



Guidance for operators of Small Unmanned Aircraft Systems (UAS) in the Channel Islands

V.3.0 - 29th September 2025

Table of Contents

Table of Contents.....	2
Revision History.....	2
1. Overview	3
2. Basic Principles.....	3
3. Legislation	4
4. Aerial Work Permits	6
5. Qualifications from UK Regulated Assessment Entities.....	8
6. Insurance	8
7. Airspace Restrictions and Hazards.....	8
8. Privacy and Landowner concerns (Data Protection).....	12
9. Other Restrictions.....	13
FAQs	13
Annex A: Guernsey Drone Code	16
Annex B: Alderney Drone Code	17
Annex C: Jersey Drone Code	18

Revision History

Version	Date	Details
1	21 st June 2024	Initial Issue
2	11 th August 2025	Updated FAQs
3	29 th September 2025	Updated FAQs

All rights reserved. Copies of this publication may be reproduced for personal use, or for use within a company or organisation but, may not otherwise be reproduced for publication.

1. Overview

Small Un-manned Aircraft (SUA) cover a variety of models and sizes; this publication aims to offer guidance to operators of small un-manned aircraft and deliver information to members of the public that have an interest in small un-manned aircraft.

SUAs are defined as any unmanned aircraft, other than a balloon or a kite, having a mass of not more than 20 kilograms (kg) without its fuel but including any articles or equipment installed in or attached to the aircraft at the commencement of its flight; (Air Navigation (Jersey) Law 2014, Air Navigation (Bailiwick of Guernsey) Law, 2012). This includes multi-rotor and fixed wing SUA, as well as traditional radio-controlled model aeroplanes and helicopters.

Small Unmanned Surveillance Aircraft (SUSA) means any small, unmanned aircraft that is equipped to undertake any form of surveillance or data acquisition, (e.g. It has a camera).

The Office of the Director of Civil Aviation (oDCA) for the Bailiwick of Jersey and the Bailiwick Guernsey is the aviation safety and security regulator for these areas and as such has an obligation to ensure that all relevant legislation is adhered to regarding SUA and SUSA operations, that operations are undertaken with due regard to safety and security and there is an undertaking to ensure that provision is made to provide safety direction to the wider community. Also included in this document is the process for issuing of Aerial Work Permits and the oversight required for commercial SUA operations.

Jersey and Guernsey legislation form the basis for guidance and requirements outlined in this document; it should be noted that UK or EU legislation or permits/exemptions do not apply in the Channel Islands. These documents may however form part of an application to the oDCA for a Permit or Exemption as supporting evidence of competency and training.

Should you have any questions or are unsure of the legal requirements please contact the oDCA via our email at drones@cidca.aero.

2. Basic Principles

If you are flying a SUA, you must always do so safely. Like any aircraft, a SUA can pose a safety hazard to other aircraft, and a safety hazard to people and property on the ground. It is your responsibility as the operator of the SUA to be aware of Jersey or Guernsey law depending on where you wish to fly. Please note that the UK and EU SUA regulations do not apply in the Channel Islands.

The legislation, and the guidelines in this document, are intended to enable the safe use of SUA in the Channel Islands.

2.1 Fly Safe

- Always keep your SUA in sight. This means you can see and avoid other aircraft and obstacles on the ground while flying.
- Don't fly your SUA at night as it can be very difficult to monitor your SUA flight properly so that you can avoid collisions.

- Don't fly your SUA over 400 feet above the ground without the permission of the relevant Air Traffic Control Unit. This reduces the chance of a conflict with a manned aircraft.
- Don't fly your SUA over or within 150 metres of a substantially residential, industrial, commercial, or recreational area.
- Don't fly your SUA over or within 150 metres of an organised open-air assembly of more than 1000 people.
- Make sure you stay the right distance from people and property on the ground. You must not fly any SUA closer than 50 metres to people and properties, (and not closer than 30 metres from people during take-off and landing).
- Don't fly your SUA within 2 nautical miles of any airport unless you have permission from the relevant Air Traffic Control Unit to do so.
- Always follow the manufacturer's instructions when you fly your SUA to keep yourself and the people around you safe.

2.2 Fly Legal

- Remember you are responsible for the safety of each flight and failure to fly responsibly could result in criminal prosecution. Stay well away from manned aviation, airfields, people, and property.
- It is against the law to fly your SUA within 2 nautical miles of an aerodrome unless you have permission from the local air traffic control unit.
- If your SUA endangers the safety of an aircraft, it is a criminal offence, and you may be prosecuted.

2.3 Safety apps

There are many smartphone/tablet apps available to assist with flying your SUA safely, for example NATS' SUA Assist. This will show you an interactive map of the airspace used by commercial air traffic and ground hazards that may pose safety risks to your flight. [Drone Assist \(altitudeangel.com\)](https://altitudeangel.com)

You are responsible for flying your SUA safely and may be prosecuted if you don't.

3. Legislation

The laws in Jersey and Guernsey regarding the operation of SUA are similar though differ slightly in some areas. For operations in the Bailiwick of Guernsey refer to the Air Navigation (Bailiwick of Guernsey) Law 2012, Section 37 and for operations in the Bailiwick of Jersey refer to The Air Navigation (Jersey) Law 2014, Article 52.

The legal requirements and amplifying guidance are set out below. Reference to the full source regulatory material can be made by accessing the relevant Law documents on the ODCA website (www.odca.aero).

3.1 Definitions

"Small un-manned aircraft" means any unmanned aircraft, other than a balloon or a kite, having a mass of not more than 20 kilograms without its fuel but including any articles or equipment installed in or attached to the aircraft at the commencement of its flight.

3.2 Dropping of Articles

Legal references: Bailiwick of Guernsey - Section 37 (1) or Bailiwick of Jersey - Article 52, 1

A person shall not cause or permit any article or animal (whether or not attached to a parachute) to be dropped from a small un-manned aircraft so as to endanger persons or property.

3.3 Safety of flight

Legal references: Bailiwick of Guernsey - Section 37 (2) or Bailiwick of Jersey - Article 52, 2

You must only fly the aircraft if satisfied that the flight can safely be made. It is recommended that the manufacturer's instructions are followed in order to keep yourself and people around you safe.

3.4 Unaided Visual Contact (Known as Visual Line of Sight 'VLOS')

Legal references: Bailiwick of Guernsey - Section 37 (3) or Bailiwick of Jersey - Article 52, 3

You must keep your SUA in direct, unaided visual line of sight at all times during flight. You must be able to see the SUA clearly so that you can monitor the airspace around its flight path and so manoeuvre it away from anything it may collide with, for example other aircraft, people, buildings, or vehicles. You must not use binoculars or other optical instruments to observe the aircraft, but glasses or contact lenses are acceptable.

3.5 Take-off Mass

Legal references: Bailiwick of Guernsey - Section 37 (4), (4a, b) or Bailiwick of Jersey - Article 52, (4, 5b)

You must not fly a SUA with a mass of more than 7kg, excluding its fuel but including any articles or equipment installed in or attached to the aircraft unless you have obtained permission from both the Office of the Director of Civil Aviation (ODCA) and the relevant Air Traffic Control Unit. This is because the larger mass of these aircraft poses a greater safety risk to persons on the ground, to manned aviation, and due to the Channel Island airspace being a 'controlled' airspace.

3.6 Aerodrome Traffic Zone

Legal references: Bailiwick of Guernsey - Section 37 (4b) & Air Navigation (Bailiwick of Guernsey) (Restriction of Flying) (Small Aircraft) Regulations 2014 (1) or Bailiwick of Jersey - Article 52, 4a

You must not Fly your SUA within an aerodrome traffic zone (ATZ).

An Aerodrome Traffic Zone means the airspace extending from the surface to a height of 2,000 feet above the level of the aerodrome within the area bounded by a circle centred on the notified mid-point of the longest runway and having a radius of 2 nautical miles. See sections 7.1 and 7.6 for a graphical representation of the relevant airfield ATZs which exist in the Channel Islands.

3.7 Vertical Restrictions

Legal references: Bailiwick of Guernsey - Section 37 (4c) or Bailiwick of Jersey - Article 52, 4a

You must not fly your SUA more than 400 feet, (approximately 120 metres), above the ground or sea which is directly below it without the permission of Jersey Air Traffic Control.

You should be especially careful if flying near cliffs, hilly or undulating areas as the 400 feet limit follows the contours of the terrain. This is because the majority of manned aviation takes place above 500 feet and so the risk of a collision is reduced if the SUA is flown at lower levels. However, you must still be prepared to encounter manned aircraft, particularly light aircraft and helicopters, and be prepared to give way to them.

You must not fly an SUA over 150m of any congested areas including substantial residentials, industrial, commercial, or recreational area unless you have permission from the Office of the Director of Civil Aviation. This means that you cannot fly your SUA in built up areas, parks, sports venues, or industrial estates amongst other places. There is also a prohibition on flying an SUA over 150m of an organised open-air assembly of more than 1000 people.

3.8 Aerial Work

Legal references: Bailiwick of Guernsey - Section 37 (5) or Bailiwick of Jersey - Article 52, 6

You must not fly your SUA for the purpose of Aerial Work unless you have applied for and obtained permission to do so from the Office of the Director of Civil Aviation. See section 4 for further details.

3.9 Lateral Restrictions

Legal references: Bailiwick of Guernsey - Section 37 (6, 7) or Bailiwick of Jersey - Article 52, 7, 8

You **must only** fly your SUA where it is safe to do so. This article contains several restrictions on the areas where you can fly a SUA and the distances from people, and buildings etc. These requirements are intended to protect members of the public from any potential SUA hazard.

You **must not** fly an SUA within 150m of any congested area including substantial residential, industrial, commercial, or recreational areas unless you have permission from the Office of the Director of Civil Aviation. This means that you cannot fly your SUA in built up areas, parks, sports venues, or industrial estates amongst other places. There is also a prohibition on flying an SUA within 150m of an organised open-air assembly of more than 1000 people.

You **must not** fly a SUA within 50m of a person, vessel, vehicle, or structure which is not under your control except during take-off and landing when you must remain at least 30m away from people.

A 'structure' could be a building, bridge, dam, overhead wire, or streetlamp amongst other things. A 'vessel' includes all craft from kayaks to cruise liners and tankers.

To consider a vessel, vehicle or structure 'under your control', we would expect you to have in place a documented agreement with the owner or manager to ensure that the flight can be conducted safely, and they understand and accept any associated risk. Likewise, a person could be considered to be 'under your control' if they have agreed to follow any instructions you may give on safety grounds. This may be because they are involved in the SUA operation (perhaps payload operators or other crew members) or are present for the purpose of the flight (perhaps actors being filmed). You may also need to bring members of the public 'under your control' for example by asking them to remain outside a particular area.

4.0 Aerial Work Permits

UAS Operations within the Bailiwick's of Jersey and Guernsey are classified as 'commercial' when there is a clear indication that the resulting video footage and/or images taken during the UAS operation or the flight itself, are provided to a third party for 'valuable consideration'* (Air Navigation (Jersey) Law, 2014 or 'reward' (Air Navigation (B of G) Law, 2012). Anyone undertaking such an operation needs to apply for, and be issued with, an Aerial Work Permit by the ODCA.

Professional organisations that offer varied flying services to third parties without 'valuable consideration', or 'reward' are still considered as 'commercial' operations and therefore are expected to obtain an Aerial Work Permit (AWP) to cover their operations.

* The legislation uses the term 'valuable consideration' instead of 'payment'. This term has a wider meaning and includes the provision of goods and services.

Anything other than personal recreational flying would normally be considered as aerial work, and as such require a Permit issued by the Office of the Director of Civil Aviation.

4.1 Application Process

Aerial Work Permit applications should be completed online via the ODCA website under the permit applications section, [Permit Applications - Director of Civil Aviation \(cidca.aero\)](https://cidca.aero/permits).

We recommend applications are made at least five working days in advance of the date you wish to fly.

On submitting of your aerial work permit application please ensure that you attach the following required documents:

- Operations Manual
- Commercial SUA Insurance Policy
- Copies of any training certificates

In circumstances where the provision of these documents is either held up or not currently possible, please contact the ODCA using the following email address permits@cidca.aero

On receiving your application, the ODCA will review the submitted paperwork prior to issuing an Aerial Work Permit. Should we require further documentation, such as a Risk Assessment, the team will be in contact with the applicant. Allowance will be made, and flexibility offered for weather/operation delays.

It is the responsibility of the Aerial Work Permit holder to ensure that renewals are applied for prior to the expiry of their current Aerial Work Permit.

4.2 Operations Oversight

Guernsey & Alderney Procedures

Operators/Pilots are required to email the ODCA to inform of all planned operations (send to drones@cidca.aero) details should include an outline of the flight(s) being requested, details of planned date and time and a detailed reference of the location(s) of the flight. The submission of a Risk Assessment to cover the planned operation is recommended and may be requested for review.

Flights may only be undertaken with Guernsey Ports ATC permission. Permit holders must always contact ATC and request permission to use the airspace, providing information of the intended flight and timings of the planned operation. ATC may deny permission to operate the SUA flight. Once ATC permission has been given and the flight has taken place, contact should be made post-flight to ATC as a courtesy to inform the organisation that all activities have ceased.

Jersey Procedures

Aerial Work permit holders are only required to contact Jersey Air Traffic Control on the occasions where they legally require an Air Traffic Control Permission. i.e. For flights within the Jersey Aerodrome Traffic Zone, for flight above 400ft anywhere and for all flights of any SUA with a mass greater than 7kg, excluding its fuel but including any articles or equipment installed in or attached to the aircraft.

5. Qualifications from UK Regulated Assessment Entities

Under the UK and EASA systems, there are two qualifications available to remote pilots, the A2 Certificate of Competence (A2 CofC) and the General VLOS Certificate (GVC). The A2 CofC is primarily intended to assure safe operations of smaller drones close to uninvolved persons, whereas the GVC is a more formal type of qualification, suitable for aerial work operation of all small unmanned aircraft under visual line of sight.

The ODCA deems the A2 CofC to be an acceptable (entry level) demonstration of remote pilot competence in support of permissions for flying for drones of less than 7kg. Additionally, it may be used to support an application for reduced distances, to a minimum of 30m from persons, vessels, vehicles, and structures.

For any other permissions required, a GVC qualification should be considered as the minimum standard, but we would advise contacting the ODCA to check suitability before commencing training towards a particular qualification.

6. Insurance

We recommend that you take out appropriate insurance prior to your flight. Both annual and pay-as-you-fly policies are available from different providers. These often provide cover for both your SUA and third-party liability.

SUA operations that require an Aerial Work Permit due to the nature of the operation, or due to the risk profile of the flight planned must have valid commercial insurance cover, evidence of which should be submitted as part of the Aerial Work Permit application process.

7. Airspace Restrictions and Hazards

All three Channel Islands aerodromes (Jersey, Guernsey, Alderney), have their own Aerodrome Traffic Zones. This means that the airspace extending from the surface to a height of 2,000ft above the level of the aerodrome, within an area bounded by a circle centred on the notified mid-point of the longest runway and having a radius of 2nm (3.75km).

SUA/UAS operations within an Aerodrome Traffic Zone can only be undertaken once an Aerial Work Permit has been issued by the ODCA and permissions granted by the local Air Traffic Control. SUA operators can only fly with due regard to these restrictions.

OFFICIAL

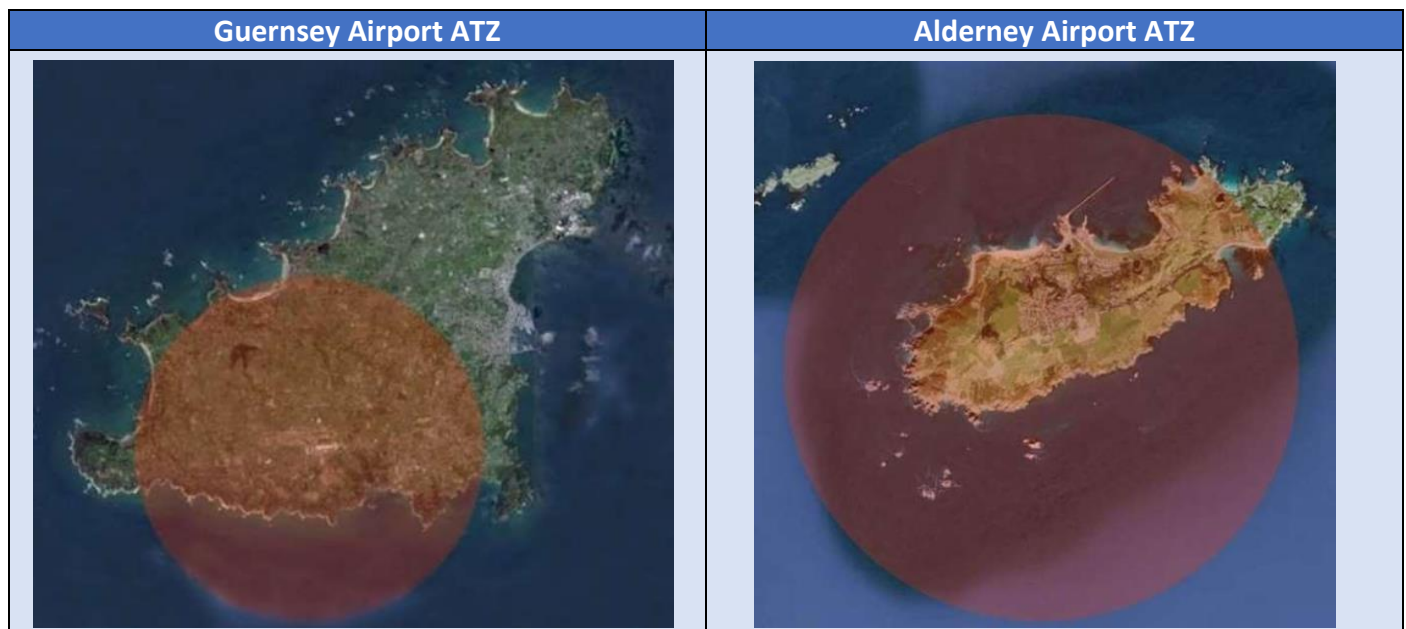
There are other areas within the Channel Islands where additional SUA flying restrictions may apply, due to the nature of the business or location. See below for further details.

There will be times when temporary restrictions on airspace are in place, additionally, the full closure of airspace may be mandated due to special events. All SUA operators, (recreational and Aerial Work Permit holders), must adhere to these restrictions. Failure to do so could result in prosecution.

At all times SUA pilots shall avoid and give way to manned aircraft operations.

Guernsey Airport & Alderney Airport

SUAs are prohibited from being flown within 2nm of Guernsey or Alderney Airport unless permission has been granted by the ODCA and by local ATC. The area covered by the restriction can be seen on the maps below.



The Vale Commons (Guernsey) Restricted Area.

An SUA of any type may not be flown over the area of Guernsey under the jurisdiction of the Vale Commons Council. This is laid out in the Model Aircraft (Vale Commons) (Prohibition) Ordinance, 1974 and operators of UAS are liable to criminal prosecution.



Guernsey Prison

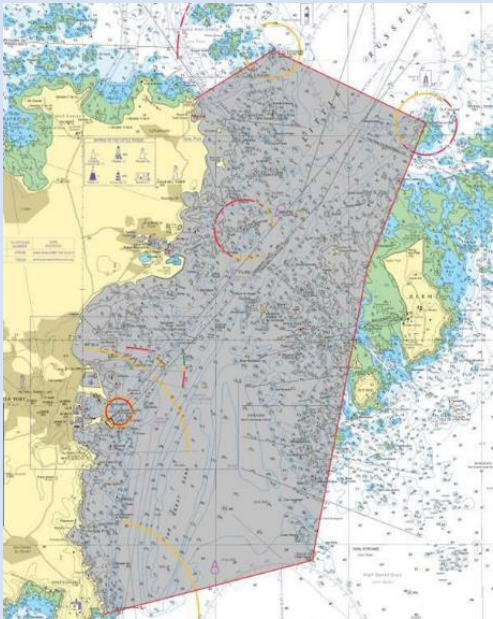
No SUA operations over and around the boundary of this establishment should be undertaken without authorisation from the relevant authority.

Guernsey Harbours Jurisdiction

The harbours and marinas in Guernsey should be considered 'Congested Areas' and as such permission is required from the ODCA to operate over or within 150m of these areas.

Please note that the landowner's permission would also be required if you wish to operate any SUA from or over Guernsey Ports property. This includes Harbours, Marinas Outlying Harbours, harbour approach areas etc.

All requests to use SUA in these areas should additionally be emailed to guernsey.harbour@gov.gg

Guernsey Vessel Traffic Service (VTS) Zone	St Peter Port Estate, Anchorage, Approaches	
 A nautical chart map of Guernsey showing the VTS zone. The zone is outlined in red and covers the main harbour and surrounding waters. Several smaller areas are circled in red, indicating specific points of interest or hazards.	 An aerial photograph of St Peter Port, Guernsey. A red line is drawn along the coastline and around the harbour, indicating the boundary of the VTS zone. The image shows the town, the harbour, and the surrounding landscape.	
	<th data-bbox="767 1525 1541 1568">St Sampson's Harbour Estate and Approaches</th>	St Sampson's Harbour Estate and Approaches
	 An aerial photograph of St Sampson's Harbour, Guernsey. A red line is drawn around the harbour and its approaches, indicating the boundary of the VTS zone. The image shows the harbour, the surrounding town, and the surrounding landscape.	

Sark Airspace/Flying Restrictions

The island of Sark has its own laws that are overseen by Chief Pleas.

Sark has its own law on the use of SUA on the island and in its territorial seas. Current policy on using an SUA on the island was agreed by Sark's Policy and Performance Committee in Chief Pleas which allows the Director of Civil Aviation for the Bailiwick of Guernsey to permit the operation of an SUA by licensed operators following permission granted by Chief Pleas.

Those looking to operate UAS on the island of Sark should first contact Chief Pleas to obtain sanction and a Permit for the planned operation. Once this has been issued, contact should then be made to the ODCA to apply for an Aerial Work Permit. Subject to a satisfactory review, a Permit would then be issued to cover the specific operation only.

All UAS operations should be conducted with due regard to all of the operational and safety procedures as contained within this document and all SUA related documentation issued by the ODCA.

The Sark Constables are tasked with the enforcement of all 'rules' (as indicated to operators/pilots by Chief Pleas and the ODCA) related to the safe operation of UAS and have the right to instruct any operator/pilot to cease flying where there is a non-compliance to any of the 'rules' or, they consider that there is a danger or nuisance to persons, property, or animals.

Jersey Airport

SUAs are prohibited from being flown within 2nm of Jersey Airport unless permission has been granted by Ports of Jersey ATC. The area covered by the restriction can be seen on the map below.



Jersey Harbours

The harbours and marinas in Jersey should be considered 'Congested Areas' and as such permission would be required from the ODCA to operate over or within 150m of these areas.

Please note that landowner permission would also be required if you are looking to operate any SUA from Ports of Jersey property. Harbours, Marinas Outlying Harbours etc.

Jersey Model Aero club

The Jersey Model Aero Club (JMAC) flying site at Les Landes is currently the only notified site on the island where the operation of powered UAS takes place.

This site is identified in the Jersey section of the UK Aeronautical Information Publication (AIP) and use of the site for the operation of UAS is restricted to club members and their invited guests.

Jersey Prison

No SUA operations over and around the boundary of this establishment should be undertaken without authorisation from the relevant authority. Please note Jersey's Prison is inside the restricted Air Traffic Zone.

Air Displays

As part of safeguarding and Risk Assessments for the Air Display events in both Bailiwicks, as a minimum restriction, all UAS operations in and around the Display Area including entry and exit routes to the Display Area are normally prohibited.

Additionally, a full island no-fly zone is usually in place for all UAS activity during the Air Display time periods.

Details will be published on the CIDCA website and disseminated by NOTAM and/or Supplement to the UK Aeronautical Publication.

8. Privacy and Landowner concerns (Data Protection)

The ODCA does not have a remit to regulate privacy matters arising from SUA flying, but you must respect the privacy of people on the ground when flying your SUA.

Landowners are within their rights to refuse permission for an SUA to be flown from their land, and public areas may be subject to additional policies or bylaws restricting the flying of SUA.

Where information collected by SUA/SSUA relates to personally identifiable information, the person in charge (as defined) must ensure that where applicable, all requirements of the Data Protection (Jersey) Law, 2018 or the Data Protection (Bailiwick of Guernsey) Law, 2017 are complied with.

Specifically, where the data is (or intended to be) processed for anything other than domestic purposes, the person in charge may be required to notify the Office of the Information Commissioner (Jersey) or the Office of the Data Protection Authority (Guernsey). Further, all personal data collected must be processed in compliance with the data protection principles as set out in Law.

9. Other Restrictions:

Wildlife (Areas of Special Protection) (Jersey) Order 2022

The above legislation covers the Jersey offshore sites of Les Ecréhous and Les Minquiers and affords additional protection for the wildlife breeding areas on these islands from 1st February through to 31st August each year. It is an offence to operate any unmanned aerial vehicle within the identified areas without the authorisation, in writing from the Jersey Minister for the Environment.

Frequently asked questions (FAQs)

Can I fly 'First Person View' (FPV)?

- It is a legal requirement for the person in charge to maintain direct unaided sight of the SUA in order to monitor its flight path and avoid collisions.
- Pure FPV is not permitted in the Channel Islands.
- Buddy box operations may be acceptable with the person in charge on the master controller, maintaining Visual line of Sight while seeding control to the slave operator wearing the goggles. The PIC could always take back control where necessary).
- We recommend you contract the ODCA for guidance on this matter.

Can I fly BVLOS?

- Beyond visual line of sight is not permitted within the Bailiwick of Guernsey or within the Bailiwick of Jersey without the Permission of the DCA.
- The DCA may consider the issue an Exemption on a case-by-case basis. Please contact the ODCA on permits@cidca.aero prior to making an application.

Can I fly recreationally, or do I need a permit?

- You must ensure that your SUA complies with the legal requirements defined in the law.
- You are required to apply for an Aerial Work Permit should you be using the SUA for commercial purposes or making a gain from the imagery captured. For example, if you are making a financial gain from the images or are being contracted to carry out survey work.
- Should you be unsure on whether an Aerial Work Permit is required, please contact the ODCA on permits@cidca.aero

What documents do I need to provide in order to apply for an Aerial Work Permit?

- On making the application we would be looking to see an operations manual, details of the training undertaken and insurance. Depending on the operation you are looking to undertake we may request further documentation. See section 4 of this guide.

Can I fly a drone heavier than 7kg for recreational or commercial use?

- A SUA weighing 7kg or more requires permission from the local Air Traffic Centre for both recreational and commercial use.
- Permission is also required from the ODCA if you wish to operate your drone commercially. Please complete an Aerial Work Permit application online.
- For recreational use you may also wish to contact the Model Aero Clubs who may be able to assist with further guidance.

I am looking for a pan-island Aerial Work Permit, can I apply for one?

- No. Two Aerial Work Permits are required in this instance. Should you be looking to operate a SUA in Guernsey and Jersey separate applications for each island should be made, though both applications can be made via our website.
- Once your application has been assessed and approved the ODCA will issue you with two separate Aerial Work Permits, one for each Bailiwick.

What is the validity of an Aerial Work Permit?

- The validity period of an Aerial Work Permit depends on the application sought and the ODCA review, though may have a maximum validity of 12 months.
- However, should the insurance cover obtained end before the 12-month period then the Aerial Work Permit would be issued in line with the insurance policy expiry.

Is my CAA permit valid in the Channel Islands?

- No, Permits/permissions issued by the UK CAA are not valid in the Channel Islands and you must apply separately to the ODCA. You should check your Permit conditions carefully as the conditions may be different from permits issued elsewhere.
- You may however wish to include your CAA permit/permission as part of your application as a supporting document.

Are Swarm UAS operations permitted?

- Swarm operations within the Channel Islands are not very common. Should you wish to carry out a Swarm operation please contact the ODCA.

How do I contact the Sark Chief Pleas?

- The Sark Chief Pleas can be contact by email on committeeoffice@sarkgov.co.uk or by phone +44 (0) 1481 832118.
- You may also find further information on the Sark Chief Pleas website. (www.sarkgov.co.uk)

Are high altitude (over 400ft) flights permitted?

- Due to local airspace restrictions and following consultation with ATC (Guernsey ATC) there is no route in either **Guernsey** or **Alderney** for requests to be processed for flights that are planned to exceed 400ft. Flights above 400ft are therefore not permitted.

Applications for permission in **Jersey** should be made to ATC using the standard communication route and should be communicated to the ODCA. If permission is granted, an Exemption Certificate issued by the ODCA will be required.

Appendix A – Guernsey Drone Code

Remember the Drone Code

Fly Safe. Fly Legal.

You are legally responsible for the conduct of your flights



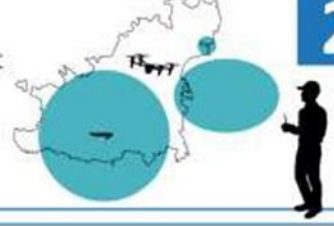
1 Make sure you can see your drone at all times and can avoid collisions. **Do not** fly your drone in any way that could endanger people or property.





400ft

Don't fly higher than 400 feet (122m) or within 2 nautical miles of the airport without the permission of Air Traffic Control. Flying without permission in some Guernsey Harbours controlled areas is prohibited.



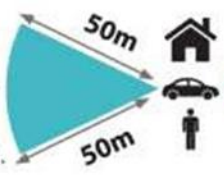
2

3 **Use common sense and fly safely.**
You could be **prosecuted** if you don't.



 **Drones fitted with cameras must not be flown:**

within 50m of people, vehicles or structures.



OR

Over or within 150m of congested areas or large outdoor gatherings such as beaches, concerts and sports events.

NO OVERFLY



4

5 **And don't forget. You need a 'Permission for Aerial Work' to use a drone commercially.**



For more information visit:
www.airport.gg/drones

DCA Office of the Director
of Civil Aviation

 **GuernseyPorts**
YOUR GATEWAYS TO THE CHANNEL ISLANDS

Appendix B – Alderney Drone Code

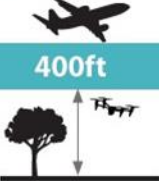
Remember the Drone Code

Fly Safe. Fly Legal.

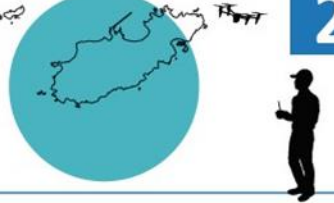
You are legally responsible for the conduct of your flights

- 

1 Make sure you can see your drone at all times and can avoid collisions. **Do not** fly your drone in any way that could endanger people or property.


- 

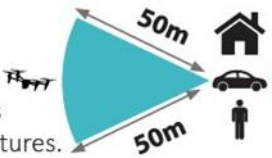
2 **Don't** fly higher than 400 feet (122m) or within 2 nautical miles of the airport without the permission of Alderney Air Traffic Control.


- 

3 **Use common sense and fly safely.**
You could be **prosecuted** if you don't.
- 

4 Drones fitted with cameras **must not** be flown:

within 50m of people, vehicles or structures.



OR

Over or within 150m of congested areas or large outdoor gatherings such as beaches, concerts and sports events.


- 

5 **And don't forget. You need a 'Permission for Aerial Work' to use a drone commercially.**

For more information visit:

www.airport.gg/drones

DCA Office of the Director
of Civil Aviation

 **GuernseyPorts**
YOUR GATEWAYS TO THE CHANNEL ISLANDS

Appendix C – Jersey Drone Code

DRONE CODE

You are legally responsible for the conduct of your flights

FLY

Make sure you can see your drone at all times and can avoid collisions

Do not fly your drone in any way that could endanger people or property

Don't fly higher than 400ft (122m) or within 2 nautical miles of the airport without the permission of Air Traffic Control

SAFE

Use your common sense and fly safely; You could be prosecuted if you don't

LEGAL

DRONES FITTED WITH CAMERAS MUST NOT BE FLOWN:-

within 50m of people, vehicles or structures

or

over or within 150m of congested areas (towns, villages etc) or large outdoor gatherings such as beaches, concerts and sports events

NO OVERFLY

You need a 'Permission for Aerial Work' to use a drone commercially

For more information visit: www.cidronesafety.co.ukports.je |  

USING A SMALL UNMANNED AIRCRAFT IN JERSEY



Drone/ Helicopter/ Airplane



Radio Controlled Airplane



Radio Controlled Helicopter

Person in control of a small unmanned aircraft or drone shall not recklessly or negligently cause or permit it to endanger a person or property

For Money?

It is illegal to fly a Drone/ Small Unmanned Aircraft (SUA) for financial gain unless you have an aerial work permit issued by the Director of Civil Aviation.



How Far?

Maintain direct un-aided visual contact with the aircraft.



How High?

Do not fly above 400ft without permission from Jersey Air Traffic Control



Jersey Airport?

Do not fly any small aircraft within 2 nautical miles of Jersey Airport without permission from Jersey Air Traffic Control.



SMALL UNMANNED SURVEILLANCE AIRCRAFT

In addition to the above regulations, the following restrictions also apply to any small unmanned aircraft that is equipped to undertake any form of surveillance or data acquisition.

How Close?

When using a surveillance aircraft, do not fly closer than 50m to a vehicle, boat, building or person.



Where?

When using a surveillance aircraft, do not fly over or closer than 150m to an urban area or an organised open air assembly or more than 1,000 people.



Do not fly any small unmanned aircraft or drone greater than 7kgs without the permission of Jersey Air Traffic Control