

**REGULATION**  
**No. 990/2017**  
**on the operation of remotely piloted aircraft**

**CHAPTER I**

**General provisions**

Article 1

*Objective*

This Regulation sets out rules on the operation of remotely piloted aircraft with the aim of ensuring aviation safety and citizens' safety and rights.

Article 2

*Scope*

This Regulation applies to flights of remotely piloted aircraft in Iceland and within the territory of Iceland.

Aircraft weighing less than 250 g are exempted from the scope of this Regulation.

Article 3

*Definitions*

*Remotely piloted aircraft (drone or aircraft model):* Unmanned aircraft that is remotely piloted, i.e. flown by using remote control system.

*Flight of remotely piloted aircraft for leisure:* Flights conducted for leisure or competition.

*Operator:* An individual or legal entity with a remotely piloted aircraft at his/her disposal.

*Remote pilot:* An individual who is familiar with the use of a remotely piloted aircraft and who manipulates the flight controls during flight time.

*RPA observer:* An individual authorised by a remote pilot to keep visual contact with the remotely piloted aircraft and to assist the remote pilot in the safe conduct of the flight.

*Visual line of sight - VLOS operations:* An operation in which the remote pilot or RPA observer maintains direct unaided visual contact with the remotely piloted aircraft.

*Beyond visual line of sight - BVLOS operations:* An operation where the remote pilot or RPA observer does not maintain direct unaided visual contact with the remotely piloted aircraft.

*Aerodrome area:* Area within the aerodrome perimeter. If an aerodrome is not fenced off, the area containing runway/-s, taxiway/-s, and ramp/-s is considered as an aerodrome area.

*Geofencing:* A function that limits the access of the remotely piloted aircraft to certain areas or airspaces where geographical restrictions are based on the location and navigation data of the remotely piloted aircraft.

*Densely populated area:* A cluster of houses in which at least 50 people live and where the distance between houses does not exceed 200 meters on average.

*Maximum take-off mass:* Total weight of aircraft with cargo.

*Aeronautical Information Publication – AIP:* Manual issued by the State containing permanent aeronautical information required for air navigation. The Icelandic Aeronautical Information Publication is available on the website of the Icelandic Transport Authority: <http://eaip.samgongustofa.is/>.

#### Article 4

##### *Competent authority and implementation*

The Icelandic Transport Authority is responsible for granting permits and exemptions pursuant to Articles 17 and 18 of this Regulation and supervises that permit and exemption holders operate the remotely piloted aircraft according to their framework.

#### Article 5

##### *Responsibility of the operator*

The operator of a remotely piloted aircraft is responsible for compliance with the provisions of this Regulation. The operator of a remotely piloted aircraft is responsible for any damage caused by the use of the device.

#### Article 6

##### *The mandatory reporting of accidents and/or aviation incidents*

Accidents and serious aviation incidents resulting from the use of remote controlled aircraft shall be reported in accordance with the applicable rules on mandatory reporting of civil aviation accidents and incidents. The Icelandic Transport Authority publishes instructions on such reporting.

#### Article 7

##### *Frequency and technical requirements*

The remote control equipment of remotely piloted aircraft not operating in an open and uniform frequency range according to the frequency schedule of the Post and Telecom Administration in accordance with the technical requirements specified therein, is subject to permit from the Post and Telecom Administration pursuant to Article 62 of the Act No. 81/2003 on Telecommunications. All such equipment, whether or not certified, shall comply with the basic requirements for technical features and be CE marked for confirmation pursuant to Article 65 of the Act.

In case a special frequency ranges for communications with remotely piloted aircraft has been allocated, this shall be used. Otherwise, the frequency range agreed by the Post and Telecom Administration shall be used.

Article 8  
*Insurance*

An operator of a remotely piloted aircraft, with a maximum take-off mass of 20 kg or more, shall acquire and maintain insurance for the payment of damages in accordance with the regulation on mandatory aircraft insurances.

The operator of a remotely piloted aircraft, which has been issued an exemption pursuant to Article 18, shall, regardless of the weight of the aircraft, acquire and maintain insurance for the payment of damages.

Article 9  
*Identification of remotely piloted aircraft*

Remotely piloted aircraft shall be identified at least by the name, address and telephone number of the operator.

Article 10  
*General references to other acts and regulations*

Authorizations for processing personal data using remotely piloted aircraft are governed by the Act on the Protection of Privacy as regards the Processing of Personal Data.

Authorizations for flights in the vicinity of residential areas or in other places and premises where people dwell, are subject to general rules on the protection of property, privacy and private life.

In the processing of personal data resulting from the use of remotely piloted aircraft, the provisions of Act No. 77/2000 on the Protection of Privacy as regards the Processing of Personal Data shall apply.

**CHAPTER II**  
**General conditions for the use of remote controlled aircraft**

Article 11  
*Use of remotely piloted aircraft*

Remotely piloted aircraft weighing up to 25 kg maximum take-off mass may be operated subject to the requirements of Chapter II of this Regulation. For aircraft with a take-off mass exceeding 25 kg, the operation is subject to a permit by the Icelandic Transport Authority, cf. Article 17.

The operator shall ensure that the use of remotely piloted aircraft does not cause unnecessary disturbance or danger. It shall be ensured that the operation does not harm people and animals or cause damage to property. To this end, prior to a flight, the operating area shall be defined to ensure sufficient distance from people, animals and property.

Due account shall be taken of circumstances and surroundings, for example due to obstacles, frequency ranges of control systems, weather, etc.

A remote pilot shall not be under the influence of alcohol, other psychoactive substances or substances causing lethargy while operating a remotely piloted aircraft.

A remote pilot shall have knowledge of the operation and control of the aircraft and ensure that the flight can be operated safely, also with regard to the applicable rules of the air.

If a remotely piloted aircraft is equipped with automatic control, it shall always be possible to gain control of the aircraft in order to avoid collisions, such as with other aircraft, people or buildings.

## Article 12

### *Restrictions on the flight of remotely piloted aircraft*

1. It is prohibited to fly a remotely piloted aircraft over crowds of people.
2. Remotely piloted aircraft may only be flown for leisure within densely populated areas if the maximum take-off mass does not exceed 3 kg. Remotely piloted aircraft may not be flown closer than 50 meters to residential buildings or premises without approval by the owner, caretaker or resident's association.
3. Remotely piloted aircraft may be flown outside densely populated areas if the maximum take-off mass does not exceed 25 kg. Remotely piloted aircraft may not be flown closer than 150 meters to holiday cottages, residential buildings or premises outside urban areas without approval by the owner or caretaker.
4. The instructions, restrictions and prohibition by air traffic services, police, the Coast Guard, the Icelandic Transport Authority and other authorities on flights of remotely piloted aircraft in specific areas shall be followed, including restrictions of flights within protected areas based on the Nature Conservation Act or special Acts that may apply to the area concerned.
5. The Icelandic Transport Authority may define certain areas, including zones within densely populated areas, as areas where it is prohibited to fly a remotely piloted aircraft. The limits of the zones shall be announced on the Icelandic Transport Authority's website. The Icelandic Transport Authority may require geofencing equipment for operations within certain areas.
6. The restrictions set out in the Aeronautical Information Publication – AIP (see [www.eaip.samgustofa.is](http://www.eaip.samgustofa.is)) shall be taken into account.
7. All air traffic as well as other traffic shall be taken into account. Airspace shall be monitored where remotely piloted flights take place so that the flight can be stopped or diverted if manned aircraft approaches the space. At the same time, care shall be taken that flights will not interfere with any other traffic such as ships or vehicles and not impair the attention of pilots or other persons on board. Remotely piloted aircraft shall keep out of the way of other traffic and may not be used to affect other traffic.

8. It is prohibited to fly a remotely piloted aircraft at an altitude greater than 120 m above ground or sea.

9. Remotely piloted aircraft flights shall always be conducted within visual line of sight of a remote pilot or an RPA observer of a remotely piloted aircraft. However, a remotely piloted aircraft weighing less than 3 kg may be flown beyond visual line of sight of a remote pilot in case of flights outside densely populated and habited areas, provided that spacing is ensured and provided that the flight does not threaten persons, animals and manned aircraft or causes damage to property or disruption to bird colonies or wildlife habitats.

10. A permit from the airport operator is required for flying a remotely piloted aircraft within an aerodrome area.

11. A permit from the airport operator is required for flying a remotely piloted aircraft within:  
a) 2 km from the boundaries of Keflavik Airport, Reykjavik Airport, Akureyri Airport and Egilsstadir Airport,  
b) 1.5 km from the boundaries of other scheduled air service airports,  
with the exception that flights operated below the height of the highest structures in the immediate vicinity of the flight trajectory of the aircraft, do not require permit.

12. Extreme caution and care shall be exercised in the proximity of landing and take-off areas of other aerodromes and places of landing. Remotely piloted aircraft shall always make way for other air traffic.

Information on boundaries of runways and scheduled air service airports can be found on the website of the Icelandic Transport Authority.

13. It is prohibited to fly within 150 meters from public buildings such as the Parliament House, the President's Residence, ministries, police stations and prisons.

14. Police, Coast Guard and other Civil Protection Response units as defined in Regulation No. 100/2009 on the Organization and Functions of the Board of Coordination and Control Centre and Civil Protection Respondents are exempted from the limits of paragraphs 1 - 3, 8 - 9 and 13.

### Article 13

#### *A remote pilot and an RPA observer of a remotely piloted aircraft*

A remote pilot shall have knowledge of the operation and piloting of the aircraft and make sure that the flight can be operated safely. He/she shall, inter alia, have the knowledge and ability to respond in case of emergency landing of the aircraft. The RPA observer shall have the knowledge and ability to assist the remote pilot in the safe operation of the flight.

The Icelandic Transport Authority may require that a remote pilot and/or an RPA observer have completed a particular training/course in connection with the operation of the aircraft and have passed a test to confirm their competence.

The Icelandic Transport Authority may approve training providers pursuant to paragraph 2.

Confirmation by training provider approved in another EEA State as regards the qualifications of a remote pilot and/or a RPA observer, shall normally be considered satisfactory.

### **CHAPTER III**

#### **Special conditions for the use of remotely piloted aircraft not flown for leisure**

##### Article 14

###### *Notifications to the Icelandic Transport Authority*

Operators of remotely piloted aircraft with a maximum take-off mass of up to 25 kg and which are not flown for leisure purposes shall communicate to the Icelandic Transport Authority the following information before their use for the first time:

- information on the operator,
- information on the aircraft,
- information on its intended use,
- information on whether flights within densely populated area are planned.

Changes in use shall be notified to the Icelandic Transport Authority before they are implemented.

##### Article 15

###### *Registration of flight information*

All flights under this Chapter shall be recorded. The record shall contain at least the following:

- a) flight date,
- b) flight location,
- c) manufacturer and aircraft type,
- d) the name of the remote pilot of an aircraft,
- e) aircraft identification,
- f) take-off and landing time,
- g) total flight time,
- h) type of project and any deviation, if applicable.

Flight information shall be stored for three years.

##### Article 16

###### *Use of remotely piloted aircraft for purposes other than leisure within densely populated areas*

Within densely populated areas, a remotely piloted aircraft weighing up to 7 kg maximum take-off mass may be used, provided it has been notified to the Icelandic Transport Authority, cf. Article 14. Prior to such a flight, the operator shall carry out a safety assessment, where the risk of the type of activity that he/she intends to perform is evaluated and appropriate mitigation measures are planned and implemented. The safety assessment shall as a minimum include:

- a) a description of how it is ensured that the flight is conducted within a defined area (both horizontal and vertical),
- b) a description of how separation from other aircraft is ensured,

- c) a description of how to respond to unexpected circumstances such as failure of communication equipment or loss of sight. The information provided for in the paragraph shall be preserved for at least three months after the operator has ceased operations and shall be communicated to the Icelandic Transport Authority if the Authority so wishes.

Police, Coast Guard and other civil protection respondents as defined in Regulation No 100/2009 on the Organization and Functions of the Board of Coordination and Control Centres and Civil Protection Respondents may deviate from the implementation of the safety assessment when circumstances require.

#### Article 17

##### *Permit for use of remotely piloted aircraft with take-off mass exceeding 25 kg*

A permit by the Icelandic Transport Authority is required for the operation of all remotely piloted aircraft with a maximum take-off mass exceeding 25 kg. The Icelandic Transport Authority lays down further conditions for the permit, cf. the Annex to this Regulation.

### **CHAPTER IV Additional Provisions**

#### Article 18

##### *Exemptions*

In the case of remotely piloted aircraft not operated for leisure purposes, the Icelandic Transport Authority may grant exemptions from the restrictions provided for in Article 12 of the Regulation and from the weight limitations in Article 16, provided that safety is not jeopardized.

Before granting exemptions under this Article, the applicant shall communicate the following information to the Icelandic Transport Authority:

- a) safety assessment for the intended activities, including a description of the measures and mitigations carried out to ensure acceptable risk during the operation. The safety assessment shall at least contain the following information:
  - i) a description of how to ensure that the flight takes place exclusively within the defined area (both horizontal and vertical) as requested for the operations,
  - ii) a description of how the separation from other aircraft is ensured,
  - iii) a description of how to respond to unexpected circumstances such as failure of communication equipment or loss of sight;
- b) operating manual or other adequate information, including a description of both normal use and also procedures in case of malfunctioning as well as emergency landing plans;
- c) confirmation of insurance;
- d) description of the equipment to be used;
- e) description and chart of the area to be flown over, including the airspace where the flight is requested to take place (lateral limits and vertical limits);
- f) description of the activities, for which the exemption is requested;

- g) information on the competence and training of a remote pilot and/or an RPA observer of a remotely piloted aircraft.

The Icelandic Transport Authority may require confirmation from the owner or caretaker of the geographical area concerned, police, air traffic service provider and local authority or other authorities that no objections have been put forward regarding the intended flight or operation.

Article 19  
*Fees*

The Icelandic Transport Authority charges a fee for the issuance of permits and exemptions in accordance with the Authority's tariffs.

Article 20  
*Right to appeal*

Decisions by the Icelandic Transport Authority may be appealed to the Minister in accordance with the provisions of the Administrative Procedure Act and Act No. 119/2012 on the Icelandic Transport Authority (ICETRA), Administrative Institution for Transport Affairs.

Article 21  
*Penalties*

In case of violation by the operator of the conditions for exemption or permit issued by the Icelandic Transport Authority, the Authority may revoke the exemption or permit. The Icelandic Transport Authority may impose daily fines or periodic penalty payments against holders of a permit or exemption that violate their provisions, cf. paragraph 3 of Article 136 of the Air Travels Act No. 60/1998.

Violations of the provisions of this Regulation are subject to fines or imprisonments for up to five years, cf. Article 141 of the Aviation Act No. 60/1998.

Article 22  
*Entry into force*

This Regulation is based on paragraph 3 of Article 2, cf. Article 145 of the Aviation Act No. 60/1998, and enters into force on 15 December 2017.

The Ministry of Transport 27 October 2017.

Jon Gunnarsson

Ragnhildur Hjaltadóttir



## ANNEX

### **Information to be submitted with an application for a permit to operate remotely piloted aircraft with take-off mass exceeding 25 kg**

When applying for a permit to operate a remotely piloted aircraft, the following information shall be included:

- name, ID number, domicile, telephone number and e-mail address of the applicant and/or company intending to operate the aircraft;
- description of the organization and management required, as well as CVs of the persons responsible for operations, flight operations, airworthiness, maintenance and remote pilots of the aircraft;
- description of the usage, for which the permit is requested;
- description of the devices and equipment used, e.g. the type and aircraft manufacturer's number;
- confirmation of insurance;
- description of the areas or categories of airspace where it is intended to operate a remotely piloted aircraft;
- pictures of the aircraft;
- information required to be included in the operating and maintenance manual according to provisions of the Regulation;
- description of the aircraft's backup system;
- risk assessment for the activities, for which the permit is requested, including a description of the measures and mitigations carried out to ensure acceptable risk during the operation. The risk assessment shall contain at least:
  - a) description of how to ensure that the flight takes place exclusively within the defined area (both horizontal and vertical) as requested for the operations,
  - b) description of how the separation from other aircraft is ensured,
  - c) description of how to respond to unexpected circumstances such as failure of communication equipment or loss of sight;
- information on the responsible person for operations;
- information on the responsible person for flight operations;
- information on the responsible person for airworthiness and maintenance;
- operating and maintenance manual.

Permit number will be sent to the applicant once a permit has been approved. Aircraft shall be marked with a number.