Annex – XIX

Government of Pakistan
Ministry of Defence
(Defence Division)

Islamabad the September 2025.

NOTIFICATION

S.R.O. (1)/2025.- In exercise of the powers conferred by section 146 of the Pakistan Civil Aviation Act, 2023 (XLIX of 2023), the Federal Government is pleased to make the following rules, namely:-

CHAPTER I
GENERAL PROVISIONS

1. Short title, application and commencement.— (1) These rules may be called the Civil Unmanned Aircraft Rules, 2025.

(2) These rules shall not apply to a model or toy aircraft that is unable to take to the air.

(3) These rules shall come into force at once.

2. Definitions.— (1) In these rules, unless there is anything repugnant in the subject or context;

(a) "accident" means an accident that takes place between the time the unmanned aircraft is ready to move with the purpose of operation and such time as it comes to rest at the end of the operation and the primary propulsion system is shut down, in which—

(i) a person is fatally or seriously injured as a result of direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or direct exposure to blast of aircraft except when the injuries are from natural causes, self-inflicted or inflicted by other persons; or

(ii) the aircraft sustains damage or structural failure which adversely affects the structural strength, performance or operation characteristics of the aircraft, and would normally require major repair or replacement of the affected component; or

(iii) the aircraft is missing or is completely inaccessible;

(b) "agency" means a federal or a provincial law enforcement agency, civil administration, an armed force of Pakistan, intelligence agency or any other public sector department or organization;

(c) "approved organization" means an organization approved under rule 49;

(d) "Authority" means the Pakistan Civil Aviation Authority established under the Act;

(e) "committee" means the coordination committee constituted under rule 47;

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(f) "controlled airspace" means an airspace designated by the authorized person in which additional safety measures as given under rule 22 are deemed necessary to avoid conflict between operation of unmanned aircraft with manned aircraft;

(g) "facility" means a facility for the design, manufacture or repair of an unmanned aircraft;

(h) "fair use" means the use of unmanned aircraft for the purpose of film and media production, agriculture, inspections, surveys, photography and videography, recreation, disaster relief, research and development, search and rescue, delivery and transport;

(i) "hazardous use" means the use of unmanned aircraft for any harmful use likely to cause or causes damage to person or property;

(j) "height" means the vertical distance of a level, a point, or an object measured from earth's surface datum of take-off point of an unmanned aircraft;

(k) "incident" means an occurrence, other than an accident, associated with the operation of an unmanned aircraft that affects or could affect the safety of operation or other persons, installation or operations;

(l) "maximum take-off weight" means the maximum mass at which the unmanned aircraft is permitted to take off due to structural or other limitations and includes the mass of its payload and all items and equipment on board or attached to it throughout the operation —

Explanation: In this definition, payload means sensors, devices, armaments or loads that can be carried by an unmanned aircraft;

(m) "observer" means a trained and competent person designated by the remote pilot who, by visual observation of the unmanned aircraft, assists him in the safe conduct of operation;

(n) "owner" means the owner of an unmanned aircraft or to whom an unmanned aircraft is transferred or on whose name an unmanned aircraft is registered under the rules;

(o) "permissible meteorological conditions" means visibility, wind speed, distance and vertical separation from a cloud, equal to or better than such minima that the Director General may, from time to time, determine;

(p) "permitted airspace" means an airspace, except the restricted, prohibited and segregated airspace;

(q) "prohibited airspace" means the airspace above an area declared as prohibited under rule 10;

(r) "remote pilot" means a person manipulating the operation controls of an unmanned aircraft during its operation;

(s) "restricted airspace" means the airspace above an area declared as restricted under rule 11;

(t) "Schedule" means a Schedule appended to the rules;

(u) "specific approval" means an approval which is documented in the operations specifications for commercial air transport operations or in the list of specific approvals for non-commercial operations;

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(v) "segregated airspace" means an airspace permitted to be used as segregated airspace under rule 12;

(w) "unmanned aircraft" means an aircraft that is intended to be operated with no pilot onboard;

(x) "unmanned aircraft operator certificate" means a certificate authorizing an operator to carry out specified unmanned aircraft operations; and

(y) "visual line of sight" means a straight line along which the remote pilot maintains a clear view of unmanned aircraft and surrounding airspace, which may be achieved with the use of spectacles, contact lenses, or other vision correction devices, or through an observer with a direct communication with the remote pilot.

(2) A word or expression used in these rules but not defined shall have the same meaning as assigned to it in the Act.

CHAPTER II
CATEGORIES AND REGISTRATION

3. Categories of unmanned aircraft.— (1) The Authority shall divide the unmanned aircraft into the following categories, namely:-

(a) category-I unmanned aircraft if its maximum take-off weight is less than or equal to two hundred and fifty grams;

(b) category-II unmanned aircraft if its maximum take-off weight is more than two hundred and fifty grams but less than or equal to five kilograms;

(c) category-III unmanned aircraft if its maximum take-off weight is more than five kilograms but less than or equal to twenty-five kilograms; and

(d) category-IV unmanned aircraft if its maximum take-off weight is more than twenty-five kilograms but less than or equal to hundred kilograms.

(2) The Authority may determine sub-categories and types of the unmanned aircraft.

4. Duty to register unmanned aircraft.— (1) A person shall not possess, own or operate an unmanned aircraft unless it is registered under these rules.

(2) The owner shall renew registration of category-I and category-II unmanned aircraft after every three years and of category-III and category-IV unmanned aircraft after every year.

(3) Any owner on the day of coming into force of these rules shall, within ninety days of such day, apply to the Director General for registration of the unmanned aircraft.

(4) Subject to sub-rule (3), an owner shall, within fifteen days of acquisition of an unmanned aircraft, apply to the Director General for registration of such aircraft.

(5) The Director General shall assign a unique registration number consisting of alphabets and numerals to an unmanned aircraft.

(6) The Director General shall maintain the record of registration number, identity of the owner and other particulars of every unmanned aircraft.

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5. Application for registration.— (1) Any unmanned aircraft which is not currently registered and entered in an aircraft register of any other State shall be eligible for registration in Pakistan, if —

(a) it is owned by a citizen of Pakistan;

(b) it is owned by a foreigner but operated under an agreement by a citizen of Pakistan or a body corporate registered under the laws of Pakistan;

(c) it is owned by a body corporate registered under the laws of Pakistan; or

(d) it is an unmanned aircraft owned by the Federal Government, the government of a province or any office, authority, company or other body which is owned or controlled by any of such government.

(2) An application for registration of an unmanned aircraft shall be made electronically to the Director General by fulfilling minimum requirements contained in the First Schedule.

(3) The owner shall mention in the application for registration intended fair use of the unmanned aircraft.

(4) The Director General shall not consider any application unless it is complete and accompanied by receipt of payment of such fee as the Authority may determine.

(5) The Director General shall, within thirty days of the application for registration of an unmanned aircraft, make a determination as to whether the application is complete and if it suffers from any defect, require the applicant to supplement or rectify the defect and resubmit the application by a given date.

(6) The Director General shall decide every complete application within ninety days of its receipt and may register an unmanned aircraft with or without any condition and issue a certificate of registration.

(7) Before rejecting an application under this rule, the Director General shall give to the applicant a reasonable opportunity of being heard through a written notice mentioning the grounds of the proposed action and specifying a date by which the applicant may make any submission to the Director General, which shall not be less than fifteen days following the day on which the notice is issued.

(8) The Authority shall consider the category, maximum take-off weight and expected use of the unmanned aircraft for determining the registration fee.

(9) The Authority shall ensure that an appropriate track and trace system is installed in every registered unmanned aircraft of categories II, III and IV.

(10) An individual may register not more than three unmanned aircraft of a category during one calendar year and the Authority may fix the limit for registration of unmanned aircraft by a body corporate based on need and size of such body.

6. Additional requirement for registration of unmanned aircraft.— (1) The Director General shall not register an unmanned aircraft of category III and category IV unless —

(a) it has been inspected by an inspector, authorized person or an approved organization and declared safe for operations; or

(b) the manufacturer of the unmanned aircraft has filed a declaration under rule 37 for the relevant category of the unmanned aircraft that specifies

it to be safe to operate and meeting the minimum requirements specified by the Authority.

(2) The Authority may, for the reasons to be recorded, impose any additional conditions for registration of an unmanned aircraft in relation to its intended fair use or a particular make or type of unmanned aircraft.

7. Duty to inform as to transfer of ownership.— An owner shall not sell, lease or otherwise transfer the ownership of the unmanned aircraft unless he informs the Director General by fulfilling minimum requirements contained in the Second Schedule.

8. Variation, suspension or revocation of registration.— (1) The Director General may vary the certificate of registration of an unmanned aircraft, if —

(a) the ownership of the unmanned aircraft is transferred to another person;

(b) owner is replaced with another owner; or

(c) owner of the unmanned aircraft or any other person so authorized by him makes a request for any variation in the certificate for any reason.

(2) The Director General may suspend the certificate of registration of an unmanned aircraft, if the owner —

(a) violates any condition of certificate of registration;

(b) violates any provision of the Act, rules or regulations; or

(c) fails to pay by the appointed date such fee as the Authority may, from time to time determine for the renewal of certificate of registration.

(3) On information received from any source, the Director General may revoke the certificate of registration of an unmanned aircraft, if —

(a) it is operated in a manner that amounts to hazardous use and seriously endangers the safety of any person, property or other aircraft;

(b) the owner repeatedly or contemptuously violates any provision of the Act, rules, regulations or the condition for certificate of registration;

(c) its certificate of registration is suspended for want of payment of renewal fee and the owner fails to pay it in full within ninety days of the suspension;

(d) the owner fails to bring to the notice of the Director General any change in the ownership of the aircraft, after its registration;

(e) it is destroyed or permanently withdrawn from use;

(f) it is transferred to the aircraft register of another State;

(g) the Director General has sufficient reason to believe that its certificate of registration was obtained fraudulently or by submitting false or incorrect information; or

(h) the owner applies for cancellation of certificate of registration.

(4) If the certificate of registration of an unmanned aircraft is revoked, the Director General may, where he considers it appropriate to do so, confiscate the aircraft.

(5) Before suspending or revoking a certificate of registration or confiscating an unmanned aircraft under this rule, the Director General shall give to the owner a reasonable

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opportunity of being heard through a written notice mentioning the grounds of the proposed action and specifying a date by which the owner may make any submission to the Director General, which shall not be less than fifteen days following the day on which the notice is issued.

(6) Unless extended by the Director General, the suspension of a certificate of registration under this rule shall lapse after ninety days.

(7) Where registration of an unmanned aircraft is suspended or revoked, the Director General shall cause the information pertaining to such suspension or revocation to be recorded in the register of registration of unmanned aircraft.

9. Labelling of unmanned aircraft.— (1) A person shall not operate an unmanned aircraft unless the registration number of the aircraft is legibly inscribed or displayed on it with an indelible ink or paint.

(2) The Authority may determine the size, font, place and manner in which the owner shall inscribe or display registration number on the unmanned aircraft.

CHAPTER III
AIRSPACE RESTRICTIONS

10. Prohibited airspace.— (1) The Director General or authorized person shall declare the airspace above an area as prohibited airspace for operation of an unmanned aircraft that is —

(a) within ten kilometres along the runway axis on either side of the runway ends and within six kilometres in any direction from the perimeter of an aerodrome;

(b) within six kilometres of the international border, working boundary or line of control;

(c) within five kilometres from the perimeter of any port or harbour;

(d) within ten kilometres of any military vessel or commercial ship in the sea;

(e) around a building, work, installation, area or other thing or place denial of access to which is considered necessary and expedient by the authorized officer in the interest of preventing breach of security or defence of Pakistan;

(f) under the use of any of the defence forces of Pakistan, police or other law enforcement agency; and

(g) any other area designated as prohibited by the Director General or an authorized person.

(2) A person shall not operate an unmanned aircraft in or into a prohibited airspace without a written permission of the Director General or an authorized person but where the prohibited airspace is so declared on the request of any agency, the Director General or authorized person shall obtain consent of such agency and shall place the matter before the committee for decision.

(3) Nothing in this rule shall apply to an unmanned aircraft operating in a sufficiently lit building or covered space by or with the permission of the owner or in-charge of the building or space.

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11. Restricted airspace.— (1) The Director General or authorized person shall declare the airspace above an area as restricted airspace for operation of an unmanned aircraft that is —

(a) within the precincts of a city or a town;

(b) between six and twelve kilometres in any direction from the perimeter of an aerodrome and between ten and twelve kilometres along the runway axis on either side of the runway ends;

(c) over the territorial waters of Pakistan;

(d) designated as controlled airspace by the authorized person;

(e) one hundred feet directly above any property whose owner does not consent to overflying of an unmanned aircraft; and

(f) any other area designated as a restricted by the authorized officer.

(2) Unless specifically permitted, a person shall not operate an unmanned aircraft higher than one hundred and fifty feet above the ground level in or into a restricted airspace.

(3) A person may operate an unmanned aircraft in or into a restricted airspace while complying with one or more additional general, area or mission specific restrictions imposed by the authorized person or in the flight plan approval.

(4) An authorized person may permit a person through flight plan approval to operate an unmanned aircraft in a restricted airspace in relaxation of the provision of sub-rule (2) or the conditions imposed under sub-rule (3) but where the restricted airspace is so declared on the request of any agency, the Director General or authorized officer shall obtain consent of such agency and shall place the matter before the committee for decision.

12. Segregated airspace.— (1) The Authority or an authorized person may permit one or more persons the exclusive use of an airspace for a fixed period for —

(a) test or development of unmanned aircraft;

(b) sports and leisure; or

(c) any other reason in the public interest.

(2) A person shall not operate an unmanned aircraft in or into a segregated airspace without permission of an authorized officer or the person who has been allowed to use segregated airspace under sub-rule (1) but where the segregated airspace is so declared on the request of an agency, the Director General or an authorized person shall obtain consent of such agency before exercising power under this sub-rule.

13. Permitted airspace.— (1) An airspace, except the restricted, prohibited and segregated airspace, shall be permitted airspace for the purpose of these rules.

(2) A person may operate an unmanned aircraft in or into a permitted airspace for open category under standard conditions subject to fulfilment of associated requirements for respective categories or sub-categories.

14. Variation in airspace restrictions.— (1) In the interest of public safety or public order as requested by an agency, the authorized person may, at any time and without notice, declare any airspace as a prohibited, restricted or segregated airspace or alter the boundaries of an existing prohibited, restricted and segregated airspace.

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(2) The authorized person may, at any time and without notice, amend, add or withdraw any one or all restrictions on the operation of an unmanned aircraft in a restricted, prohibited or permitted airspace imposed by it under these rules.

(3) Notwithstanding anything contained in this rule, before altering any airspace from prohibited to restricted or permitted, or restricted to permitted, that was declared as prohibited or restricted airspace on the request of any agency, the Director General or authorized person shall obtain consent of the agency on whose request the airspace was declared prohibited or restricted and shall place the matter before the committee for decision.

(4) An authorized person may at any time and without notice but through publication on electronic platform, impose temporary airspace restrictions based on emerging requirement of any agency in the better interest of national security and safety of aircraft operations on day-to-day basis.

15. Publication of extents of airspace restrictions.— (1) An authorized person shall maintain a complete record of the extent of restricted, segregated, permitted and controlled airspace and the appertaining general restrictions to —

(a) be maintained in an appropriate form; and

(b) remain accessible to owners, remote pilot and other intended users conveniently through electronic means free of any charge.

(2) The authorized person shall also cause —

(a) the complete record of the extents of restricted, segregated, permitted and controlled airspace and any appertaining restrictions to be published in a simple and easy to read or understandable form; and

(b) the copy of such publication to be made available to owners, remote pilots and other intended users on payment of such fee as may be fixed by the Authority.

16. Permission to operate in any airspace.— (1) While permitting the operation of an unmanned aircraft in a prohibited, restricted, segregated or controlled airspace, the Director General, authorized person or committee shall consider the following —

(a) the gravity of the need for obtaining the permission;

(b) the likely effect of the requested operation vis-a-vis the purpose of declaring the airspace as prohibited, restricted or segregated; and

(c) the need to ensure safety of persons and property on ground.

(2) A permission under this rule —

(a) shall have effect from the time notice of it is given to the applicant or a later day or day and time stated in the approval; and

(b) may be expressed to have effect for a particular period or until it is withdrawn.

(3) The Director General, authorized person or committee may impose one or more conditions on the operation of the unmanned aircraft while granting a permission under this rule.

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(4) Before granting permission to operate an unmanned aircraft in or into a prohibited airspace, the committee shall verify that the Director General or the authorized officer has obtained consent of the agency on whose request the airspace was so declared.

(5) If the restricted airspace is declared on the request of any agency, while allowing relaxation of height restriction above one hundred and fifty feet, the committee shall verify that the Director General or the authorized person has obtained consent of the agency on whose request the airspace was so declared.

CHAPTER IV
OPERATIONAL SAFETY

17. Operational categorization.— (1) Subject to these rules, a person may operate an unmanned aircraft in the open, specific or certified categories.

(2) The Director General shall define and may further determine associated modalities for the categories mentioned in sub-rule (1) for aviation safety or security.

18. Open category operation under standard conditions.— (1) A person shall not require any permission to operate an unmanned aircraft if it —

(a) is unmanned aircraft of category I, II or III;

(b) remains within the permitted airspace throughout its operation;

(c) is operated within the visual line of sight of the person operating it;

(d) may not, at any time, operate higher than two hundred feet above the ground level;

(e) is operated during day light under permissible meteorological conditions;

(f) may not, at any time, operate in or into a cloud, fog or smoke;

(g) is operated by a person who is not operating any other unmanned aircraft at the same time;

(h) is not operated from a moving vehicle, vessel or another aircraft; and

(i) may not operate over an area that is for the time being subject to any operation for the control of fire, prevention of crime, or maintenance of public order except with the permission of the person in-charge of the operation.

(2) The restriction at clause (d) of sub-rule (1) shall not apply to an unmanned aircraft operated within a sufficiently lit building or covered space with the consent of the owner or person in-charge of such building or space.

19. Specific category operation other than standard conditions.— (1) A person shall not operate an unmanned aircraft under conditions other than the standard conditions under rule 18 unless he—

(a) holds a valid remote pilot licence from the date notified by the Authority; and

(b) is permitted by an authorized officer for this purpose.

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(2) A person who intends to operate an unmanned aircraft under conditions other than the standard conditions, shall apply to the authorized officer for a general or operation specific permission.

(3) A person shall, not less than twenty-four hours prior to the intended operation under this rule, submit application to the authorized person, and in case intended operation is above two hundred feet height, shall give not less than seventy-two hours prior notice to the authorized person of the intended operation.

(4) Nothing in sub-rule (3) shall apply in the following cases, namely:-

(a) provision of emergency services but the remote pilot shall, as soon as possible, inform the authorized person details of emergency and operation of unmanned aircraft; or

(b) in case any building is higher than two hundred feet, the authorized person may permit height relaxation generally or on case-to-case basis up to the height of the building.

(5) The authorized officer shall decide every application under this rule within twenty-four hours or, in case of height, seventy-two hours of receipt of the application.

20. Certified category operation.— (1) A person shall not operate an unmanned aircraft for certified category operation unless in possession of a valid unmanned aircraft operator certificate along with specific approval issued by the authorized officer.

(2) The following operation of an unmanned aircraft shall be certified category operation under any condition:

(a) the operation is over an assembly of people, involves the transport of people or involves the carriage of dangerous goods, that may result in high risk for third parties in case of an accident; or

(b) where the authorized officer, by publication on its website, specifies operations based on risk of the operation of an unmanned aircraft.

(3) A person shall, not less than twenty-four hours prior to the intended operation under this rule, submit application to the authorized officer who shall decide the application within twenty-four hours and may, with or without conditions, generally or for a single operation grant permission to the applicant for certified category operation.

21. Duty to submit operation details.— (1) Subject to sub-rule (2) and after such date as may be determined by the Authority, a person shall not operate a category II, III and IV unmanned aircraft unless he has logged into and submitted operation related information on an electronic system setup and maintained by an authorized person.

(2) The Authority may apply provision of sub-rule (1) in an area with sufficient internet connectivity or may exempt any area from the application of sub-rule (1) due to any other cause.

(3) The Authority may, in consultation with the committee, determine a detailed mechanism for operation of an unmanned aircraft in an area with no internet connectivity or till development of electronic system for logging in for any operation of the aircraft.

22. Operation in controlled airspace.— In addition to other restrictions applicable under these rules, a person shall not operate an unmanned aircraft into or in a controlled airspace without having obtained relevant authorization from air traffic control unit responsible for that airspace and unless he —

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(a) holds a remote pilot licence and relevant qualification in the use of aeronautical radio;

(b) maintains a listening watch on a frequency specified by air traffic control unit; or

(c) makes broadcast on the specified frequency or maintains communication with the air traffic control unit at intervals giving information required by the air traffic control unit.

23. General duties towards safety.— (1) Without prejudice to other provisions of these rules, a person shall not operate an unmanned aircraft, unless he—

(a) is aware of the extents of the prohibited, restricted, segregated, permitted and controlled airspace on or along the intended path of the unmanned aircraft and any appertaining restrictions; or

(b) remains, at all times during the operation, under direct supervision of a person who is aware of the above aspects.

(2) A person operating an unmanned aircraft shall —

(a) take all reasonable measures towards safety of persons, property and any other aircraft;

(b) continuously observe the airspace in immediate vicinity of the unmanned aircraft for any obstruction or other aircraft;

(c) not drop or allow any object to fall off from the unmanned aircraft during its operation in any manner accidently or intentionally that amounts to hazardous use and endangers the safety of any person, property or any other aircraft; and

(d) not violate the applicable altitude or height restrictions on operation of the unmanned aircraft.

24. Operation over or near people.— (1) A person shall not operate an unmanned aircraft within hundred feet, measured horizontally, and thirty feet, measured vertically, of a person unless that person —

(a) is directly participating in the operation of the aircraft;

(b) is under or behind a structure, vehicle or any other thing which can provide reasonable protection; or

(c) has consented to the aircraft being operated near or over him.

(2) Where a person consents to the unmanned aircraft being operated near or over him, the person operating the aircraft shall not operate it closer than thirty feet, measured horizontally, and ten feet measured vertically from such person.

25. Right of way.— A person operating an unmanned aircraft shall give way to and remain clear of all manned aircraft on the ground and in operation.

26. Airworthiness requirement.— (1) After such date as may be determined by the Authority by a notification in the official Gazette, a person shall not operate a category III or IV unmanned aircraft unless a certificate determining that it is airworthy is issued by the Director General.

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(2) Airworthiness requirement for category II unmanned aircraft shall be required on case-to-case basis by the Authority depending upon the type of operation conducted by the unmanned aircraft.

(3) Every certificate of airworthiness issued under sub-rule (1) shall be valid for one calendar year from the date of its issue unless suspended or revoked earlier under these rules.

(4) An inspector or authorized person may, at any time, inspect a category-III and category IV unmanned aircraft to determine its airworthiness.

(5) If upon inspection, it is determined that the unmanned aircraft is not airworthy, the inspector or an authorized person shall issue an audit finding to the owner and may prohibit operation of the aircraft if—

(a) the aircraft is to be operated under circumstances that shall, or are likely to endanger the safety of any person or property;

(b) the aircraft is to be operated under circumstances that shall constitute a contravention of the Act, rules or regulations; or

(c) an immediate action is required.

(5) The owner shall by the date specified in the audit finding, inform the inspector or the authorized person in writing —

(a) of any corrective action taken or which shall be taken by him;

(b) reason as to why a corrective action has not be taken before the specified date;

(c) reason as to why corrective action to be taken by him is different from the action that was given in the notice; or

(d) reason as to why no corrective action is taken at all.

(6) Where the inspector or the authorized person is of the view that the corrective action taken, or the different corrective action proposed to be taken does not secure compliance with the provisions of the Act, rules, regulations, or the reasons for not taking any corrective action at all given to him are unsatisfactory, he may inform the Director General in writing who may then, if he considers it so appropriate, proceed under the provisions of the Act.

(7) Where the inspector or the authorized person is satisfied with the reasons, he may allow additional period for taking corrective action or taking of the proposed different corrective action.

(8) An audit finding shall remain in force until the relevant provisions of the Act, rules or regulations is complied with and the inspector or authorized person conducting the inspection has settled the audit finding satisfactorily.

(9) Till the time the system of airworthiness certification of unmanned aircraft is in place, the owner or operator of such aircraft shall be responsible for the airworthiness of the aircraft.

CHAPTER V
REMOTE PILOT LICENCE

27. Prohibition to undertake certain operations without licence.— (1) From the date notified by the Authority, a person shall not operate a category II, III or IV unmanned

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aircraft unless he has obtained a remote pilot licence for that category from the Director General certifying that he is suitably skilled for operation of such category of unmanned aircraft.

(2) A licence shall be of such type as may be determined by the Authority in view of the intended fair use and category of the unmanned aircraft to be operated by the licence holder.

(3) The Director General shall not issue a licence unless he is satisfied that the licensee has met the minimum requirements for the grant of such licence.

(4) Till the time the system of remote pilot licence of unmanned aircraft is in place, the remote pilot of such aircraft shall be responsible for any violation of the Act, rules, regulations or any other law or injury caused to any person or property.

28. Minimum requirements for licence.—(1) The Director General shall not issue a remote pilot licence for category III or IV unmanned aircraft unless the applicant—

(a) is not less than eighteen years of age;

(b) has qualified secondary school certificate or equivalent examination;

(c) has received training from an approved organization in relation to the type of licence applied;

(d) has passed a test prescribed by the Authority to determine his knowledge and skills in operation of an unmanned aircraft in accordance with the type of licence applied;

(e) meets any other condition that may be specified by the Authority; and

(f) holds a current medical assessment of the required class as determined by the Authority.

(2) Subject to any directions to the contrary of the Authority, the test prescribed under clause (d) of sub-rule (1) may be taken by —

(a) the Director General or an authorized person; or

(b) an approved organization.

(3) The Authority may determine —

(a) the learning objectives of training in relation to various types of licences;

(b) minimum skills required in relation to various types of licences; and

(c) the manner in which a test is to be taken.

(4) The Authority shall determine criteria for grant of remote pilot licence of category II unmanned aircraft.

29. Application for licence.— (1) A person may make an application for the grant of a remote pilot licence to the Director General in such form and manner as the Authority may determine.

(2) The Director General shall not consider any application unless it is complete and accompanied by a receipt of payment of such fee as the Authority may determine.

(3) The Director General shall, within thirty days from the receipt of the application for remote pilot licence, make a determination as to whether the application is complete and if it suffers from any defect, require the applicant to supplement or rectify the defect and resubmit the application by a given date.

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(4) The Director General shall decide every complete application for remote pilot licence within sixty days of its receipt and may issue a remote pilot licence to the applicant.

(5) Before rejecting an application under this rule, the Director General shall give to the applicant a reasonable opportunity of being heard through a written notice mentioning the grounds of the proposed action and specifying a date by which he may make any submission to the Director General, which shall in no case be less than fifteen days following the day on which the notice is issued.

30. Power to impose conditions of licence.— (1) While issuing a remote pilot licence, the Director General may impose one or more restrictions upon the licensee as to —

(a) the category, make or type of the unmanned aircraft which the remote pilot may operate;

(b) limit as to areas in which or the maximum height above ground level up to which the remote pilot may operate an unmanned aircraft; and

(c) any other reasonable measure that is necessary for safety of persons, property or other aircraft or otherwise in public interest.

(2) The Director General may, with or without conditions, allow a remote pilot to operate an unmanned aircraft—

(a) beyond visual range;

(b) higher than two hundred feet above the ground level;

(c) after day light hours, or under adverse meteorological conditions and in or into a cloud, fog or smoke;

(d) while operating another unmanned aircraft simultaneously; and

(e) from a moving vehicle, vessel or another aircraft.

31. Recognition of a licence and Certificate issued outside Pakistan.— (1) The Director General shall recognize the validity and privileges of a remote pilot licence, certificate of airworthiness and radio licence issued or rendered valid by a contracting State of the Convention for operation of a relevant category of unmanned aircraft provided that the requirements under which a remote pilot licence, certificate of airworthiness and radio licence were issued or rendered valid are equal to or above the minimum standards which may be established under the Convention.

(2) The Director General may refuse to accept a remote pilot licence under sub-rule (1) if he considers that the holder of the licence may not meet any condition specified in rule 28.

32. Suspension or revocation of licence.— (1) The Director General may suspend a remote pilot licence if the remote pilot —

(a) violates any condition of the licence; or

(b) violates any provision of the Act, these rules or regulations.

(2) On information received from any source, the Director General may revoke a remote pilot licence, if the remote pilot —

(a) violates any condition of the licence or any provision of the Act, rules or regulations that seriously endangers safe operation of the unmanned aircraft;

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(b) contemptuously violates any other condition of the licence or any other provision of the Act, the rules or regulations; or

(c) has obtained the licence fraudulently or by submitting false or incorrect information.

(3) Before suspending or revoking a remote pilot licence, the Director General shall give to the remote pilot a reasonable opportunity of being heard through a written notice mentioning the grounds of the proposed action and specifying a date by which he may make any submission to the Director General, which shall in no case be less than fifteen days following the day on which the notice is issued.

(4) Unless extended by the Director General, the suspension of a licence shall lapse after thirty days.

CHAPTER VI
DESIGN, MANUFACTURING AND REPAIR

33. Certificate to manufacture.— (1) A person shall not establish, own, relocate or operate a facility for the design, manufacture or repair of an unmanned aircraft without obtaining a certificate for the facility.

(2) The Authority may determine the various classes of facilities and define the number, type or category of unmanned aircraft that a facility may design, manufacture or repair.

(3) A person who owns or operates a facility on the date of coming into force of these rules shall, within ninety days from such date, apply to the Director General for the certificate.

(4) The Director General shall maintain a register to enter particulars of every certificated facility in the register in such form and manner as the Authority may determine.

34. Application for manufacturing certificate.— (1) A person may apply to the Director General for obtaining a certificate for the design, manufacture or repair of unmanned aircraft by fulfilling minimum requirements for the certificate contained in the Third Schedule.

(2) An applicant shall be eligible to apply for a manufacturing certificate if—

(a) he is a citizen of Pakistan;

(b) it is a body corporate registered under the laws of Pakistan; or

(c) it is the Federal Government, the government of any province of Pakistan or any office, authority, company or other body which is owned or controlled by any of such governments.

(3) The Director General shall not consider an application under sub-rule (1) unless it is complete and accompanied by receipt of payment of such fee, as the Authority may determine.

(4) The Director General shall, within thirty days, make a determination as to whether the application is complete and if it suffers from any defect, require the applicant to supplement or rectify the defect and resubmit the application by a given date.

(5) The Director General shall decide every complete application within ninety days of its receipt and may grant certificate for the design, manufacture or repair of unmanned aircraft, subject to security clearance from the Ministry of Defence.

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(6) Unless the Ministry of Defence asks for extension of time for the security clearance within ninety days mentioned in sub-rule (5), the Director General shall assume that there is nothing against the applicant after expiry of ninety days or extended period.

(7) The Authority may determine minimum requirements that the facility shall meet in the interest that the unmanned aircraft designed, manufactured or repaired at the facility —

(a) is airworthy;

(b) may not pose risk to any person or other manned or unmanned aircraft, or property beyond an acceptable level;

(c) incorporates such defences and controls that the Authority considers necessary to lower the likelihood or severity of an accident or violation of these rule or regulations; and

(d) restrict operations of its unmanned aircraft through digital means to permitted airspace and not higher than one hundred and fifty feet above the ground level in or into restricted airspace.

(8) The Director General shall not grant a certificate to a person under this rule unless —

(a) the facility meets the minimum requirements specified under sub-rule (6); and

(b) the applicant submits a detailed description and substantiating material showing as to how the facility will comply with the minimum requirements under sub-rule (6).

(9) Before rejecting an application, the Director General shall give to the applicant a reasonable opportunity of being heard through a written notice mentioning the grounds of the proposed action and specifying a date by which he may make any submission to the Director General, which shall in no case be less than fifteen working days following the day on which the notice is issued.

35. Duty to inform as to transfer of ownership.— (1) A person shall not sell, lease or otherwise transfer the ownership of a certified design, manufacturing or repair facility of unmanned aircraft without first informing the Director General in writing.

(2) The transferee shall not operate the facility till such change is affected by the Director General and the manufacturing certificate is issued by the Director General in his favour.

(3) The Director General shall keep the Authority informed on the sale, lease or otherwise transfer of ownership of the certified design, manufacturing or repair facility of unmanned aircraft.

36. Variation, suspension or revocation of certificate.— (1) The Director General may vary the certificate of a design, manufacturing or repair facility of unmanned aircraft, if —

(a) the ownership of the facility is transferred to another person; or

(b) the owner of the facility or any other person so authorized by him makes a request for any variation in the certificate for any reason.

(2) The Director General may suspend a certificate of a design, manufacturing or repair facility of unmanned aircraft, if the owner —

(a) violates any condition of the certificate;

(b) violates any provision of the Act, rules or regulations; or

(c) fails to pay fee for the renewal of the certificate by the required or extended date.

(3) The Director General may revoke the certificate of a design, manufacturing or repair facility of unmanned aircraft, if the—

(a) owner violates any condition of the certificate, or any provision of the Act, rules or regulations that seriously endangers the safe operation of the designed, manufactured or repaired aircraft;

(b) owner repeatedly or contemptuously violates any other condition of the certificate or any other provision of the Act, rules or regulations;

(c) owner fails to pay fee for the renewal of certificate within thirty days of the suspension of the certificate;

(d) owner fails to bring to the notice of the Director General any change in the ownership of the facility;

(e) Authority has sufficient evidence to believe that the certificate was obtained fraudulently or by submitting false or incorrect information; or

(f) owner applies for cancellation of certificate.

(4) Before suspending or revoking a certificate under this rule, the Director General shall give to the owner a reasonable opportunity of being heard through a written notice mentioning the grounds of the proposed action and specifying a date by which he may make any submission to the Director General, which shall in no case be less than fifteen days following the day on which the notice is issued.

(5) Unless extended by the Director General, the suspension of a certificate under this rule shall lapse after thirty days.

37. Manufacturer's declaration.— (1) For each unmanned aircraft category, the manufacturer shall submit a declaration to the Director General stating the following, namely:-

(a) the name of the manufacturer;

(b) the name and number of the unmanned aircraft type;

(c) its maximum take-off weight and intended use;

(d) whether it is fixed-wing, rotary-wing, hybrid or any other type;

(e) its maximum altitude, speed and other capabilities;

(f) it meets the minimum requirements set out by the Authority under rule 34; and

(g) it is otherwise safe to operate.

(2) The Director General shall not accept the declaration under sub-rule (1) unless the Director General, an authorized person or approved organization is satisfied that the unmanned aircraft —

(a) is airworthy and safe to operate; and

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(b) meets the minimum requirements determined by the Authority under rule 34.

(3) For the purpose of sub-rule (2), the Director General, authorized person or approved organization may require the manufacturer to submit such record, plans and other evidence as they consider necessary.

(4) Where the Director General considers that it is not desirable to accept a declaration on the basis of record, plans or other evidence produced under sub-rule (3), he may require the manufacturer to make available a sample of the unmanned aircraft for type testing and scientific examination.

(5) No test or examination under sub-rule (4) shall be performed without giving the manufacturer a reasonable opportunity of being present during such test or examination through a written notice, which shall in no case be less than fifteen days following the day on which the notice is issued.

(6) In case an unmanned aircraft type is declared to be not airworthy, unsafe or not meeting any one or more of the minimum requirements determined by the Authority under rule 34, the Director General, authorized person or approved organization shall pass a written order mentioning the reason for such declaration.

(7) Nothing in these rules shall be construed to prohibit a manufacturer to make a fresh application for seeking acceptance of a declaration of an unmanned aircraft type after such declaration is denied to him earlier.

(8) The manufacturer's declaration for the unmanned aircraft type shall become invalid as and when the —

(a) Director General determines that it no longer meets any one or more of the minimum requirements set out by the Authority under rule 34; or

(b) manufacturer notifies to the Director General that for any reason it no longer meets any one or more minimum requirements set out by the Authority under rule 34.

38. Duty to maintain record.— (1) Every person holding a certificate for the design, manufacture or repair of unmanned aircraft shall maintain —

(a) batch, machine number, type and category of every unmanned aircraft designed, manufactured or repaired by him;

(b) the date on which an unmanned aircraft was designed, manufactured or repaired;

(c) identity of technicians and other persons involved in the design, manufacture or repair of an unmanned aircraft; and

(d) such other record as the Authority may determine in the interest of validating the measures taken by him to ensure that the unmanned aircraft designed, manufactured or repaired at the facility are safe to operate and meet the minimum requirements determined by the Authority under rule 34.

(2) The Authority shall maintain the record mentioned at clause (a) and (b) of sub-rule (1) for not less than ten years and may determine the period for maintaining the remaining record.

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(3) A person holding a certificate for the design, manufacture or repair of unmanned aircraft shall, without unnecessary delay, produce any or all of the record referred to in sub-rule (1) before the Authority, Director General or an authorized person as and when so required by any of them.

39. Duty of manufacturer to bring out defects.— (1) The manufacturer shall immediately inform the Director General and the owners, if an unmanned aircraft or model of unmanned aircraft manufactured by him —

(a) suffers from any defect that affects its safe operation; and

(b) no longer meets one or more minimum requirements set out by the Authority.

(2) Immediately after the receipt of information under sub-rule (1) —

(a) a person shall not operate the unmanned aircraft; and

(b) the Director General shall take measures to ensure that the unmanned aircraft is not operated until the manufacturer has taken necessary steps to remove the defect or that the aircraft has met the minimum requirement.

40. Instructions for owners.— (1) A manufacturer shall supply adequate, easy to understand instructions on safe operation, capacity, technical limitations and maintenance of the unmanned aircraft.

(2) Where the Director General considers that the instructions referred to in sub-rule (1) are lacking, he may require the manufacturer to suitably revise the instructions.

CHAPTER VII
IMPORT AND EXPORT

41. Registration of importers and exporters.— (1) A person shall not import or export an unmanned aircraft or part of an unmanned aircraft unless he is registered with the Director General.

(2) The Authority may determine the various classes of exporters and importers and define the number, type or category of unmanned aircraft that a person registered in any such class may import or export in a calendar year.

(3) The Authority shall periodically publish a list of dual use components of unmanned aircrafts, which shall be subject to sub-rule (1).

(4) The Director General shall not register an importer or exporter unless the importer or exporter—

(a) is not less than eighteen years of age;

(b) has such working capital fixed by the Authority for the relevant class of importers or exporters;

(c) has not been involved in a crime involving fraud, cheating, theft or moral turpitude during the last ten years; and

(d) meets any other condition as may be determined by the Authority.

(5) The registration of an importer or exporter of unmanned aircraft or parts thereof shall remain valid for three years and may be renewed thereafter.

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(6) The Director General shall maintain a register containing particulars of every registered importer and exporter.

(7) Noting in this rule shall apply to a person who personally brings into Pakistan one unmanned aircraft of category I for his personal use or personal use of any of his family member.

42. Application for registration as importer or exporter.— (1) Every application for being registered as an importer or exporter of unmanned aircraft or parts thereof shall be made to the Director General by fulfilling minimum requirements for the certificate contained in the Fourth Schedule.

(2) The Director General shall not consider any such application unless it is complete and accompanied by receipt of payment of such fee as may be determined by the Authority.

(3) The Director General shall, within thirty days from the receipt of the application, make a determination as to whether the application is complete and if it suffers from any defect, require the applicant to supplement or rectify the defect and resubmit the application by a given date.

(4) The Director General shall decide every complete application under this rule within ninety days of its receipt and may register an importer or exporter in a particular class subject to any condition including security clearance from the Ministry of Defence of each import consignment of unmanned aircraft of categories III and IV.

(5) Before rejecting an application under this rule, the Director General shall give to the applicant a reasonable opportunity of being heard through a written notice mentioning the grounds of the proposed action and specifying a date by which he may make any submission to the Director General, which shall in no case be less than fifteen days following the day on which the notice is issued.

43. Suspension or revocation of registration.— (1) The Director General may suspend the registration of an importer or exporter of unmanned aircraft or parts thereof if the importer or exporter —

(a) violates any condition imposed upon him under rule 41;

(b) violates any provision of the Act, rules or regulations; or

(c) fails to pay fee for the renewal of the registration by the required or extended date.

(2) The Director General may revoke registration of an importer or exporter if —

(a) the importer or exporter violates any condition of the registration, or any provision of the Act, rules or regulations that seriously endangers the safe operation of the imported or exported aircraft;

(b) the importer or exporter repeatedly or contemptuously violates any other condition of the registration or any other provision of the Act, rules or regulations;

(c) the importer or exporter fails to pay fee for the renewal of registration within thirty days of its suspension;

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(d) the Director General has sufficient evidence to believe that registration was obtained fraudulently or by submitting false or incorrect information; or

(e) the importer or exporter applies for revocation of registration.

(3) Before suspending or revoking the registration of an importer or exporter under this rule, the Director General shall give him a reasonable opportunity of being heard through a written notice mentioning the grounds of the proposed action and specifying a date by which he may make any submission to the Director General, which shall in no case be less than fifteen days following the day on which the notice is issued.

(4) Unless extended by the Director General, the suspension of a registration under this rule shall lapse after thirty days.

44. Type approval for import.— (1) An importer shall not import category II, III or IV unmanned aircraft unless the Director General, an authorized person or an approved organization declares that type of aircraft —

(a) meets the minimum requirements determined by the Authority; and

(b) is security cleared by Ministry of Defence within ninety days from the date of reference by the Director General.

(2) Unless the Ministry of Defence asks for extension of time for the security clearance within ninety days mentioned in sub-rule (1), the Director General shall assume that there is nothing against the importer after expiry of ninety days or extended period.

(3) Notwithstanding requirements in sub-rule (1), an importer shall not import an unmanned aircraft of any category unless he has contractually obligated Original Equipment Manufacturer to restrict operations of its unmanned aircraft through digital means to permitted airspace and not higher than one hundred and fifty feet above the ground level in or into restricted airspace.

(4) For the purpose of making a declaration under this rule, the Director General, authorized personor the approved organization may require the importer to submit such record, plans and other evidence as may be considered necessary.

(5) Where the Director General considers that it is not desirable to make a declaration on the basis of record, plans or other evidence produced under sub-rule (4), he may require the importer to make available a sample unmanned aircraft for type testing and scientific examination.

(6) No test or examination under sub-rule (5) shall be performed without giving the importer a reasonable opportunity of being present during such test or examination through a written notice, which shall in no case be less than thirty days following the day on which the notice is issued.

(7) In case an unmanned aircraft type is declared unsafe or not meeting any one or more of the minimum requirements determined by the Authority under rule 34, the Director General, authorized officer or the approved organization shall pass a written order mentioning the reason for such declaration.

(8) Nothing in these rules shall be construed to prohibit an importer to make a fresh application for obtaining a declaration of a type of unmanned aircraft after such declaration is denied to him earlier.

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45. Duty to maintain record.— (1) An importer or exporter of unmanned aircraft or parts thereof shall maintain —

(a) machine number, make, type and category of every unmanned aircraft or parts thereof imported or exported by him; and

(b) such other record, in such form and for such duration as the Authority may determine.

(2) An importer or exporter of unmanned aircraft or parts thereof shall, without unnecessary delay, produce any record referred to in sub-rule (1) before the Authority, Director General or an authorized officer as and when required for the purposes of these rules.

46. Import of parts and materials for manufacture.— (1) A person holding a certificate to own or operate a facility for design, manufacturing or repair of unmanned aircraft shall not require any additional permission to import such parts, materials and other things that are required in design, manufacture or repair of unmanned aircraft as are included in the list approved by the Director General for this purpose.

(2) Any person holding of a certificate to own or operate a facility for design, manufacturing or repair of unmanned aircraft may apply to the Director General for inclusion of parts, material and other things that are required by him for design, manufacture or repair of unmanned aircraft in the approved list.

(3) Before rejecting the inclusion of any part, material or other thing in the approved list under this rule, the Director General shall give to the person holding the certificate a reasonable opportunity of being heard through a written notice mentioning the grounds of the proposed action and specifying a date by which he may make any submission to the Director General, which shall in no case be less than fifteen days following the day on which the notice is issued.

CHAPATER VIII
COORDINATION

47. Coordination committee.— (1) There shall be a committee to coordinate and facilitate the use, design, manufacture, import and export of unmanned aircraft comprising the following members, namely:-

(a) Secretary who shall also be the chairperson of the committee;

(b) Secretary to the Federal Government, in-charge of Interior Division or an Additional Secretary nominated by him;

(c) Secretary to the Government of Pakistan, in-charge of Information Technology and Telecom Division or an Additional Secretary nominated by him;

(d) seven representatives of the Defence Division not below the rank of BS-20 or equivalent nominated by the Secretary;

(e) Director General Pakistan Civil Aviation Authority;

(f) Director General Pakistan Airports Authority;

(g) Chairman Federal Board of Revenue or a Member Federal Board of Revenue nominated by the Chairman; and

(h) two representatives of Federation of Pakistan Chambers of Commerce and Industry nominated by the Secretary for a term of three years.

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(2) The committee may co-opt any other officer or expert for the purpose of a meeting or to generally assist it in due discharge of its functions.

(3) The Defence Division shall provide secretariat support to the committee.

(4) The committee shall hold meeting at least once every quarter.

(5) The Chairperson or, in his absence, a member authorized by him on this behalf shall chair the meeting.

(6) Two-third of the total members shall constitute a quorum for the meeting and simple majority shall be required for decisions regarding matters placed before the committee.

48. Functions of coordination committee.— (1) The coordination committee shall oversee effective implementation of these rules and advise the Federal Government on the promotion of the use of unmanned aircraft in Pakistan.

(2) Without prejudice to the generality of the function mentioned at sub-rule (1), the committee shall—

(a) take measures to facilitate expeditious registration of unmanned aircraft;

(b) promote local manufacture and export of unmanned aircraft;

(c) lay down general guidelines for the demarcation, publication and management of prohibited, restricted, segregated and controlled airspaces;

(d) ensure that background security checks are undertaken effectively and expeditiously;

(e) make specific recommendations to the Authority, Director General or any other agency for promotion of relevant technologies and beneficial use of unmanned aircraft;

(f) recommend allocation of frequency for unmanned aircraft to the Frequency Allocation Board of the Pakistan Telecommunication Authority; and

(g) lay down general guidelines and coordinate the work of all relevant agencies for prohibiting unsafe or illegal use of unmanned aircraft.

CHAPTER IX
MISCELLANEOUS

49. Approved organization.— (1) The Director General may approve an organization with requisite capacity, skills and experience in the relevant area for undertaking any one or more of the following duties, namely:-

(a) imparting training to remote pilots of unmanned aircraft;

(b) inspecting and reporting to the Director General on compliance with the minimal requirements determined by the Authority in relation to the design, manufacture and repair of an unmanned aircraft;

(c) inspecting and determining as to whether an unmanned aircraft or a type of unmanned aircraft is safe to operate; and

(d) undertaking such other duties under these rules as may be assigned by the Authority or the Director General.

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(2) The Authority shall determine minimum capacity, skills and experience required for an organization to qualify as an approved organization to undertake one or more duties listed in sub-rule (1).

(3) The Authority shall determine fee to be charged by an approved organization for performance of any of the functions under sub-rule (1).

50. Authorized person.— The Director General may nominate an authorized person not below the rank of BS-20 or equivalent of the Authority or from among the equivalent officers of the Pakistan Airports Authority established under the Pakistan Airports Authority Act, 2023 (XLV of 2023) or an agency.

(2) The authorized person shall perform one or more functions under these rules as may be directed by the Director General.

51. Security check.— (1) The Director General shall refer any request for category II, III or IV unmanned aircraft type approval for import or import consignment of these categories of unmanned aircraft to Ministry of Defence for security clearance within ninety days from the date of reference.

(2) Unless the Ministry of Defence asks for extension of time for the security clearance within ninety days mentioned in sub-rule (1), the Director General shall assume that there is nothing against that type of unmanned aircraft or import consignment after expiry of ninety days or extended period.

(3) If the background security check of an applicant is necessary before allowing a registration, licence or certificate under these rules, the Director General may refer the case to the Ministry of Defence for background security check of the applicant and any other person connected with the registration, licence or certificate without delaying the process.

(4) Where a background security check is done on the direction of the Board, the Director General shall immediately submit his determination to the Board.

52. Accident reporting.— (1) The owner, remote pilot, operator or the relevant unmanned air traffic management unit shall, through the quickest available means within twenty-four hours, notify the Director General and the Director of Bureau of Aircraft Safety Investigations of an accident involving an unmanned aircraft that results in —

(a) death or serious injury to any person;

(b) damage to any property that is estimated to exceed ten thousand rupees or such other amount as the Authority may determine;

(c) structural damage or failure of the unmanned aircraft or any other aircraft;

(d) loss of or serious damage to the unmanned aircraft; or

(e) the unmanned aircraft or any other aircraft becoming missing or completely inaccessible.

(2) An accident referred to in sub-rule (1) shall be investigated by the Bureau of Air Safety Investigations at the expense of the owner.

(3) The owner, remote pilot, operator or the relevant unmanned air traffic management unit shall notify the Director General and the Bureau of Aircraft Safety Investigations of an incident classified as reportable by the Director General, utilizing a system determined by the Director General.

53. Prohibition on registration and use of certain unmanned aircraft.— (1) A person shall not import, manufacture, own, register or operate a high or medium altitude long endurance unmanned aircraft with a range of up to two hundred kilometres, capability to operate above one thousand feet from mean sea level or high-altitude long endurance with unlimited range.

(2) Notwithstanding anything contained in these rules, the Authority may, by notification in official Gazette, specify prohibition or limits in relation to the maximum endurance, attainable altitude and other capabilities of an unmanned aircraft in the interest of aviation safety or for preventing breach of security or defence of Pakistan.

(3) Notwithstanding anything contained in these rules, a person shall not import, manufacture or own an unmanned aircraft of any category with infrared, thermal or drop capable payloads without the prior permission of the Director General who shall obtain background security clearance from the Ministry of Defence before exercising power under this sub-rule.

(4) A person shall not import, manufacture, register, own or operate an unmanned aircraft which exceeds the limits specified under sub-rule (2) or prohibited under sub-rule (1).

(5) The Director General shall make an application to Pakistan Telecommunications Authority for allocation and assignment of radio frequency spectrum for operations of unmanned aircraft and a person shall not import, manufacture, register, own or operate an unmanned aircraft outside the allocated radio frequency spectrum.

54. Prohibition of certain alterations.— (1) Subject to sub-rule (2), a person shall not modify an unmanned aircraft in a manner that allows the unmanned aircraft to be used for a purpose other than the use mentioned in the application for its registration or where such alteration compromises the safety of such an aircraft.

(2) A person may, with the permission of the Director General, make any alteration in the unmanned aircraft in the interest of improved airworthiness and safety or in compliance with any requirement of the Authority.

55. Privacy, nuisance and unlawful use.— (1) The owner or a remote pilot shall not operate unmanned aircraft in a manner that violates privacy of any person or causes nuisance.

(2) The owner or remote pilot shall not use or allow to be used an unmanned aircraft for any unlawful purpose or activity.

56. Third-party insurance.— From a date to be notified by the Authority, the owner of a category of unmmaned aircraft mentioned in the notification shall obtain third-party insurance of the unmanned aircraft from an insurance company approved by the Authority to cover the risk of damage to property, injury to any person or loss of life resulting from the operation of the aircraft.

(2) Till such time that mandatory third-party insurance for any category of unmanned aircraft is in place under sub-rule (1), the owner and remote pilot of such aircraft shall be responsible for any injury caused to any person, loss of life or damage to property because of operation of the aircraft.

57. Operations under influence of intoxication.— A person shall not operate an unmanned aircraft or work as an observer while:

(a) being under the influence of any intoxication; or

(b) using any drug that impairs person's faculties to the extent that aviation safety or the safety of any other person is endangered or likely to be endangered.

58. Reporting of violations.— (1) Any person may report any accident or incident to the Director General and the Director of Bureau of Aircraft Safety Investigations which he considers as violation of the Act, rules or regulations.

(2) Every report under sub-rule (1) shall be made in such manner and in such form as may be determined by the Authority and the Bureau of Aircraft Safety Investigations.

59. Assistance to the officers of Authority.— All officers of Police, district administration and Civil Armed Forces are hereby empowered and required to assist officers of the Authority in the discharge of functions under the rules.

60. Penalty for violation.— The Director General or an authorized officer may initiate prosecution for a violation of these rules which constitutes an offence punishable under section 123 of the Act if the proceedings have not commenced to impose administrative penalty on the accused person for that violation under section 125 of the Act.

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First Schedule

[*see rule 5*]

Minimum requirements for user registration

Following are the minimum required fields that are required to be filled by the applicant for registration:

i. Name of Individual/Company
ii. Address
iii. City
iv. District
v. Province
vi. Country
vii. Email
viii. Mobile No
ix. Date of Birth: (calendar- not less than 18 years of age)
x. CNIC/SECP Registration No.
xi. Attachment of the Document CNIC/ SECP Registration.

Minimum requirements for civil unmanned aircraft registration

Category - I & II

Following are the minimum fields that are required to be filled by the applicant:

i. Product Name.
ii. Model
iii. Serial Number.
iv. Maximum Take Off Weight.
v. Documentary proof
vi. Purpose/ usage of unmanned aircraft.

Category - III & IV

Following are the minimum fields that are required to be filled by the applicant:

i. Product Name.
ii. Model.
iii. Serial Number.
iv. Maximum Take Off Weight.
v. Manufacturer Conformity Assessment along with documentary proof.
vi. Security Clearance.
vii. Documentary proof.
viii. Purpose/ usage of unmanned aircraft.

Additional requirements may be imposed by the Director General from time-to-time.

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Second Schedule

[*see rule 7*]

Minimum requirement for transfer of ownership

Following are the minimum fields that are required to be filled by both the transferor and transferee:

i. Name of Individual/Company
ii. Address
iii. City
iv. District
v. Province
vi. Country
vii. Email
viii. Mobile No.
ix. Age.
x. CNIC/SECP Registration No.
xi. Product Name
xii. Model
xiii. Serial Number
xiv. Maximum Take Off Weight
xv. Transfer Statement
xvi. Notary Attestation

Additional requirements may be imposed by the Director General from time-to-time.

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Third Schedule

[*see rule 34*]

Minimum requirements for the Issuance of Design, Repair and Manufacturing Approval

Following are the minimum fields that are required to be filled by the applicant:

i. Name of Individual/Company
ii. Address
iii. City
iv. District
v. Province
vi. Country
vii. Email
viii. Mobile No.
ix. Age.
x. CNIC/SECP Registration No.
xi. Documentary proof

Additional requirements may be imposed by the Director General from time-to-time.

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Fourth Schedule

[*see rule 42*]

Minimum requirements for Registration of Importer and Exporter

Following are the minimum fields that are required to be filled by the applicant:

i. Name of Individual/Company
ii. Address
iii. City
iv. District
v. Province
vi. Country
vii. Email
viii. Mobile No.
ix. Age
x. CNIC/SECP Registration No.
xi. Documentary proof

Additional requirements may be imposed by the Director General from time-to-time.

Nadir Shafi Dar
Director General
Friday, 28 November, 2025, 3:47:6 PM

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Director General
Friday, 28 November, 2025, 3:47:6 PM