



# MILITARY SAFETY, ENVIRONMENT AND WORTHINESS EXECUTIVE DIRECTORATE

## UNITED ARAB EMIRATES MILITARY AIRWORTHINESS REGULATIONS

### UAEMAR BASIC REGULATION

FRAMEWORK FOR THE DEFINITION AND  
IMPLEMENTATION OF COMMON SAFETY REQUIREMENTS  
AND ADMINISTRATIVE PROCEDURES IN THE FIELD OF  
MILITARY AIRWORTHINESS

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## **DOCUMENT CONTROL INFORMATION**

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### **STATUS**

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### **NOTE**

1. All changes are indicated by the use of a 'sidebar' in the margin. This can be readily cross-referenced using the table at the end of the document which details each change.

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## **PREAMBLE**

### **GENERAL**

1. The Basic Regulation (BR) is issued by the United Arab Emirates Ministry of Defence (MOD) as the responsible Military Airworthiness Authority. The BR establishes a framework for the definition and implementation of common safety requirements and administrative procedures in the field of military airworthiness.
2. The purpose of the BR is to allow the MOD to:
  - (a) provide direction to the national Military Airworthiness Authority (MAA) and regulated organisations, on the scope and objectives of the UAE Military Airworthiness Regulation (UAEMAR);
  - (b) set common rules in the field of military airworthiness;
  - (c) direct the MAA to develop and maintain Implementing Regulations (IR) that amplify the operation of these common rules, within defined constraints provided in the BR; and
  - (d) detail management requirements, relevant to most or all regulated organisations, rather than detailing such requirements in multiple Implementing Regulations.
3. The requirements detailed in the Basic Regulation are based on common rules detailed in Regulation (EC) No 216/2008 of the European Parliament and of the Council, incorporating amendments M1 thru M4, dated 26 January 2016 in recognition that:
  - (a) A credible and defensible level of military aviation safety performance should at all times be assured in military aviation, by the adoption of common safety rules and by measures assuring that products, persons and organisations comply with such rules. [EC216/2008 Preamble (1)]
  - (b) Third-country military aircraft operating in UAE national airspace should be subject to appropriate oversight. [EC216/2008 Preamble (2)]
  - (c) The MOD should lay down standards and recommended practices for essential requirements applicable to aeronautical products, parts and appliances and to persons and organisations involved in the design, production, maintenance, continued and continuing airworthiness management of aircraft. [EC216/2008 Preamble (4)]
  - (d) The MAA should develop the necessary Implementing Regulations for giving effect to the requirements of this Regulation. [EC216/2008 Preamble (4)]
  - (e) The scope of MOD and MAA action should be clearly defined so that persons, organisations and products subject to this Regulation and its Implementing Regulations can be identified without ambiguity. [EC216/2008 Preamble (6)]
  - (f) Aeronautical products, parts and appliances, persons and organisations involved in aircraft design, production, maintenance, continued and continuing airworthiness management, as well as persons, products and organisations involved in their training, should be certified or licensed once they have been found to comply with essential aviation safety requirements. [EC216/2008 Preamble (7)]

- (g) Enough flexibility should be provided for addressing special circumstances such as urgent safety measures, and compelling operational imperatives or emergencies. Provision should also be made for reaching an equivalent safety level by other means. Exemptions to this Regulation and its Implementing Regulations should be able to be granted, provided they are strictly limited in scope and subject to appropriate control. [EC216/2008 Preamble (11)]
- (h) The effective functioning of a military aviation safety scheme in the fields covered by this Regulation requires strengthened cooperation between the MOD, MAA and regulated organisations to detect unsafe conditions and take remedial measures as appropriate. [EC216/2008 Preamble (15)]
- (i) The promotion of a 'culture of safety' and the proper functioning of a regulatory system in the fields covered by this Regulation require that incidents and occurrences be spontaneously reported by the witnesses thereto. Such reporting would be facilitated by the establishment of a non-punitive environment, and appropriate measures should be taken by the MOD, MAA and regulated organisations to provide for the protection of such information and of those who report it. [EC216/2008 Preamble (16)]
- (j) Results of air accident/incident investigations should be acted upon as a matter of urgency, in order to assure confidence in military aviation safety management. [EC216/2008 Preamble (17)]
- (k) The objectives of this Regulation may be efficiently achieved through cooperation with third countries. In such a case, the provisions of this Regulation and its Implementing Regulations may be adapted through agreements concluded by the MOD with counterparts in these countries. [EC216/2008 Preamble (21)]
- (l) In order to properly assist the MOD, the MAA should be allowed to develop its expertise in all aspects of military airworthiness covered by this Regulation. It should assist regulated organisations in its implementation. It should be able to issue certification specifications and guidance material and to make technical findings and issue certificates as required. It should monitor the application of this Regulation and of its Implementing Regulations, and it should be given the necessary authority to carry out its tasks. [EC216/2008 Preamble (22)]
- (m) It is desirable that the MAA support the MOD in the field of international airworthiness relations, including the harmonisation of rules, recognition of approvals and technical cooperation, and be entitled to establish the appropriate relations with the military aeronautical authorities of third countries and international organisations competent in matters covered by this Regulation. [EC216/2008 Preamble (23)]
- (n) It is necessary to ensure that parties affected by decisions made by the MAA enjoy the necessary remedies in a manner which is suited to the special character of the field of airworthiness. An appropriate appeal mechanism should be set up so that decisions of the MAA can be subject to appeal to the Director of the MAA and could be raised to higher authority in the Ministry of Defence. [EC216/2008 Preamble (26)]



## **CHAPTER 1 – PRINCIPLES**

### **Article 01 – Scope**

1. This Regulation shall apply to:
  - (a) the design, production, maintenance, continued and continuing airworthiness management of new types of military aircraft designed and/or manufactured in the UAE.
  - (b) the design, production, maintenance, continued and continuing airworthiness management of aeronautical products, parts and appliances used in aircraft identified at sub-paragraph 1.(a), as well as personnel and organisations involved in the design, production, maintenance, continued and continuing airworthiness management of such products, parts and appliances.

### **Article 02 – Objectives**

1. The principal objective of this Regulation is to establish and maintain a credible and defensible level of military airworthiness performance.
2. Additional objectives are, in the fields covered by this Regulation, as follows:
  - (a) to promote cost-efficiency in the regulatory and certification processes;
  - (b) to promote and establish a common view regarding military airworthiness standards and rules throughout the world by establishing appropriate cooperation with other countries and international organisations; and
  - (c) to provide a level playing field for all actors in the internal military aviation market.
3. The means of achieving the objectives set out in paragraphs 1 and 2 shall be:
  - (a) the preparation, adoption and uniform application of all necessary acts, resolutions and decrees;
  - (b) the recognition, without additional requirements, of certificates, licences / authorisations, approvals or other documents granted to products, personnel and organisations in accordance with this Regulation and its Implementing Regulations;
  - (c) the establishment of a National Military Airworthiness Authority (the 'Authority'); and
  - (d) the uniform implementation of all necessary acts, resolutions and decrees by the Authority.

## **Article 03 – Definitions**

1. For the purposes of this Regulation:

- (a) **'aircraft'** shall mean any vehicle that is capable of atmospheric flight including the installed equipment (hardware and software), sensors and armament;
- (b) **'certificate'** shall mean any approval, licence or other document issued as the result of certification;
- (c) **'certification'** shall mean any form of recognition that a product, part or appliance, organisation or person complies with the applicable requirements including the provisions of this Regulation and its implementing rules, as well as the issuance of the relevant certificate attesting such compliance;
- (d) **'continuing oversight'** shall mean the tasks to be conducted to verify that the conditions under which a certificate has been granted continue to be fulfilled at any time during its period of validity, as well as the taking of any safeguard measure;
- (e) **'flight simulation training device'** shall mean any type of device in which flight conditions are simulated on the ground; they include flight simulators, flight training devices, flight and navigation procedures trainers and basic instrument training devices;
- (f) **'parts and appliances'** shall mean any instrument, equipment, mechanism, part, apparatus, appurtenance, software or accessory, including communications equipment, that is used or intended to be used in operating or controlling an aircraft in flight; it shall include parts of an airframe, engine or propeller, or equipment used to manoeuvre the aircraft from the ground;
- (g) **'product'** shall mean an aircraft, engine, auxiliary power unit or propeller;
- (h) **'qualified entity'** shall mean a body which may be allocated a specific certification task by, and under the control and the responsibility of, the Authority or a national airworthiness authority;
- (i) **'rating'** shall mean a statement entered on a licence, setting forth privileges, special conditions or limitations pertaining thereto.

## CHAPTER 2 – SUBSTANTIVE REQUIREMENTS

### Article 04 – Basic Principles and Applicability

1. Aircraft referred to in [Article 01](#), including any installed product, part and appliance, which are:
  - (a) designed or manufactured by an organisation for which the Authority ensures safety oversight; or
  - (b) owned by Military; or
  - (c) operated exclusively for or on behalf of Military; or
  - (d) the subject of statutory airworthiness responsibilities placed on the Military by the national civil airworthiness authority.shall comply with this Regulation.
2. Personnel involved in the operations of aircraft referred to in [Article 04.1](#) shall comply with this Regulation.
3. Operations of aircraft referred to in [Article 04.1](#) shall comply with this Regulation.
4. Foreign military aircraft operating in UAE airspace shall comply with the terms of their diplomatic clearance.

### Article 05 – Airworthiness

1. Aircraft referred to in [Article 04.1](#) shall comply with the essential requirements for airworthiness laid down in [Annex A to Article 05.1](#).
2. Compliance of aircraft referred to in [Article 04.1](#) and of products, parts and appliances mounted thereon shall be established in accordance with the following:
  - (a) Products shall have a military type-certificate. The type-certificate, and certification of changes to that type-certificate, including supplemental type-certificates, shall be issued when the applicant has shown that the product complies with a type-certification basis as specified in [Article 17](#), established to ensure compliance with the essential requirements referred to in paragraph 1, and when it has no feature or characteristic making it unsafe for operation. The type-certificate shall cover the product, including all parts and appliances fitted thereon.
  - (b) The Implementing Regulations referred to in paragraph 4 may lay down a requirement for certification in respect of parts and appliances. The certificates for parts and appliances shall be issued when the applicant has shown that the parts and appliances comply with the detailed airworthiness specifications established to ensure compliance with the essential requirements referred to in paragraph 1.
  - (c) No aircraft shall be operated, unless it has a valid certificate of airworthiness. The certificate shall be issued when the applicant has shown that the aircraft conforms to the type design approved in its type-certificate and that relevant documentation, inspections and tests demonstrate that the aircraft is in condition for safe operation.

This certificate of airworthiness shall remain valid as long as it is not suspended, revoked or terminated and as long as the aircraft is maintained in accordance with the essential requirements related to continuing airworthiness set out in paragraph 1.(d) of [Article 05.1 Annex A](#) and the Implementing Regulations adopted pursuant to paragraph 4.

- (d) Organisations responsible for the maintenance of products, parts and appliances shall demonstrate their capability and means to discharge the responsibilities associated with their privileges. Unless otherwise accepted these capabilities and means shall be recognised through the issuance of an organisation approval. The privileges granted to the approved organisation and the scope of the approval shall be specified in the terms of approval.
- (e) Organisations responsible for the design and manufacture of products, parts and appliances shall demonstrate their capability and means to discharge the responsibilities associated with their privileges. Unless otherwise accepted these capabilities and means shall be recognised through the issuance of an organisation approval. The privileges granted to the approved organisation and the scope of the approval shall be specified in the terms of approval.
- (f) Personnel responsible for the release of a product, part or appliance after maintenance may be required to hold an appropriate certificate (personnel certificate).
- (g) The capability of maintenance training organisations to discharge the responsibilities associated with their privileges in relation to the issuance of the certificates referred to in paragraph 2.(f) may be recognised by the issuance of an approval.

3. By way of derogation from paragraphs 1 and 2:

- (a) A permit to fly may be issued when it is shown that the aircraft is capable of performing safely a basic flight. It shall be issued with appropriate limitations, in particular to protect third parties safety.
- (b) A restricted certificate of airworthiness may be issued to aircraft for which a type certificate has not been issued according to paragraph 2.(a). In this case, the aircraft shall be shown to comply with specific airworthiness specifications, and deviations from the essential requirements referred to in paragraph 1 shall nevertheless ensure adequate safety with regard to the purpose. Aircraft eligible for these restricted certificates, and limitations for use of these aircraft, shall be defined according to the Implementing Regulations referred to in paragraph 4.
- (c) When the number of aircraft of the same type eligible for a restricted certificate of airworthiness so justifies, a restricted type certificate may be issued and an appropriate type certification basis shall be established.

4. The Implementing Regulations, designed to amend non-essential elements of this [Article 05](#), by supplementing it, shall specify in particular:

- (a) conditions for establishing and notifying to an applicant the type-certification basis applicable to a product;
- (b) conditions for establishing and notifying to an applicant the detailed airworthiness specifications applicable to parts and appliances;

- (c) conditions for establishing and notifying to an applicant the specific airworthiness specifications applicable to aircraft eligible for a restricted certificate of airworthiness;
  - (d) conditions for issuing and disseminating mandatory information in order to ensure the continuing airworthiness of products;
  - (e) conditions for issuing, maintaining, amending, suspending or revoking type-certificates, restricted type-certificates, approval of changes to type-certificates, individual certificates of airworthiness, restricted certificates of airworthiness, permits to fly and certificates for products, parts or appliances, including:
    - i. conditions on the duration of these certificates, and conditions to renew certificates when a limited duration is fixed;
    - ii. restrictions applicable to the issue of permits to fly. These restrictions should in particular concern the following:
      - a. purpose of the flight,
      - b. airspace used for the flight,
      - c. qualification of flight crew,
      - d. carriage of persons other than flight crew.
    - iii. aircraft eligible for restricted certificates of airworthiness, and associated restrictions;
    - iv. the minimum syllabus of maintenance certifying staff type rating training to ensure compliance with paragraph 2.(f);
    - v. the master minimum equipment list as appropriate and additional airworthiness specifications for a given type of operation;
  - (f) conditions to issue, maintain, amend, suspend or revoke organisation approvals required in accordance with paragraphs 2.(d), 2.(e) and 2.(g) and conditions under which such approvals need not be requested;
  - (g) conditions to issue, maintain, amend, suspend or revoke personnel certificates required in accordance with paragraph 2.(f), and
  - (h) responsibilities of the holders of certificates.
5. When adopting the Implementing Regulations referred to in paragraph 4, the Authority shall take specific care that they:
- (a) reflect the state of the art and the best practices in the field of airworthiness;
  - (b) take into account worldwide aircraft experience in service, and scientific and technical progress; and
  - (c) allow for immediate reaction to established causes of accidents and serious incidents.

## **Article 06 – Essential Requirements for Environmental Protection**

1. The applicable environmental protection requirements shall be established as part of the type certification basis agreement based on ICAO Annex 16 taking into account customer signed requirements.

## **Article 07 – Oversight and Enforcement**

1. The Authority and regulated organisations shall cooperate with a view to ensuring compliance with this Regulation and its Implementing Regulations.
2. For the purposes of the implementation of paragraph 1, regulated organisations shall conduct investigations, including ramp inspections, and shall take any measure to prevent the continuation of an infringement.
3. For the purposes of the implementation of paragraph 1, the Authority shall conduct investigations in accordance with [Article 19.2](#) and [Article 23](#).
4. In order to facilitate the taking of appropriate enforcement action by competent authorities, the Authority and regulated organisations shall exchange information on identified infringements.
5. The Implementing Regulations, designed to amend non-essential elements of this [Article 07](#), by supplementing it, shall specify in particular:
  - (a) conditions for the collection, exchange and dissemination of information;
  - (b) conditions for conducting ramp inspections, including systematic ones; and
  - (c) conditions for the grounding of aircraft that do not comply with the requirements of this Regulation or its Implementing Regulations.
6. The Authority shall ensure mechanisms exist for the independent review of aviation safety.
7. The Authority shall have an enforcement policy responsive to infringement of this Regulation and its Implementing Regulations. Any enforcement shall be effective, proportionate and dissuasive.

## **Article 08 – Recognition of Certificates**

1. Regulated organisations shall, without further technical requirements or evaluation, recognise certificates issued in accordance with this Regulation. When the original recognition is for a particular purpose or purposes, any subsequent recognition shall cover only the same purpose or purposes.
2. The Authority, on its own initiative or at the request of a regulated organisation, may initiate a procedure to decide whether a certificate issued in accordance with this Regulation effectively complies with this Regulation and its Implementing Regulations. In case of non-compliance or ineffective compliance, the Authority shall take appropriate corrective action and safeguard measures, such as limitation or suspension of the certificate. Moreover, the provisions of paragraph 1 shall cease to apply to the certificate from the date of the notification of the Authority's decision to the regulated organisations.

3. When the Authority has sufficient evidence that appropriate corrective action has been taken to address the case of non-compliance or ineffective compliance and that the safeguard measures are no longer necessary, it shall decide that the provisions of paragraph 1 apply again to this certificate. These provisions shall apply as from the date of the notification of this decision to the regulated organisations.

## **Article 09 – Acceptance of Third-Country Certification**

1. By way of derogation from the provisions of this Regulation and its Implementing Regulations, the Authority may issue certificates on the basis of certificates issued by aeronautical authorities of a third country, as provided for in recognition agreements between the Authority and that third country.

## **Article 10 – Qualified Entities**

1. When allocating a specific certification task to a qualified entity, the Authority shall ensure that such entity comply with the criteria laid down in [Annex A to Article 10.1](#).
2. Qualified entities shall not issue certificates.

## **Article 11 – Flexibility Provisions**

1. The provisions of this Regulation and of its Implementing Regulations shall not prevent the Authority and regulated organisations from reacting immediately to a safety problem which involves a product, person or organisation subject to the provisions of this Regulation.
2. Regulated organisations shall immediately notify the Authority of the measures taken and the reasons therefor.
  - (a) The Authority shall assess whether the safety problem can be addressed within the powers conferred on it in accordance with [Article 15.1\(d\)](#). In this case it shall, within one month of being notified pursuant to paragraph 2, take the appropriate decision.
  - (b) If the Authority concludes that the safety problem cannot be addressed in accordance with point (a), it shall, within the period referred to in that point, issue a recommendation in accordance with [Article 15.1\(b\)](#) as to whether this Regulation or its Implementing Regulations should be amended and whether the notified regulation should be withdrawn or maintained.
3. The Authority may allow a deviation from the provisions of this Regulation and of its Implementing Regulations, where an equivalent level of protection to that provided by the application of the Implementing Regulations cannot be demonstrated but can be supported by the application of sound risk management principles.

## **Article 12 – Information Network**

1. The Authority, national aviation authorities and regulated organisations shall exchange any information available to them in the context of the application of this Regulation and its Implementing Regulations. Entities entrusted with the investigation of aviation accidents and incidents, or with the analysis of occurrences, are entitled to access that information.

2. The Authority, national aviation authorities and regulated organisations shall take necessary measures to ensure appropriate confidentiality of the information received by them pursuant to paragraph 1.
3. The Authority shall adopt measures for the dissemination to interested parties on its own initiative of the information referred to in paragraph 1. These measures, which may be generic or individual, shall be based on the need:
  - (a) to provide persons and organisations with the information they need to improve aviation safety;
  - (b) to limit the dissemination of information to what is strictly required for the purpose of its users, in order to ensure appropriate confidentiality of that information.
4. The Authority, national airworthiness authorities and regulated organisations shall, in accordance with their national legislation, take necessary measures to ensure appropriate confidentiality of the information received by them pursuant to paragraph 1.
5. In order to provide information of the general safety level, a safety review shall be published annually by the Authority. This safety review shall contain an analysis of all information received pursuant to [Article 07](#). This analysis shall be simple and easy to understand and shall indicate whether there are increased safety risks. In this analysis, the sources of information shall not be revealed.

## **Article 13 – Protection of the Source of Information**

1. Where the information referred to in [Article 12.1](#) is provided by a natural person on a voluntary basis to the Authority or regulated organisation, the source of such information shall not be revealed. The source of such information shall be protected in accordance with relevant legislation.
2. Without prejudice to relevant legislation, regulated organisations shall ensure that employees who provide information in application of this Regulation and its Implementing Regulations are not subject to any prejudice on the part of their employer. This rule shall not apply in cases of gross negligence.
3. This [Article 13](#) shall apply without prejudice to relevant legislation relating to access to information by judicial authorities.



## **Article 14 – Safety Management Systems**

1. The Authority shall require the creation and maintenance of organisational Safety Management Systems (SMS) to contribute to achieving the objectives set out in [Article 07](#).
2. The Implementing Regulations, designed to amend non-essential elements of paragraph 1, by supplementing it, shall specify in particular:
  - (a) when an SMS is required within regulated organisations; and
  - (b) how the required SMS elements, namely safety policy and objectives, safety risk management, safety assurance and safety promotion, are to be applied to applicable regulated organisations.
3. When adopting the Implementing Regulations referred to in paragraph 2, the Authority shall take specific care that they reflect the state of the art and the best practices in the field of aviation safety.

## CHAPTER 3 – UAE MILITARY AIRWORTHINESS AUTHORITY

### SECTION 1 – TASKS

#### Article 15 – Authority Measures

1. The Authority shall, where appropriate:
  - (a) issue certification specifications and acceptable means of compliance, as well as any guidance material for the application of this Regulation and its Implementing Regulations;
  - (b) take the appropriate decisions for the application of [Article 17](#), [Article 18](#) and [Article 23](#) including the granting of exemptions to holders of certificates it has issued, from the substantive requirements laid down in this Regulation and its Implementing Regulations;
  - (c) issue the reports following standardisation inspections carried out pursuant to [Article 19.1](#);  
and
  - (d) provide whatever other delegations are necessary to achieve the objectives set out in [Article 02](#), specifying where such delegates have the authority to further delegate.

#### Article 16 – Opinions, Certification Specifications and Guidance Material

1. The Authority shall, in accordance with [Article 21](#) and the Implementing Regulations, develop:
  - (a) certification specifications and acceptable means of compliance; and
  - (b) guidance material;to be used in the certification process.
2. These documents shall reflect the state of the art and the best practices in the fields concerned and be updated taking into account worldwide aircraft experience in service, and scientific and technical progress.

## **Article 17 – Airworthiness and Environmental Certification**

1. With regard to the products, parts and appliances referred to in [Article 04.1](#), the Authority shall carry out the functions and tasks of the state of design, manufacture or registry when related to design approval. To that end, it shall in particular:
  - (a) for each product for which a type-certificate or a change to a type-certificate is requested, establish and notify the type-certification basis. That certification basis consists of the applicable airworthiness code, the provisions for which an equivalent level of safety has been accepted and the special detailed technical specifications necessary when the design features of a particular product or the experience in operation render any of the airworthiness code provisions inadequate or inappropriate to ensure conformity with essential requirements;
  - (b) for each product for which a restricted certificate of airworthiness is requested, establish and notify the specific airworthiness specifications;
  - (c) for each part or appliance for which a certificate is requested, establish and notify the detailed airworthiness specifications;
  - (d) conduct, itself or through national aviation authorities or qualified entities, investigations associated with products, parts and appliances certification;
  - (e) issue the appropriate type-certificates or associated changes;
  - (f) issue certificates for parts and appliances;
  - (g) amend, suspend or revoke the relevant certificate when the conditions according to which it was issued are no longer fulfilled or if the legal or natural person holding the certificate fails to fulfil the obligations imposed on it by this Regulation or its Implementing Regulations;
  - (h) ensure the continuing airworthiness functions associated with the products, parts and appliances which are under its oversight occur, including reacting without undue delay to a safety problem and issuing and disseminating the applicable mandatory information;
  - (i) for aircraft for which a permit to fly is to be issued, establish airworthiness standards and procedures to comply with [Article 05.3.\(a\)](#);
  - (j) issue permits to fly to aircraft for the purpose of certification;
  - (k) determine the registration requirements for aircraft operated by or on behalf of Military;
  - (l) maintain a register of Military registered aircraft;
2. With regard to regulated organisations, the Authority shall:
  - (a) conduct, itself or through qualified entities, inspections and audits of the organisations it certifies;
  - (b) issue and renew the certificates of design, production and maintenance organisations; or
  - (c) amend, suspend or revoke the relevant organisation certificate when the conditions according to which it was issued are no longer fulfilled, or if the organisation concerned fails to fulfil the obligations imposed on it by this Regulation or its Implementing Regulations.

## **Article 18 – Flight Simulation Training Devices**

1. With regard to the flight simulation training devices, the Authority shall:
  - (a) conduct, itself or through national aviation authorities or qualified entities, technical inspections of the devices it certifies;
  - (b) issue and renew the certificates of flight simulation training devices used by training organisations certified by the Authority; and
  - (c) amend, limit, suspend or revoke the relevant certificate when the conditions according to which it was issued are no longer fulfilled, or if the legal or natural person holding the certificate fails to fulfil the obligations imposed on it by this Regulation or its Implementing Regulations.

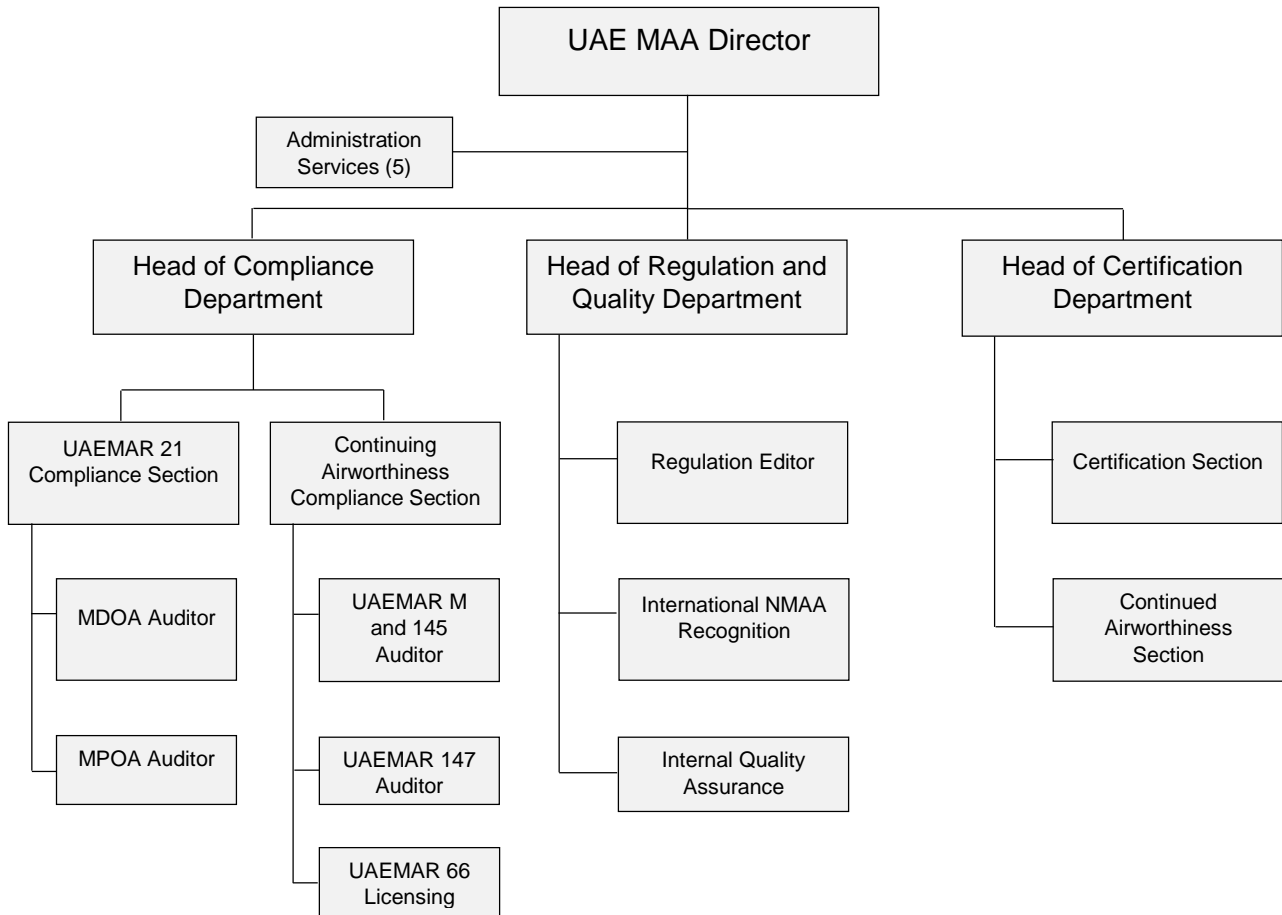
## **Article 19 – Monitoring the Application of the Rules**

1. The Authority shall conduct standardisation inspections in the fields covered by [Article 01.1](#), in order to monitor the application of this Regulation and of its Implementing Regulations.
2. The Authority shall conduct investigations of undertakings to monitor the application of this Regulation and its Implementing Regulations.
3. The Authority shall assess the impact of the implementation of this Regulation and its Implementing Regulations, having regard to the objectives set out in [Article 02](#).
4. The working methods of the Authority for conducting the tasks referred to in paragraph 1 to paragraph 3 inclusive shall take into account the principles laid down in [Article 21](#) and [Article 22](#).

## **Article 20 – International Relations**

1. The Authority shall assist regulated organisations in their relations with other countries. It shall, in particular, assist in the harmonising of rules and mutual recognition regarding approvals attesting the satisfactory application of rules.
2. The Authority may cooperate with the aeronautical authorities of other countries and the international organisations competent in matters covered by this Regulation in the framework of working arrangements concluded with those bodies.

## SECTION 2 – INTERNAL STRUCTURE



## **SECTION 3 – WORKING METHODS**

### **Article 21 – Procedures for the Development of Opinions, Certification Specifications and Guidance Material**

1. The Authority shall establish transparent procedures for issuing opinions, certification specifications, acceptable means of compliance and guidance material referred to in [Article 15](#).  
Those procedures shall:
  - (a) draw on expertise available in the regulated organisations;
  - (b) whenever necessary, involve appropriate experts from relevant interested parties; and
  - (c) ensure that the Authority publishes documents and consults widely with interested parties, according to a timetable and a procedure which includes an obligation on the Authority to make a written response to the consultation process.
2. When the Authority, pursuant to [Article 16](#), develops opinions, certification specifications, acceptable means of compliance and guidance material to be applied by regulated organisations, it shall establish a procedure for consulting the regulated organisations. To this effect, it may create a working group in which each regulated organisation is entitled to designate an expert.
3. Special procedures shall be established to address immediate action to be taken by the Authority to react to a safety problem and to inform the relevant interested parties of the action they are to take.

### **Article 22 – Procedures for Taking Decisions**

1. The Authority shall establish transparent procedures for taking individual decisions as provided for in [Article 15.1.\(b\)](#). Those procedures shall:
  - (a) ensure the hearing of the natural or legal person to be addressed in the decision and of any other party with a direct and individual concern;
  - (b) provide for notification of the decision to natural or legal persons and for its publication; and
  - (c) ensure that the decision contains reasons.
2. The Authority shall establish procedures specifying the conditions under which decisions are notified taking into account the appeal procedure.
3. Special procedures shall be established to address immediate action to be taken by the Authority to react to a safety problem and to inform the relevant interested parties of the action they are to take.

## **Article 23 – Investigation of Undertakings**

1. The Authority may itself conduct or assign to qualified entities all necessary investigations of undertakings in accordance with, [Article 17](#), [Article 18](#) and [Article 19.2](#). To that end, the persons authorised under this Regulation are empowered:
  - (a) to examine the relevant records, data, procedures and any other material relevant to the execution of the tasks of the Authority;
  - (b) to take copies of or extracts from such records, data, procedures and other material;
  - (c) to ask for an oral explanation on site;
  - (d) to enter relevant premises, lands or means of transport of undertakings; and
  - (e) to conduct inspections of aircraft.
2. The persons authorised for the purpose of the investigations referred to in paragraph 1 shall exercise their powers upon production of an authorisation in writing specifying the subject matter and purpose of the investigation.

## **Article 24 – Evaluation**

1. Within 5 years from the date of implementation or if required the Authority shall commission an evaluation on the implementation of this Regulation.
2. The evaluation shall examine how effectively the Authority is fulfilling its mission. It shall also assess the impact of this Regulation, the Authority and its working practices in establishing a credible and defensible level of military aviation safety performance. The evaluation shall take into account the views of stakeholders.
3. The Authority shall receive the findings of the evaluation and issue recommendations regarding changes to this Regulation, the Authority and its working practices. An action plan with a timetable shall be included, if appropriate.

## **SECTION 4 – FINANCIAL REQUIREMENTS**

### **Article 25 – Fees and Charges**

1. The Authority shall establish mechanisms to levy on users of the system appropriate fees and charges, which shall be proportionate to the workload required for the requested activity.
2. Fees and charges shall be levied for:
  - (a) the issuing and renewal of certificates, as well as the related continuing oversight functions;
  - (b) the provision of services; they shall reflect the actual cost of each individual provision;
  - (c) the processing of appeals.
3. The amount of the fees and charges shall be fixed at such a level as to ensure that the revenue in respect thereof is in principle sufficient to cover the full cost of the services delivered.



## ANNEXES

### Article 05.1 Annex A – Essential requirements for Airworthiness

1. **Product integrity.** *Product integrity must be assured for all anticipated flight conditions and ground operations for the operational life of the aircraft. Compliance with all requirements must be shown by assessment or analysis, supported, where necessary, by tests.*

(a) **Structures and materials.** The integrity of the structure must be ensured throughout, and by a defined margin beyond, the operational envelope for the aircraft, including its propulsion system, and maintained for the operational life of the aircraft.

i. All parts of the aircraft, the failure of which could reduce the structural integrity, must comply with the following conditions without detrimental deformation or failure. This includes all items of significant mass and their means of restraint.

a. All combinations of load reasonably expected to occur within, and by a defined margin beyond, the weights, centre of gravity range, operational envelope and life of the aircraft must be considered. This includes loads due to gusts, manoeuvres, pressurisation, movable surfaces, control and use of armaments and propulsion systems both in flight and on the ground.

b. Where applicable to the product, consideration must be given to the loads and likely failures induced by emergency landings either on land or water.

c. Dynamic effects must be covered in the structural response to these loads.

ii. The aircraft must be free from any aero-elastic instability and excessive vibration.

iii. The manufacturing processes and materials used in the construction of the aircraft must result in known and reproducible structural properties. Any changes in material performance related to the operational environment must be accounted for.

iv. The effects of cyclic loading, environmental degradation, accidental and discrete source damage must not reduce the structural integrity below an acceptable residual strength level. All necessary instructions for ensuring continued airworthiness in this regard must be promulgated.

(b) **Propulsion.** The integrity of the propulsion system, (i.e. engine and, where appropriate, propeller) must be demonstrated throughout, and by a defined margin beyond, the operational envelope of the propulsion system and must be maintained for the operational life of the propulsion system.

i. The propulsion system must produce, within its stated limits, the thrust or power demanded of it at all required flight conditions, taking into account environmental effects and conditions.

ii. The fabrication process and materials used in the construction of the propulsion system must result in known and reproducible structural behaviour. Any changes in material performance related to the operational environment must be accounted for.

- iii. The effects of cyclic loading, environmental and operational degradation and likely subsequent part failures must not reduce the integrity of the propulsion system below acceptable levels. All necessary instructions for ensuring continued airworthiness in this regard must be promulgated.
- iv. All necessary instructions, information and requirements for the safe and correct interface between the propulsion system and the aircraft must be promulgated.

**(c) Systems and equipment.**

- i. The aircraft must not have design features or details that experience has shown to be hazardous.
- ii. The aircraft, with those systems, equipment and appliances required for military type-certification, or by operating rules, must function as intended under any foreseeable operating conditions, throughout, and by a defined margin beyond, the operational envelope of the aircraft, taking due account of the system, equipment or appliance operating environment. Other systems, equipment and appliances not required for certification, or by operating rules, whether functioning properly or improperly, must not reduce safety and must not adversely affect the proper functioning of any other system, equipment or appliance. Systems, equipment and appliances must be operable without needing exceptional skill or strength.
- iii. The aircraft systems, equipment and associated appliances, including the control station, its data links etc. for the unmanned aircraft systems, considered separately and in relation to each other, must be designed such that any catastrophic failure condition does not result from a single failure not shown to be extremely improbable. An inverse relationship must exist between the probability of a failure condition and the severity of its effect on the aircraft, crew, ground-crew, passengers (where relevant), other airspace users or other third parties. Due allowance must be made for the size and broad configuration of the aircraft (including specific military systems and operations) and that this may prevent this single failure criterion from being met for some parts and some systems on helicopters, small and single engine aeroplanes and unmanned aircraft systems.
- iv. Information needed for the safe conduct of the flight and information concerning unsafe conditions must be provided to the crew, or maintenance personnel, as appropriate, in a clear, consistent and unambiguous manner. Systems, equipment and controls, including signs and announcements must be designed and located to minimise errors which could contribute to the creation of hazards.
- v. Design precautions must be taken to minimise the hazards to the aircraft, crew, ground-crew, passengers (where relevant), other airspace users or other third parties from reasonably probable threats, both inside and external to the aircraft, including protecting against the possibility of a significant failure in, or disruption of, any aircraft appliance.

**(d) Continuing airworthiness.**

- i. Instructions for continuing airworthiness must be established to ensure that the aircraft military type certification airworthiness standard is maintained throughout the operational life of the aircraft.

- ii. Means must be provided to allow inspection, adjustment, lubrication, removal or replacement of parts and appliances as necessary for continuing airworthiness.
- iii. The instructions for continuing airworthiness must be in a format appropriate for the quantity of data to be provided, e.g. paper or electronic. The instructions must cover maintenance and repair instructions, servicing information, troubleshooting and inspection procedures, including necessary parts, tools and calibration data.
- iv. The instructions for continuing airworthiness must contain airworthiness limitations that set forth each mandatory replacement time, inspection interval and related inspection procedure.

## **2. Airworthiness aspects of product operation**

- (a) The following must be shown to have been addressed to ensure a credible and defensible level of military aviation safety for those on-board or on the ground during the operation of the product:
  - i. The kinds of operation for which the aircraft is approved must be established and limitations and information necessary for safe operation, including environmental limitations and performance, must be established.
  - ii. The aircraft must be safely controllable and manoeuvrable under all anticipated operating conditions and where applicable, up to the point where the in-flight emergency escape system is activated or in the case of a UAS the activation of the recovery system. Due account must be taken of pilot strength, flight deck environment, aircrew workload and other human-factor considerations and of the phase of flight and its duration.
  - iii. It must be possible to make smooth transition(s) from one flight phase to another without requiring exceptional piloting skill, alertness, strength or workload under any probable operating condition.
  - iv. The aircraft must have handling qualities that ensure the demands made on the pilot are not excessive taking into account the phase of flight and its duration.
  - v. Procedures for normal operations, failure and emergency conditions must be established.
  - vi. Warnings, or other deterrents intended to prevent exceeding the normal flight envelope, must be provided, as appropriate to type.
  - vii. The characteristics of the aircraft and its systems must allow a safe return from extremes of the flight envelope that may be encountered.
- (b) The operating limitations and other information necessary for safe operation must be made available to the crew members.
- (c) Product operations must be protected from hazards resulting from adverse external and internal conditions, including environmental conditions.
  - i. In particular, no unsafe condition must occur from exposure to phenomena such as, but not limited to, adverse weather, lightning, bird strike, high frequency radiated fields, ozone, use of armaments (hot gas ingestion, debris etc.), etc., reasonably expected to occur during product operation.

- ii. Where applicable, cabin compartments must provide passengers with suitable transport conditions and adequate protection from any expected hazard arising in flight operations or resulting in emergency situations, including fire, smoke, toxic gases and rapid decompression hazards. Provisions must be made to give occupants every reasonable chance of avoiding serious injury and quickly evacuating the aircraft and to protect them from the effect of the deceleration forces in the event of an emergency landing on land or water. Clear and unambiguous signs or announcements must be provided, as necessary, to instruct occupants in appropriate safe behaviour and the location and correct use of safety equipment. Required safety equipment must be readily accessible.
- iii. Crew compartments must be arranged in order to facilitate flight operations, including means providing situational awareness, and management of any expected situation and emergencies. The environment of crew compartments must not jeopardise the crew's ability to perform their tasks and its design must be such as to avoid interference during operation and misuse of the controls.

**3. Organisations** (including natural persons undertaking design, manufacture or continuing airworthiness activities)

(a) Organisation approvals must be issued when the following conditions are met:

- i. The organisation must have all the means necessary for the scope of work. These means comprise, but are not limited to, the following: facilities, personnel, equipment, tools and material, documentation of tasks, responsibilities and procedures, access to relevant data and record keeping.
- ii. The organisation must implement and maintain a management system to ensure compliance with these essential requirements for airworthiness, and aim for continuous improvement of this system.
- iii. The organisation must establish arrangements with other relevant organisations, as necessary, to ensure continuing compliance with these essential requirements for airworthiness.
- iv. The organisation must establish an occurrence reporting and/or handling system, which must be used by the management system under sub- paragraph 3.(a).ii and the arrangements under paragraph 3.(a).iii, in order to contribute to the aim of continuous improvement of the safety of products.

(b) In the case of maintenance training organisations, the conditions under sub-paragraphs 3.(a).iii and 3.(a).iv do not apply.

## **Article 10.1 Annex A – Criteria for Qualified Entities referred to in Article 10 ('qualified entity' or 'entity')**

1. The entity, its Director and the staff responsible for carrying out the checks, may not become involved, either directly or as authorised representatives, in the design, manufacture, marketing or maintenance of the products, parts, appliances, constituents or systems or in their operations, service provision or use. This does not exclude the possibility of an exchange of technical information between the involved organisations and the qualified entity.
2. The entity and the staff responsible for the certification tasks must carry out their duties with the greatest possible professional integrity and the greatest possible technical competence and must be free of any pressure and incentive, in particular of a financial type, which could affect their judgment or the results of their investigations, in particular from persons or groups of persons affected by the results of the certification tasks.
3. The entity must employ staff and possess the means required to perform adequately the technical and administrative tasks linked with the certification process; it should also have access to the equipment needed for exceptional checks.
4. The staff responsible for investigation must have:
  - (a) sound technical and vocational training,
  - (b) satisfactory knowledge of the requirements of the certification tasks they carry out and adequate experience of such processes, and
  - (c) the ability required to draw up the declarations, records and reports to demonstrate that the investigations have been carried out.
5. The impartiality of the investigation staff must be guaranteed. Their remuneration must not depend on the number of investigations carried out or on the results of such investigations.
6. Commercial entities must take out liability insurance.
7. The staff of the entity must observe professional secrecy with regard to all information acquired in carrying out their tasks under this Regulation.

## CROSS-REFERENCE MATRIX

<b>UAE Military Aviation Basic Regulation dated 15.09.2020</b>	<b>Regulation (EC) No 216/2008 of the European Parliament and of the Council dated 26.01.2016</b>
Article 01 – Scope	Article 01 – Scope
Article 02 – Objectives	Article 02 – Objectives
Article 03 – Definitions	Article 03 – Definitions
Article 04 – Basic Principles and Applicability	Article 04 – Basic Principles and Applicability
Article 05 – Airworthiness	Article 05 – Airworthiness
Article 06 – Essential Requirements for Environmental Protection	Article 06 – Essential Requirements for Environmental Protection
Article 07 – Oversight and Enforcement	Article 10 – Oversight and Enforcement
Article 08 – Recognition of Certificates	Article 11 – Recognition of Certificates
Article 09 – Acceptance of Third-Country Certification	Article 12 – Acceptance of Third-Country Certification
Article 10 – Qualified Entities	Article 13 – Qualified Entities
Article 11 – Flexibility Provisions	Article 14 – Flexibility Provisions
Article 12 – Information Network	Article 15 – Information Network
Article 13 – Protection of the Source of Information	Article 16 – Protection of the Source of Information
Article 14 – Safety Management Systems	
Article 15 – Authority Measures	Article 18 – Authority Measures
Article 16 – Opinions, Certification Specifications and Guidance Material	Article 19 – Opinions, Certification Specifications and Guidance Material
Article 17 – Airworthiness and Environmental Certification	Article 20 – Airworthiness and Environmental Certification
Article 18 – Flight Simulation Training Devices	Article 21 – Pilot Certification
Article 19 – Monitoring the Application of the Rules	Article 24 – Monitoring the Application of the Rules
Article 20 – International Relations	Article 27 – International Relations
Article 21 – Procedures for the Development of Opinions, Certification Specifications and Guidance Material	Article 52 – Procedures for the Development of Opinions, Certification Specifications and Guidance Material
Article 22 – Procedures for Taking Decisions	Article 53 – Procedures for Taking Decisions
Article 23 – Investigation of Undertakings	Article 55 – Investigation of Undertakings
Article 24 – Evaluation	Article 62 – Evaluation
Article 25 – Fees and Charges	Article 64 – Fees and Charges Regulation

## TABLE OF CHANGES

All amended paragraphs are indicated by the use of a ‘sidebar’ in the margin. This can be readily cross-referenced using this table which details each change.

### Nomenclature Used:

Additions to the text are tabulated below in green. Deletions of text are indicated by the use of ►◄. In both cases, the reason for the difference is clarified in the ‘notes’ column’.

If a paragraph is not included on the table, then no amendments have been made.

Paragraph	Sub-paragraph	UAEMAR BR Edition 1.0 wording	UAEMAR BR Edition 2.0 wording	Notes
Chapter 2	Article 04	1. ► (a) owned by Military; (b) operated exclusively for or on behalf of Military; and (c) designed or manufactured by an organisation for which the Authority ensures safety oversight ◄  2. ► paragraph 1 ◄	1. (a) designed or manufactured by an organisation for which the Authority ensures safety oversight; or (b) owned by Military; or (c) operated exclusively for or on behalf of Military; or (d) the subject of statutory airworthiness responsibilities placed on the Military by the national civil airworthiness authority.  2. <a href="#">Article 04.1</a>	Inclusion of aircraft operations to BR applicability and provide clarification on foreign military aircraft operations.

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			<p>3. Operations of aircraft referred to in <a href="#">Article 04.1</a> shall comply with this Regulation.</p> <p>4. Foreign military aircraft operating in UAE airspace shall comply with the terms of their diplomatic clearance.</p>	
Chapter 2	Article 05	<p>1. ▶ <a href="#">Article 04</a> paragraphs 1(a) to (c) ◀</p> <p>2. ▶ <a href="#">Article 04.1.(a) to Article 04.1.(c)</a> ◀</p>	<p>1. <a href="#">Article 04.1</a></p> <p>2. <a href="#">Article 04.1</a></p>	Amend reference
Chapter 3	Article 17	<p>1. ▶ <a href="#">Article 04.1.(a) to Article 04.1.(c)</a> ◀</p>	<p>1. <a href="#">Article 04.1</a></p>	Amend reference
Chapter 4	Article 25		<p>1. The Authority shall establish mechanisms to levy on users of the system appropriate fees and charges, which shall be proportionate to the workload required for the requested activity.</p> <p>2. Fees and charges shall be levied for:</p> <p>(a) the issuing and renewal of certificates, as well as the related continuing oversight functions;</p> <p>(b) the provision of services; they shall reflect</p>	Inclusion of financial requirements for the levy of fees and charges to align with EC 216/2008 of 26 January 2016 (M1-M4).



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			<p>the actual cost of each individual provision; (c) the processing of appeals.</p> <p>3. The amount of the fees and charges shall be fixed at such a level as to ensure that the revenue in respect thereof is in principle sufficient to cover the full cost of the services delivered.</p>	
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