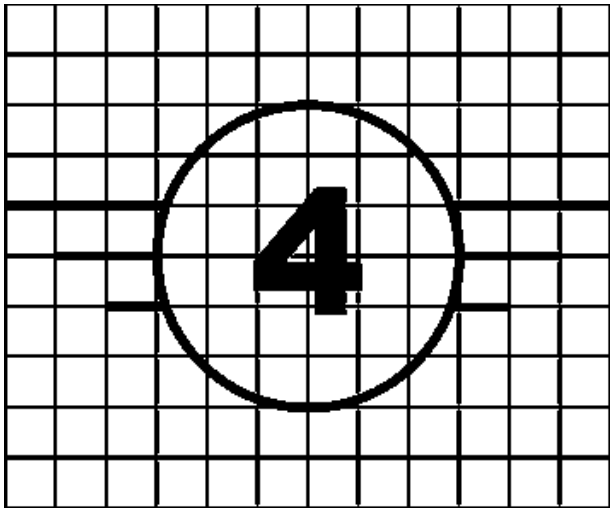
(F) an indication of the emergency status of the UAS;

(ii) ensure that the ability of tampering the functionality of the direct remote identification system is reduced.

Part V

Class C4 UAS

1. Class identification label –



2. A class C4 UAS shall –

(a) have an MTOM of less than 25 kilogrammes, including payload;

(b) be safely controllable and manoeuvrable by a UAS pilot following the manufacturer's instructions, as necessary under all anticipated operating conditions including following the failure of one or, if appropriate, more systems;

(c) not be capable of automatic control modes except for –

(i) flight stabilisation assistance with no direct effect on the trajectory; and

(ii) lost link assistance provided that a pre-determined fixed position of the flight controls in case of lost link is available;

(d) be placed on the market with manufacturer's instructions providing –

(i) the characteristics of the UAS, including but not limited to the –

(A) class of the UAS;

(B) UAS mass (with a description of the reference configuration) and the MTOM;

(C) general characteristics of allowed payloads in terms of mass, dimensions, interfaces with the UAS and other possible restrictions;

(D) equipment and software to control the UAS remotely; and

(E) description of the behaviour of the UAS in case of a loss of the command and control link;

(ii) clear operational instructions;

(iii) maintenance instructions;

(iv) troubleshooting procedures;

(v) operational limitations (including but not limited to meteorological conditions and day/night operations); and

(vi) appropriate description of all the risks related to UAS operations.

FOURTH SCHEDULE

[Regulation 20]

1.	Foreign UAS	(a) Description of foreign UAS including model, unique serial number, manufacturer, date of manufacture and certificate of conformity (b) Particulars of civil aviation authority with which foreign UAS is registered (c) Registration number of foreign UAS (d) Name of person owning foreign UAS (e) Physical and email address of person owning foreign UAS (f) Telephone number of person owning foreign UAS (g) Unique identification number issued by relevant authority in respect of person owning foreign UAS (passport number, national identity card number, business registration number or other identifier)
2.	Foreign UAS operator	(a) Name of foreign UAS operator

		(b) Physical and email address of foreign UAS operator (c) Telephone number of foreign UAS operator (d) Unique identification number issued by relevant authority in respect of foreign UAS operator (passport number, National Identity Card number, business registration number or other identifier) (e) Reason for operating foreign UAS in Mauritius (f) Duration of operating foreign UAS in Mauritius
3.	UAS registered under regulation 5(4)	(a) Description of UAS including model, unique serial number, manufacturer, date of manufacture and certificate of conformity (b) UAS registration number (c) Name of person owning UAS (d) Physical and email address of person owning UAS (e) Telephone number of person owning UAS
4.	UAS operator registered under regulation 7(4)	(a) Name

		(b) Physical and email address (c) Telephone number (d) Unique identification number (passport number, National Identity Card number, business registration number or other identifier) (e) Reason for operating UAS
5.	Permission issued under regulation 8(5)	(a) Name of permission holder (b) Physical and email address of permission holder (c) Telephone number of permission holder (d) Unique identification number (passport number, National Identity Card number, business registration number or other identifier) of permission holder (e) Purpose of permission (f) Duration of permission
6.	Authorisation under regulation 10(5) to operate in UAS open category operations	(a) Name of authorisation holder (b) Physical and email address of authorisation holder

		(c) Telephone number of authorisation holder (d) Unique identification number (passport number, National Identity Card number, business registration number or other identifier) of authorisation holder (e) Purpose of authorisation
7.	Authorisation under regulation 11(5) to operate in UAS specific category operations	(a) Name of authorisation holder (b) Physical and email address of authorisation holder (c) Telephone number of authorisation holder (d) Unique identification number (passport number, National Identity Card number, business registration number or other identifier) of authorisation holder (e) Purpose of authorisation
8.	Authorisation under regulation 12(5) to operate in UAS certified category operations	(a) Name of authorisation holder (b) Physical and email address of authorisation holder

		(c) Telephone number of authorisation holder (d) Unique identification number (passport number, National Identity Card number, business registration number or other identifier) of authorisation holder (e) Purpose of authorisation
9.	LUC issued under regulation 13(5)	(a) Name of LUC holder (b) Physical and email address of LUC holder (c) Telephone number of LUC holder (d) Unique identification number (passport number, National Identity Card number, business registration number or other identifier) of LUC holder (e) Purpose of LUC
10.	UAS pilot certified under regulation 14(1)	(a) Name (b) Physical and email address (c) Telephone number

		(d) Passport or National Identity Card number (e) Age
11.	Trainer authorised under regulation 14(5)	(a) Name (b) Physical and email address (c) Telephone number (d) Unique identification number (passport number, National Identity Card number, business registration number or other identifier)
12.	Person authorised to make use of a UAS neutralising system under regulation 15(2)(b)	(a) Name (b) Address (c) Telephone number (d) Unique identification number (passport number, National Identity Card number, business registration number or other identifier) (e) Description of UAS neutralising system (f) Reason for using UAS neutralising system (g) Duration of authorisation

13.	Person authorised to make use of a UAS repelling system under regulation 16(2)(b)	(a) Name (b) Address (c) Telephone number (d) Unique identification number (passport number, National Identity Card number, business registration number or other identifier) (e) Description of UAS repelling system (f) Reason for using UAS repelling system (g) Duration of authorisation
14.	Person authorised to make use of a UAS detection system under regulation 17(2)(b);	(a) Name (b) Address (c) Telephone number (d) Unique identification number (passport number, National Identity Card number, business registration number or other identifier) (e) Description of UAS detection system

		(f) Reason for using UAS detection system (g) Duration of authorisation
15.	Person authorised to fly in a prohibited area under regulation 18(1);	(a) Name (b) Address (c) Telephone number (d) Unique identification number (passport number, National Identity Card number, business registration number or other identifier) (e) Reason for authorisation (f) Duration of authorisation
16.	Person exempted under regulation 21	(a) Name (b) Address (c) Telephone number (d) Unique identification number (passport number, National Identity Card number, business registration number or other identifier) (e) Reason for exemption (f) Duration of exemption
