



## **CAR OPS 6**

# **MISCELLANEOUS AIRCRAFT**

**FOREWORD**

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**REVISION RECORD**

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## **FOREWORD**

1. The Gibraltar Civil Aviation Authority is known in these operating regulations as the “Authority”.
2. CAR OPS 6 addresses small unmanned aircraft and associated systems, model aircraft, kites, gliders, balloons and other aircraft such as rockets.
3. ICAO terminology is used throughout these regulations except the term “small unmanned aircraft (SUA)” is used instead of remotely piloted aircraft (RPA).
4. The editing practices used in this document are as follows:
  - (a) ‘Shall’ is used to indicate a mandatory requirement whereby non-compliance may be considered an offence under Section 59 of the Civil Aviation Act – 2024 and may be enforced under the provisions of Section 58.
  - (b) ‘Should’ is used to indicate a recommendation by the Authority and has no legal effect.
  - (c) ‘May’ is used to indicate discretion by the Authority, the industry or the applicant, as appropriate.

*Note: The use of the male gender implies all genders.*

5. Paragraphs and sub-paragraphs with new, amended and corrected text will be enclosed within square brackets until a subsequent amendment is issued.
6. Unless otherwise stated, the definitions and abbreviations contained in CAR DEF are applicable to these regulations.

The Director General, in exercise of the powers conferred by Section 34 of the Civil Aviation Act – 2024, hereby issues these operating regulations.

Christopher Charles Purkiss  
Director General

Gibraltar Civil Aviation Authority

**REVISION RECORD**

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**CHAPTER 1****GENERAL****OPS 6.005    Applicability**

- (a) OPS 6 applies to the following miscellaneous aircraft that are not capable of compliance with CAR 21 in respect to type design or certificate of airworthiness and flown within the territory of Gibraltar;
- (1) small unmanned aircraft (SUA) with a maximum take-off mass of 25 kg or less;
  - (2) micro-light aeroplanes;
  - (3) model aircraft;
  - (4) balloons, including tethered, free and small;
  - (5) kites;
  - (6) gliders, including
    - (i) hang gliders and paragliders; and
    - (ii) motorised hang gliders and paragliders.
    - (iii) parachutes, including base jumping and parascending parachutes;
    - (iv) amateur rockets; and
    - (v) any other aircraft specified by the Authority.
  - (7) foreign owned aircraft.

**OPS 6.010    Permission to Operate**

- (a) Except as specified in OPS 6.015, no aircraft specified in OPS 6.005 shall be flown over the territory of Gibraltar without a special permission granted by the Authority and in accordance with the terms of such permission.
- (b) All aircraft owned by a resident of Gibraltar for which OPS 6 applies shall be registered by the Authority in accordance with Chapter 2.
- (c) The operator shall not cause or permit any article or animal (whether or not attached to a parachute) to be dropped from an aircraft so as to endanger persons or property.
- (d) The operator may only fly the aircraft if reasonably satisfied that the aircraft operation would not jeopardise the safety of people on the ground.
- (e) The operator shall not cause the aircraft to fly over populous areas unless specifically permitted in writing by the Authority.

- (f) An operator shall grant the Authority access to his/her organisation, aircraft and components, and shall ensure that, with respect to maintenance, access is granted to any associated maintenance organisation.
- (g) Except as specified in OPS 6.015, an aircraft operator shall apply to the Authority for permission to operate the aircraft in accordance with Chapter 2.

#### **OPS 6.015 Operations not Requiring a Permission to Operate**

- (a) The following aircraft, that meet the definition of OPS 6.020, may be flown within or over the territory of Gibraltar as defined in the Civil Aviation Act, without special permission granted by the Authority, provided they meet the following conditions;
  - (1) the aircraft is flown indoors only;
  - (2) kites shall not be flown;
    - (i) within 300 metres of the runway centreline,
    - (ii) at a height of more than 30 metres (100 ft) above ground or water level within 500 metres of the runway centreline; or
    - (iii) at a height of more than 60 metres (200 ft) above ground level elsewhere.
  - (3) tethered balloons shall not be flown;
    - (i) within 300 metres of the runway centreline,
    - (ii) at a height of more than 30 metres (100 ft) above ground or water level within 500 metres of the runway centreline;
    - (iii) at a height of more than 60 metres (200 ft) above ground level elsewhere; or
    - (iv) within 60 metres (200 ft) of any vessel, vehicle or structure except with the permission of the person in charge of any such vessel, vehicle or structure;

*Note: Potential operators of these aircraft must contact the Authority to obtain the specified areas, which may vary due to various circumstances.*

- (b) Aircraft that do not meet (a), including any aerial work activities, shall obtain a permission to operate in accordance with Chapter 2.

#### **OPS 6.020 Definitions**

*Note: The definitions and abbreviations contained in CAR DEF are also applicable to these regulations.*

**“Aerial Work”** means an aircraft operation in which an aircraft is used for specialised services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, etc.

**“Balloon”**. A non-power-driven lighter-than-air aircraft. A balloon may be manned/unmanned in free/tethered flight.



*Note 1: “tethered balloon” means a balloon which when in flight is attached by a restraining device to the surface;*

*Note 2: “small free balloon” means a balloon not exceeding 0.5 metres in any linear dimension at any stage of its flight, and does not include any basket or other equipment attached to the balloon.*

**“Glider”.** A non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

*Note: Sailplane has the same meaning as glider.*

**“Hang Glider/Paraglider”** A non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on fabric surfaces and control of flight is by body movement from the operator suspended from a harness below. (see also definition of motorised hang glider/paraglider below)

**“Kite”** means a light frame covered with either paper, cloth or plastic, often with a stabilising tail, and designed to be flown in the air at the end of a long string or control line.

**“Microlight”**

(a) **Aeroplane** means an aeroplane designed to carry not more than two persons which has;

(1) a maximum total weight authorised not exceeding;

(i) 300 kg for a single seat landplane;

(ii) 450 kg for a two seat landplane;

(iii) 330 kg for a single seat amphibian or floatplane; or

(iv) 495 kg for a two seat amphibian or floatplane; and

(2) a stalling speed at the maximum total weight authorised not exceeding 35 knots calibrated airspeed;

(b) **Helicopter** (reserved)

**“Model Aircraft”.** For the purposes of OPS 6, a model aircraft is a physical model of an existing or imagined aircraft, and is built typically for display, research, or amusement. Model aircraft operated in the territory of Gibraltar are not classified as small unmanned aircraft for the purpose of these regulations.

**“Motorised Hang Glider/Paraglider”** is a hang glider/paraglider where the pilot wears a back-pack motor attached to a propeller, which provides enough thrust to take off.

**“Operator”** is the person who has the management of the aircraft operation.

**“Parachuting”** is a method of descending to the ground or water surface with the aid of gravity, involving the control of speed during the descent using a parachute or multiple parachutes.

*Note: Base jumping is included in this definition.”*

**“Parascending Parachute”** means a parachute, which is towed by cable in such a manner as to cause it to ascend.

**“Populous Area.”** An area in relation to the operation of aircraft that has a sufficient density of population for some aspect of the operation, or some event that might happen during the operation (in particular, a fault in, or failure of an aircraft component) to pose an unreasonable risk to the life, safety or property of person(s) who is in the area but not associated with the operation.

**“Rocket”** means a device, which is propelled by ejecting expanding gasses generated in its motor from self-contained propellant and which is not dependent on the intake of outside substances and includes any part of the device intended to become separated during operation.

**“Small Unmanned Aircraft (SUA)”** means any unmanned aircraft, which is remotely piloted and having a mass of not more than 25 kg, including fuel and any articles or equipment installed in or attached to the aircraft at the commencement of the flight.

#### **OPS 6.025 Use of Alcohol and Psychoactive Substances**

No person required for the operation shall;

- (a) consume an alcoholic beverage within 8 hours of the commencement of operation;
- (b) be under the influence of alcohol; or
- (c) be under the influence of any psychoactive substance or drug that impairs the person’s faculties to the extent that aviation safety or the safety of any person is endangered or likely to be endangered.

#### **OPS 6.030 Mandatory Reporting**

- (a) The operator or registered owner shall report to the Authority and competent authorities any accident or incident which causes death or injury to a person or persons as soon as is practicable, but not later than one hour after the event.
- (b) The operator or registered owner shall report to the Authority any accident or incident which causes loss or damage to persons or property as soon as is practicable, but not later than 24 hours after the event.

#### **OPS 6.035 Immediate Notification**

The operator shall give to the Authority and the air traffic control unit at the Gibraltar Airport, immediate notice giving details of any of the following circumstances of which the operator has knowledge:

- (a) operations not in compliance with the permission;
- (b) any act of unlawful interference;
- (c) penetration of any area for which permission has not been granted; and
- (d) any condition that could affect safety on the ground or airborne.

#### **OPS 6.040 Radio Spectrum Requirements**

- (a) The operator shall only utilise radio command and control frequencies acceptable to the Authority.
- (b) The Authority may de-register any aircraft, where its radio command and control frequencies are determined to cause interference to other frequencies or public communications systems.

**OPS 6.045 Non-compliance**

- (a) Failure to comply with these regulations shall be an offence and administrative or penalty provisions may apply.
- (b) The registered owner of the aircraft shall bear ultimate responsibility for the operation of the aircraft and for compliance with OPS 6.

**OPS 6.050 Operations by Foreign Aircraft**

The operator of a foreign aircraft, as described in these regulations, shall meet the requirements of these regulations, unless exempted by the Authority.

**CHAPTER 2****REGISTRATION AND PERMISSION TO OPERATE****OPS 6.100 Registration**

- (a) Except for foreign aircraft **that hold a foreign registration**, all aircraft for which OPS 6 applies, shall be registered by the Authority.
- (b) The registered owner shall bear ultimate responsibility for the operation of the aircraft.
- (c) An application for registration shall be submitted by the owner of the aircraft to the Authority.
- (d) The aircraft, granted registration by the Authority, shall prominently display the registration number on the aircraft in a manner approved by the Authority prior to any operation.
- (e) The registration number shall be;
  - (1) clearly visible from the outside, or within a compartment that can easily be accessed without using a tool;
  - (2) secure and safe from damage;
  - (3) on the main body of the aircraft; or
  - (4) as specified on the registration certificate, issued by the Authority.

*Note: The registration number does not conform to CAR REG requirements.*

**OPS 6.105 Application for Registration**

- (a) An applicant for registration must be a legal person; and
  - (1) shall have reached the age of at least 16 years by the date of submission; and
  - (2) shall submit to the Authority an application in the form acceptable to the Authority.
- (b) The Authority shall issue its decision on the submitted application within thirty days from the date of receipt of all required documentation and after ensuring that all requirements are met and payment of the prescribed fee is received.
- (c) The Authority may give its consent and transfer the registration number to a transferee where;
  - (1) the transferee applies in writing to the Authority; and
  - (2) the current holder of the registration number notifies the Authority in writing indicating the intended date of transfer.

**OPS 6.110 Validity and Renewal of Registration**

Unless otherwise suspended, revoked or cancelled, the aircraft registration shall be valid for 12 months and may be renewed upon application in accordance with OPS 6.105.

**OPS 6.115 Rejection of Application for Registration**

The Authority may reject an application for aircraft registration.

**OPS 6.120 Change of Ownership**

If there is a change in ownership of the aircraft, the new owner shall apply for a transfer of the registration in accordance with OPS 6.105(c).

**OPS 6.125 Permission to Operate**

- (a) In accordance with OPS 6.010(a) no aircraft shall be flown over the territory of Gibraltar without a special permission granted by the Authority.
- (b) A permission to operate is not transferrable.

**OPS 6.130 Application for Permission to Operate**

- (a) An applicant for a permission to operate must be the registered owner, or owner's nominated operator, and shall have reached the age of at least 18 years at the date of submission.
- (b) An applicant for a permission shall apply to the Authority in the form acceptable to the Authority.

*Note: Prior to making application, the registered owner or nominated operator should refer to the following Chapter for the applicable aircraft operation to ensure the aircraft and operator is capable of compliance;*

- (1) *Chapter 3 – Small Unmanned Aircraft;*
- (2) *Chapter 4 – Balloons;*
- (3) *Chapter 5 – Micro-Light Aircraft;*
- (4) *Chapter 6 – Gliders, Hang gliders and Paragliders*
- (5) *Chapter 7 – Rockets.*

**OPS 6.135 Validity of Permission to Operate**

Unless otherwise suspended, revoked or cancelled, the permission to operate shall be valid for a maximum of 12 months and may be renewed upon application in accordance with OPS 6.130.

**OPS 6.140 Contents of the Permission to Operate**

- (a) The permission to operate shall define, in the operations specifications, the privileges or limitations for such an operation.
- (b) The permission to operate shall contain at least the following:
  - (1) the registration number of the aircraft;
  - (2) the permission to operate number and its expiration date;

- (3) the operator name and trading name (if different);
  - (4) nominated persons who may operate the aircraft;
  - (5) the date of issue and the name, signature and title of the authority representative;
  - (6) the contact details of operational management can be found.
- (c) The operations specifications associated with the permission to operate shall contain at least the following information as applicable;
- (1) the type(s) or model(s) and number of aircraft authorised for use;
  - (2) the authorised base of operations, areas of operation or routes;
  - (3) the description of the types of operations authorised, such as;
    - (i) day/night operations;
    - (ii) carriage of Dangerous Goods or cargo;
    - (iii) line of sight requirements;
    - (iv) airspace and required navigation specifications;
    - (v) specific area(s) of operation.
  - (4) continuing airworthiness arrangements;
  - (5) supply of fuel or energy privileges;
  - (6) exemptions; and
  - (7) any other privileges or limitations.

#### **OPS 6.145 Amendment of the Permission**

The Authority may amend a permission to operate where;

- (a) there is a change in the owner/operator of the aircraft
- (b) there is a change to the information provided in the application for the permission that was granted by the Authority; or
- (c) the holder of the permission requests the amendment.

#### **OPS 6.150 Documents to be Carried**

When exercising the privileges of the permission, a copy of the registration, permission to operate and accompanying operations specifications relevant to the aircraft operation, shall be carried by the operator or by the pilot-in-command if applicable.

**OPS 6.155 Suspension, Revocation or Cancellation of a Permission**

- (a) The Authority may suspend, revoke or cancel a permission to operate with immediate effect if the holder;
  - (1) has found to knowingly stated false information on the application for a permission granted by the Authority;
  - (2) fails to meet the requirements stated in the permission;
  - (3) no longer meets the conditions for granting the permission;
  - (4) violates any of the obligations imposed under the permission;
  - (5) operates the aircraft in areas or activities outside the terms of the permission; or
  - (6) operates the aircraft in a manner that poses a threat to public safety, national security or prejudices the public interest.

**OPS 6.160 Appeal Process**

- (a) The applicant for aircraft registration or a permission to operate that has been rejected by the Authority may appeal the decision to the Minister within thirty days from the date of notification of the decision.
- (b) The owner/operator of an aircraft whose permission to operate has been suspended, revoked or cancelled by the Authority may appeal the decision to the Minister within thirty days from the date of notification of the decision.
- (c) Whoever has his grievance rejected by the Minister may appeal the rejection decision before the competent court within thirty days from the date of his notification of the refusal, or from the day following the expiry of the deadline for deciding on the appeal without notification.
- (d) It is not permissible to appeal before the competent court except after a grievance against the decision is made and a decision has been issued rejecting the grievance or the deadline for deciding on it has passed without notice.

**CHAPTER 3****SMALL UNMANNED AIRCRAFT (SUA)****OPS 6.200    Applicability**

This Chapter applies to applicants for a permission to operate small unmanned aircraft (SUA) with a maximum take-off mass of 25 kg or less.

**OPS 6.205    Security**

- (a) The operator shall be responsible for ensuring the security of the aircraft before, during and after an operation.
- (b) The operator shall be responsible for ensuring that only authorised persons have access to the remote pilot station.

**OPS 6.210    SUA Permission to Operate**

- (a) Prior to issuing a permit to operate, the Authority shall require that an individual provide proof of competence to operate a SUA, this shall be established once the individual;
  - (1) has applied to the Authority, in such manner as the Authority may require, for a permission to operate;
  - (2) has supplied such information and evidence as the Authority may require;
  - (3) has undertaken such training as the Authority may require; and
  - (4) has undergone such tests as the Authority may require.
- (b) That training or those tests may relate to matters which include;
  - (1) the practical operation of SUAs;
  - (2) matters connected with the operation of SUA (such as respect for privacy, data protection, safety, security and environmental protection).
- (c) Subject to paragraph (d), a permission to operate may relate;
  - (1) to a particular description of SUA;
  - (2) to a particular description of flights by SUA.
  - (3) a number of SUA operated by a particular operator.
- (d) A permission to operate issued, or renewed, under this article is valid for the period shown on the acknowledgement.
- (e) The Authority shall issue a permission to operate subject to such conditions as it deems appropriate.
- (f) The remote pilot shall not fly a SUA unless in possession of a valid permission to operate.



**OPS 6.215 SUA Aerial Work**

- (a) The SUA operator shall not conduct aerial work operations unless stated on the permission to operate.
- (b) Unless otherwise specified by the Authority in the permission to operate, the SUA operator must not cause or permit a SUA to be flown on aerial work operations;
  - (1) over or within 150 metres of any populous area, residential, commercial, industrial, and/or recreational area;
  - (2) over or within 150 metres of any organised open- air assembly of more than 1,000 persons;  
or
  - (3) within 50 metres of any vessel, vehicle or structure which is not under the control of the SUA operator or the remote pilot of the aircraft.
- (c) During take-off or landing, the SUA must not be flown within 30 metres of any person not associated with the SUA operation.

*Note: The area of operation and operating heights shall be stated on the operations specifications of the permission to operate.*

**CHAPTER 4****BALLOONS****OPS 6.300 Applicability**

This Chapter applies to applicants for a permission to operate small free balloons and tethered balloons used for aerial work operations.

**OPS 6.305 Tethered Balloons**

- (a) A tethered balloon shall not be flown within 60 metres laterally of any vessel, vehicle or structure except with the permission of the person in charge of any such vessel, vehicle or structure.
- (b) A tethered balloon shall not be flown within the aerodrome traffic zone of the Gibraltar Airport during the notified operating hours of the Gibraltar Airport;
- (c) A tethered balloon shall not be flown at a height measured to the top of the balloon of more than 60 metres above ground level;

*Note: The area of operation shall be stated on the operations specifications of the permission to operate.*

**OPS 6.310 Small Free Balloons**

- (a) An unmanned small free balloon, other than a light balloon used exclusively for meteorological purposes and operated in the manner prescribed by the Authority, shall not be operated across the territory of a State without appropriate authorisation from the State concerned.
- (b) The authorisation referred to in (a) shall be obtained prior to the launching of the balloon if there is reasonable expectation, when planning the operation, that the balloon(s) may drift into airspace over the territory of a State.
- (c) A small free balloon shall only be flown;
  - (1) with the approval of the air traffic control unit at the Gibraltar Airport;
  - (2) during daylight (the time from half an hour before sunrise until half an hour after sunset);
  - (3) in visual conditions; and
  - (4) from the launch area specified in the operations specifications.
- (d) A small free balloon, prior to release shall be securely moored and not be left unattended unless it is fitted with a device which ensures its automatic deflation if it breaks free of its moorings.
- (e) A person shall not cause or permit a group of small free balloons exceeding 1,000 in number to be simultaneously released at a single site within the territory of Gibraltar Airport unless that person has applied for a permission to operate not less than 28 days previous notice in writing of the release.

*Note: “simultaneously released at a single site” means the release of a specified number of balloons during a period not exceeding 15 minutes from within an area not exceeding 1 km square..*

## **CHAPTER 5**

### **MICROLIGHTS**

#### **OPS 6.400    Applicability**

This Chapter applies to applicants for a permission to operate microlight aircraft (aeroplane or helicopter).

#### **OPS 6.405    Requirements**

The operator of a microlight shall not be granted a permission to operate unless;

- (a) the aircraft holds an acceptable registration from a Contracting State;
- (b) the pilot holds a licence for the aircraft model from that Contracting State; and
- (c) the microlight is flown;
  - (1) with the approval of the air traffic control unit at the Gibraltar Airport;
  - (2) during daylight (the time from half an hour before sunrise until half an hour after sunset);
  - (3) in visual conditions; and
  - (4) in the area and height specified in the operations specifications.

**CHAPTER 6****GLIDERS, HANG GLIDERS AND PARAGLIDERS****OPS 6.500    Applicability**

This Chapter applies to applicants for a permission to operate the following;

- (a)     Gliders;
- (b)     Hang gliders, including motorised hang gliders;
- (c)     Paragliders, including motorised paragliders.

**OPS 6.505    Requirements**

The operator of a glider, hang glider or paraglider, either unpowered or motorised shall not be granted a permission to operate unless the aircraft is flown;

- (a)     with the approval of the air traffic control unit at the Gibraltar Airport;
- (b)     during daylight (the time from half an hour before sunrise until half an hour after sunset);
- (c)     in visual conditions; and
- (d)     in the area and heights specified in the operations specifications.

**CHAPTER 7****AMATEUR ROCKETS****OPS 6.600 Applicability**

This Chapter applies to applicants for a permission to operate amateur rockets launched from the territory of Gibraltar.

**OPS 6.605 Application**

The operator shall apply for a permission to operate not less than 28 days' notice in writing of the proposed launch of the rocket.

**OPS 6.610 Conditions**

- (a) A rocket shall not be operated across the territory of a State without appropriate authorisation from the other State concerned.
- (b) The authorisation referred to in (a) shall be obtained prior to the launching of the rocket if there is reasonable expectation, when planning the operation, that the rocket may enter into airspace over the territory of a State.
- (c) The operator shall be a person, who is responsible for ensuring the safety of the operation and has final approval authority for initiating high-power rocket flight;
- (d) The operator shall reasonably satisfy himself by a risk assessment that;
  - (1) the flight can be safely made;
  - (2) the airspace within which the flight will take place is, and will throughout the flight, remain clear of any obstructions including any aircraft in flight; and
  - (3) unless reasonable precautions are provided to report and control a fire caused by rocket activities, the operator must conduct a safety analysis that determines or verifies the following;
    - (i) the size and location of the ground hazard area.
    - (ii) the size and location of the aircraft hazard area(s) and the times during which the hazard area(s) must remain clear of aircraft during both normal operations and in the event of a failure.
    - (iii) any additional steps that the amateur rocket operator must take to ensure public safety.
- (e) An amateur rocket shall;
  - (1) launch on a suborbital trajectory;
  - (2) be unmanned;

- (f) An amateur rocket shall not operate;
- (1) at any altitude where clouds or obscuring phenomena of more than five-tenths coverage prevail;
  - (2) at any altitude where the horizontal visibility is less than five miles;
  - (3) into any cloud;
  - (4) during the night (the time from half an hour after sunset until half an hour before sunrise), without prior authorisation from the Authority

*Note: The launch position, trajectory area of operation and maximum operating height shall be stated on the operations specifications of the permission to operate.*

#### **OPS 6.615 Notification**

- (a) The operator shall obtain the permission of the air traffic control unit at the Gibraltar Airport for aircraft flying in that airspace.
- (b) A NOTAM must be issued that includes the keywords "airspace" and "rocket launch activity," the site description, and effective dates and times. It should also include a brief narrative describing the rocket operation, numbers and types of rockets involved, and contact information for non-participating pilots.