



Falkland Islands Civil Aviation Department

ADVISORY CIRCULAR

SMALL UNMANNED AIRCRAFT – OVERFLIGHT OF UNINVOLVED PEOPLE

The Director of Civil Aviation strongly recommends following this guidance when flying small unmanned aircraft (SUA) over uninvolved people (people not under the control of the SUA operator) to be assured of complying with the relevant sections of Article 73 of the Air Navigation (Overseas Territories) Order.

1. Fly defensively and with the expectation that control of the SUA could be lost without notice:
 - Only fly directly over people when absolutely necessary to achieve the aim of the flight, and minimise the time doing so.
 - Consider remote pilot experience and fatigue level.
 - When flying over uninvolved people SUA operators should, whenever reasonably possible, maintain some horizontal separation between the SUA and those people. The extent of this horizontal distance is for the remote pilot to judge based on any relevant factors such as the prevailing weather, the flight characteristics of the SUA and its flight, for example;
 - i. Take careful note of the wind direction and do not fly 'upwind' of uninvolved people; a strong wind may actually blow the SUA towards them as it falls.
 - ii. Think before flying towards people, especially at higher speeds as the SUA's trajectory while falling may present a danger to people on the ground.
 - Remember, a minimum distance of 50 metres from uninvolved people must be maintained at all times, except for the purpose of take-off and landing when the distance may be reduced to 30 metres. Also consider the feelings and circumstances of uninvolved people being overflown and how they may react to the presence of a small unmanned aircraft.
2. Reduce the harmful characteristics of the SUA to people:
 - Minimise SUA mass. Less mass means less energy transfer in a collision with a person.
 - If possible, use a lighter small unmanned aircraft.
 - The SUA should only carry loads that are necessary.
 - Use SUAs with design features that reduce harm following collision with a person.
 - Do not fly at excessive speeds when close to people.
3. Ensure that the SUA is safe to fly:
 - Keep it maintained in accordance with manufacturer's guidance.
 - Maintain a reasonable margin of confidence in the flying time that can be provided by the existing battery charge to carry out the intended flight and cope with unexpected issues.
4. Consider environmental factors that may aggravate loss of control or propulsion:
 - Flight in precipitation may suddenly prevent the SUA from operating.
 - Sources of interference with the Command and Control link.
 - Wind and turbulence could affect SUA control and increase its power consumption.
 - Colder outside air temperatures - which could reduce battery performance.
5. Consider use of observers to warn uninvolved people immediately following any loss of control or propulsion of the small unmanned aircraft.
6. Consider the use functions such as return-to-home, geo-fencing, land immediately, reliable navigation system, reliable flight control systems and parachute recovery systems to reduce the risk of harm to uninvolved people following a loss of control of the small unmanned aircraft.
7. This Safety Notice will remain in force until further notice.

For further information contact civilaviation@sec.gov.fk

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