



Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

Twentieth Congress
2nd Regular Session
HOUSE BILL NO. 11366



Introduced by **Rep. Antonio T. Kho** and **Rep. Elisa “Olga” T. Kho**

EXPLANATORY NOTE

The rapid development and widespread availability of unmanned systems have brought significant technological, economic, and social benefits to the Philippines. Unmanned aircraft and other unmanned systems are increasingly being used in agriculture, infrastructure inspection, mapping and surveying, disaster response, environmental monitoring, photography, logistics, research, public safety, and other legitimate activities.

At the same time, the increasing accessibility of unmanned systems presents emerging challenges to public safety, national security, privacy, property, and the orderly use of public spaces and airspace. Improper or unauthorized operation may endanger persons and property, interfere with aircraft operations, compromise restricted or sensitive areas, or facilitate other unlawful activities.

The Civil Aviation Authority of the Philippines (CAAP) has already established regulatory requirements for remotely piloted aircraft systems, including registration, personnel or controller certification, operator requirements, operational limitations, and sanctions for violations. CAAP likewise recognizes the need to ensure that unmanned aircraft operations do not compromise aviation and public safety.

However, the continuing development of unmanned technology calls for a comprehensive legislative framework that will complement existing aviation regulations and provide clear rules concerning the possession, registration, operation, use, and accountability of unmanned systems.

This measure therefore seeks to establish a national policy governing unmanned systems while respecting the existing mandate of CAAP and other government agencies with jurisdiction over particular applications of unmanned technology.

The proposed Act seeks to ensure that persons who possess and operate unmanned systems do so responsibly, safely, and in accordance with established standards. It shall provide appropriate requirements for registration, identification, licensing or certification, and operation, as may be applicable to the type, weight, capability, and intended use of the unmanned system.

The measure likewise seeks to establish reasonable restrictions on the operation of unmanned systems in areas where their operation may pose a substantial risk to public safety or security, including airports, aerodromes, restricted or prohibited airspace, government and military installations, correctional facilities, emergency response areas, and other areas designated by competent government authorities.

CAAP's existing regulations, for example, recognize different categories of remotely piloted aircraft and impose additional requirements depending on the type of operation. Certain operations may require controller certification, operator certification, or special flight permits, particularly for operations involving controlled or prohibited airspace, nighttime operations, operations beyond visual line of sight, operations near airports, or operations above prescribed altitude limits.

The proposed legislation also recognizes that unmanned systems should not be regulated solely from the perspective of aviation. Their operation may affect public order and safety, privacy, national security, telecommunications, environmental protection, and the protection of critical infrastructure. Accordingly, the bill provides for appropriate coordination among CAAP, the Philippine National Police, the Armed Forces of the Philippines, the National Telecommunications Commission, local government units, and other concerned government agencies, within their respective mandates.

The measure further seeks to promote responsible use of unmanned systems by establishing clear obligations on owners and operators, including compliance with applicable registration and operational requirements, observance of designated no-fly or restricted areas, maintenance of the unmanned system in safe operating condition, and compliance with lawful instructions issued by competent authorities.

The proposed Act shall likewise provide penalties for unauthorized possession or operation, operation in prohibited or restricted areas, reckless or dangerous operation, interference with aircraft or other critical operations, failure to comply with registration or identification requirements, and other acts that may endanger persons, property, public safety, or national security.

At the same time, the bill recognizes that regulation must be reasonable, proportionate, and consistent with constitutional rights. Legitimate recreational, educational, scientific, commercial, agricultural, humanitarian, and other lawful uses of unmanned systems should not be unnecessarily restricted. The regulatory framework should therefore distinguish between activities that present different levels of risk and impose requirements proportionate to the nature and circumstances of the operation.

The bill also recognizes the increasing use of unmanned systems for disaster response and public service. Government agencies and authorized responders may use unmanned systems for search and rescue, disaster assessment, emergency response, environmental monitoring, and other public-interest purposes, subject to appropriate safety and operational protocols.

Furthermore, the proposed legislation shall be implemented in coordination with existing laws and regulations, including Republic Act No. 9497, otherwise known as the “Civil Aviation Authority Act of 2008,” and applicable Philippine Civil Aviation Regulations. CAAP is already mandated to establish and prescribe rules and regulations concerning aircraft registration and operations and to enforce laws governing air transportation.

The bill therefore does not intend to diminish the authority of CAAP over civil aviation. Rather, it seeks to provide a broader statutory framework for the responsible possession and operation of unmanned systems while preserving the respective mandates of government agencies under existing laws.

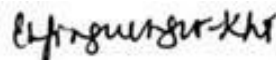
As unmanned technology continues to evolve, the Philippines must ensure that innovation proceeds hand in hand with responsibility, safety, accountability, and respect for the rights of others. A clear and comprehensive regulatory framework will provide greater certainty to legitimate users and operators while giving government authorities the necessary tools to address unsafe, unauthorized, and unlawful use.

For these reasons, the immediate passage of this measure is earnestly sought.



REP. ANTONIO T. KHO

1st District, Masbate



REP. ELISA “OLGA” T. KHO

2ND District, Masbate



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AN ACT
REGULATING THE POSSESSION AND OPERATION OF UNMANNED
SYSTEMS, PROVIDING PENALTIES FOR VIOLATIONS THEREOF, AND FOR
OTHER PURPOSES

Be it enacted by the Senate and the House of Representatives of the Philippines in Congress assembled:

ARTICLE I
GENERAL PROVISIONS

SECTION 1. *Short Title.* This Act shall be known as the "Unmanned Systems Regulation and Safety Act of 2026".

SECTION 2. *Declaration of Policy.* - It is hereby declared the policy of the State to promote the responsible development and use of technology in furtherance of national development, while protecting the life, liberty, property, privacy, and security of its people.

The State recognizes the significant potential of Unmanned Systems (US), including drones, to advance commercial, agricultural, recreational, scientific, educational, humanitarian, and public service activities. The State likewise recognizes that the improper, negligent, or unlawful use of

such systems may pose risks to public safety, national security, privacy, and the protection of property.

Towards this end, the State shall establish a comprehensive regulatory framework governing the importation, manufacture, distribution, sale, ownership, registration, and operation of Unmanned Systems. Such framework shall ensure that their use is safe, responsible, and consistent with existing laws and regulations, while fostering innovation and technological advancement.

The State shall likewise strengthen the coordination and capabilities of concerned government agencies in the registration, monitoring, regulation, and enforcement of laws governing Unmanned Systems, and shall prescribe appropriate penalties for violations thereof to prevent and deter their unlawful use, misuse, and exploitation.

SECTION 3. *Definition of Terms*— As used in this Act, the following terms shall mean:

a. Agricultural Operation — refers to the use of an Unmanned System for agricultural purposes, including, but not limited to, crop dusting, seeding, pest control, crop health monitoring, irrigation assessment, and livestock management.

b. CAAP Regulations — refers to the rules and regulations issued by the Civil Aviation Authority of the Philippines (CAAP), including applicable provisions of Civil Aviation Regulations (CAR) Part 11 and Part 14 and CAAP Memorandum Circular No. 29-15, governing Unmanned Aircraft System (UAS) operations.

c. Commercial Operation — refers to any authorized use of an Unmanned System for work, business, professional activity, or in connection with any form of compensation or hire.

d. Controlled Airspace — refers to airspace of defined dimensions within which Air Traffic Control service is provided.

e. Critical Infrastructure — refers to assets, systems, facilities, and networks so vital to the Republic of the Philippines that their incapacitation, disruption, or destruction would have a debilitating impact on national security, economic stability, public health, or public safety.

f. Drone Operator or Remote Pilot — refers to any natural or juridical person who commands, controls, operates, or manipulates the flight controls of an Unmanned System.

g. Drone Owner — refers to the natural or juridical person in whose name the Unmanned System is registered.

h. Enhanced Managing Police Operations (EMPO) — refers to a program strategy of the Philippine National Police (PNP) focused on strengthening anti-criminality efforts through targeted interventions based on prevalent crime rates and identified security concerns. It encompasses various aspects of police operations, including patrol strategies, community engagement, intelligence gathering, and other measures intended to enhance the efficiency and effectiveness of police services.

i. Law Enforcement Agency (LEA) — refers to the Philippine National Police (PNP), National Bureau of Investigation (NBI), Philippine Drug Enforcement Agency (PDEA), and other government agencies authorized by law to perform law enforcement functions.

j. Law Enforcement Operation — refers to the broad range of activities undertaken by government authorities to enforce the law, maintain public order, prevent and detect crimes, conduct investigations, and apprehend offenders.

k. Modification — refers to any alteration to an Unmanned System's hardware or software that changes its flight or operational capabilities, payload capacity, communication systems, or operational range from the original manufacturer's specifications.

l. Prohibited or No-Fly Zone — refers to a designated area over which the operation of an Unmanned System is strictly prohibited for reasons of national security, public safety, or other lawful purposes.

m. Public Safety and Security Operation — refers to the authorized use of an Unmanned System by a government entity for public service purposes, including, but not limited to, search and rescue, law enforcement, reconnaissance, tactical operations, disaster response, emergency response, and other activities necessary to promote law and order, public safety, and security.

n. Recreational Operation — refers to the authorized use of an Unmanned System for personal interest, hobby, leisure, or amusement purposes, without commercial or professional intent.

o. Restricted Zone — refers to a designated area over which the operation of an Unmanned System is subject to specific conditions, limitations, or prior authorization.

p. Unmanned Aircraft System (UAS) — refers to an Unmanned System designed for operation in the atmosphere or aerial environment.

q. Unmanned Ground-Based System (UGS) — refers to an Unmanned System designed for operation on land surfaces.

r. Unmanned Maritime System (UMS) — refers to an Unmanned System designed for operation on or beneath the surface of water, including submersible and semi-submersible vehicles.

s. Unmanned System (US) — refers to any remotely, automatically, or autonomously controlled vehicle, together with its associated control systems, designed to operate in the air, on land, or in water, without a human pilot or operator physically on board.

t. Visual Line of Sight (VLOS) — refers to the ability of the operator or remote pilot to maintain direct visual contact with the Unmanned System using unaided vision, except for corrective lenses, throughout the operation.

u. Weaponized Drone — refers to any Unmanned System equipped with, carrying, or used to deploy any firearm, explosive, chemical, biological, radiological, or other hazardous or deadly payload intended to cause harm, injury, or death.

SECTION 4. *Categories and Classifications of Drones*

— All drones shall be classified according to their Maximum Take-Off Weight (MTOW) and/or operational risk, as follows:

A. Based on Weight

Category 1 – Micro: Less than two hundred fifty (250) grams. Drones in this category shall be exempt from registration when used exclusively for recreational purposes, subject to applicable safety regulations.

Category 2 – Small: Two hundred fifty (250) grams to seven (7) kilograms. Drones in this category shall be subject to registration and applicable operator licensing requirements.

Category 3 – Standard: More than seven (7) kilograms but not exceeding twenty-five (25) kilograms. Drones in this category shall be subject to stricter registration, certification, and operational requirements.

Category 4 – Large: More than twenty-five (25) kilograms. Drones in this category shall be subject to regulatory requirements substantially similar to those applicable to manned aircraft, as may be determined by the appropriate government agency.

B. Based on Operational Risk

Class 1 – Low-Risk: Recreational operations conducted in authorized areas and under conditions prescribed by the appropriate regulatory agency.

Class 2 – Medium-Risk: Commercial operations conducted within Visual Line of Sight (VLOS), including aerial photography, surveying, mapping, and similar activities.

Class 3 – High-Risk: Specialized operations, including Beyond Visual Line of Sight (BVLOS) flights, nighttime operations, autonomous operations, drone delivery services, and other activities determined by the appropriate regulatory agency to present elevated operational risks and requiring special permits or authorization.

ARTICLE II

GOVERNANCE, REGISTRATION, AND LICENSING

SECTION 5. *Inter-Agency Council on Unmanned Systems (IAC-US)*

— To ensure a comprehensive, coordinated, and harmonized regulatory framework for Unmanned Systems, an Inter-Agency Council on Unmanned Systems (IAC-US) is hereby created.

The IAC-US shall be chaired by the Secretary of the Department of Transportation (DOTr) and shall be composed of the heads or duly authorized representatives of the Department of National Defense (DND), Department of the Interior and Local Government (DILG), Department of Trade and Industry (DTI), Department of Information and Communications Technology (DICT), Department of Science and Technology (DOST), Department of Agriculture (DA), National Security Council (NSC), Civil Aviation Authority of the Philippines (CAAP), Armed Forces of the Philippines (AFP), Philippine National Police (PNP), Bureau of Fire Protection (BFP), Philippine Coast Guard (PCG), and such other government agencies as may be necessary.

The IAC-US shall serve as the primary coordinating and policy-making body responsible for overseeing the implementation of this Act and ensuring inter-agency coordination in the regulation and use of Unmanned Systems.

SECTION 6. *Mandatory Unmanned System Registration*

— All Unmanned Systems shall be registered in the Philippine Unmanned Systems Registry, except UAS weighing less than two hundred fifty (250) grams that are used exclusively for recreational purposes.

The IAC-US shall establish and maintain a centralized registry and database of Unmanned Systems. The CAAP shall administer the registration of UAS; the PCG shall administer the registration of UMS; and the DOTr, in coordination with the PNP, shall administer the registration of UGS.

Registration shall be renewable every three (3) years or at such other period as may be prescribed in the implementing rules and regulations.

SECTION 7. *Mandatory Operator Licensing*

— No person shall operate an Unmanned System subject to mandatory registration without a valid Remote Operator's License issued by the appropriate regulatory authority.

The IAC-US, through its member agencies, shall establish appropriate license categories based on the domain, classification, and risk level of the intended operation. Applicants shall be required to pass the applicable knowledge examinations and practical skills assessments relevant to their intended domain of operation.

SECTION 8. *Accreditation of Importers, Manufacturers, and Sellers*

— Any person or entity engaged in the importation, manufacture, assembly, sale, distribution, or lease of drones in the Philippines shall secure the appropriate accreditation from the Department of Trade and Industry (DTI), in coordination with the CAAP and other concerned agencies.

Accredited entities shall:

- a. Maintain accurate records of all sales, including the name and address of the buyer and the serial number and other identifying information of the drone;
- b. Provide, at the point of sale, a safety briefing or information leaflet containing the relevant provisions of this Act and applicable operating requirements; and
- c. Submit a quarterly sales report to the CAAP and the Philippine National Police (PNP), or to such other agency as may be designated by the IAC-US.

ARTICLE III RULES OF OPERATION

SECTION 9. *General Operating Rules*

— All Unmanned System operations shall comply with the following rules, unless otherwise authorized by the appropriate regulatory agency:

- a. Operate only within prescribed operational boundaries, including applicable altitude limits for UAS, depth limits for UMS, and geographical limitations for UGS;
- b. Maintain continuous Visual Line of Sight (VLOS) with the Unmanned System, unless Beyond Visual Line of Sight (BVLOS), autonomous, or other special operations have been specifically authorized;
- c. For UAS, maintain a maximum altitude of four hundred (400) feet or one hundred twenty-two (122) meters above ground level, unless otherwise authorized;
- d. Refrain from operating over crowds, schools, hospitals, or public gatherings without the required authorization;
- e. Refrain from operating an Unmanned System from a moving vehicle, unless specifically authorized under applicable regulations;
- f. Yield the right-of-way to all manned aircraft, vessels, and other vehicles;

g. Refrain from operating over critical infrastructure, designated public gatherings, or other restricted areas without the required authorization; and

h. Ensure that the operator is not under the influence of alcohol, prohibited drugs, or any substance that may impair the safe operation of the Unmanned System.

SECTION 10. *Prohibited Acts*

— The following acts are declared unlawful:

a. Operating a drone without the required registration and/or valid operator's license;

b. Importing, manufacturing, assembling, leasing, distributing, or selling drones, parts, or peripherals without the required accreditation;

c. Selling or leasing a drone to a person who does not possess the required operator's license, when such license is required by law;

d. Weaponizing a drone or equipping it with firearms, explosives, biological agents, chemical substances, or other dangerous or hazardous materials intended to cause harm;

e. Using a drone for unlawful surveillance, harassment, or violation of the right to privacy of any person, consistent with Republic Act No. 10173, otherwise known as the "Data Privacy Act of 2012," and other applicable laws;

f. Using a drone to facilitate or commit a crime, including, but not limited to, smuggling, illegal drug trafficking, unauthorized surveillance, or reconnaissance for criminal or terrorist activities;

g. Intentionally interfering with the lawful operations of law enforcement, emergency response, disaster relief, or other authorized government personnel;

h. Hacking, spoofing, jamming, hijacking, or otherwise unlawfully interfering with the command, control, communication, or navigation signals of a registered Unmanned System;

i. Operating a drone while under the influence of alcohol or prohibited drugs; and

j. Committing similar or analogous acts through the use of an Unmanned System in furtherance of an unlawful activity.

SECTION 11. *Prohibited and Restricted Zones*

— The operation of an Unmanned System shall be strictly prohibited, unless expressly authorized by the appropriate government agency:

- a. Within a ten-kilometer (10-km) radius of any airport or airfield, subject to applicable CAAP rules and authorized exceptions;
- b. Over critical infrastructure and designated national security areas, including, but not limited to, military installations, Malacañang Palace, and major government facilities; and
- c. Over areas where a Temporary Flight Restriction (TFR) is in effect, as declared by the CAAP or other competent authority for emergencies, major events, public safety, or national security operations.

SECTION 12. *Protection of Privacy*

— The use of an Unmanned System for unlawful surveillance, eavesdropping, or the unauthorized capture, recording, storage, or transmission of images, video, audio, or other personal information relating to any person or private property is prohibited and shall be subject to the penalties provided under this Act, without prejudice to liability under Republic Act No. 10173, otherwise known as the "Data Privacy Act of 2012," and other applicable laws.

SECTION 13. *Regulation on Drone Modification*

— Any modification to an Unmanned System that materially alters its flight performance, weight, payload capacity, communication systems, navigation systems, or operational range from the original manufacturer's specifications shall be declared to and, when required, approved by the appropriate regulatory authority.

The weaponization of an Unmanned System through the attachment, integration, or deployment of firearms, explosives, biological agents, hazardous materials, or any lethal or non-lethal weapon intended to cause harm is strictly prohibited.

ARTICLE IV ROLE OF GOVERNMENT AGENCIES AND SPECIAL OPERATIONS

SECTION 14. *Role of Local Government Units*

— Consistent with the Local Government Code, local government units (LGUs) may enact ordinances regulating the operation of Unmanned Systems within areas under their jurisdiction, including public parks, plazas, heritage sites, and other local facilities.

Such ordinances shall be supplementary to this Act and its implementing rules and regulations and shall not conflict with national policies, standards, and regulations issued by the CAAP, IAC-US, and other competent national government agencies.

SECTION 15. *Use for National Security and Law Enforcement*

— Duly constituted government agencies, including the Armed Forces of the Philippines (AFP) and the Philippine National Police (PNP), may operate Unmanned Systems for legitimate national security, intelligence, law enforcement, border control, counter-terrorism, and other authorized governmental operations.

The use of such systems, including counter-Unmanned System technologies, shall be governed by existing laws, rules of engagement, operational protocols, and standards established pursuant to this Act and its implementing rules and regulations.

SECTION 16. *Use for Disaster and Emergency Response*

— Government agencies, including the National Disaster Risk Reduction and Management Council (NDRRMC), Philippine Institute of Volcanology and Seismology (PHIVOLCS), Bureau of Fire Protection (BFP), National Mapping and Resource Information Authority (NAMRIA), and Philippine Coast Guard (PCG), are authorized to deploy and operate Unmanned Systems as tools for disaster risk assessment, monitoring, search and rescue, emergency response, damage assessment, and post-disaster recovery.

During a declared state of calamity or emergency, such agencies may apply for appropriate exemptions from standard operating requirements, subject to coordination with the IAC-US and provided that public safety and operational security are maintained.

SECTION 17. *Use for Research and Development*

— The State shall encourage the responsible use of Unmanned Systems for scientific research, innovation, education, and technological development.

The Department of Science and Technology (DOST), in coordination with the IAC-US, shall:

- a. Establish designated special-use areas for the safe testing and experimentation of Unmanned Systems;
- b. Develop a streamlined process for issuing experimental or research permits to qualified and accredited academic, scientific, and research institutions; and
- c. Promote partnerships among the government, academe, and private industry to advance Philippine Unmanned Systems technology and capabilities.

SECTION 18. *Use of Drones for Agricultural Purposes*

— The use of drones for agricultural activities is hereby recognized as an important tool for enhancing food security, agricultural productivity, precision farming, and modernization of the agricultural sector.

Such use shall be governed by the following:

- a. **Authorization and Scope.** — The State shall support and regulate the use of agricultural drones for purposes including, but not limited to:
- b. **Precision Dispensing.** — Application of fertilizers, pesticides, herbicides, seeds, water, and other agricultural inputs in accordance with applicable laws and regulations;
- c. **Crop Management.** — Monitoring crop health, conducting soil and irrigation assessments, estimating yields, and performing other agricultural assessments through multispectral, thermal, or similar imaging technologies; and
- d. **Livestock Monitoring.** — Monitoring livestock location, health, movement, and grazing patterns.

Special Permit and Operator Certification. — The operation of a drone for the dispensing of any chemical, biological, or agricultural substance shall require a Special Agricultural UAS Permit from the CAAP or such other appropriate authority as may be designated by the IAC-US.

Operators shall obtain a Special Agricultural Drone Operator Certificate in addition to the required Remote Pilot License. Such certification shall require specialized training in the safe handling and application of agricultural chemicals, spray-drift mitigation, environmental protection, and the operation of drone-mounted dispensing systems. Training shall be conducted by organizations accredited by the Department of Agriculture (DA) and the Fertilizer and Pesticide Authority (FPA).

Operational Safety and Coordination. — Agricultural drone operations involving chemical dispensing shall comply with safety protocols established by the FPA and DA, including:

- (1) **Buffer Zones.** — Maintaining mandatory buffer zones from residential areas, schools, bodies of water, environmentally sensitive areas, and other protected locations to prevent contamination and protect public health;
- (2) **Public Notification.** — Providing prior notice to the concerned local government unit or barangay before conducting large-scale spraying operations; and
- (3) **Extended Visual Line of Sight (EVLOS).** — For operations over large agricultural plantations, flight beyond the direct visual range of the remote pilot may be authorized when trained visual observers are deployed to maintain visual contact with the drone and continuous communication with the remote pilot, subject to CAAP approval and applicable safety requirements.

SECTION 19. Enforcement Authority

— The PNP and other law enforcement agencies duly deputized or authorized by law are hereby empowered to enforce the provisions of this Act.

For this purpose, they may:

- a. Require the presentation of the drone's registration, operator's license, and other required documents during lawful inspections;
- b. Order the immediate landing or grounding of an Unmanned System reasonably believed to be operating in violation of this Act or applicable regulations;
- c. Seize, confiscate, or impound an Unmanned System operated in violation of this Act or used in the commission of an offense, without prejudice to the proper preservation, handling, examination, and processing of the drone and any data stored therein that may constitute evidence; and
- d. Employ authorized counter-drone technology when an Unmanned System poses an imminent threat to public safety, national security, critical infrastructure, or a high-value installation or event, subject to applicable rules of engagement, operational protocols, and standards.

SECTION 20. *Counter-Drone Measures*

— The PNP, AFP, and other duly authorized national security agencies may employ reasonable and necessary measures, including approved counter-drone technologies, to detect, identify, track, disable, or neutralize an Unmanned System that poses an imminent threat to public safety, critical infrastructure, national security, or the security of a high-value installation or event.

The use of counter-drone technologies, including jamming systems, net-based systems, directed-energy systems, and other authorized technologies, shall be subject to protocols and safeguards established in the implementing rules and regulations and other applicable laws.

ARTICLE V PENAL PROVISIONS

SECTION 21. *Fines, Prohibited Acts, and Schedule of Penalties*

— Any natural or juridical person found liable for violating the provisions of this Act shall be subject to the appropriate administrative, civil, or criminal penalties herein provided, without prejudice to liability under other applicable laws.

The PNP and other duly authorized or deputized law enforcement agencies may impose administrative fines and sanctions for violations within their lawful jurisdiction, subject to due process and the implementing rules and regulations.

a. Any person operating an Unmanned System required to be registered but which is unregistered, or who fails to properly display its registration number or identification marking, shall be fined Fifty Thousand Pesos (₱50,000) to One Hundred Thousand Pesos (₱100,000), and may be subject to temporary suspension of the operator's license;

b. Any person operating an Unmanned System without a valid Remote Pilot License when such license is required shall be fined One Hundred Thousand Pesos (₱100,000) to Two Hundred Thousand Pesos (₱200,000) and may be disqualified from applying for a license for a period of one (1) year;

c. Any person violating the General Operating Rules under Section 9 of this Act shall be fined Twenty Thousand Pesos (₱20,000) to Fifty Thousand Pesos (₱50,000) for each violation;

d. Any person or entity that fails to comply with the accreditation requirements for importers, manufacturers, assemblers, distributors, sellers, or lessors shall be fined Three Hundred Thousand Pesos (₱300,000) to One Million Pesos (₱1,000,000), without prejudice to the suspension or revocation of the applicable business permit or accreditation;

e. Any person who willfully operates an Unmanned System in a Prohibited Zone or in violation of the conditions imposed in a Restricted Zone shall be punished by prisión correccional in its medium and maximum periods and a fine of Two Hundred Thousand Pesos (₱200,000) to Five Hundred Thousand Pesos (₱500,000);

f. Any person who uses an Unmanned System to conduct unlawful surveillance, recording, or other acts in violation of Section 10 of this Act shall be punished by prisión correccional in its minimum and medium periods and a fine of One Hundred Thousand Pesos (₱100,000) to Three Hundred Thousand Pesos (₱300,000), without prejudice to liability under Republic Act No. 10173, otherwise known as the "Data Privacy Act of 2012," Republic Act No. 10175, otherwise known as the "Cybercrime Prevention Act of 2012," and other applicable laws;

g. Any person who attaches, carries, deploys, or uses an Unmanned System to deliver a firearm, explosive, chemical, biological, radiological, or other deadly weapon or hazardous material shall be punished by reclusión temporal in its maximum period to reclusión perpetua and a fine of One Million Pesos (₱1,000,000) to Two Million Pesos (₱2,000,000), without prejudice to liability under other applicable laws;

h. Any person who intentionally uses an Unmanned System to interfere with the lawful operations of law enforcement officers, firefighters, emergency responders, or disaster response personnel shall be punished by prisión correccional in its maximum period and a fine of Five Hundred Thousand Pesos (₱500,000); and

i. Any person who uses an Unmanned System to unlawfully gather, collect, record, transmit, or otherwise obtain information, images, or electronic data from a military installation, critical infrastructure, or government facility for purposes of espionage or to aid a foreign power or entity hostile to the Republic of the Philippines shall be punished by *reclusión perpetua* and a fine of Five Million Pesos (₱5,000,000) to Ten Million Pesos (₱10,000,000).

If the offender is a public officer or employee, perpetual absolute disqualification from public office shall be imposed in addition to the applicable imprisonment and fine, when legally warranted.

If the offender is a foreign national, the applicable provisions of Philippine immigration and other relevant laws shall apply following the service of sentence, without prejudice to any other legal proceedings.

SECTION 22. *Use of an Unmanned System as a Special Aggravating Circumstance*

— In the commission of any crime punishable under the Revised Penal Code or any special penal law, the use of an Unmanned System in the planning, commission, facilitation, or concealment of such crime shall be considered a special aggravating circumstance, when applicable under law.

When such circumstance is established, the penalty shall be imposed in the maximum period prescribed by law for the offense committed, subject to the applicable provisions of the Revised Penal Code or special penal law.

ARTICLE VI
IMPLEMENTING RULES AND REGULATIONS

SECTION 23. *Authority to Promulgate Implementing Rules and Regulations*

— The Department of Transportation (DOTr), through the Civil Aviation Authority of the Philippines (CAAP), as the lead implementing agency, shall formulate and promulgate, after consultation with relevant government agencies and stakeholders, the rules and regulations necessary for the effective implementation of this Act.

The implementing rules and regulations shall be prepared in coordination with the following agencies:

- a. Department of the Interior and Local Government (DILG);
- b. Department of National Defense (DND);
- c. Department of Trade and Industry (DTI);

- d. Department of Information and Communications Technology (DICT);
- e. Department of Agriculture (DA);
- f. Department of Environment and Natural Resources (DENR);
- g. National Privacy Commission (NPC);
- h. Philippine National Police (PNP);
- i. Bureau of Fire Protection (BFP); and
- j. Such other government agencies and stakeholders as may be deemed necessary.

SECTION 24. *Scope and Content of the IRR*

— The implementing rules and regulations shall be promulgated within ninety (90) days from the effectivity of this Act and shall provide detailed procedures, standards, and requirements governing the following:

- a. **Registration and Marking.** — Procedures for registration, renewal, transfer of ownership, de-registration, payment of fees, and requirements for displaying registration markings;
- b. **Licensing and Training.** — Curriculum, standards, and procedures for knowledge examinations, practical skills assessments, and issuance of Remote Pilot Licenses for various categories and classes of operations, including standards for accredited drone pilot training organizations;
- c. **Airspace and Flight Rules.** — Identification, delineation, and publication of Prohibited and Restricted Zones and procedures for establishing Temporary Flight Restrictions (TFRs) during emergencies, special events, or other circumstances requiring airspace restrictions;
- d. **Special Operations Permits.** — Procedures and safety requirements for Class 3 or High-Risk operations, including BVLOS operations, nighttime operations, autonomous operations, and drone delivery services;
- e. **Law Enforcement Protocols.** — Rules of engagement and standard operating procedures for the PNP and other authorized law enforcement agencies concerning inspection, grounding, seizure, confiscation, impoundment, preservation of evidence, and authorized use of counter-drone technologies;
- f. **Governmental Use Protocols.** — Guidelines governing the use of Unmanned Systems by the AFP, PNP, BFP, PCG, and other government agencies, including inter-agency coordination during joint operations;

g. Privacy and Data Protection. — Guidelines ensuring compliance with the Data Privacy Act of 2012 and other applicable privacy laws, particularly with respect to drones equipped with surveillance, imaging, recording, and other data-capturing technologies;

h. Accreditation and Sales Monitoring. — Requirements and procedures for accrediting drone importers, manufacturers, assemblers, distributors, sellers, and lessors, including mechanisms for the reporting and monitoring of sales and transfers; and

i. Fines and Penalties. — A detailed schedule of administrative fines and sanctions and procedures for the investigation and adjudication of administrative offenses.

SECTION 25. *Transitory Provision*

— Within six (6) months from the effectivity of the implementing rules and regulations, owners of Unmanned Systems that are required to be registered and operators required to obtain permits or licenses under this Act shall be given a period to comply with the registration, licensing, and permitting requirements without being penalized solely for failure to have complied with such requirements prior to the expiration of the prescribed transition period.

SECTION 26. *Separability Clause*

— If any provision of this Act is declared unconstitutional or invalid, the other provisions not affected thereby shall remain in full force and effect.

SECTION 27. *Repealing Clause*

— All laws, decrees, executive orders, rules and regulations, and other issuances, or parts thereof, inconsistent with the provisions of this Act are hereby repealed, amended, or modified accordingly.

SECTION 28. *Effectivity*

— This Act shall take effect fifteen (15) days after its publication in the Official Gazette or in at least two (2) newspapers of general circulation in the Philippines.

Approved.