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No. S 109

AIR NAVIGATION ACT 1966

AIR NAVIGATION (101 — UNMANNED AIRCRAFT OPERATIONS) (AMENDMENT) REGULATIONS 2025

In exercise of the powers conferred by section 9 of the Air Navigation Act 1966, the Civil Aviation Authority of Singapore, with the approval of the Minister for Transport, makes the following Regulations:

Citation and commencement

1.—(1) These Regulations are the Air Navigation (101 — Unmanned Aircraft Operations) (Amendment) Regulations 2025.

(2) Regulations 2, 6(b), (c) and (e), 8, 9 and 11 come into operation on 14 February 2025.

(3) Regulations 3, 4, 5, 6(a) and (d), 7 and 10 come into operation on 1 December 2025.

Amendment of regulation 13

2. In the Air Navigation (101 — Unmanned Aircraft Operations) Regulations 2019 (G.N. No. S 833/2019) (called in these Regulations the principal Regulations), in regulation 13 —

(a) in paragraph (1)(e), replace “tracking device” with “CFMS tracking device”; and

(b) in paragraph (4), replace “ “tracking device” ” with “ “CFMS tracking device” ”.

Replacement of Part 2A heading

3. In the principal Regulations, in Part 2A, replace the Part heading with “REMOTE IDENTIFICATION”.

New Division 1 heading of Part 2A

4. In the principal Regulations, in Part 2A, before regulation 19A, insert —

“Division 1 — General”.

Amendment of regulation 19A

5. In the principal Regulations, in regulation 19A, after “to be”, insert “identified”.

Amendment of regulation 19B

6. In the principal Regulations, in regulation 19B —

(a) before the definition of “Centralised Flight Management System” or “CFMS” (as amended by paragraph (b)), insert —

““Broadcast Remote Identification capability” or “B-RID capability” means the capability built into an unmanned aircraft to broadcast remote identification information of the unmanned aircraft when the unmanned aircraft is in flight;

“Broadcast Remote Identification module” or “B-RID module” means a device affixed to an unmanned aircraft that is capable of broadcasting remote identification information of the unmanned aircraft when the unmanned aircraft is in flight;”;

(b) in the definition of “Centralised Flight Management System”, before “means”, insert “or “CFMS” ”;

(c) replace the definition of “Centralised Flight Management System service” with —

““CFMS service” means a service provided by the Authority for the purpose of providing notifications and instructions from the Authority to the operators of relevant unmanned aircraft;

“CFMS tracking device” means a tracking device that —

- (a) is procured from the Authority or from any other person authorised by the Authority to sell or provide the tracking device; and
 - (b) is capable of transmitting flight telemetry data of an unmanned aircraft it is affixed to;”;
- (d) after the definition of “relevant unmanned aircraft”, insert —

““remote identification information”, in relation to an unmanned aircraft, means —

- (a) the identification number that the Authority has assigned to the person who registered the unmanned aircraft under regulation 45;
- (b) the unique serial number of the following, whichever is applicable:
 - (i) in a case where the unmanned aircraft has functioning B-RID capability — the unmanned aircraft;
 - (ii) in any other case — the B-RID module affixed to the unmanned aircraft;
- (c) the geographical position of the unmanned aircraft and the time stamp corresponding to that geographical position;
- (d) the height of the unmanned aircraft measured from the ground or from the take-off point of the unmanned

aircraft and the time stamp corresponding to that height;

(e) the route course of the unmanned aircraft measured clockwise from true north;

(f) the ground speed of the unmanned aircraft; and

(g) the geographical position of the remote pilot operating the unmanned aircraft, or if that information is not available, the geographical position of the take-off point of the unmanned aircraft.”; and

(e) delete the definition of “tracking device”.

New Division 2 heading of Part 2A

7. In the principal Regulations, before regulation 19C, insert —

“Division 2 — Centralised Flight Management System or CFMS”.

Amendment of regulation 19C

8. In the principal Regulations, in regulation 19C —

(a) in the regulation heading, replace “**Centralised Flight Management System service**” with “**CFMS service**”; and

(b) in paragraph (1)(a) and (b), replace “Centralised Flight Management System service” with “CFMS service”.

Amendment of regulation 19D

9. In the principal Regulations, in regulation 19D —

(a) in paragraph (1), replace sub-paragraph (a) with —

“(a) where the unmanned aircraft has a total mass exceeding 250 g, the unmanned aircraft must be affixed with a CFMS

tracking device, unless the UA operator permit states that flight telemetry data of that unmanned aircraft can be transmitted without a CFMS tracking device affixed to the unmanned aircraft;” and

(b) replace paragraph (4) with —

“(4) The Authority may waive any requirement in paragraph (1) or (2) in relation to any unmanned aircraft or any flight of an unmanned aircraft if the Authority is satisfied that the design of the unmanned aircraft or the circumstances under which the flight of an unmanned aircraft is to take place (as the case may be) are such that the waiver —

- (a) poses negligible risk to aviation safety or to public safety; or
- (b) is necessary or desirable in the interest of national security.”.

New Division 3 of Part 2A

10. In the principal Regulations, after regulation 19D, insert —

“Division 3 — Broadcast Remote Identification or B-RID

Non-application and waiver of regulation 19F to certain unmanned aircraft

19E.—(1) Regulation 19F does not apply in relation to —

- (a) an unmanned aircraft that is not a registrable unmanned aircraft;
- (b) an unmanned aircraft that is operated or intended to be operated indoors;
- (c) an unmanned aircraft in relation to which the requirement in regulation 19D(1)(b) applies; or
- (d) a flight of an unmanned aircraft in relation to which the requirement in regulation 19D(1)(b) applies.

(2) Where regulation 19F applies in relation to an unmanned aircraft, the Authority may waive the application of any provision in regulation 19F in relation to the unmanned aircraft or any flight of an unmanned aircraft if the Authority is satisfied that the design of the unmanned aircraft or the circumstances under which the flight of an unmanned aircraft is to take place (as the case may be) are such that the waiver —

- (a) poses negligible risk to aviation safety or to public safety; or
- (b) is necessary or desirable in the interest of national security.

Requirements relating to remote identification information

19F.—(1) A person must not operate, or cause or permit an individual to operate, an unmanned aircraft unless —

- (a) the unmanned aircraft has functioning B-RID capability or is affixed with a functioning B-RID module; and
- (b) the unmanned aircraft or the B-RID module affixed to the unmanned aircraft is capable of broadcasting all remote identification information in relation to the unmanned aircraft in accordance with the requirements specified in the Aviation Specifications 10 — Broadcast Remote Identification issued by the Director-General of Civil Aviation when the unmanned aircraft is in flight.

(2) A person who operates, or causes or permits an individual to operate, an unmanned aircraft without functioning B-RID capability must ensure that the B-RID module affixed to the unmanned aircraft is switched on before the unmanned aircraft takes flight.

(3) A person must not intentionally broadcast any remote identification information that is false or misleading.

(4) A person who, without reasonable excuse, contravenes paragraph (1) or (2) shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$10,000 or to imprisonment for a term not exceeding 6 months or to both.

(5) A person who contravenes paragraph (3) shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$10,000 or to imprisonment for a term not exceeding 6 months or to both.”.

Amendment of regulation 44

11. In the principal Regulations, in regulation 44 —

- (a) in paragraph (2), delete “, any post office of Singapore Post Limited specified by the Authority”; and
- (b) delete paragraph (3).

*[G.N. Nos. S 371/2020; S 865/2021; S 148/2022;
S 956/2022; S 747/2023; S 567/2024]*

Made on 11 February 2025.

EDMUND CHENG WAI WING
*Chairperson,
Civil Aviation Authority of
Singapore.*

[LE/LGN/A1.8; AG/LEGIS/SL/6/2020/15]

(To be presented to Parliament under section 9(9) of the Air Navigation Act 1966).