STATUTORY INSTRUMENTS

2025 No. 1284

CIVIL AVIATION

The Unmanned Aircraft (Offences and Consequential Amendments) Regulations 2025

Made - - - - 10th December 2025

Coming into force in accordance with regulation 1(2)

The Secretary of State makes these Regulations in exercise of the powers conferred by section 93(4B) of the Police Act 1997(**a**) and section 19(1) of, and paragraphs 1(2), (3) and (4) and 3(1)(a) of Schedule 11 to, the Air Traffic Management and Unmanned Aircraft Act 2021(**b**).

In accordance with section 93(4C) of the Police Act 1997 and section 19(3) of the Air Traffic Management and Unmanned Aircraft Act 2021, a draft of these Regulations has been laid before, and approved by a resolution of, each House of Parliament.

PART 1

Introductory

Citation, commencement, extent and interpretation

1.—(1) These Regulations may be cited as the Unmanned Aircraft (Offences and Consequential Amendments) Regulations 2025.

(2) These Regulations come into force on—

(a) 1st January 2026, or

(b) if later, the day after the day on which they are made.

(3) These Regulations extend to England and Wales, Scotland and Northern Ireland.

(4) In these Regulations—

"LUC" refers to a light UAS operator certificate, which means a certificate issued to a UAS operator by the Civil Aviation Authority under point UAS.LUC.050 of Part C of the Annex to the UK Implementing Regulation(**c**);

(**a**) 1997 c. 50. Subsections (4B) and (4C) were inserted by paragraph 11(11) of Schedule 8 to the Air Traffic Management and Unmanned Aircraft Act 2021 (c. 12).

(**b**) 2021 c. 12.

(**c**) Paragraph 4 of Schedule 11 to the Air Traffic Management and Unmanned Aircraft Act 2021 (c. 12) provides that "UK Implementing Regulation" means Commission Implementing Regulation (EU) 2019/947 of 24 May 2019 on the rules and procedures for the operation of unmanned aircraft (EUR 2019/947).

"maximum take-off mass" means the maximum mass, including payload and fuel, as defined by the manufacturer or the builder, at which an unmanned aircraft(**a**) can be operated;

"remote pilot" means an individual responsible for safely conducting the flight of an unmanned aircraft by operating its flight controls, either manually or, when the unmanned aircraft flies automatically, by monitoring its course and remaining able to intervene and change the course at any time;

"UAS" refers to an unmanned aircraft system, and means an unmanned aircraft and the equipment to control it remotely;

"UAS operator" means any person operating or intending to operate one or more UAS.

PART 2

Unmanned Aircraft Offences

Contravention of the UK Implementing Regulation - UAS operator

2.—(1) A UAS operator must not cause or permit an unmanned aircraft to be flown unless—

(a) the requirements in Article 4(1) of, and Part A of the Annex to, the UK Implementing Regulation are met for that flight (an 'open' category flight),

(b) at the time of the flight, one of the following is valid for the flight (a 'specific' category flight)—

(i) an operational authorisation issued to the UAS operator under Article 12 of the UK Implementing Regulation;

(ii) a LUC with appropriate privileges granted to the UAS operator in accordance with point UAS.LUC.060 of Part C of the Annex to that Regulation;

(iii) an authorisation issued in accordance with Article 16 of that Regulation, or

(c) the UAS and the UAS operator have been certified as required by Article 6(1) or (2) of the UK Implementing Regulation (a 'certified' category flight).

(2) A UAS operator who contravenes paragraph (1) is guilty of an offence.

(3) A UAS operator who contravenes a relevant requirement imposed in the UK Implementing Regulation is guilty of an offence.

(4) For the purposes of paragraphs (1)(a) and (3), a requirement in any provision of the UK Implementing Regulation is to be read together with any other provision of that Regulation that contains any exception, derogation or qualification relating to that requirement.

(5) For the purposes of paragraph (3), a "relevant requirement" in relation to a flight conducted in the circumstances referred to in paragraph (1)(a) is a requirement in any of the following provisions of the UK Implementing Regulation—

(a) Article 14(5) (registration);

(b) Article 14(8) (display of registration number);

(c) Article 19(2) (reporting of safety-related occurrences);

(d) in Part A of the Annex—

(i) point UAS.OPEN.050(3) (designation of remote pilot);

(ii) point UAS.OPEN.050(4)(a) (competency of remote pilot);

(**a**) Section 18 of the Air Traffic Management and Unmanned Aircraft Act 2021 (c. 12) provides that "unmanned aircraft" means any aircraft operating or designed to operate autonomously or to be piloted remotely without a pilot on board.

(iii) point UAS.OPEN.050(5) (geo-awareness updates).

(6) For the purposes of paragraph (3), a "relevant requirement" in relation to a flight conducted in the circumstances referred to in paragraph (1)(b)(i) is a requirement in any of the following provisions of the UK Implementing Regulation—

(a) Article 14(5) (registration);

(b) Article 14(8) (display of registration number);

(c) Article 19(2) (reporting of safety-related occurrences);

(d) in Part B of the Annex—

(i) point UAS.SPEC.050(1)(a) (operational procedures and limitations);

(ii) point UAS.SPEC.050(1)(b) (designation of remote pilot or allocation of responsibilities for autonomous operations);

(iii) point UAS.SPEC.050(1)(d)(i) (competency of remote pilot);

(iv) point UAS.SPEC.050(1)(d)(v) (operations manual);

(v) point UAS.SPEC.050(1)(f) (authorised limitations and conditions);

(vi) point UAS.SPEC.050(1)(g) (record-keeping);

(vii) point UAS.SPEC.090 (access to records etc.);

(viii) point UAS.SPEC.100 (use of certified equipment).

(7) For the purposes of paragraph (3), a "relevant requirement" in relation to a flight conducted in the circumstances referred to in paragraph (1)(b)(ii) is a requirement in any of the following provisions of the UK Implementing Regulation—

(a) Article 14(5) (registration);

(b) Article 14(8) (display of registration number);

(c) Article 19(2) (reporting of safety-related occurrences);

(d) in Part B of the Annex—

(i) point UAS.SPEC.050(1)(a) (operational procedures and limitations);

(ii) point UAS.SPEC.050(1)(b) (designation of remote pilot or allocation of responsibilities for autonomous operations);

(iii) point UAS.SPEC.050(1)(d)(i) (competency of remote pilot);

(iv) point UAS.SPEC.050(1)(d)(v) (operations manual);

(v) point UAS.SPEC.050(1)(f) (authorised limitations and conditions);

(vi) point UAS.SPEC.050(1)(g) (record-keeping);

(vii) point UAS.SPEC.100 (use of certified equipment);

(e) in Part C of the Annex—

(i) point UAS.LUC.020(2) (scope and privileges of the LUC);

(ii) point UAS.LUC.020(3) (operational control system);

(iii) point UAS.LUC.020(4) (operational risk assessment);

(iv) point UAS.LUC.020(5) (LUC record-keeping);

(v) point UAS.LUC.090 (access to records etc.).

(8) For the purposes of paragraph (7), the holder of a LUC who, in accordance with a privilege granted under point UAS.LUC.060(2) of Part C of the Annex to the UK Implementing Regulation, authorises a flight without applying for an operational authorisation is to be taken as having

complied with any requirement in a provision referred to in paragraph (7)(d) relating to an operational authorisation.

(9) For the purposes of paragraph (3), a "relevant requirement" in relation to a flight conducted in the circumstances referred to in paragraph (1)(b)(iii) is a requirement in any of the following provisions of the UK Implementing Regulation—

(a) Article 14(5) (registration), subject to Article 16(4);

(b) Article 14(8) (display of registration number);

(c) Article 19(2) (reporting of safety-related occurrences),

and any condition of a kind referred to in Article 16(3) of the UK Implementing Regulation that is imposed on the UAS operator in the authorisation.

Contravention of the UK Implementing Regulation - remote pilot

3.—(1) A remote pilot must not fly an unmanned aircraft unless—

(a) at the time of take-off, the remote pilot reasonably holds the view that the requirements in Article 4(1) of, and Part A of the Annex to, the UK Implementing Regulation will be met in respect of the planned flight (an 'open' category flight);

(b) at the time of the flight, one of the following is valid for the flight (a 'specific' category flight)—

(i) an operational authorisation issued to the UAS operator under Article 12 of the UK Implementing Regulation;

(ii) a LUC with appropriate privileges granted to the UAS operator in accordance with point UAS.LUC.060 of Part C of the Annex to that Regulation;

(iii) an authorisation issued in accordance with Article 16 of that Regulation, or

(c) the UAS and the UAS operator have been certified as required by Article 6(1) or (2) of the UK Implementing Regulation (a 'certified' category flight).

(2) A remote pilot who contravenes paragraph (1) in relation to a flight, and who was not also the UAS operator in relation to that flight, is guilty of an offence.

(3) A remote pilot who contravenes a relevant requirement imposed in the UK Implementing Regulation is guilty of an offence.

(4) For the purposes of paragraphs (1)(a) and (3), a requirement in any provision of the UK Implementing Regulation is to be read together with any other provision of that Regulation that contains any exception, derogation or qualification relating to that requirement.

(5) For the purposes of paragraph (3), a "relevant requirement" in relation to a flight conducted in the circumstances referred to in paragraph (1)(a) is a requirement in any of the following provisions of Part A of the Annex to the UK Implementing Regulation—

(a) point UAS.OPEN.010(2) (maximum operating height);

(b) point UAS.OPEN.060(1)(a), insofar as it relates to having the appropriate competency in the intended subcategory of flight;

(c) point UAS.OPEN.060(1)(a), insofar as it relates to carrying proof of competency;

(d) point UAS.OPEN.060(1)(d) (certain safety checks);

(e) point UAS.OPEN.060(1)(e) (MTOM check);

(f) point UAS.OPEN.060(2)(a) (fitness to fly);

(g) point UAS.OPEN.060(2)(b), insofar as it requires the remote pilot to keep the unmanned aircraft in visual line of sight;

(h) point UAS.OPEN.060(2)(b), insofar as it relates to discontinuing the flight in certain circumstances;

(i) point UAS.OPEN.060(2)(c) (airspace restrictions);

(j) point UAS.OPEN.060(3) (flights close to emergency response).

(6) For the purposes of paragraph (3), in the case of a flight conducted in the circumstances referred to in paragraph (1)(a) with a UAS of a kind specified in a provision of the UK Implementing Regulation listed in column 1 of Table 1 below, a "relevant requirement" also includes a requirement imposed in a provision of that Regulation specified in column 2 of that table (where "point" refers to a point in the Annex to that Regulation).

Table 1

Provision specifying the kind of UAS	**Provision containing "relevant requirements"**
Point UAS.OPEN.020(5)(za), (zb), (a), (c) or (d)	Point UAS.OPEN.020(2)
Point UAS.OPEN.040(4)(c) if, at the time of take-off, the remote pilot does not intend to comply with points UAS.OPEN.040(A1), (1), (2) and (2A)	Point UAS.OPEN.030(1)
Point UAS.OPEN.030(3)(b)	Point UAS.OPEN.030(1A)
Point UAS.OPEN.040(4)(c) if, at the time of take-off, the remote pilot intends to comply with points UAS.OPEN.040(A1), (1), (2) and (2A)	Point UAS.OPEN.040(A1), (1), (2) and (2A)
Point UAS.OPEN.040(4)(za), (a), (d) or (e)	Point UAS.OPEN.040(A1), (1), (2) and (2A)

(7) For the purposes of paragraph (3), a "relevant requirement" in relation to a flight conducted in the circumstances referred to in paragraph (1)(b)(i) or (ii) is a requirement in any of the following provisions of Part B of the Annex to the UK Implementing Regulation—

(a) point UAS.SPEC.060(1)(a) (fitness to fly);

(b) point UAS.SPEC.060(1)(b), insofar as it relates to having the appropriate competency;

(c) point UAS.SPEC.060(1)(b), insofar as it relates to carrying proof of competency;

(d) point UAS.SPEC.060(2)(c) (certain safety checks);

(e) point UAS.SPEC.060(3)(a) (authorised limitations and conditions);

(f) point UAS.SPEC.060(3)(b) (risk avoidance);

(g) point UAS.SPEC.060(3)(c) (airspace restrictions);

(h) point UAS.SPEC.060(3)(d) (operator's procedures);

(i) point UAS.SPEC.060(3)(e) (flights close to emergency response).

(8) For the purposes of paragraph (3), a "relevant requirement" in relation to a flight conducted in the circumstances referred to in paragraph (1)(b)(iii) is any condition of a kind referred to in Article 16(3) of the UK Implementing Regulation that is imposed on the remote pilot in the authorisation.

Registration of certified unmanned aircraft

4.—(1) The owner of an unmanned aircraft required by Article 6(1) or (2) of the UK Implementing Regulation to be certified must not cause or permit that aircraft to be flown unless the owner has first registered that aircraft in accordance with Article 14(7) of that Regulation.

(2) Any person who contravenes paragraph (1) is guilty of an offence.

Penalties

5.—(1) Any person guilty of an offence under regulation 2(2) or regulation 3(2) is liable on summary conviction—

(a) in England and Wales to a fine, or

(b) in Scotland or Northern Ireland to a fine not exceeding level 5 on the standard scale.

(2) Any person guilty of an offence under regulation 2(3) is liable on summary conviction to a fine—

(a) not exceeding level 3 on the standard scale if the offence relates to contravention of a relevant requirement referred to in—

(i) regulation 2(5)(a) (registration);

(ii) regulation 2(5)(b) (display of registration number);

(iii) regulation 2(5)(d)(i) (designation of remote pilot);

(iv) regulation 2(5)(d)(ii) (competency of remote pilot);

(v) regulation 2(5)(d)(iii) (geo-awareness updates);

(vi) regulation 2(6)(a) (registration);

(vii) regulation 2(6)(b) (display of registration number);

(viii) regulation 2(6)(d)(ii) (designation of remote pilot or allocation of responsibilities for autonomous operations);

(ix) regulation 2(6)(d)(iii) (competency of remote pilot);

(x) regulation 2(6)(d)(iv) (operations manual);

(xi) regulation 2(6)(d)(vi) (record-keeping);

(xii) regulation 2(6)(d)(vii) (access to records etc.);

(xiii) regulation 2(7)(a) (registration);

(xiv) regulation 2(7)(b) (display of registration number);

(xv) regulation 2(7)(d)(ii) (designation of remote pilot or allocation of responsibilities for autonomous operations);

(xvi) regulation 2(7)(d)(iii) (competency of remote pilot);

(xvii) regulation 2(7)(d)(iv) (operations manual);

(xviii) regulation 2(7)(d)(vi) (record-keeping);

(xix) regulation 2(7)(e)(iv) (LUC record-keeping);

(xx) regulation 2(7)(e)(v) (access to records etc.);

(xxi) regulation 2(9)(a) (registration), or

(xxii) regulation 2(9)(b) (display of registration number);

(b) not exceeding level 4 on the standard scale in any other case.

(3) Any person guilty of an offence under regulation 3(3) is liable on summary conviction to a fine—

(a) not exceeding level 2 on the standard scale if the offence relates to contravention of a relevant requirement referred to in regulation 3(5)(c) or (7)(c) (requirements for remote pilot to carry proof of competency);

(b) not exceeding level 3 on the standard scale if the offence relates to contravention of a relevant requirement referred to in regulation 3(5)(b), (5)(e) or (7)(b) (requirements for remote pilot to have appropriate competency and verify MTOM);

(c) not exceeding level 4 on the standard scale in any other case.

(4) Any person guilty of an offence under regulation 4(2) is liable on summary conviction to a fine not exceeding level 3 on the standard scale.

Liability of directors etc. where offence committed by body corporate

6.—(1) Where an offence under this Part has been committed by a body corporate and is proved to have been committed with the consent or connivance of or to be attributable to any neglect on the part of any director, manager, secretary or other similar officer of the body corporate or any person who was purporting to act in any such capacity, the person as well as the body corporate shall be guilty of that offence and be liable to be proceeded against and punished accordingly.

(2) Where the affairs of a body corporate are managed by its members, paragraph (1) shall apply in relation to the acts and defaults of a member in connection with his functions of management as if the member were a director of the body corporate.

Offence due to cause not avoidable by reasonable care

7. If it is proved that an act or omission of any person which would otherwise have been a contravention by that person of a provision of this Part was due to any cause not avoidable by the exercise of reasonable care by that person, the act or omission will be deemed not to be a contravention by that person of that provision.

Fixed penalty offences

8. In the case of an offence under this Part which is prescribed under paragraph 2(2) of Schedule 10 to the Air Traffic Management and Unmanned Aircraft Act 2021, this Part has effect subject to Schedule 10 to that Act (fixed penalties for certain offences relating to unmanned aircraft).

PART 3

Consequential Amendments

Amendment of the Police Act 1997

9. Schedule 1 makes amendments to the Police Act 1997.

Amendment of the Air Navigation Order 2016

10. Schedule 2 makes amendments to the Air Navigation Order 2016(**a**).

Amendment of the Air Traffic Management and Unmanned Aircraft Act 2021

11.—(1) In section 14 of the Air Traffic Management and Unmanned Aircraft Act 2021 (powers of police officers relating to ANO 2016)—

(**a**) S.I. 2016/765. Relevant amending instruments are S.I. 2020/1555 and 2024/990.

(a) in the heading, at the end insert "and the Unmanned Aircraft (Offences and Consequential Amendments) Regulations 2025";

(b) after "ANO 2016" insert "and the Unmanned Aircraft (Offences and Consequential Amendments) Regulations 2025 (S.I. 2025/1284)".

(2) Schedule 3 makes amendments to Schedule 8 to that Act (unmanned aircraft: powers of police officers and prison authorities).

(3) Schedule 4 makes amendments to Schedule 9 to that Act (unmanned aircraft: powers of police officers relating to ANO 2016).

Signed by authority of the Secretary of State for Transport

Keir Mather
Parliamentary Under Secretary of State
Department for Transport

10th December 2025

SCHEDULES

SCHEDULE 1

Regulation 9

Amendment of the Police Act 1997

1. In section 93(4A) of the Police Act 1997(**a**) (authorisations to interfere with property etc.)—

(a) in paragraph (g), omit sub-paragraphs (v) and (vi);

(b) after paragraph (g), insert—

"(ga) an offence under any of these provisions of the Unmanned Aircraft (Offences and Consequential Amendments) Regulations 2025 (S.I. 2025/1284)—

(i) regulation 2(2) (various requirements under the Unmanned Aircraft Implementing Regulation relating to UAS operators);

(ii) regulation 3(2) (various requirements under the Unmanned Aircraft Implementing Regulation relating to remote pilots);";

(c) in paragraph (h)—

(i) in the words before sub-paragraph (i), for "article 265B(3) of the Air Navigation Order 2016" substitute "regulation 3(3) of the Unmanned Aircraft (Offences and Consequential Amendments) Regulations 2025";

(ii) in the words before sub-paragraph (i), for "that Order" substitute "those Regulations";

(iii) in sub-paragraph (i), for "article 265B(5)(a), (h), (i) or (j)" substitute "regulation 3(5)(a), (h), (i) or (j)";

(iv) in sub-paragraph (ii), for "article 265B(6)" substitute "regulation 3(6)";

(v) in sub-paragraph (iii), for "article 265B(7)(e)" substitute "regulation 3(7)(e)";

(vi) in sub-paragraph (iv), for "article 265B(7)(f), (g) or (i)" substitute "regulation 3(7)(f), (g) or (i)";

(vii) in sub-paragraph (v), for "article 265B(8)" substitute "regulation 3(8)".

SCHEDULE 2

Regulation 10

Amendment of the Air Navigation Order 2016

1.—(1) The Air Navigation Order 2016 is amended as follows.

(2) In article 23 (exceptions from application of provisions of the Order for certain classes of aircraft), in paragraph (4), omit from "265A" to "265D,".

(3) Omit—

(a) article 265A (UAS operator offences);

(b) article 265B (remote pilot offences);

(c) article 265C (offence: registration of certain unmanned aircraft).

(**a**) 1997 c. 50. Subsection (4A) was inserted by paragraph 11(11) of Schedule 8 to the Air Traffic Management and Unmanned Aircraft Act 2021 (c. 12).

(4) In article 265D (minimum age requirements: UAS operators and remote pilots), omit paragraph (6).

(5) In article 265F (penalties), omit paragraphs (1) to (4).

(6) In Schedule 1 (interpretation), in paragraph 1, omit the definition of "LUC".

SCHEDULE 3

Regulation 11(2)

Amendment of Schedule 8 to the Air Traffic Management and Unmanned Aircraft Act 2021

1. Schedule 8 to the Air Traffic Management and Unmanned Aircraft Act 2021 is amended as follows.

2.—(1) Paragraph 2 (power of constable to stop and search persons or vehicles) is amended as follows.

(2) In sub-paragraph (3)(b)—

(a) in sub-paragraph (i), for "94A, 240, 265A(2) or 265B(2)" substitute "94A or 240";

(b) omit the "or" after sub-paragraph (i);

(c) after sub-paragraph (i), insert—

"(ia) an offence under regulation 2(2) or 3(2) of the Unmanned Aircraft (Offences and Consequential Amendments) Regulations 2025 (S.I. 2025/1284), or".

(3) In sub-paragraph (4)(b)(ii), for "article 265B(3) of the ANO 2016" substitute "regulation 3(3) of the Unmanned Aircraft (Offences and Consequential Amendments) Regulations 2025".

(4) In sub-paragraph (6)—

(a) in paragraph (a), omit sub-paragraphs (iv) and (v);

(b) after paragraph (a), insert—

"(aa) an offence under any of these provisions of the Unmanned Aircraft (Offences and Consequential Amendments) Regulations 2025—

(i) regulation 2(2) (various requirements under the Unmanned Aircraft Implementing Regulation relating to UAS operators);

(ii) regulation 3(2) (various requirements under the Unmanned Aircraft Implementing Regulation relating to remote pilots);";

(c) in paragraph (b), for "article 265B(3) of the ANO 2016" substitute "regulation 3(3) of the Unmanned Aircraft (Offences and Consequential Amendments) Regulations 2025".

3. In paragraph 5 (meaning of "relevant unmanned aircraft offence")—

(a) in sub-paragraph (b)—

(i) in paragraph (i), for "94A(1), 239(4), 265A(2) or 265B(2)" substitute "94A(1) or 239(4)";

(ii) omit paragraph (ii);

(b) after sub-paragraph (b), insert—

"(ba) an offence under regulation 2(2) or 3(2) of the Unmanned Aircraft (Offences and Consequential Amendments) Regulations 2025;

(bb) a relevant offence under regulation 3(3) of the Unmanned Aircraft (Offences and Consequential Amendments) Regulations 2025;".

4. In paragraph 6 (meaning of "relevant offence under article 265B(3) of the ANO 2016")—

(a) in the heading, for "article 265B(3) of the ANO 2016" substitute "regulation 3(3) of the Unmanned Aircraft (Offences and Consequential Amendments) Regulations 2025";

(b) in the words before sub-paragraph (a)—

(i) for "article 265B(3)", in both places it occurs, substitute "regulation 3(3)";

(ii) for "ANO 2016", in each place it occurs, substitute "Unmanned Aircraft (Offences and Consequential Amendments) Regulations 2025";

(c) in sub-paragraph (a), for "article 265B(5)(a), (h), (i) or (j)" substitute "regulation 3(5)(a), (h), (i) or (j)";

(d) in sub-paragraph (b), for "article 265B(6)" substitute "regulation 3(6)";

(e) in sub-paragraph (c), for "article 265B(7)(e)" substitute "regulation 3(7)(e)";

(f) in sub-paragraph (d), for "article 265B(7)(f), (g) or (i)" substitute "regulation 3(7)(f), (g) or (i)";

(g) in sub-paragraph (e), for "article 265B(8)" substitute "regulation 3(8)".

SCHEDULE 4

Regulation 11(3)

Amendment of Schedule 9 to the Air Traffic Management and Unmanned Aircraft Act 2021

1. Schedule 9 to the Air Traffic Management and Unmanned Aircraft Act 2021 is amended as follows.

2. In the heading, at the end insert "and the Unmanned Aircraft (Offences and Consequential Amendments) Regulations 2025".

3. In paragraph 1 (provision by remote pilots of evidence of competency), in sub-paragraph (3), for the words from ", any of the following provisions of the ANO 2016" to the end, substitute "—

(a) article 265E(2)(b)(ii) of the ANO 2016 (tethered small unmanned aircraft of 250g or more: competency);

(b) any of the following provisions of the Unmanned Aircraft (Offences and Consequential Amendments) Regulations 2025 (S.I. 2025/1284)—

(i) regulation 3(5)(b) (open category: having the appropriate competency in the intended sub-category of flight);

(ii) regulation 3(5)(c) (open category: carrying proof of competency);

(iii) regulation 3(7)(b) (specific category: having the appropriate competency);

(iv) regulation 3(7)(c) (specific category: carrying proof of competency);

(v) regulation 3(8) (specific category: having the appropriate competency specified in the authorisation relating to the flight).".

4. In paragraph 2 (provision by remote pilots of information about UAS operators), in sub-paragraph (3), for the words from ", any of the following provisions of the ANO 2016" to the end, substitute "—

(a) any of the following provisions of the ANO 2016—

(i) article 265E(1)(a) (registration of tethered small unmanned aircraft of 250g or more);

(ii) article 265E(1)(b) (display of registration number of tethered small unmanned aircraft of 250g or more);

(b) any of the following provisions of the Unmanned Aircraft (Offences and Consequential Amendments) Regulations 2025—

(i) regulation 2(5)(a) (open category: registration of UAS operator);

(ii) regulation 2(5)(b) (open category: display of UAS operator's registration number);

(iii) regulation 2(6)(a) (specific category: registration of UAS operator);

(iv) regulation 2(6)(b) (specific category: display of UAS operator's registration number);

(v) regulation 2(7)(a) (specific category: registration of UAS operator);

(vi) regulation 2(7)(b) (specific category: display of UAS operator's registration number);

(vii) regulation 2(9)(a) (specific category: registration of UAS operator);

(viii) regulation 2(9)(b) (specific category: display of UAS operator's registration number).".

5. In paragraph 6 (provision of evidence of consents for certain flights)—

(a) in sub-paragraph (1)(b), after "ANO 2016" insert "or the Unmanned Aircraft (Offences and Consequential Amendments) Regulations 2025";

(b) in sub-paragraph (3), for the words from ", any of the following provisions of the ANO 2016" to the end, substitute "—

(a) any of the following provisions of the ANO 2016—

(i) article 94A (permission for flights over or near aerodromes);

(ii) article 265E(3) (tethered small unmanned aircraft: permission from CAA);

(b) any of the following provisions of the Unmanned Aircraft (Offences and Consequential Amendments) Regulations 2025—

(i) regulation 2(1)(b) (operational authorisation, LUC with appropriate privileges, or authorisation);

(ii) regulation 2(1)(c) (certification of UAS and UAS operator);

(iii) regulation 3(1)(b) (operational authorisation, LUC with appropriate privileges, or authorisation);

(iv) regulation 3(1)(c) (certification of UAS and UAS operator).".

EXPLANATORY NOTE

(This note is not part of the Regulations)

These Regulations create criminal offences where operators and remote pilots of unmanned aircraft breach requirements in Commission Implementing Regulation (EU) 2019/947 of 24 May 2019 on the rules and procedures for the operation of unmanned aircraft (EUR 2019/947) ("the Implementing Regulation").

The offences largely replicate the offences in articles 265A, 265B and 265C of the Air Navigation Order 2016 (S.I. 2016/765), which are omitted by paragraph 1(3) of Schedule 2 to these Regulations.

Regulation 2 sets out offences for contravention of the Implementing Regulation by a UAS operator.

Regulation 3 sets out offences for contravention of the Implementing Regulation by a remote pilot.

Regulation 4 creates an offence relating to registration of certified model aircraft.

Regulation 5 sets out penalties for the offences in these Regulations.

Regulation 6 provides for the liability of directors and other officers of a body corporate which has committed an offence.

Regulation 7 sets out a defence to the offences in these Regulations.

Regulation 8 provides that Part 2 has effect subject to Schedule 10 to the Air Traffic Management and Unmanned Aircraft Act 2021 (c. 12).

Part 3 and the Schedules make consequential amendments to the Police Act 1997 (c. 50), the Air Navigation Order 2016 (S.I. 2016/765) and the Air Traffic Management and Unmanned Aircraft Act 2021.

A full impact assessment has not been produced for this instrument as no, or no significant, impact on the private, voluntary or public sector is foreseen.

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