



A BASIC GUIDE FOR THE SAFE OPERATION OF MODEL AIRCRAFT, SMALL UNMANNED AIRCRAFT, UAVs, DRONES & SMALL SURVEILLANCE AIRCRAFT IN JERSEY

1 Introduction

- 1.1 This guide has been produced by Jersey Air Traffic Control (ATC) in conjunction with the Jersey Director of Civil Aviation (DCA) to provide guidance to operators of Small ‘Unmanned’ Aircraft (SUA) and Small ‘Unmanned’ Surveillance Aircraft (SUSA) who wish to operate in Jersey.
- 1.2 The latest generation of SUA have very advanced capabilities and are becoming widely used for a range of photographic, cinematographic and survey tasks. This requires an understanding of the safety and operational limitations that are appropriate for the island. Similarly, operational restrictions apply in the vicinity of Jersey Airport in order to protect ‘normal’ air traffic.
- 1.3 The term “small unmanned surveillance aircraft” means a small aircraft that is equipped to undertake any form of surveillance or data acquisition, i.e. Photography, Videography etc.
- 1.4 A more comprehensive guide regarding the regulations and operation of SUA including specific guidance for operators wishing to undertake **AERIAL WORK** and **SURVEILLANCE** is available on request from Jersey ATC.
- 1.5 The operation of all SUA in Jersey is regulated by the Air Navigation (Jersey) Law 2014.
- 1.6 All reference to SUA and SUSA in this guide should be interpreted to apply to other ‘model aircraft’ of the same category but which may be known by alternative names, such as Drone, Unmanned Aerial Vehicle (UAV), Unmanned Aircraft System (UAS), Remotely Piloted Vehicle (RPV), Remotely Piloted Aircraft System (RPAS), Small Aircraft, Helicopter, Helicam, Multi Rotor, etc.
- 1.7 **Aerial Work** means any purpose for which an aircraft is flown if valuable consideration is given or promised in respect of the flight or the purpose of the flight. In very basic terms, anything other than ‘personal recreational flying’ is likely to require an Aerial Work permit. Any commercial entity (company) operating an SUA as any part of their business would be considered to be Aerial Work.

2 UK and European Drone Regulations

- 2.1 Jersey is a crown dependency and as such we have our own Laws and Regulations.
- 2.2 The UK and European drone regulations, registration schemes etc. **do not** apply in Jersey.
- 2.3 You **are required to** operate your SUA in accordance with the applicable articles of the Air Navigation (Jersey) Law 2014 while in Jersey.

3 The Requirements for the operation of SUA in JERSEY are as follows:

3.1 General Safety

- 3.1.1 A person shall not recklessly or negligently cause or permit an aircraft to endanger any person or property.
- 3.1.2 A person shall not cause or permit any article or animal (whether or not attached to a parachute) to be dropped from a SUA so as to endanger persons or property.
- 3.1.3 The person in charge of a small aircraft may only fly the aircraft if reasonably satisfied that the flight can safely be made.

3.2 Maintain Visual Contact

- 3.2.1 The person in charge of a small aircraft shall maintain direct, unaided visual contact with the aircraft sufficient to monitor its flight path in relation to other aircraft, persons, vehicles, vessels and structures for the purpose of avoiding collisions. ***This prohibits the use of First Person View systems and for recognised practical application purposes limits the range to less than 500m, although due to the relatively small size of most SUA this distance is likely to be substantially smaller.***
- 3.2.2 The person in charge of a small aircraft must not fly the aircraft at a height of more than 400ft above the surface without a permission from ATC.

3.3 Operating near Jersey Airport



3.3.1 The person in charge of a small aircraft must not fly the aircraft within two nautical miles (3.75km) of Jersey Airport unless the permission of Jersey Air Traffic Control has been obtained. **SUA pilots shall avoid and give way to manned aircraft at all times.**

3.4 **Photography/Cinematography (Surveillance Aircraft)**

3.4.1 The person in charge of a small surveillance aircraft must not, except in accordance with written permission issued by the DAC, fly it-

- (a) over or within 150m of any congested area;
- (b) over or within 150m of an organised open-air assembly of more than 1,000 persons;
- (c) within 50m of any vessel, vehicle or structure which is not under the control of the person in charge of the aircraft; or
- (d) within 50m of any person*.

**30m of any person during take-off or landing.*

3.5 However, the reference to “any person” in paragraph 2.4.1(d) does not apply to the person in charge of the small surveillance aircraft or a person under the control of that person in charge of the aircraft.

4 **Data Protection**

4.1 The DCA and ATC permission process to operate an SUA is only intended to assist in ensuring the flights can be accomplished safely. The permission does not extend rights to any other purpose such as the collection of images, data or for advertising purposes.

4.2 Where information collected by surveillance aircraft relates to personally identifiable information the person in charge (as defined) must ensure that where applicable, all requirements of the Data Protection (Jersey) Law 2018 are complied with.

4.3 Specifically, where the data are (or intended to be) processed for anything other than domestic purposes, the person in charge may be required to notify with the Office of the Information Commissioner. Further, all personal data collected must be processed in compliance with the data protection principles as set out in the Law.

4.4 Further information regarding the data protection Law is available online at <https://www.gov.je/Government/dataprotection/Pages/index.aspx>

5 **Aircraft and Public Liability Insurance**

5.1 Although ‘model’ aircraft of less than 20kg are not necessarily required to have specific aviation insurance, SUA operators are strongly advised to have sufficient Public Liability insurance to cover their type of SUA activity.

6 **Do operators need permission to operate a SUA with a mass of less than 7kg?**

6.1 Essentially, the person controlling an SUA/SUSA is fully responsible for the safe operation of any flight, but it is important to consider whether a permission (not a licence) from DCA or ATC is needed.

6.2 Operators **must request permission** from the DCA if they plan to:

- i. fly the aircraft on a commercial basis (i.e. conducting ‘aerial work’)
or
- ii. fly a camera/surveillance fitted aircraft within congested areas, close to large outdoor gatherings or closer than 50m to people or properties (vehicles, vessels or structures) that are not under their control.

6.3 DCA Permission **is not required** if the surveillance aircraft will not be flown closer (than the distances listed above) to people or properties, and you will not get ‘valuable consideration’ (i.e. payment) from the flight.

6.4 Permission **is required** from ATC if you plan to fly the aircraft within 2nm (3.75km) of Jersey Airport or above 400ft agl of any SUA in excess of 7kg. Please contact atc.info@ports.com for the appropriate request form.



6.5 The regulations are intended to protect people and / or properties that are not involved in the activity. They are also aimed at being as 'light a touch' and as proportionate as possible, so there is a great deal that can be done (especially for private or recreational flights) without the need to approach the DCA or ATC at all.

7 Queries

- 7.1 More Channel Islands information is available at www.cidronesafety.co.uk.
- 7.2 Any queries or requests for further information regarding the operation of SUA/SUSA should be addressed in the first instance to ATC at: atc.info@ports.je
- 7.3 Additional Information is available on the DCA's Website: www.cidca.aero

A FEW SIMPLE QUESTIONS TO ASK YOURSELF BEFORE YOU FLY

IS THE SITE SUITABLE? Open space, Away from people, property, vehicles and the Airport.

DO I NEED PERMISSION?: Aerial Work? Landowner? Air Traffic Control?

AM I FIT TO FLY? Alert? Fit? Not under the influence of any alcohol/medication which may affect my performance! Am I wearing the correct glasses?

IS THE WEATHER SUITABLE FOR THE INTENDED FLIGHT? Wind speed? etc.

IS THE AIRCRAFT SAFE TO FLY? Check for damage. security of components, battery etc.

**MAKE SURE YOU CAN SEE YOUR DRONE AT ALL TIMES
DURING FLIGHT IN ORDER TO AVOID COLLISIONS**