

Civil Aviation (Remotely Piloted Aircraft) Regulations, 2018

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IT is hereby notified that the Minister of Transport and Infrastructural Development in consultation with the Board has, in terms of section 79(1) of the Civil Aviation Act [*Chapter 13:16*], approved the following regulations: —

PART I

PRELIMINARY

*Title*

1. These regulations may be cited as the Civil Aviation (Remotely Piloted Aircraft) Regulations, 2018.

*Interpretation*

2. In these regulations —

“beyond visual line-of-sight (BVLOS)” means an operation in which the remote pilot cannot maintain direct unaided visual contact with the remotely piloted aircraft to

- manage its flight and to meet separation and collision avoidance responsibilities visually;
- “class 1 medical certificate” means a medical certificate issued in terms of the Civil Aviation Personnel Licensing Regulations;
- “class 2 medical certificate” means a medical certificate issued in terms of the Civil Aviation Personnel Licensing Regulations;
- “class 3 medical certificate” means a medical certificate issued in terms of the Civil Aviation Personnel Licensing Regulations;
- “class 4 medical certificate” means a certificate obtained by filling out a self-declaration form with any medical practitioner registered in terms of the Health Professions Act [*Chapter 27:19*];
- “C2 data link” include the elements of the command and control function that provide the interface between the remotely piloted aircraft and the ground control station for the purposes of commanding and controlling the flight;
- “extended visual line-of-sight(E-VLOS)” means an operation below 400 feet above ground level in which an observer, maintains direct and unaided visual contact with the remotely piloted aircraft at a distance not exceeding 1000 m from the remote pilot, in order to facilitate separation and collision avoidance requirements;
- “ground station” means the station at which the remote pilot manages the flight of the remotely piloted aircraft;
- “model aircraft” means an unmanned aircraft capable of sustained flight and used exclusively for air display, recreation, sport or competition, and not for hire or reward;
- “observer” means a person designated by the operator who, by visual observation of the remotely piloted aircraft, assists the remote pilot in the safe conduct of the flight;
- “operator” means an owner or possessor of a remotely piloted aircraft;
- “payload” means all the elements of a remotely piloted aircraft system that are carried for the purpose of fulfilling specific mission objectives but are not necessary for flight purposes;

“private operation” means the use of a remotely piloted aircraft for an individual’s personal and private purposes where there is no commercial outcome, interest or gain;

“remote pilot” means the person who manipulates the flight controls or manages the flight command instructions of a remotely piloted aircraft during flight time;

“remotely piloted aircraft” means an unmanned aircraft which is piloted from a ground station;

“remotely piloted aircraft system” means a set of configurable elements consisting of a remotely piloted aircraft, its associated ground station, the required command and control links and any other system elements as may be required at any point during flight operation;

“restricted visual line-of-sight” means an operation within 500 m of the remote pilot and below the height of the highest obstacle within 300 m of the remotely piloted aircraft, in which the remote pilot maintains direct unaided visual contact with the remote piloted aircraft to manage its flight and meet separation and collision avoidance responsibilities;

“visual line-of-sight” means an operation below 400 feet above ground level in which the remote crew maintains direct visual contact with the aircraft at a distance not exceeding 500 m, to manage its flight and meet separation and collision avoidance responsibilities.

#### *Application*

3. These regulations shall apply to civil remotely piloted aircraft.

### PART II

#### REGISTRATION

#### *Application for remotely piloted aircraft letter of approval*

4. (1) No remotely piloted aircraft shall be registered in Zimbabwe, unless such remotely piloted aircraft has been issued with a letter of approval by the Authority.

(2) An application for the issuing or renewal of a letter of approval shall be made to the Authority in writing and shall be accompanied by an appropriate fee specified in the Second Schedule.

(3) An application referred to in subsection (2) shall be accompanied by either—

- (a) documentation regarding the standard to which the remotely piloted aircraft was designed; or
- (b) documentation that demonstrates a level of safety acceptable to the Authority.

(4) Upon receipt of the application referred to in subsection (2), the Authority shall within 30 days by notice in writing to the applicant —

- (a) approve the application; or
- (b) reject the application.

(5) A remotely piloted aircraft letter of approval shall be valid for a period of twelve months upon first application, then a period of three years thereafter.

(6) An application made in terms of these regulations shall be in English language.

*Application for remotely piloted aircraft registration*

5. (1) No remotely piloted aircraft shall be operated within Zimbabwe, unless it has been registered by the Authority.

(2) An application for the issuing of a registration certificate shall be made to the Authority in writing and shall be accompanied by an appropriate fee specified in the Second Schedule.

(3) An application referred to in subsection (2) shall be accompanied by the following—

- (a) a remotely piloted aircraft letter of approval issued by the Authority in terms of section 4;
- (b) documents relating to ownership, hire, lease or partnership of the remotely piloted aircraft, either local or foreign;
- (c) specifications relating to the remotely piloted aircraft;
- (d) airworthiness history review of the remotely piloted aircraft, where necessary.

(4) In addition to the requirements in subsection (3), the Authority shall—

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- (a) carry out a physical inspection of the remotely piloted aircraft system, its maintenance and operational history.
  - (b) vet remotely piloted aircraft owner or operator.
- (5) Upon receipt of the application referred to in subsection (2), the Authority shall within 30 days by notice in writing to the applicant—
- (a) approve the application; or
  - (b) reject the application.
- (6) Subject to subsection (5)(a), the Authority shall issue the applicant with a certificate of registration and a registration mark.
- (7) The format of the national registration mark designated for use on remotely piloted aircraft shall be as prescribed in the Implementing Standards for Registration of Remotely Piloted Aircraft.
- (8) Where a holder of a certificate of registration transfers to another person ownership of the remotely piloted aircraft, such prospective owner shall, within 30 days, apply to the Authority for change of ownership and such application shall be accompanied by an appropriate fee specified in the Second Schedule.
- (9) The Authority shall maintain a register of all remotely piloted aircraft registered in terms of this section.
- (10) Where the operator fraudulently registers a remotely piloted aircraft, the Authority shall, by notice in writing to the operator cancel the registration.
- (11) Any person who contravenes this section shall be guilty of an offence and liable to a fine not exceeding level 14 or to an imprisonment for a period not exceeding 15 years or to both such fine and such imprisonment.

*Registration eligibility*

6. (1) The following persons shall be eligible to register a remotely piloted aircraft in Zimbabwe—
- (a) a Zimbabwean citizen or permanent resident of Zimbabwe; or
  - (b) companies, organisations, associations, partnerships or institutions whose principal place of business is in Zimbabwe.



(2) A remotely piloted aircraft shall not be eligible for registration in Zimbabwe if—

- (a) it is registered outside Zimbabwe; or
- (b) such remotely piloted aircraft is owned by a person not qualified in terms of subsection (1);
- (c) such registration would be detrimental to the public interest.

*Temporary importation of remotely piloted aircrafts*

7. (1) No person may temporarily import a remotely piloted aircraft for the purposes of private, corporate, non-profit operations or commercial use unless that person—

- (a) applies for a pre-clearance approval to the Authority at least 30 days before the day of the temporary importation, stating the following information—
  - (i) full name and address of owner or operator of the remotely piloted aircraft;
  - (ii) country where the remotely piloted aircraft is registered and its use;
  - (iii) model, serial number and manufacturer of RPA;
  - (iv) weight of the remotely piloted aircraft;
  - (v) specifications of the remotely piloted aircraft;
  - (vi) purpose of the temporary importation;
  - (vii) period of the intended temporary importation; and
  - (viii) details of the place where the remotely piloted aircraft will be operated in Zimbabwe;
- (b) upon entry of the remotely piloted aircraft into Zimbabwe, obtains a temporary import permit from the Zimbabwe Revenue Authority.

(2) A remotely piloted aircraft pre-clearance approval shall be valid for three months from the date of issue.

PART III

PERSONNEL LICENCING

*Remote pilot licensing*

8. (1) No person shall operate an RPA unless he or she is in possession of a valid remote pilot licence in the relevant category:

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Provided that a remote pilot, undergoing skills test or receiving flight instructions may operate a remotely piloted aircraft without a licence.

(2) An application for a remote pilot licence must be made to the Authority in writing within 30 days of completing the practical skills test and shall be accompanied by a fee prescribed in the Second Schedule.

(3) A remote pilot licence may be issued for the following categories—

- (a) aeroplane; or
- (b) multi-rotor; or
- (c) hybrid –vertical take off and landing (VTOL).

(4) A remote pilot shall have the following ratings on their personal licence—

- (a) visual line-of-sight operations (VLOS);
- (b) extended visual line-of-sight operations (E-VLOS);
- (c) beyond visual line-of-sight operations (B-VLOS).

### *Requirements for the issue of a remotely piloted licence*

9. An applicant for a remote pilot licence shall—

- (a) not be less than 18 years of age;
- (b) hold at least —
  - (i) a valid class 4 medical certificate for B-VLOS operations or operations involving remotely piloted aircraft classified as class 3 or higher;
  - (ii) for all other classes or types of operations, a self-declared medical assessment report as prescribed in the Implementing Standards for Continuing Airworthiness, Operations and Maintenance of Remotely Piloted Aircraft;
  - (iii) a restricted Certificate of Proficiency in Radiotelephony (Aeronautical);
  - (iv) level 4 English language proficiency level;

- (c) provide proof of flight training referred to in section 11;
- (d) have passed—
  - (i) a theoretical knowledge examination referred to in section 10; and
  - (ii) a practical skills test referred to in section 12.

*Theoretical knowledge examination*

10. (1) The theoretical knowledge examination applicable to the category of licence sought must be passed within 90 days preceding the practical skills test.

(2) The theoretical knowledge examination shall be conducted at a test centre accredited by the Authority.

(3) The requirements for the examination shall be as prescribed in the Implementing Standards for Continuing Airworthiness, Operations and Maintenance of Remotely Piloted Aircraft.

(4) Approval shall be obtained from the Authority before any theoretical training or theoretical knowledge examination is undertaken if such training or knowledge is to be accredited towards a Zimbabwean Remote Pilot Licence.

*Flight training*

11. (1) The flight training syllabi for the different categories of licence shall be as prescribed by the Authority.

(2) The institution conducting the training shall issue a certificate of training stating that flight training has been successfully completed.

(3) All flight training shall be conducted with a remotely piloted aircraft of the same category for which the licence is sought.

(4) Approval shall be obtained from the Authority before any flight training is undertaken if such training is to be accredited towards a Zimbabwean remote pilot licence.

*Practical skills test*

12. (1) The practical skills test for a remote pilot licence shall be conducted within 30 days of completing the flight training by an examiner accredited by the Authority.

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(2) The practical skills test shall be conducted with a remotely piloted aircraft of the same type for which the licence is sought.

(3) The holder of the remote pilot licence shall submit the practical skills test form to the Authority within 30 days of completion of the practical skills test.

(4) The practical skills test shall include the applicable sections for the extended visual line of sight (E-VLOS) and beyond visual line of sight (B-VLOS) ratings if one or more of these ratings are sought.

### *Licence renewal*

13. (1) A remote pilot licence shall be valid for a period of two years from the date of issue or renewal.

(2) A revalidation check shall be conducted in the 90-day period before the expiry of the remote pilot licence, by an examiner accredited by the Authority.

(3) The revalidation check shall be conducted on a remotely piloted aircraft of the same type for which the licence is held.

(4) The holder of a remote pilot licence shall submit the revalidation check form to the Authority within 30 days of the revalidation check.

(5) No remote pilot licence shall be renewed three years after expiry.

### *Pilot logbook*

14. (1) A holder of a remote pilot licence must maintain a record of all his or her flight time, instrument time, simulation time and instruction time.

(2) Where electronic logbooks are used, the electronic data must be printed on paper at least every 90 days and the printed pages filed sequentially.

(3) The pilot must retain all pilot logbooks for at least five years from the date of the of remote pilot licence expiry.

(4) The holder of a remote pilot licence must make the logbook available for inspection upon request by the Authority.

PART IV

REMOTELY PILOTED AIRCRAFT SYSTEM OPERATOR CERTIFICATE

*Operator certificate requirements*

15. No remotely piloted aircraft operator shall operate a remotely piloted aircraft in terms of these regulations unless such person is the holder of—

- (a) in the case of commercial, corporate and non-profit operations, a valid remotely piloted aircraft operator's Certificate (ROC) and the Operations Specifications attached thereto; and
- (b) in the case of only commercial operations, an Air Services Permit issued in terms of the Civil Aviation Act [*Chapter 13:16*].

*Application for remotely piloted aircraft system operator certificate*

16. (1) An application for the issuance of a remotely piloted aircraft system operator certificate or renewal or an amendment thereto, shall be made to the Authority in writing, and shall be accompanied by a fee specified in the Second Schedule.

(2) An application referred to in subsection (1) shall be accompanied by—

- (a) a copy of the certificate of registration of each remotely piloted aircraft to be operated;
- (b) a copy of the RLA for each device to be operated; and
- (c) for an initial issue, an original operations manual.

(3) A remotely piloted aircraft shall be registered under one remotely piloted aircraft system operator certificate.

(4) A remotely piloted aircraft system operator certificate shall be valid for one year from the date of issue unless—

- (a) it is surrendered by the holder thereof; or
- (b) it is suspended by an authorised officer, inspector or authorised person or cancelled by the Authority.

(5) The holder of a remotely piloted aircraft system operator certificate shall, at least 60 days immediately preceding the date on which such certificate expires, apply for the renewal of such certificate.

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(6) The holder of a remotely piloted aircraft system operator certificate which is cancelled shall, within seven days from the date on which the remotely piloted aircraft system operator certificate is cancelled, surrender such document to the Authority.

*Remotely piloted aircraft system operator certificate not transferable*

17. A remotely piloted aircraft system operator certificate issued in terms of this Part shall not be transferable.

*Amendment of remotely piloted aircraft system operator certificate*

18. (1) The Authority may amend any remotely piloted aircraft system operator certificate in order to correct any error in it or take account of any change in any particular recorded on it.

(2) The Authority may request the holder of a remotely piloted aircraft system operator certificate to submit the certificate to it to enable the Authority to amend it in terms of subsection (1) and the holder shall forthwith comply with such a requirement.

(3) Before amending an operator's certificate, the Authority shall inform the holder of its intention to amend the certificate and shall give the holder an opportunity to make representations in the matter:

Provided that this subsection shall not apply where the amendment is made at the holder's request.

(4) An application for the amendment of a remotely piloted aircraft system operator certificate shall be made in writing and shall be accompanied by an appropriate fee specified in the Second Schedule.

*Duplicate remotely piloted aircraft system operator certificate*

19. (1) If the Authority is satisfied that any remotely piloted aircraft system operator certificate has been lost, defaced or destroyed, the Authority may issue to the holder a duplicate certificate with the word "duplicate" endorsed thereon.

(2) Upon the issue of a duplicate certificate in terms of subsection (1), the original shall become invalid.

(3) For every duplicate certificate issued in terms of subsection (1), there shall be paid a fee specified in the Second Schedule.

*Power of Authority to suspend, vary, cancel or refuse to renew a remotely piloted aircraft system operator certificate*

20. (1) The Authority shall have power to suspend, vary, cancel or refuse to renew an operator's certificate if, during the period of validity of the certificate, the operator breaches any of the terms and conditions of issuance of the certificate.

(2) The Authority shall not suspend, cancel or refuse to renew an operator's certificate in terms of subsection (1) unless it has informed the holder of its intention to do so and has given the holder reasonable opportunity to make representations in the matter.

(3) Where the Authority has suspended, cancelled or refused to renew an operator's certificate in terms of subsection (1) it shall, on request, provide the holder with the reasons for such suspension, cancellation, amendment or refusal.

*Duties of the holder of a remotely piloted aircraft system operator certificate*

21. (1) The holder of a remotely piloted aircraft system operator certificate shall —

- (a) conduct the activities granted by the operations specifications attached to the certificate and ensure compliance with the provisions authorised therein;
- (b) ensure compliance with any other requirements which the Authority may impose from time to time;
- (c) report to the Authority any changes directly or indirectly related to the certificate that may affect continued validity of the certificate or approval or safety of persons and property; and
- (d) ensure that the remotely piloted aircraft operation is conducted in a safe manner.

(2) For operations approved for extended visual line of sight, the operator shall —

- (a) make use of at least one observer who shall not be younger than eighteen years of age; and
- (b) ensure that each observer has completed the training prescribed by the operator and as approved by the Authority in their operations manual.

*Operations manual*

22. (1) A remotely piloted aircraft system operator certificate holder shall develop an operations manual containing all the information required to demonstrate how such operator will ensure compliance with the regulations and how safety standards will be applied and achieved during such operations.

(2) The manual referred to in subsection (1) shall be approved by the Authority and accompanied by a fee specified in the Second Schedule.

(3) A remotely piloted aircraft system operator certificate holder shall set out in the manual the type and scope of operations, including the manner in which each type of a remotely piloted aircraft and operation will be safely conducted.

(4) The operations manual or system of manuals should reflect all operational and legislative activities and obligations which the certificate holder is obliged to meet.

(5) The operator shall submit amendment of manuals to the Authority for approval—

- (a) prior to a change in any proposed aspect, type or scope of the operator's operation;
- (b) where the operations manual no longer meets the requirements of these regulations or associated technical standards;
- (c) on determining that any part or component thereof is or becomes inadequate; or
- (d) when requested by the Authority to do so;

and such operator shall pay a fee specified in the Second Schedule.

(6) Upon the approval of the operations manual amendments by the Authority, the operator shall make such changes communicated to all persons engaged in the operation, deployment, handling, security, transportation and storage of any remotely piloted aircraft operated by such certificate holder, and where necessary trained in accordance with any relevant aspect relating to such amendment.

(7) The structure and contents of the operations manual shall be as prescribed by the Authority.



*Documentation and records*

23. (1) A remotely piloted aircraft operator shall establish a system of record-keeping that allows adequate storage and traceability of all activities developed, covering the following—

- (a) personnel training and competence records;
- (b) quality, safety and security management records;
- (c) flight folio;
- (d) remotely piloted aircraft records;
- (e) flight plan;
- (f) flight and duty records;
- (g) fuel and oil records;
- (h) maintenance records;
- (i) aircraft technical log books;
- (j) dangerous goods acceptance records;
- (k) other records as may be required by the Authority.

(2) The format of the records shall be specified in the certificate holder's operations manual.

(3) Records shall be stored for at least two years in a manner that ensures protection from fire, damage, alteration and theft.

*Safety management*

24. (1) The holder of a remotely piloted aircraft system certificate shall establish a safety management system which commensurate with the size of the institution and the complexity of its operations.

(2) The safety management system established in terms of these regulations shall include—

- (a) safety policy and objectives;
- (b) safety risk management;
- (c) safety assurance; and
- (d) safety promotion.

*Security*

25. (1) A holder of a remotely piloted aircraft system operator certificate issued in terms of section 16 shall—

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- (a) conduct background checks on all personnel recruited for deployment, handling and storage of any remotely piloted aircraft;
- (b) conduct criminal record checks every two years on all personnel employed in the deployment, handling and storage of a remotely piloted aircraft;
- (c) ensure that all personnel employed in the deployment, handling, and storage of remotely piloted aircraft have received security awareness training;
- (d) ensure that a remotely piloted aircraft not in use is stored in a secure manner to prevent and detect unauthorised interference or use;
- (e) ensure that a remotely piloted aircraft is protected from acts of unlawful interference;
- (f) ensure that a remotely piloted aircraft is stored and prepared for flight in a manner that will prevent and detect tampering and ensure integrity of vital systems; and
- (g) designate a security coordinator responsible for the implementation, application and supervision of the security controls.

(2) The holder of a remotely piloted aircraft system operator certificate shall include in the operations manual security aspects referred to in subsection (1).

### *Surveillance, safety and security audits and inspections*

26. The holder of a remotely piloted aircraft system operator certificate issued in terms of section 16 shall permit a person authorised by the Authority to carry out such safety and security inspections, audits and oversight, including safety or security inspections and audits of its partners, suppliers or subcontractors, as may be necessary to determine continued compliance with the provisions of regulations and the privileges granted by the certificate.

### *Register of operating certificates*

27. The Authority shall maintain a register of all certificates issued in terms of these regulations.

*Insurance*

28. A remotely piloted aircraft system operator certificate holder shall hold a third party insurance cover for the operations at all times.

PART V

REMOTELY PILOTED AIRCRAFT OPERATIONS

*Weather conditions*

29. No person shall operate a remotely piloted aircraft in weather conditions that do not allow unobstructed visual contact with the remotely piloted aircraft by other airspace users and by the operator unless in beyond visual line of sight or night operations approved by the Authority in their operation specifications.

*Landing on roads*

30. No person shall use a public road as a place of landing or take-off of a remotely piloted aircraft, except by a holder of a remotely piloted aircraft system operator certificate, approved by the Authority and the relevant local authority.

*Controlled airspace*

31. (1) No remotely piloted aircraft shall be operated in controlled airspace, except by the holder of a remotely piloted aircraft system operator certificate, and as approved by the Authority.

(2) The Authority may approve a remotely piloted aircraft in controlled airspace in terms of the Civil Aviation (Air Traffic Services) Rules of the Air and Regulations, 2018, published in Statutory Instrument 197 of 2018.

(3) Subject to subsection (2), remotely piloted aircraft shall be operated under visual meteorological conditions in an air traffic zone and controlled terminal region below 400 feet.

(4) In order to avoid collisions, remotely piloted aircraft operating in controlled airspace shall have the same ability to automatically detect and avoid traffic or obstacles while moving through the air.

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*Releasing object or substance*

32. No object or substance shall be released, dispensed, dropped, delivered or deployed from a remotely piloted aircraft except by the holder of a remotely piloted aircraft system operator certificate and as approved by the Authority in the operator's specifications.

*Dangerous goods*

33. (1) No person may use a remotely piloted aircraft to carry dangerous goods as cargo, except by the holder of a remotely piloted aircraft system operator certificate and as approved by the Authority in the operations specifications.

(2) The provisions of the Civil Aviation (Dangerous Goods) Regulations, 2018, published in Statutory Instrument 51 of 2018, relating to carriage of dangerous goods shall apply *mutatis mutandis*.

*Accidents and incidents*

34. (1) The Civil Aviation Aircraft Accident Investigation Regulations, 2018, published in Statutory Instrument 78 of 2018, shall apply, *mutatis mutandis*, to the reporting of all accidents and incidents, including—

- (a) any injury or death to a person;
- (b) damage to property;
- (c) destruction of the remotely piloted aircraft beyond economical repair.

(2) All incidents involving a remotely piloted aircraft, where loss of control occurred, shall be reported to the holder of a remotely piloted aircraft system operator certificate.

*Consumption of alcohol*

35. No remote pilot, observer or a remotely piloted aircraft maintenance technician shall—

- (a) consume alcohol less than eight hours prior to reporting for duty;
- (b) commence a duty period while the concentration of alcohol in any specimen of blood taken from any part of his or her body is more than 0,02 grams per 100 millilitres;

- (c) consume alcohol or any psychoactive substance during the duty period or whilst on standby for duty; or
- (d) commence duty period while under the influence of alcohol or any psychoactive substance having a narcotic effect.

*Remotely piloted aircraft system C2 datalink operational requirements*

36. (1) A remotely piloted aircraft system shall be equipped with an approved C2 datalink.

(2) The C2 datalink system and associated procedures shall be described in the remotely piloted aircraft flight manual.

(3) The C2 datalink shall provide the following functions—

- (a) uplink of crew commands from the ground control station to the remotely piloted aircraft;
- (b) downlink of remotely piloted aircraft system flight parameters and status data from the remotely piloted aircraft to the ground control station;
- (c) pairing between the ground control station and the remotely piloted aircraft;
- (d) means to indicate to the remote pilot—
  - (i) the status of the C2 datalink; and
  - (ii) the effective range of the C2 datalink;
- (e) the transfer of command and control from one datalink channel to another channel, within the same ground control station, is seamless and does not lead to safety hazards.

*Remotely piloted aircraft system safety*

37. (1) The C2 datalink shall be designed such that it is properly protected from external radio frequency interference and, where more than one datalink is used, these must operate at frequencies which exclude mutual interference.

(2) The C2 datalink performance shall be specified in terms of—

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- (a) effective range;
- (b) frequencies, bandwidth and throughput;
- (c) latency or communication transaction time;
- (d) availability;
- (e) message error rate.

(3) The non-restorable loss of C2 datalink shall be considered as loss of the ability of the remote pilot to exercise his or her control of the remotely piloted aircraft.

(4) The system that provides the C2 datalink shall be designed as demonstrated by an adequate assessment of the design.

*Precautions and safety considerations*

38. (1) No person shall operate a remotely piloted aircraft unless—

- (a) the remotely piloted aircraft is in an airworthy condition;
- (b) the remote pilot is a holder of a licence issued in terms of section 8;
- (c) the ground station is compatible and interoperable with the aircraft it is connected to in all phases of flight; and
- (d) the remotely piloted aircraft is being controlled by only one ground station at any given time.

(2) No person shall operate a remotely piloted aircraft in a negligent or reckless manner so as to endanger the safety of any person, property or other aircraft in the air or on the ground.

(3) The operator shall, in the best interest of safety, ensure that certain remotely piloted aircraft operations are supplemented with additional personnel for non-flying duties, such that the remote pilot can maintain control and situational awareness in respect of positioning and collision avoidance.

*General restrictions*

39. (1) No person shall operate a remotely piloted aircraft unless they have in their possession—

- (a) a valid remotely piloted aircraft pilot licence;

- (b) a copy of the remotely piloted aircraft system operator certificate and associated operations specifications;
- (c) the certificate of registration for each remotely piloted aircraft in operation;
- (d) a copy of the remotely piloted aircraft letter of approval; and
- (e) a user manual for the remotely piloted aircraft system.

(2) Unless approved by the Authority, no remotely piloted aircraft shall—

- (a) tow another aircraft;
- (b) perform aerial aerobatic or roll except in an emergency to avoid collision;
- (c) be flown in formation or swarm.

(3) Except by the holder of a remotely piloted aircraft system operator certificate, and as approved by the Authority, no remotely piloted aircraft shall be operated—

- (a) above 400 feet above the surface;
- (b) within a radius of three nautical miles from a controlled or an uncontrolled aerodrome;
- (c) within restricted or prohibited airspace; or
- (d) adjacent to or above a nuclear power plant, prison, police station, crime scene, court of law, national key point or strategic installation.

*Beyond visual line-of-sight*

40. (1) A remotely piloted aircraft shall not be operated beyond visual-line-of-sight unless by the holder of a remotely piloted aircraft system operator certificate and as approved by the Authority.

(2) Approved operations may only be conducted in visual meteorological conditions, below 400 ft above surface level, unless approved by the Authority.

*Night operations*

41. (1) A remotely piloted aircraft may not be operated at night except—

- (a) in restricted visual-line-of-sight operation; or
- (b) by the holder of a remotely piloted aircraft system operator certificate, and as approved by the Authority.

(2) The holder of a remotely piloted aircraft system operator certificate intending to operate a remotely piloted aircraft at night, shall, as a minimum have each remotely piloted aircraft approved under their remotely piloted aircraft system operator certificate for night operations.

(3) A remotely piloted aircraft may not be operated at night in controlled airspace except as approved by the Authority.

*Operations in the vicinity of people*

42. No person shall operate a remotely piloted aircraft directly overhead any person or group of people or within a lateral distance of 30 m from any person, unless—

- (a) the operator is a holder of a remotely piloted aircraft system operator certificate and the operation has been approved by the Authority; or
- (b) such person or group of persons form part of the operations of the remotely piloted aircraft, and is under control of the operator of the remotely piloted aircraft, and adequate provisions have been made for their safety.

*Operations in the vicinity of property, structures and buildings*

43. (1) No remotely piloted aircraft shall be operated within a lateral distance of 30 m from any structure or building, unless—

- (a) the operator is a holder of a remotely piloted aircraft system operator certificate and the operation has been approved by the Authority; and
- (b) permission has been obtained from the owner of such structure or building.

(2) An operator conducting an operation referred to in subsection (1), shall take such measures as are necessary to ensure the safety of all persons on the ground accessing such building or structure in the vicinity of such building or structure.



*Operations in the vicinity of aerodromes and public roads*

44. No person shall operate a remotely piloted aircraft over an aerodrome, or an aerodrome's approach path, or a public road or along the length of a public road or at a distance of less than 30 m from a public road unless—

- (a) such person is the holder of a remotely piloted aircraft system operator certificate and the operation has been approved by the Authority;
- (b) adequate measures have been taken to ensure the safety of road users and pedestrians in the event of loss of control of the remotely piloted aircraft.

*Radio communication requirements*

45. (1) No remotely piloted aircraft shall be operated within the three nautical miles boundary of an aerodrome—

- (a) except for restricted visual-line-of-sight operations; or
- (b) unless the pilot has a functioning air-band radio in his or her possession, tuned to the frequency or frequencies applicable to the air traffic service unit providing services or controlling such area or airspace or to aircraft in such area or airspace.

(2) The air-band radio shall have the required output and be configured in such a way that the range, strength of transmission and quality of communication extends beyond the furthest likely position of the remotely piloted aircraft from the pilot.

(3) For visual line of sight, extended visual-line-of-sight and beyond visual-line-of-sight operations, the pilot shall, using the registration of the remotely piloted aircraft as a call-sign, make the required radio calls indicating the altitude, location and intended operation of the remotely piloted aircraft in that area and at such intervals as are required in order to ensure adequate separation from other aircraft is maintained.

(4) For approved remotely piloted aircraft operations in controlled airspace, the pilot shall maintain radio contact, using the registration of the remotely piloted aircraft as a call-sign, with the relevant air traffic service unit, and acknowledge and execute such

instructions as the air traffic service unit may give at any time during the operation of the remotely piloted aircraft.

(5) The Authority shall be responsible for the allocation of the operating frequency to users.

(6) A remotely piloted aircraft operator shall apply to the Authority for operating frequency allocation and the application shall be accompanied by a fee specified in the Second Schedule.

*Pre-flight preparation*

46. A remote pilot shall complete the pre-flight preparations prior to each flight.

*Duties of remote pilot*

47. (1) A remote pilot shall ensure safe operation of the remotely piloted aircraft.

(2) A remote pilot shall operate a remotely piloted aircraft in accordance with the flight manual.

(3) A remote pilot is responsible for separation and collision avoidance of the remotely piloted aircraft and other aircraft, obstacles and hazards.

(4) A remote pilot shall operate such remotely piloted aircraft in a manner so as to minimize hazards to persons and property on the ground, and other aircraft in the air.

*Flight operations*

48. (1) A remotely piloted aircraft system shall be operated in such a way that safe separation from other aircraft is maintained and that adequate obstacle clearance is ensured, during all phases of the flight.

(2) A remote pilot shall ensure that the launch and recovery area is safe and of the appropriate dimensions, free from obstacles and has adequate surface conditions, with regard to the type of operation, the size of the aircraft, the aircraft's performance and external factors.

*Right of way*

49. (1) A remotely piloted aircraft shall give way to manned aircraft.

(2) A remotely piloted aircraft shall avoid passing over, under or in front of manned aircraft, unless it passes well clear and takes into account the effect of aircraft wake turbulence.

(3) When two aircraft are approaching head-on or approximately in a way that there is danger of collision, each aircraft shall alter its heading to the right.

(4) When two aircraft are converging at approximately the same level, the aircraft which has the other aircraft on its right, shall give way.

(5) An aircraft which is being overtaken has the right of way, and the one overtaking shall alter its heading to keep well clear.

(6) A remotely piloted aircraft shall descend or climb by a minimum of 100 feet per minute as soon as a manned aircraft is detected in the immediate vicinity to ensure separation.

#### *Use of time*

50. (1) For the purposes of reporting and recording time, co-ordinated universal time shall be used and shall be expressed in hours and minutes and, when required, seconds of the 24-hour day beginning at midnight.

(2) A pilot shall have a time piece synchronised with co-ordinated universal time prior to operating a remotely piloted aircraft.

(3) Wherever time is utilised in the application of data link communications, it shall be accurate to within one second of coordinated universal time.

#### *Flight folio*

51. (1) The owner or operator of a remotely piloted aircraft shall ensure that the remotely piloted aircraft has a flight folio or any other similar document which meets the requirements of the operation, and shall be accessible at the remote pilot station all times during flight.

(2) The remote pilot shall keep an updated flight folio in a legible manner.

(3) The remote pilot shall, immediately upon completion of any occurrence, update the flight folio.

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(4) In the case of maintenance being undertaken on the remotely piloted aircraft, the entry shall be certified by the person responsible for maintenance.

(5) The remote pilot shall—

- (a) maintain fuel or charging records for each flight under his or her control;
- (b) enter the fuel, charging and oil records in the flight folio; and
- (c) maintain oil records for each flight under his or her control.

(6) The flight Folio shall incorporate the following information for each flight—

- (a) aircraft registration;
- (b) date of flight;
- (c) accessories carried;
- (d) names of flight crew members;
- (e) duty assignment of flight crew members;
- (f) place of departure;
- (g) place of arrival;
- (h) off-block time;
- (i) take-off time;
- (j) landing time;
- (k) on-block time;
- (l) hours of flight;
- (m) nature of flight;
- (n) incidents, observations, if any;
- (o) signature of remote pilot;
- (p) all outstanding deferred defects which affect the operation of the aircraft;
- (q) fuel and oil used, where applicable;
- (r) fuel and oil uplift, where applicable;
- (s) battery charge status at beginning and end of the flight, where applicable;

- (t) flight plan; and
- (u) cargo manifest.

*Power reserves*

52. (1) The remote pilot shall ensure that the aircraft has enough fuel or electrical charge to complete the flight, plus a reserve of at least 10% during visual line of sight operations.

(2) The remote pilot shall ensure that the aircraft has enough fuel or electrical charge to complete the intended flight plus a reserve of at least 15% during beyond visual line of sight operations.

*First aid kits*

53. (1) No operator of a remotely piloted aircraft shall operate the aircraft unless a first aid kit consisting of the medical supplies is available within the remote pilot station and the provisions of the Civil Aviation Aircraft (Instrument and Equipment) Regulations, 2018, published in Statutory Instrument 139 of 2018, shall apply *mutatis mutandis*.

(2) The operator shall carry out periodical inspections of the first aid kit to ensure that the contents thereof are in a condition necessary for their intended use.

(3) The contents of the first aid kit shall be replenished at regular intervals, in accordance with instructions contained on their labels, or as circumstances require.

(4) The first aid kit shall be readily accessible to all crew members involved in the operation.

*Hand-held fire extinguishers*

54. No remotely piloted aircraft shall be operated unless suitable hand-held fire extinguisher is available at the ground station.

*Offence*

55. Any person who contravenes this Part shall be guilty of an offence and liable to a fine not exceeding level 14 or to imprisonment for a period not exceeding two years or to both such fine and such imprisonment.

PART VI

MAINTENANCE

*Continued system maintenance*

56. (1) A remotely piloted aircraft shall be compliant with the manufacturer's instructions for continued maintenance requirements.

(2) The operator shall submit to the Authority for approval, a maintenance programme for the remotely piloted aircraft.

*Remotely piloted aircraft system maintenance*

57. The maintenance of a remotely piloted aircraft or any component thereof shall be carried out by the following persons—

- (a) in respect of a class 3 remotely piloted aircraft and higher, by a holder of a valid remotely piloted aircraft maintenance technician authorisation; or
- (b) in respect of a class 4 remotely piloted aircraft and lower, by a remotely piloted aircraft system operator certificate holder:

Provided that the holder can demonstrate to the satisfaction of the Authority, his or her ability to perform the required maintenance on the remotely piloted aircraft.

*Requirements for issuance or renewal of a remotely piloted aircraft maintenance technician authorisation*

58. (1) An applicant for issuance or renewal of a remotely piloted aircraft maintenance technician authorisation shall—

- (a) be not less than 18 years of age; and
- (b) be a Zimbabwean citizen or in possession of a valid permanent residence permit or valid temporary work permit with a letter of employment; and
- (c) have successfully completed appropriate training, provided by—
  - (i) an institution approved by the competent authority in the country where the training institution is located;
  - (ii) an approved original equipment manufacturer; or

- (iii) a training facility approved by the Authority;  
and
  - (d) demonstrate to the Authority, the ability to perform maintenance functions where no training for the particular remotely piloted aircraft is offered or available.
- (2) An application for the issuance or renewal of a remotely piloted aircraft maintenance technician authorisation shall be made to the Authority in writing and accompanied by a prescribed fee specified in the Second Schedule.
- (3) The Authority shall issue a remotely piloted aircraft maintenance technician authorisation if the applicant complies with the prescribed requirements.
- (4) A remotely piloted aircraft maintenance technician authorisation shall be valid for a period of two years.

*Remotely piloted aircraft maintenance technician authorisation logbook*

59. (1) Any person responsible for maintenance of a remotely piloted aircraft shall maintain a personal logbook and shall record therein all work carried out on a remotely piloted aircraft and its components.

(2) The personal logbook referred to in subsection (1) shall contain the following information—

- (a) his or her full name;
- (b) his or her identification number;
- (c) name of employer;
- (d) record of all technical courses attended;
- (e) date of maintenance;
- (f) type and make of remotely piloted aircraft;
- (g) work carried out; and
- (h) signature of quality assurance personnel.

PART VI

GENERAL

*Appeals*

60. Subject to this Part, any person who is aggrieved by a decision, proposal or action of the Authority under these regulations

may appeal against the decision, proposal or action in terms of section 78 of the Act.

*Private operations*

61. Private operations of a remotely piloted aircraft shall be conducted only in restricted visual line-of-sight and visual line-of-sight.

*Grouping and classification*

62. Remotely piloted aircraft shall be grouped in accordance with the classifications as prescribed in the First Schedule.

*Authority may give directives*

63. The Authority may, from time to time, issue directives which are necessary for safe and secure operation of remotely piloted aircraft.

*Additional offences*

64. (1) No person shall sell a remotely piloted aircraft within Zimbabwe unless he or she has, by way of a packaging label, or in the case of a resale, by way of written notification, notified the buyer of the requirements prescribed by the Authority.

(2) No remotely piloted aircraft maintenance technician authorisation holder shall exercise privileges other than the specific privileges for which the authorisation is issued.

(3) Any person who contravenes this section shall be guilty of an offence and liable to a fine not exceeding level 10 or to an imprisonment for a period not exceeding three years or to both such fine and such imprisonment.

*Software validation*

65. The Authority shall carry out software validation through the following means or combination of methods—

- (a) demonstration;
- (b) designation; and
- (e) liaison with other Contracting States Civil Aviation Authorities that would have done such validation processes.



*Altimeter*

66. A remotely piloted aircraft shall be equipped with an altimetry system or equivalent that is capable of displaying to the operator on the remotely piloted aircraft system, the altitude and height of the remotely piloted aircraft above ground level;

*Suspension of remotely piloted aircraft letter of approval*

67. (1) A remotely piloted aircraft letter of approval may be suspended if the remotely piloted aircraft is in an unairworthy condition until restored to an airworthy condition.

(2) When a remotely piloted aircraft has been damaged, the Authority shall establish whether the damage may render the remotely piloted aircraft unairworthy.

*Accessory equipment*

68. All accessory equipment mounted on a remotely piloted aircraft shall—

- (a) be approved in the design specifications and manufacturer requirements;
- (b) be approved by the Authority after evaluation of a technical request for any accessories not covered in the original design, specification and manufacturer documents.

*Reporting of failures, malfunctions and defects of remotely piloted aircraft*

69. (1) An operator of a remotely piloted aircraft—

- (a) of 20 kgs and above maximum take-off weight; or
  - (b) below 20 kgs with any serious incidents or accidents;
- shall within 24 hours, report to the Authority any failures, malfunctions, or defects in flight.

(2) The failures, malfunctions or defects in flight referred to in subsection (1)(a) may be caused by the following—

- (a) fire to the propulsion system, any shut down, flameout or seizure, internal or external to the propulsion system, over speed, propeller feathering, foreign object damage

- ingestion, fuel leakage and premature change of propulsion units;
- (b) remotely piloted aircraft component that causes accumulation or circulation of smoke, vapour, toxic or non-toxic fumes in any compartment;
  - (c) brake system components failure that result in loss of brake actuating force when the remotely piloted aircraft is in motion on the ground;
  - (d) remotely piloted aircraft structure that requires major repair; cracks, permanent deformation, or corrosion of aircraft structure, if they are more than the maximum acceptable to the manufacturer or the Authority;
  - (e) remotely piloted aircraft components or systems malfunctions that result in taking emergency actions during flight;
  - (f) each interruption to a flight caused by known or suspected technical difficulties or malfunctions;
  - (g) abnormal vibration or buffeting caused by a structural or system malfunction, defects, or failure; and a failure or malfunction of more than one attitude, airspeed, or altitude instrument during a given operation of the aircraft.

## FIRST SCHEDULE (Specifications) (Section 62)

## REMOTELY PILOTED AIRCRAFT CLASSIFICATION TABLE

| Class   | MTOM (kg)          | Document issued by CAAZ after registration |
|---------|--------------------|--|
| Class 1 | Below 2 kg         | Approval Letter                            |
| Class 2 | 2-7 kg             | Certificate of Registration                |
| Class 3 | 7-20 kg            | Certificate of Registration                |
| Class 4 | 20-70 kg           | Certificate of Registration                |
| Class 5 | 70-150 kg          | Certificate of Registration                |
| Class 6 | Below 150 kg       | Certificate of Registration                |
| Class 7 | Larger than 150 kg | Certificate of Registration                |
| Class 8 | Reserved           |  |

H - means height above the surface

$$E_k = 1/2 * \text{Mass} * (1.4v_{\text{max}})^2$$

No alterations of a logbook shall be made once it is signed off by a designated person.

## SECOND SCHEDULE (Sections 5, 8, 16, 18, 58)

## FEES

| A | PERSONNEL LICENCES, EXAMINATIONS AND TRAINING                          |                   |
|---|--|-------------------|
|   | For issue/Re-issue/Renewal of remotely piloted aircraft system [RPAs]: |                   |
|   | RPL issue and renewal  | USD50             |
|   | Radio License  | USD60             |
|   | Ground Instructor Licence  | USD60             |
|   | Licence cover  | USD38             |
|   | Urgent processing fee  | USD100            |
|   | Exemption Application Fee  | USD100            |
|   | Letter of confirmation of results/qualification/experience             | USD40             |
|   | RPA Instructor rating  | USD100            |
|   | RPA Instrument rating  | USD20             |
|   | RPA Type ratings   | USD20, per rating |
|   | Verification of Zimbabwean licence to foreign CAAs                     | USD30             |
|   | Night Ratings  | USD20             |
|   | Designated Examiner's rating   | USD100            |

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|  |                       |
|--|-----------------------|
| <b><i>For Validation of RPL for Zimbabwean citizens only:</i></b>                            |                       |
| Commercial pilot license   | USD40                 |
| AMT  | USD40                 |
| RPA Pilot Instructors rating   | USD 50                |
| Verification of documents  | USD20                 |
| <b><i>For Validation/Conversion of RPL for non-citizens</i></b>                              |                       |
| Commercial pilot license   | USD100                |
| AMT  | USD100                |
| RPA pilot Instructors rating   | USD120                |
| Verification of documents  | USD50                 |
| <b><i>For examinations provided by the CAAZ in respect of any RPL per subject</i></b>        |                       |
| Remote Pilot Licence (Aeroplane)   | USD10                 |
| Remote Pilot Licence (Helicopter)  | USD 15                |
| Remote Pilot Licence (Multirotor)  | USD25                 |
| Instructors/Examiners  | USD40                 |
| Radio Oral   | USD25                 |
| Radio Practical  | USD25                 |
| Oral Examination: Instructors/Examiner   | USD25                 |
| <b><i>FOREIGN Training Simulator Approval without ATO being approved</i></b>                 | Inspection fee USD200 |
| <b>Flight Test (outside Zimbabwe)-check rides</b>  |                       |
| - Aeroplane  | USD 150/<br>candidate |
| - multi Rotor  | USD 200/<br>candidate |
| <b>Flight Test conducted by (CAAZ Inspector) in Zimbabwe</b>                                 |                       |
| (a) Aircraft below 5700kg  |                       |
| -Aeroplane   | USD100/<br>candidate  |
| - multi Rotor  | USD 150/<br>candidate |
| <b>B AMT AUTHORISATION</b>   |                       |
| <b><i>For issuing and/or re-issuing a AMT authorisation</i></b>                              | USD50                 |
| <b>For issuing and/or re-issuing of a rating that will be reflected on AMT authorisation</b> |                       |
| (a) Flight engineer instructor rating  | USD40                 |
| (b) A type rating  | USD20 per<br>rating   |

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|          |   |                     |
|----------|---|---------------------|
|          | For examinations provided by the CAAZ in respect of any flight engineer licence or rating per subject   |                     |
|          | (a) at base   | USD15               |
|          | (b) outstation  | USD20               |
|          | For renewal of a AMT Authorisation  | USD25               |
| <b>C</b> | <b>APPROVED TRAINING ORGANISATIONS</b>  |                     |
|          | Application for an ATO  | USD300              |
|          | For renewal of ATO Certificate  | USD 300             |
|          | Approval for satellite training location within Zimbabwe  | USD100              |
|          | Foreign ATO Audits/Inspections  | USD 150             |
|          | Local ATO Audits  | USD50               |
| <b>D</b> | <b>ROC</b>  |                     |
|          | Application/AOC Initial Certification Process   | USD2000             |
|          | Issue/Renewal of an AOC   |                     |
|          | (a) for aircraft above 20KgS  | USD300              |
|          | (b) for all other aircraft below 20Kgs  | USD100              |
|          | For amendment to an air ROC   | USD 100             |
|          | Approval of operations manual   | USD 100             |
|          | ROC operations manual amendment   | USD 5 per text page |
|          | <b>AIRWORTHINESS</b>  |                     |
|          | <b>RPA Registration</b>   |                     |
|          | <i>The following fees shall be payable upon application</i>   |                     |
|          | Registration  |                     |
|          | (i) Multi-rotor above 20 Kgs  | USD50               |
|          | (ii) Multi rotor below 20 Kgs   | USD30               |
|          | (iii) Aeroplane above 20 Kgs  | USD40               |
|          | (iv) Aeroplane below 20 Kgs   | USD20               |
|          | Amendments of certificate of registration   | USD20               |
|          | Replacement of certificate of registration  | USD20               |
|          | Cancellation of certificate of registration   |                     |
|          | RPA above 20 Kgs  | USD 60              |
|          | RPA below 20 Kgs  | USD 30              |
|          | Administration fee for lifting of grounded aircraft   |                     |
|          | RPA above 20 Kgs  | USD50               |
|          | RPA below 20 Kgs  | USD40               |
|          | Specialised registration markings (fee will be added on to the normal fee for the particular category). | USD100              |

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| <b>E</b> | <b>REMOTELY PILOTED AIRCRAFT MAINTENANCE ORGANISATION</b>   |                  |
|----------|---|------------------|
|          | Application Fee   | USD50            |
|          | Inspection Fee for: --  |                  |
|          | Maintaining RPA not exceeding 20kg  | USD200           |
|          | Maintaining aircraft above 20 kg  | USD500           |
|          | For satellite AMO station outside Harare or maintenance<br>(Note : AMO to pay travel hotel, plus per diem of Inspector)     | USD150           |
|          | Approval of Maintenance Organisation Exposition   | USD50            |
|          | For approval of Maintenance Organisation Exposition amendments<br>per text page   | USD5             |
|          | Approval of one-off maintenance away from base- RPA below 5700kg<br>RPA above 5700kg  | USD200<br>USD100 |
|          | Extension to the Capability list (i) RPA below 20kgs<br>(ii) RPA from 20kgs and above                                       | USD50<br>USD100  |
|          | Approval and assessment of maintenance control manual/reliability<br>manual/maintenance schedules and maintenance documents | USD25            |
|          | For issue/renewal of AMO approval Stand Alone Workshops<br>(repairing & overhauling aircraft components only).              | USD300           |
|          | For issue/renewal of Aviation Associations Approvals  | USD200           |
|          | For issue of Zimbabwe AMO to foreign RPA maintenance organizations  |                  |
|          | Application Fee   | USD50            |
|          | Maintaining RPA not exceeding 20Kgs   | USD400           |
|          | Maintaining RPA above 20Kgs   | USD600           |
|          | Approval of Maintenance Organization Exposition   | USD100           |
|          | Approval of Maintenance Organisation Exposition amendments  | USD20            |
|          | Extension to the capability list  | USD30            |
|          | Approval and assessment of maintenance control manual/reliability<br>manual/maintenance schedules                           | USD100           |
|          | <i>For Issue/Renewal of Letter of approval</i>  |                  |
|          | For RPA not exceeding 20Kgs   | USD30            |
|          | For RPA above 20Kgs   | USD50            |
|          | <i>For issue of export Letter of approval</i>   |                  |
|          | For RPA not exceeding 20Kgs   | USD100           |
|          | For RPA above 20Kgs   | USD200           |
|          | <i>For approval of aircraft modifications, Major Alterations and Repairs</i>  |                  |
|          | (a) with approved supplemental design specifications  |                  |
|          | (i) RPA 20Kgs and below   | USD20            |
|          | (ii) RPA above 20 Kgs   | USD30            |

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|          |   |        |
|----------|---|--------|
|          | (b) without approved supplemental design specifications   |        |
|          | (i) RPA 20Kgs and below   | USD 30 |
|          | (ii) RPA above 20 Kgs   | USD 50 |
|          | <i>Weight and balance</i>   |        |
|          | Approval of weight schedule—below 20Kgs   | USD 5  |
|          | —above 20Kg   | USD 10 |
|          | <b>Authorisations/for use of specific Avionics Equipment (TCAS,GPWS)</b>  |        |
|          | TCAS  | USD50  |
|          | GPWS  | USD50  |
|          |   |        |
|          | <i>Local AMO/ROC Audits (scheduled) payable per hour</i>  | USD50  |
| <b>F</b> | <b>PUBLICATIONS</b>   |        |
|          | Syllabus for RPA pilots licence including instrument rating   | USD10  |
|          | Syllabus for AMT  | USD10  |
|          | Syllabus for pilot Instructor   | USD10  |
|          | Syllabus for the Radio Telephony Operator Licence   | USD10  |
|          | Personal Flying Logbook pilot   | USD25  |
|          | (a) Engine Logbook  | USD25  |
|          | (b) Airframe logbook  | USD25  |
|          | (c) Propeller Logbook   | USD25  |
|          | (d) Airworthiness Notices Replacement   | USD25  |
|          | (e) Cover for technical log sheets  | USD5   |
|          | (f) Cover for airworthiness notices   | USD10  |
|          | AMT maintenance engineers logbooks  | USD25  |
| <b>G</b> | <b>TRANSPORTATION OF DANGEROUS GOODS BY AIR</b>   | USD50  |
| <b>H</b> | <b>Foreign Operator's Permit</b>  |        |
|          | (a) RPA above 20 Kgs  | USD200 |
|          | (b) RPA below 20Kgs   | USD150 |
|          | For all inspections outside Zimbabwe Organisation to pay Airfares, and inspectors per diem at USD350 per day                                    |        |
|          | For local audits outside Harare ATO to pay travel plus the Airfares, ground transport, accommodation and inspectors per diem at USD 100 per day |        |

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