DEMOCRATIC REPUBLIC OF TIMOR-LESTE
MINISTRY OF TRANSPORT AND COMMUNICATIONS
CIVIL AVIATION AUTHORITY OF TIMOR-LESTE (AACTL, I.P.)

CIVIL AVIATION SAFETY REGULATION (CASR)

TL CASRs Part 101 and Part 102

RPAS REGULATIONS

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TABLE OF CONTENTS- TLCASRs Part 101 and Part 102 – RPAS REGULTIONS	
1. Introduction	4
2. General Provisions	5
Article 1 - Scope	5
Article 2 - Definitions	6
Article 3 - Maintenance	9
Article 4 - Incident/Accident Reporting/Mandatory occurrence reporting	9
Article 5 - Insurance of RPAS	9
Remotely Piloted Aircraft System Regulations (RPAS) - Part 101	10
101.1 Registration and Operating Rules	10
101.1.1 - Applicability and Open Category	10
101.1.2 - RPA Registration, Certificate of Registration and Marking	10
101.1.3 - Register/database of Remotely Piloted Aircraft	11
101.1.4 - De-Registration of RPA	12
101.1.5 - Standard Remotely Piloted Aircraft (RPA) Conditions	12
101.1.6 - Approval of Areas for Operation of Remotely Piloted Aircraft	12
101.1.7 - Segregated Airspace	13
101.1.8 - Controlled Airspace	13
101.1.9 - Airspace Knowledge	14
101.1.10 - Hazard and Risk Minimization	14
101.1.11 - Dropping of Articles	14
101.1.12 - Approved Person or Approved Aviation Organization (AAO)	14
101.1.13 - Aerodromes	15
101.1.14 - Airspace	15
101.1.15 - Visual Line-of-Sight Operations	16
101.1.16 - Weather and Day Limitations	17
101.1.17 - Night Operations	17
101.1.18 - Right-of-Way	18
101.1.19 - Operation Over and Near People	18
101.1.20 - Aircraft Mass Limits	18
101.1.21 - Requirement for a Remote Pilot License	18
101.1.22 - Prohibited RPAS Operations	19
101.1.23 - Alcohol or Drugs	19
Remotely Piloted Aircraft System (RPAS) Regulations - Part 102	20
Subpart 1 — Remotely Piloted Aircraft Remote Pilot Certification - RESERVED	20
Subpart 2 — RPAS Authorization or RPAS Operator Certification (RPASOC)– RESERVED	20
Subpart 3 — Requirements for Manufacturer - RESRVED	20
Annex 1 — Sample of RPA Registration Application Form	21
Annex 2 — Sample of Certificate of RPA Registration	22
Annex 3 – Sample of Incident/Accident Report – Remotely Piloted Aircraft (RPA)	23

TL CASRs Part 101 and Part 102 - RPAS REGULATIONS

1. Introduction

The use of unmanned aircraft systems (UAS) for commercial and recreational purposes has increased significantly in recent years, enabling a wide range of possible operations, whether for industrial/areal work or for private use.

Unmanned aircraft (UA) are aircraft, but they have lots of different styles and capabilities that include **Remotely Piloted Aircraft (RPA),** these are sometimes referred to as drones in the common vernacular. In general, unmanned aircraft (UA) include a wide range from free-flying meteorological balloons to highly complex aircraft piloted from remote locations by licensed aviation professionals.

ICAO is making a clear distinction between those **UA** that can be accommodated in airspace by keeping them away from other aircraft with appropriate consideration given to the risk they pose to other aircraft, people and property on the ground and those that can be integrated in airspace alongside manned aircraft.

Unmanned aircraft system (UAS) is define as an unmanned aircraft, with its associated ground control station and the data link between the ground and the board. Unmanned aircraft (UA) are indeed aircraft; therefore, existing ICAO Annexes apply to a very great extent. The full integration of UAS into aerodromes and into different classes of airspace will, however, require the development, by ICAO, of UAS-specific Standards and Recommended Practices (SARPs) in order to supplement those already existing.

A **"remotely piloted aircraft" (RPA)** is "an unmanned aircraft that is controlled/piloted from a remote station. RPA is defined as a subclass of unmanned aircraft. While an RPA refers to the aircraft vehicle itself, **RPAS** includes the aircraft as well as the related system components – battery, payload, control station, and command and control (C2) link.

Within present Regulations, RPAS operations will either be conducted under ***Part 101*** or ***Part 102*.**

Part 101 applies to RPA weighing less than 25 kg, that can fully comply with *Part 101*. RPA operators operating under *Part 101* rules are not required to seek authorization from the Timor-Leste Civil Aviation Authority (AACTL). As a result, there are no direct control/requirements over the skills and qualifications of the operator/remote pilot unless the RPA is operated within **4 km** of an aerodrome. However, owners/operators must ensure they do not operate their RPA in such a reckless or negligent manner as to endanger or be likely to endanger aviation safety or the safety of any person. There is an expectation that the person controlling the RPAS should use good judgment, identify potential hazards, and take all necessary steps to mitigate any risks associated with the operation. This should include understanding the environment in which the RPA pilot is

operating, with particular attention paid to the possibility of aircraft or people being in the same area.

There are no airworthiness requirements and the need for authorization from the AACTL to operate a RPA under *Part 101* unless the RPA weighs more than **15 kg**. Rules under *Part 101* prohibit the operation of remotely piloted aircraft weighing between 15 kg and 25 kg, unless its construction and operation have been authorized, inspected and approved by the AACTL, an approved person/aviation organization or the manufacturer has an accepted Declaration of Compliance on record with the AACTL.

Part 102 applies to *all* RPA that do not operate under *Part 101* and addresses all RPA operations using RPA that weigh more than 25 kg or those weigh 25 kg or less but do not adhere to *Part 101* requirements. This could include any RPA, regardless of the level of onboard automation.
Any RPA weighing **more** than **25 kg** must be operated under the authority of a RPAS authorization or Remotely Piloted Aircraft System Operator Certificate (RPASOC) under *Part 102*, irrespective of whether they intend to operate within the operating limits in *Part 101*.

The weight of the control station is not factored into the weight calculation when determining weight of an RPAS. However, the weight of any payload carried, such as optional cameras, will be considered part of the weight.

The rules in this Regulation do not make a distinction between RPA based on the purpose of the operation (e.g. commercial, professional, or recreational).

2. General Provisions

Article 1 - Scope

(a) This Regulation prescribes the rules governing the operation of civil remotely piloted aircraft system (RPAS) operating in the airspace of the DRTL and lays down the conditions for the safe use of remotely piloted aircraft, their classification, record-keeping, maintenance, as well as the requirements to be met by persons intending to use the remotely piloted aircraft.

(b) This Regulation applies to:

1. RPAS intended to be operated under the rules and conditions applicable to the "open category (MTOW less than 25 kg)" under the *Part 101*
2. RPAS operated under the rules and conditions applicable to the "certified" category (MTOW above 25 kg) under the *Part 102*
3. RPAS operators that have their principal place of business established in other countries and wish to operate within DRTL.

(c) This Regulation shall not be applicable to:

1. RPA operated for the operational purposes of the authorities responsible for defence, interior and customs services.
2. international operations of RPAS.

Article 2 - Definitions

Definitions used in the present Regulation shall have the following meanings:

Accident (for Remotely Piloted Aircraft): An accident involving a remotely piloted aircraft system (RPAS), which consists of a remotely piloted aircraft (RPA), remote pilot station (RPS), command and control (C2) link, and other components.

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

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

Aeronautical Information Publication (AIP): A publication issued by the Civil Aviation Authority of Timor-Leste (AACTL) and containing aeronautical information of a lasting character essential to air navigation.

Aircraft: Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

Air traffic control (ATC) unit. A building holding the persons and equipment responsible for providing ATC services (e.g., aerodrome tower, approach control centre).

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

Approved RPA area: A defined area as approved under *101.1.6.*

Assemblies of people - means gatherings where people are unable to move away due to the density of the people present.

Authorization: The formal permission granted to an applicant, from the Authority, allowing particular operations with limitations commensurate with the combined operational and system risk.

ATC Permission – A formal written or email consent from the Air Traffic Control Unit.

Beyond Visual Line-of-Sight (BLOS): operations conducted at a distance that do not allow the pilot to continuously remain in direct visual contact with the RPAS, or to comply with the applicable rules of the volume concerned of the airspace.

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

Controlled Airspace - A delimited airspace in which air traffic control is carried out for IFR and VFR flights in accordance with the provisions for this specific class of airspace.

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

Flight termination system: A system that, when activated, terminates the flight of a remotely piloted aircraft.

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

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

Gatherings of people - means a place where people gather or congregate. Gatherings are divided into those of public gatherings where preliminary notifications apply to relevant authorities (example: demonstrations, concerts, etc.) and private gatherings (example: weddings, shows, celebrations, etc.).

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

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

Maximum take-off weight (MTOW): the maximum remotely piloted aircraft weight, including payload and fuel, as defined by the manufacturer.

Notice to Airmen (NOTAM): A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.

Occurrence: Any safety-related event that threatens or which, if not corrected or if neglected, could endanger aircraft, its occupants or any other person, particularly including an accident or a serious accident.

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

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

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

Remote pilot (RP): A person charged by the operator with duties essential to the operation of a remotely piloted aircraft and who manipulates the flight controls, as appropriate, during flight time.

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

RPA observer: A person who, by visual observation of the RPA, assists the remote pilot in the safe conduct of the flight

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

Safety: The state in which risks associated with aviation activities, related to, or in direct support of the operation of aircraft, are reduced and controlled to an acceptable level.

Safety management system (SMS): A systematic approach to managing safety, including the necessary organizational structures, accountability, responsibilities, policies and procedures.

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

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

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

Unmanned aircraft (UA): An aircraft intended to be operated without a pilot on board.

Unmanned Aircraft System (UAS) – A system which consists of an unmanned aircraft and other components which are required to be able to control the aircraft at a distance, by one or more persons.

Visual line-of-sight (VLOS): An operation in which the pilot-in-command or RPA observer maintains direct unaided visual contact with the remotely piloted aircraft

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

Operating Weight - means total weight of remotely piloted aircraft at the moment of take-off.

Article 3 - Maintenance

The owner/operator of the RPA shall ensure that the RPA is maintained in accordance with the manufacturer's instructions.

The manufacturer's guidelines relating to maintenance, pre-flight inspections and post-flight inspections must always be followed.

Article 4 - Incident/Accident Reporting/Mandatory occurrence reporting

(a) The owner or user of the remotely piloted aircraft shall report to the AACTL any occurrence(accident/incident) taking place while operating unmanned aircraft, which might have or have effectively endangered the safety of air traffic, persons or property. The occurrence shall be reported by the owner or user immediately upon having such an occurrence coming into its attention, at the latest 48 hours after the occurrence.

(b) Mandatory occurrence reporting referred to in paragraph (a) of this Article shall not relieve the owner or user of a remotely piloted aircraft of the obligation to report to another competent authority if such obligation is established by another regulation.

(c) See **Annex 3** for Incident/Accident Report – RPA Form

Article 5 - Insurance of RPAS

The owner or operator of RPAS shall have a liability insurance policy for damage caused to the third parties by operating RPAS.

Note: Article 5 applies if/when insurance of RPAS is available in the DRTL.

Remotely Piloted Aircraft System Regulations (RPAS) - Part 101

This Part is focused on remotely piloted aircraft (RPA) that have a maximum take-off weight (MTOW) less than 25 kg, and that can operate within the visual line of sight of the person controlling the RPA, in compliance with established standard RPA operating conditions and provide detailed information for the safe operation of this category of remotely piloted aircraft system (RPAS).

101.1 Registration and Operating Rules

101.1.1 - Applicability and Open Category

(a) This Part applies to:

1. registration of civil remotely piloted aircraft RPA with MTOW less than 25 kg, and

2. Operations in the open category using an RPA with a MTOW of 25 kg or less on take-off and throughout the duration of each operation under this category, including all items that are on board or otherwise attached to the aircraft and operated in accordance with compliance with established standard RPA operating conditions (see *101.1.5).*

101.1.2 – RPA Registration, Certificate of Registration and Marking

Note: *TL CASR Part 4 - Aircraft Registration and Marking* does not apply to an RPA (other than an RPA with an MTOW greater than 25 kg) to which this Part applies.

(a) Any person eligible to own and operate an RPA in the DRTL must register that RPA which will be entered in the RPA aircraft register/database maintained by the Civil Aviation Authority of Timor-Leste (AACTL) and hold a valid certificate of registration for that RPA from:

(1) AACTL in compliance with this Part, or
(2) the appropriate aeronautical authority of a contracting State of ICAO; or
(3) the appropriate aeronautical authority of another State that is party to an agreement with the Government of the DRTL which provides for the acceptance of each other's registrations.

(b) RPA owner must be at least 16 years old at point of registration. For those under 16 years old, they must ensure that the RPA is registered by an eligible individual (e.g. parent or legal guardian) and have obtained his/her permission to use it.

(c) A person who wishes to apply for an RPA Certificate of Registration shall use the form presented in **Annex 1.**

(d) On registering the remotely piloted aircraft, AACTL shall generate a Registration ID and issue to the registered owner of the Certificate of RPA Registration that includes:

(1) Registration ID
(2) the name and address of the registered owner,
(3) the serial number of the RPA,
(4) RPA Manufacturer & Model; and
(5) Other information, if applicable

(e) Format of Registration ID shall be a 5-character numeric code, preceded by "4W-RPA"

(f) Sample of Certificate of RPA Registration is shown in **Annex 2** of these regulations.

(g) After successful registration, the Registration ID must be physically attached to the drone via a permanent fire-resistant label. The label must be affixed in a location that can be read without removing any cover. The label size should be scaled for the size of the RPA.

Note: RPA with MTOW above 25 kg must be registered in accordance with requirements of TL *CASRs Part 4 — Aircraft Registration and Markings*.

101.1.3 Register/Database of Remotely Piloted Aircraft

(a) The AACTL shall establish and maintain a Register/Database of remotely piloted aircrafts in open category (MTOW up to 25 kg), in which there shall be entered, in respect of each remotely piloted aircraft for which a certificate of registration has been issued under this section, containing:
(1) the name and address of the registered owner
(2) the Registration ID referred to in *paragraph 101.1.2 (d)(1)*; and
(3) such other particulars concerning the RPA as AACTL determines it necessary for registration of the remotely piloted aircraft.

(b) The information about registration of RPA and of operators of RPA should be stored in established digital, harmonized, interoperable national RPA registration systems.

(c) AACTL may suspend/cancel or reject the registration of RPA in case of violation of provisions of this *Part* by the owner or operator of RPAS.

101.1.4 De-Registration of RPA

The registered owner must de-register his RPA if:

(a) the RPA is lost or damaged beyond repair
(b) the registration label is damaged or when the information on the label becomes illegible,
(c) the RPA is sold or given to another person.
Note- The RPA registration is non-transferable. If the RPA is sold or given to another person, the new owner of the RPA will need to apply for a new registration.

(d) Upon de-registration, the registered owner must remove the de-registered label from the RPA and destroy the label.

101.1.5 - Standard Remotely Piloted Aircraft (RPA) Conditions

(a) An RPA is operated in remotely piloted aircraft conditions if, during the operation:

1. the RPA is operated within the **visual line-of-sight** of the person operating the RPA; and
2. the RPA is operated at or below **120 m (400 ft)** above ground level (AGL) and
3. the RPA is operated during daylight hours

(b) the RPA is not operated:

1. in a prohibited area as defined by Government of the DRTL; or
2. in a restricted area as defined by Government of the DRTL; or
3. over a populated area/assemblies of people; or
4. within **30 m** of a person, measured horizontally, who is not directly associated with the operation of the RPA
5. within **4 km** of the movement area of a controlled aerodrome; and

(c) the RPA is not operated over an area where a fire, police or other public safety or emergency operation is being conducted without the approval of a person in charge of the operation; and

(d) the person operating the RPA operates only that RPA.

101.1.6 - Approval of Areas for Operation of Remotely Piloted Aircraft

(a) Owner/operator of an RPA may apply to the AACTL for the approval of an area as an area for the operation of:

(1) RPA generally, or a particular use of RPA

(i) An approval may be expressed to have effect for a particular period (including a period of less than 1 day), or indefinitely.

(2) The AACTL may impose conditions on the approval in the interests of the safety of air navigation.

(3) If the AACTL approves an area under *sub-paragraph (1),* it shall publish details of the approval (including any condition) in a NOTAM or on an aeronautical chart.

(b) The AACTL may revoke the approval of an area or change the conditions that apply to such an approval, in the interests of the safety of air navigation.

101.1.7 - Segregated Airspace

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

Note: Segregated airspace is airspace of specified dimensions allocated for exclusive use of one or more specific users, with operations that cannot be safely integrated with those of other airspace users. Segregated airspace is temporarily reserved and allocated for the exclusive use of a specific user during a determined period.

101.1.8 - Controlled Airspace

A person shall not operate an RPA in controlled airspace without authorization from the ATS unit responsible for that airspace; and

(a) A person shall not operate an RPA in controlled airspace unless that person:
1. holds a relevant qualification for the use of an aeronautical radio
2. maintains a listening watch on a specified frequency* or frequencies specified in the direction; and
3. makes broadcasts on a specified frequency or frequencies and/or maintains other means of communication requested by the ATS unit at the specified interval*** giving the specified information** in the direction.

(b) In *paragraph (a),* **relevant qualification** means any of the following qualifications:
1. an aeronautical radio operator certificate.
2. a remote pilot license
3. an air traffic control license.

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

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

(c) The AACTL may direct, in regard to a particular RPA or type of RPA, that a person must not operate the RPA, or an RPA of that type, unless he or she:
1. holds a relevant qualification for the use of an aeronautical radio; and
2. maintains a listening watch on a specified frequency or frequencies specified in the direction; and
3. makes broadcasts on a specified frequency or frequencies and/or maintains other means of communication requested by the ATC unit at the specified interval giving the specified information in the direction.

101.1.9 - Airspace Knowledge

(a) This rule applies to a person who operates an RPA,

(b) A person to whom this rule applies shall:
(1) be aware of the airspace designation and classification as promulgated under AIP of Timor-Leste and any applicable airspace restrictions in place in the area of intended operation; or
(2) conduct the operation under the direct supervision of a person who is aware of the airspace designation and classification as promulgated under AIP of Timor-Leste and any applicable airspace restrictions in place in the area of intended operation.

101.1.10 - Hazard and Risk Minimization

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

101.1.11 - Dropping of Articles

A person operating RPA shall not allow any object to be dropped in flight if such action creates a hazard to other persons or property.

101.1.12 - Approved Person or Approved Aviation Organization (AAO)

(a) In this Part, an approved person (AP) or approved aviation organization (AAO) means a person or organization having appropriate expertise in the design, construction or operation of an RPA, or appropriate knowledge of airspace designations and restrictions,

and who has been approved by the AACTL to perform one or more of the following specified functions:

1. issuing a remote pilot qualification for operating an RPA

2. appointing persons to give instruction to operators of RPA

3. authorizing a person to notify the air navigation service provider, for the issuance of a NOTAM, of an RPA operation.

4. authorizing the construction or modification of an RPA greater than 15 kg

5. inspecting and approving the construction of an RPA greater than 15 kg; or

(6) authorizing the operation of an RPA greater than 15 kg

101.1.13 – Aerodromes

(a) A person shall not operate an RPA on or within **4 km** of:

1. an **uncontrolled aerodrome**, unless:

(i) the operation is undertaken in accordance with an agreement with the aerodrome operator; and
(ii) Each remote pilot has an RPA observer in attendance while the aircraft is in flight; and
(iii) the RPA is not operated at a height of more than 120 m (400 ft) AGL unless the operator has been approved by the AACTL to operate the RPA above 120 m (400 ft) AGL; and

2. a **controlled aerodrome**, unless it is operated in accordance with an authorization from the relevant air traffic control (ATC) unit; and

3. **any aerodrome**, unless the person:

(i) is the holder of, or is under the direct supervision of the holder of, a remote pilot qualification issued by an approved person or approved aviation organization; or
(ii) is under the direct supervision of a person appointed to give instruction in the operation of an RPA by an approved person or approved aviation organization; or
(iii) is the holder of a remote pilot license or certificate issued under *Part 102.*

101.1.14 - Airspace

(a) A person operating an RPA shall:

1. unless operating in segregated airspace, not operate in airspace within 30 m measured horizontally, of a person who has not given consent for the RPA to operate over them.
2. maintain observation of the surrounding airspace in which the aircraft is operating for other aircraft; and
3. not operate the RPA at any height above 120 m (400 ft) AGL except in accordance with paragraph (c).

(b) Nothing in paragraph (a) requires a person to obtain consent from any person if operating:
1. under the authority of an approved aviation organization; and
2. in airspace used by that organization.

(c) A person who has obtained approval from the appropriate authority for operating an RPA more than 4 km from an aerodrome boundary and above 120 m (400 ft) AGL shall ensure that the operation remains within Class G airspace (uncontrolled airspace) and shall:

1. operate in segregated airspace designated for that purpose; or
2. ensure that at least 24 hours before the operation, a person authorized by an approved person or approved aviation organization, notifies the air navigation service provider (ANSP), for the issuance of a NOTAM, containing the following information:

(i) the name, address, and telephone number of the operator

(ii) the location of the proposed operation

(iii) the date, time and duration of the proposed operation

(iv) the maximum height AGL proposed for the RPA operation.

101.1.15: Visual Line-of-Sight Operations

(a) This rule applies to the RPA aircraft

(b) A person shall not operate an RPA to which this rule applies in:

1. any area in which the person's view of the surrounding airspace in which the RPA will operate is obstructed; or
2. meteorological conditions that obstruct the person's ability to maintain visual line-of-sight of the aircraft.

(c) A person who operates an RPA to which this rule applies shall always:

1. maintain visual line-of-sight with the RPA or be in direct communications with an RPA observer that maintains visual line-of-sight with the RPA; and

2. be able to see the surrounding airspace in which the RPA is operating; and
3. operate the RPA below any cloud base.

(d) For the purposes of this rule, visual line-of-sight means a straight line along which the remote pilot or RPA observer has a clear view, and which may be achieved with the use of:

1. spectacles, contact lenses, or a similar device used for vision correction of the user to no better than normal vision but not the use of an electronic, mechanical, electromagnetic, optical, or electro-optical instrument; or

2. a first-person view system and a trained and competent RPA observer who maintains:

(i) visual line-of-sight of the RPA; and
(ii) sight of the surrounding airspace in which the RPA is operating; and
(iii) has direct communication with the person who is operating the RPA.

101.1.16 - Weather and Day Limitations

(a) A person shall not operate an RPA:

1. in or into a cloud; or
2. at night; or
3. in conditions other than visual meteorological conditions (VMC);

(i) unless permitted by another provision of this Part, or in accordance with an air traffic control clearance.

(ii) *Article 101.1.16 (a)* does not apply if the person holds an authorization under *Part 102* allowing these operations.

(iii) in conditions other than visual meteorological conditions (VMC) unless authorized by appropriate authority

101.1.17 - Night Operations

(a) A person shall not operate an RPA at night unless the operation is:

1. indoors, or
2. a shielded operation.

Article 101.1.17 (a) does not apply if the person holds an authorization under *Part 102* allowing these operations.

101.1.18 - Right-of-Way

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

101.1.19 - Operation Over and Near People

No person shall operate an RPA over a person unless that person is:

(a) Directly participating in the operation of the RPA; or

(b) Located under a covered structure or inside a stationary vehicle that can provide reasonable protection, or

(c) Directly associated with the operation of the RPA or the RPA is operated no closer than 30 m, measured horizontally from a second person not directly associated with the operation of the RPA.

101.1.20 - Aircraft Mass Limits

(a) A person shall not operate an RPA under this part's rules with a gross mass of more than 25 kg.

(b) A person shall not operate an RPA weighing 15 kg to 25 kg unless the RPA construction and operation and any modification made to it, is:

1. authorized, inspected and approved by the AACTL, an approved person /approved aviation organization (AAO), as defined in rules under the *Article 101.1.5*, or
2. The manufacturer has an accepted Declaration of Compliance on record with AACTL.

Note: The AACTL must approve a person or organization responsibility for the tasks outlined in (b)(1). Applications shall be assessed by the AACTL based on the merits of the applicant's submission

101.1.21 - Requirement for a Remote Pilot License

(a) No remote pilot certification is required for operations under *Part 101* unless flights are conducted on or within 4 km of an aerodrome. Flights within 4 km of an aerodrome require:

1. knowledge of the use of aeronautical charts and airspace.

101.1.22. - Prohibited RPAS Operations

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

(b) No person shall operate an RPA carrying dangerous goods.

(c) No person shall operate an RPA while operating a moving vehicle, vessel or manned aircraft or operate multiple RPA simultaneously.

(d) The release or dropping of liquids and objects from an RPA, as well as the carriage of external cargo that is not an element of the structure and equipment of such RPA shall not be permitted and shall be subject to prior approval by the AACTL.

(e) The AACTL grants the approval referred to in *paragraph (d)* of this Article if it has established that the flight will not endanger the safety of air traffic, persons and objects on the ground, taking into account the particularities of the space within which the flight is intended to be operated, the category of aircraft, its technical capabilities and equipment.

101.1.23 - Alcohol or Drugs

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

Remotely Piloted Aircraft System (RPAS) Regulations - Part 102

Subpart 1 — Remotely Piloted Aircraft Remote Pilot Certification

– RESERVED

Subpart 2 —RPAS Authorization or RPAS Operator Certification (RPASOC)

– RESERVED

Subpart 3 — Requirements for Manufacturer

– RESERVED

Signatories

CASR Part 101 and 102 is hereby approved by the signatories bellow:

Prepared by:

Zezinho António Filomeno Gusmão Dili, 17/04/26
President Board of Directors of AACTL, I.P.

Approved by:

Miguel Marques Gonçalves Manetelu Dili, 17/04/26
Minister of Transport and Communications

Annex 1- Sample of RPA Registration Application Form

REPÚBLICA DEMOCRÁTICA DE TIMOR-LESTE
MINISTÉRIO DOS TRANSPORTES E COMUNICAÇÃO
AUTORIDADE DAAVIAÇÃO CIVIL DE TIMOR-LESTE, I.P. (AACTL, I.P)

Flight Safety Directorate – RPA Section

Remotely Piloted Aircraft (RPA) Registration Application Form

Section 1 - Applicant information	
Name (on which an RPA to be registered)	
Nationality (as stated in ID/Passport)	
Date of Birth (DOB) (provide evidence)	
Individual or Company (Identify as appropriate)	
Name of Organization/Company (if applicable)	
Section 2 -Applicant Contact Details	
Address (Residential/ Registered Office)	
Phone number (Mobile, Work or Home)	
Email address	
Section 3 - Remotely Piloted Aircraft System Details (RPAS)	
RPA Manufacturer:	
RPA Model	
RPA Serial Number	
Remote Frequency	
Manufactured Year	
RPA Type: ☐ Fixed Wing ☐ Single Rotor ☐ Multi Rotor ☐ Others	
Liability insurance policy ☐ YES	
I declare that the information provided in this form is correct Applicant Signature & Date	
IMPORTANCE NOTICE Please include a photograph of the Data plate (i.e. make, model, and serial number of RPA) and applicant's supporting documentation (Copy of Citizenship Certificate or Valid Passport or Company Registration Certificate) and Liability insurance policy.	

For AACTL Use Only:

☐ Contents of Section 1, 2, and 3 are correctly filled
☐ Documents submitted are valid and sufficient
☐ Application has been signed by the applicant

Document Verified and Recommended for:
☐ RPA Registration and Issuance of Registration ID Registration ID _____
☐ Rejection for RPA Registration (reason)

AACTL authorized inspector: Name, Title and Signature & Date

AACTL FORM- RPA Registration Application Form

Annex 2 - Sample of Certificate of RPA Registration

REPÚBLICA DEMOCRÁTICA DE TIMOR-LESTE
MINISTÉRIO DOS TRANSPORTES E COMUNICAÇÃO
AUTORIDADE DAAVIAÇÃO CIVIL DE TIMOR-LESTE, I.P. (AACTL, I.P)

Flight Safety Directorate – RPA Section

Certificate of RPA Registration

1. Registration ID:	2. RPA Manufacturer & Model:	3. Serial Number:

4. Name of Owner:

5. Address of Owner:

PH: Email:

6. Information of RPA:

Total weight:	
Remote Frequency	
Manufactured Date	

It is hereby certified that the above-described RPA has been entered on the RPA Register/Database of Civil Aviation Authority of Timor-Leste.

Date of issue: *AACTL representative:*

This Certificate of RPA Registration is valid up to and including ....., unless revoked.

This Certificate of RPA Registration is not an authorization to conduct flight operations with an RPA. Operations must be conducted in accordance with the applicable Timor-Leste requirements. .

This Certificate shall be carried by the Remote Pilot while operating this RPA/ DRONE

Annex 3 – Sample of Incident/Accident Report – Remotely Piloted Aircraft (RPA)

REPÚBLICA DEMOCRÁTICA DE TIMOR-LESTE
MINISTÉRIO DOS TRANSPORTES E COMUNICAÇÃO

AUTORIDADE DAAVIAÇÃO CIVIL DE TIMOR-LESTE, I.P. (AACTL, I.P)

Incident/Accident Report – Remotely Piloted Aircraft (RPA)

The purpose of submitting incident/accident information is to improve aviation safety. The data from these reports help to determine areas of risk, trends over time and assist with how to reduce incidents and accidents.

This form is for operators of RPA to ensure that relevant information is captured and to assist in identifying causal factors and lessons learned from incidents or accidents.

Occurrence Date:	Location of Event:	Time:
RPA Make/Model:	Operator Name:	Departure Point:
Registration/ID:	Altitude (ft AGL):	Destination:

Operational Details:

NATURE OF FLIGHT: ☐ Private ☐ Recreational ☐ Agricultural ☐ Survey ☐ Inspection ☐ Photography/Filming ☐ Other

PHASE OF FLIGHT: ☐ Take-off ☐ Cruise ☐ Landing ☐Operational ☐ Other

REPORTED INJURIES: ☐ YES (Describe) ☐ NO

REPORTED DAMAGE TO RPA: ☐ YES (Describe) ☐ NO

REPORTED DAMAGE TO PROPERTY: ☐ YES (Describe) ☐ NO

Type of Occurrence:
☐ Collision/strike object ☐Component or system failure or malfunction ☐Loss of control ☐Power loss ☐Other

Description of the Occurrence:

Causal factors and action taken: