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AIR NAVIGATION ACT 1966

**AIR NAVIGATION
(EXEMPTION FOR PROJECT HORNET)
ORDER 2026**

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In exercise of the powers conferred by section 88 of the Air Navigation Act 1966, the Acting Minister for Transport makes the following Order:

Citation and commencement

1. This Order is the Air Navigation (Exemption for Project HORNET) Order 2026 and comes into operation on 22 June 2026.

Definitions

2. In this Order —

“activity” means an activity that is specified in an activity permit granted under regulation 16 of the Air Navigation (101 — Unmanned Aircraft Operations) Regulations 2019 (G.N. No. S 833/2019);

“Home Team Science and Technology Agency” or “HTX” means the Home Team Science and Technology Agency established under section 3 of the Home Team Science and Technology Agency Act 2019;

“police officer” has the meaning given by section 2(1) of the Police Force Act 2004;

“Project HORNET” means the joint project between HTX and the Singapore Police Force known as “Project HORNET” in relation to unmanned aircraft;

“Singapore Police Force” means the Singapore Police Force established under section 3 of the Police Force Act 2004;

“specified area” means any of the areas set out in the First Schedule.

Exemptions from sections 34 and 35 of Act

3.—(1) The following persons are exempt from sections 34 and 35 of the Act in respect of any activity carried out under Project HORNET in a specified area for so long as all the conditions mentioned in sub-paragraph (2) are met:

- (a) HTX as an operator of an unmanned aircraft under Project HORNET;
- (b) any individual (including a police officer, an HTX officer, a contractor of the Singapore Police Force or HTX in relation to Project HORNET, or an employee of the contractor) who is authorised by HTX in its capacity as an operator of an unmanned aircraft under Project HORNET to have operational control of that unmanned aircraft (called in this Order the unmanned aircraft pilot).

(2) The conditions are —

- (a) there is in force, at any time an activity is carried out under Project HORNET in a specified area, a policy of insurance with reasonably adequate coverage, maintained by or on behalf of HTX insuring HTX against any liability in respect of —
 - (i) the death of or personal injury sustained by any person; and
 - (ii) any property damage suffered by any person, arising out of or in relation to the activity;
- (b) the risk under the policy of insurance mentioned in sub-paragraph (a) is assumed by an insurer who is lawfully carrying on an insurance business in Singapore;
- (c) adequate measures are taken to ensure —
 - (i) the safety of all persons involved in the activity; and
 - (ii) there are no members of the public within the vicinity during the conduct of the activity; and
- (d) a report must be made to the Authority on the occurrence of any reportable safety matter listed in the Second Schedule as soon as practicable, and in any event within 24 hours of the occurrence of the matter.

Cessation of exemption

4. This exemption ceases on the earlier of the following dates:

- (a) 21 September 2027;
- (b) the date that any condition mentioned in paragraph 3(2) ceases to be complied with.

FIRST SCHEDULE

Paragraph 2

SPECIFIED AREAS

1. AREA A

The area bounded by Points 1, 2, 3 and 4, the coordinates of which are set out below:

<i>Point</i>	<i>Latitude (N)</i>	<i>Longitude (E)</i>
1	1.2570221286808316°	103.83194753034603°
2	1.2568853689398485°	103.83140304190235°
3	1.2566882740064331°	103.8314472983522°
4	1.2568612348671604°	103.83202397330489°

2. AREA B

The area bounded by Points 1, 2, 3, 4 and 5, the coordinates of which are set out below:

<i>Point</i>	<i>Latitude (N)</i>	<i>Longitude (E)</i>
1	1.2566252572423964°	103.83170881373138°
2	1.2564992237367265°	103.83126490812826°
3	1.2564321846354856°	103.8312528381874°
4	1.2559226874098408°	103.83281254276872°
5	1.2562498382714198°	103.83288228020486°

3. AREA C

The area bounded by Points 1, 2, 3, 4, 5 and 6, the coordinates of which are set out below:

<i>Point</i>	<i>Latitude (N)</i>	<i>Longitude (E)</i>
1	1.2580454°	103.8357273°
2	1.2565276°	103.8373420°
3	1.2575225°	103.8393885°
4	1.2572489°	103.8395333°
5	1.2560261°	103.8369986°
6	1.2576029°	103.8353115°

FIRST SCHEDULE — *continued*

4. AREA D

The area bounded by Points 1, 2, 3 and 4, the coordinates of which are set out below:

<i>Point</i>	<i>Latitude (N)</i>	<i>Longitude (E)</i>
1	1.4067577°	103.7630528°
2	1.4060713°	103.7630528°
3	1.4060686°	103.7643269°
4	1.4067443°	103.7643188°

5. AREA E

The area bounded by Points 1, 2, 3 and 4, the coordinates of which are set out below:

<i>Point</i>	<i>Latitude (N)</i>	<i>Longitude (E)</i>
1	1.4059748°	103.7636027°
2	1.4056476°	103.7636134°
3	1.4056530°	103.7658235°
4	1.4059989°	103.7658209°

6. AREA F

The area bounded by Points 1, 2, 3 and 4, the coordinates of which are set out below:

<i>Point</i>	<i>Latitude (N)</i>	<i>Longitude (E)</i>
1	1.5000°	104.9167°
2	1.7500°	104.9167°
3	1.5000°	104.7583°
4	1.7500°	104.7583°

FIRST SCHEDULE — *continued*

7. AREA G

The area bounded by Points 1, 2, 3 and 4, the coordinates of which are set out below:

<i>Point</i>	<i>Latitude (N)</i>	<i>Longitude (E)</i>
1	1.1700°	103.7267°
2	1.1700°	103.7383°
3	1.1617°	103.7383°
4	1.1617°	103.7267°

SECOND SCHEDULE

Paragraph 3(2)(d)

REPORTABLE SAFETY MATTERS

1. Any malfunction of, or damage to, the unmanned aircraft structure, components or subsystems occurring while the unmanned aircraft is in operation, which —

- (a) affects the airworthiness of the unmanned aircraft; or
- (b) results in difficulty in controlling the unmanned aircraft.

2. Any damage to the unmanned aircraft caused by one or more foreign objects or environmental factors occurring while the unmanned aircraft is in operation, which —

- (a) affects the airworthiness of the unmanned aircraft; or
- (b) results in difficulty in controlling the unmanned aircraft.

3. Any near collision, near miss or occurrence involving the unmanned aircraft and any other aircraft or object.

4. Incapacitation of the unmanned aircraft pilot during the operation of the unmanned aircraft.

5. Any event involving the unmanned aircraft operating beyond the specified areas.

6. Any significant safety incident that may impact the operation of the unmanned aircraft or cause danger to a person or property.

7. Any occurrence during the operation of the unmanned aircraft resulting in —

- (a) the unmanned aircraft being temporarily or permanently unaccounted for; or

SECOND SCHEDULE — *continued*

(b) injury or fatality to any person.

Made on 12 May 2026.

LAU PEET MENG
*Permanent Secretary,
Ministry of Transport,
Singapore.*

[MHA 112/2/96/001; AG/LEGIS/SL/6/2025/3]