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## BILLS SUPPLEMENT

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**Notification No. B 13** — The Unmanned Aircraft (Public Safety and Security) Bill is hereby published for general information. It was introduced in Parliament on 13th April 2015.

# **Unmanned Aircraft (Public Safety and Security) Bill**

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**Bill No. 13/2015.**

*Read the first time on 13 April 2015.*

A BILL

*i n t i t u l e d*

An Act to amend the Air Navigation Act (Chapter 6 of the 2014 Revised Edition) and the Public Order Act (Chapter 257A of the 2012 Revised Edition) to regulate the operation of unmanned aircraft in Singapore in the interests of public safety and security.

Be it enacted by the President with the advice and consent of the Parliament of Singapore, as follows:

## Short title and commencement

1.—(1) This Act may be cited as the Unmanned Aircraft (Public Safety and Security) Act 2015 and, with the exception of Part 2, comes into operation on such date as the Minister charged with the responsibility for air navigation may, by notification in the *Gazette*, appoint.

(2) Part 2 of this Act comes into operation on such date as the Minister charged with the responsibility for homefront security may, by notification in the *Gazette*, appoint.

## PART 1

### AMENDMENT OF AIR NAVIGATION ACT

#### Amendment of section 2

2. Section 2(1) of the Air Navigation Act (Cap. 6) (referred to in this Part as the principal Act) is amended —

(a) by inserting, immediately after the definition of “Authority”, the following definition:

““auxiliary police officer” means a person appointed as such under Part IX of the Police Force Act (Cap. 235);”;

(b) by inserting, immediately after the words “Civil Aviation Authority of Singapore Act” in the definition of “aviation safety instrument”, the words “or a permit referred to in section 7(3)(b)(ii) or 7A(3)(b)(ii)”;

(c) by inserting, immediately after the definition of “Chicago Convention”, the following definitions:

““command and control link” means the data link between a remotely piloted aircraft and a remote pilot station for the purposes of managing the flight of the remotely piloted aircraft;

“competent security officer” means any public officer designated as such by the Minister

charged with the responsibility for homefront security;”;

- (d) by inserting, immediately after the definition of “operate”, the following definition:

““operator”, for an unmanned aircraft, means a person engaged in, or offering to engage in, the operation of the unmanned aircraft, and where the unmanned aircraft is a remotely piloted aircraft, includes — 5

(a) the person who causes the remotely piloted aircraft to fly; and 10

(b) the remote pilot of the aircraft with duties essential to the operation of the remotely piloted aircraft, such as manipulating the flight controls as appropriate during flight time, if the remote pilot is not the operator;” 15

- (e) by inserting, immediately after the definition of “pilot-in-command”, the following definitions:

““remotely piloted aircraft” means an unmanned aircraft that is operated using a remotely piloted aircraft system; 20

“remotely piloted aircraft system” or “RPAS”, for a remotely piloted aircraft, means all of the following components: 25

(a) the remotely piloted aircraft;

(b) every remote pilot station associated with the remotely piloted aircraft in paragraph (a) containing the equipment used to pilot that aircraft; 30

(c) the command and control links between the remotely piloted aircraft in paragraph (a) and its remote pilot station or stations and other command;

(d) any other components as specified in the type design to fly that aircraft;” and

(f) by inserting, immediately after the definition of “structure”, the following definitions:

5                   ““unmanned aircraft” means an aircraft that may be flown or used without any individual on board the aircraft to operate it;

                  “unmanned aircraft system” means an unmanned aircraft and its associated elements;”.

#### 10       **Amendment of section 2B**

3. Section 2B of the principal Act is amended by inserting, immediately after subsection (2), the following subsection:

15                   “(2A) A person outside Singapore who operates an unmanned aircraft in a manner which, if the person were in Singapore, would be an offence under section 7, 7A, 7B or 7C, shall be guilty of an offence under section 7, 7A, 7B or 7C, as the case may be.”.

#### **Amendment of section 3**

4. Section 3 of the principal Act is amended —

20                   (a) by inserting, immediately after the words “necessary or convenient to be prescribed” in subsection (1), the words “for the control and regulation of aviation in and over Singapore for the safety of air navigation or for public safety or both, and”;

25                   (b) by inserting, immediately after paragraph (ga) of subsection (2), the following paragraph:

30                                   “(gb) for applying the provisions of this Act or orders made under this section to unmanned aircraft and their operators (indoors or outdoors), design, maintenance and manufacture with such prescribed exceptions, modifications and adaptations as the differences between the