

## Japanese Civil Aeronautics Act Compliance Required for UAV Flights

When flying an Unmanned Aircraft (UA) in Japan, the Unmanned Aircraft and flight plan must basically comply with the Civil Aeronautics Act. Specifically, you must complete (1) UA registration procedure, (2) Procedure in the case of a specified flight, and (3) Notification and confirmation of a flight plan to the Japanese Civil Aviation Bureau (JCAB).

### ① UA registration procedure

If the weight of the aircraft exceeds 100 grams, you must register the aircraft with the JCAB and obtain a registration ID in accordance with the Civil Aeronautics Act. Although other countries also conduct drone registration, Japan's Civil Aeronautics Act is stricter than that of other countries, so you must register your drone once again in Japan.

### ② Procedure in the case of a specified flight

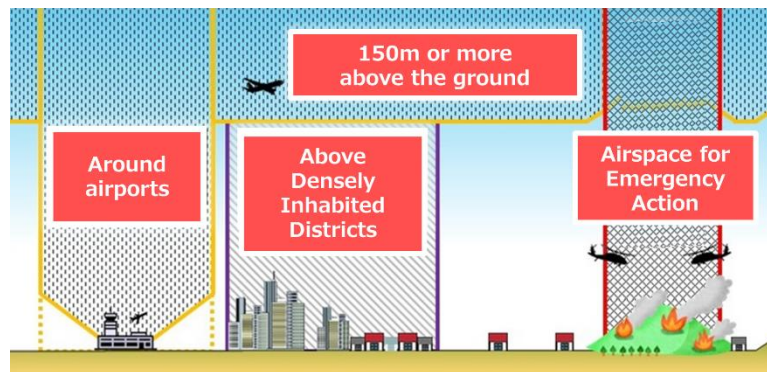
Unmanned Aircrafts weighing more than 100 grams are classified into three flight categories according to the risk of the flight area and flight method, etc. If your flight falls under the high-risk "specified flight" category, you are required to apply in advance to the JCAB. In this case, the aircraft and operator information registered in (1) above is required. This competition falls under Category II, as access control measures will be implemented and flights will not take place over third parties.

The flight categories based on risk are shown below.

Flight category	Overview
Category I	Flights that do not fall under specified flights. No flight permit or approval procedure is required under the Civil Aeronautics Act.
Category II	Specified flights where access control measures are implemented beneath the flight path of the Unmanned Aircraft (i.e., not flying over a third party).
Category III	Specified flights where access control measures are not implemented beneath the flight path of the Unmanned Aircraft (i.e., specified flight over a third party).

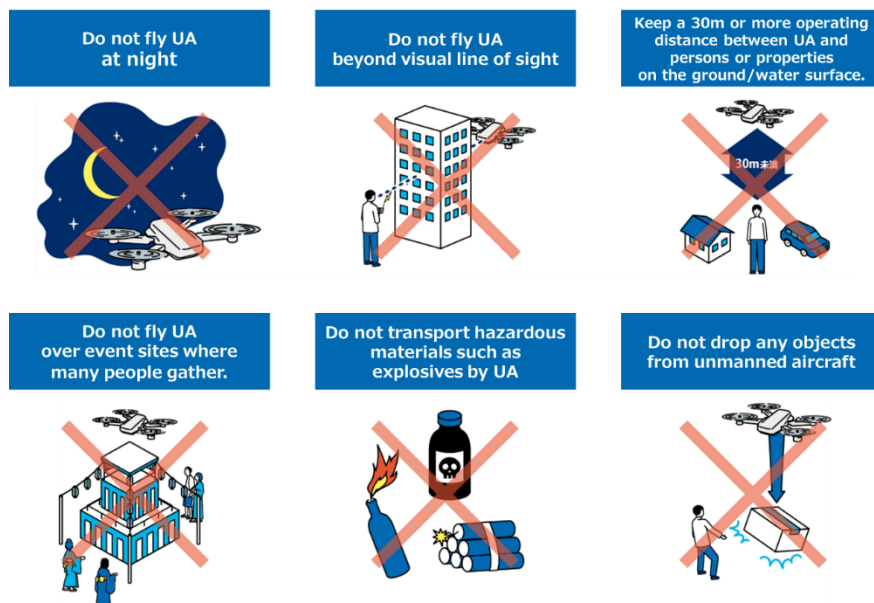
The following describes what constitutes a “specified flight” requiring application and approval in order to fly. This competition includes “Do not fly UA beyond visual line of sight” and “Do not fly UA over event sites where many people gather” for mission 3 (a part of the airspace available for flight is over the event site). In addition, if you plan to execute mission 2 by dropping an object, this would fall under “Do not drop any objects from unmanned aircraft”, and if you plan to fly in airspace that is 150 meters or more above ground, this would fall under “150 m or more above the ground”.

#### #Flight Airspace



(Source: JCAB website)

#### #How to fly



(Source: JCAB website)

③ Notification and confirmation of a flight plan

When an Unmanned Aircraft is to be used for a “specified flight,” you must submit an application to the JCAB for the flight route, including the date, time, and route of the flight in advance to ensure safety.

The secretariat will assist you in submitting an application to the JCAB. The “specified flight” permit application process takes time before approval is granted. Accordingly, in addition to the contents of the proposal form, please provide information on the aircraft, operator, and flight plan after passing the document review process. For details, please refer to the JCAB website.

(Reference: Flight Rules for Unmanned Aircraft)

<https://www.mlit.go.jp/en/koku/uas.html>