



UNITED ARAB EMIRATES
MINISTRY OF DEFENCE

UNITED ARAB EMIRATES MILITARY AIRWORTHINESS
AUTHORITY

APPLICATION FOR MILITARY UNMANNED AIRCRAFT SYSTEM (UAS) CLASSIFICATION

1. REFERENCE

Applicant's Reference

< Provide a unique document control identifier for reference to the application. >

2. APPLICANT DETAILS AND CONTACT DATA

Organisation / Unit name

< Company / Unit name / Group name >

< Organisation Address & Country >

Accountable Person

< E.g. Unit Commander >

< Title / Rank >

< Name >

< Position >

Point of Contact

< If different than the Accountable
Person >

< Name >

< Telephone >

< E-mail >

3. CLASSIFICATION OF THE OPERATION

3.1 UAS subject to classification: < Provide the model name and variant of the UAS subject to classification. >

☐ Open Category
< Complete Section 4,
except sub-section 4.3.2 >

☐ Specific Category < Complete Section 4 >

☐ Type A (UASOP to be issued)

☐ Certified Category
< Complete Section 4 >

☐ Micro UAS

☐ Type B (Standard Scenario)

☐ Micro UAS

☐ Very Small UAS

☐ Very Small UAS

☐ Defense Ranges & Exercise Areas

☐ Small UAS

☐ High Seas

☐ Trials and Experimentation

4. CATEGORISATION CHECKLIST

4.1 Statement

< Provide a statement detailing the rationale for the category selection provided at Section 3. Refer UAEMAR UAS for Category requirements. >



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4.2 Categorisation safety checklist – Operation

| | |
|---------------------------------------|--|
| Operating intent / Types of operation | < Detail nature of operation (e.g. Visual Line of Sight, day / night, weather, etc...) > |
| Operating areas | < General characteristics of expected areas for the UAS operation e.g. controlled areas, congested areas, open countryside, roads, etc... Consideration of overflown population density, suitability of launch when applicable, recovery locations and other required services locations. > |
| Operating airspace | <input type="checkbox"/> Segregated airspace <input type="checkbox"/> Non-segregated airspace |
| Operating factors | < Detail possible aggravating and/or mitigating factors affecting or likely to affect the UAS Category or Categories. > |
| Surveillance of Operations | < Surveillance methods for verification of UAS geospatial positioning. > |

4.3 Categorisation safety checklist – System

4.3.1 Basic characteristics

| | |
|--------------------|--|
| UAV MTOW | < MTOW > |
| UAV dimensions | < Full dimensions to be given including mass with and without fuel; with and without any payloads, etc.> |
| UAV energy | < Maximum speed (m/s), maximum kinetic energy (joules). > |
| C2 Loss Prevention | < What design characteristics or procedures are in place to prevent and mitigate loss of data link whether due to Radio Frequency (RF) interference, equipment malfunctions (UAV / GCS) or atmospheric conditions. > |

4.3.2 Additional characteristics

| | |
|---|--|
| Details of Design and Production Organisation | < The designer and manufacturer might be the same company, include details of any approvals that such organizations hold. > |
| Recognised standards, to which the equipment has been designed, built and tested. | < Details of any standards that form the design basis and add to the safety argument. Where known this ought to include test and evaluation evidence. > |
| The designed flight envelope | < Full description of the flight envelope including: flight duration, communications range, max height and speeds to maintain safe flight and glide profile (where appropriate). Include effects on flight envelope of differing payloads. > |
| Command and Control Link (C2) | < Describe the C2 infrastructure, how its integrity is monitored and the reaction of the system to degraded signal strengths. Outline the spectrum management plan for the intended operating area. > |

4.4 Categorisation safety checklist – Organisation

| | |
|--|---|
| Responsibility and duties of UAS Commander, RP, and Mission Essential Personnel (MEP). | < Provide a brief description of these designated persons responsibilities and duties, e.g. RPs might use an assistant to help with the operation of the UAV. > |
| Occurrence reporting | < Include reporting procedures to comply with UAEMAR.UAS 60 and interface with the Safety Management System, where applicable.> |



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5. ADDITIONAL RISKS

| | |
|--|---|
| <input type="checkbox"/> UAV will be weaponised | < If selected, detail capability requirements.> |
| <input type="checkbox"/> UAV will carry hazardous stores, chemicals, bio-hazards. | < If selected, detail capability requirements.> |
| <input type="checkbox"/> UAV will carry passengers | < If selected, detail capability requirements.> |
| <input type="checkbox"/> UAS does not allow pilot intervention in at least one flight stage. | < If selected, detail capability requirements.> |
| <input type="checkbox"/> UAS allows more than one UAV to operate per remote pilot (RP). | < If selected, detail capability requirements.> |

6. SUPPORTING INFORMATION

< Provide all other relevant supporting information. >

7. APPLICANT'S DECLARATION AND ACCEPTANCE OF THE GENERAL CONDITIONS

- ☐ I declare that I have the legal capacity and authority to submit this application to MAA.
- ☐ I declare that all information provided in this application form is correct and complete.
- ☐ I understand and accept that for the MAA to proceed with this application, I have supplied all supporting documentation to the MAA.
- ☐ I understand the costs involved in developing a UAS Type Certificate / Restricted Type Certificate / UAV Authorisation. Hence, I declare that the applicant has the financial capability to carry out the project described in this application.

Name

Date / Location

Signature

PRIVACY POLICY

MAA requires the provision of information as listed in this form. All such information received will be treated as Confidential and will not be disclosed to any third parties unless that disclosure is required or authorised by law. MAA will safeguard personal information, however, please be aware that MAA policy is to publish organisation approvals and type certificates on its website.



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APPENDIX – FORM INSTRUCTIONS

These instructions are designed to assist with completing the UAEMAR Form 145 for UAS operational classification according to UAEMAR UAS regulation. Carefully read this document and any relevant Acceptable Means of Compliance or Guidance Material.

ABOUT THIS FORM AND APPLICATION PROCESS

Completing this form is the first step to operate according to UAEMAR UAS. MAA may ask for additional information or modifications in order to provide the applicant with a Letter of Endorsed Classification. Applicants are to complete and sign the form and submit to the nominated MAA email (uaemaa.uas@mod.gov.ae). If there is insufficient space in any of the sections, please attach additional information to this form.

IMPORTANT NOTE

By submitting this form to MAA or even receiving a Letter of Enforced Classification (LEC) the operator will not directly receive any approval to operate. The LEC is the confirmation of the classification under a set of hypothesis to be detailed on the LEC itself.

COMPLETION OF THE FORM

Section 3. Classification of the Operation. Select all categories the UAS is intended to operate. E.g. a single UAS may be capable of multiple roles: some operations may be performed in Open Small UAS category but some others will need to be performed according to Specific Type B requirements (BLOS, night flights, etc...).

Section 4. Categorisation checklist. It is recognised that some data might not be available at the time the Classification application submission is prepared. Nonetheless, it is in the best interests of the submitting organisation to include as much information as available to inform the MAA classification process. In case of selecting several classifications for a single UAS (e.g. Open Small UAS and Specific Type B, for two different operational scenarios), paragraph 4.2 should include the characteristics of these two different operational scenarios (e.g. operating areas and airspace must be specified for each proposed classification). Paragraph 4.3.2. does not have to be filled for Open category (nevertheless, if the UAS has any CE marking please indicate these in the "Recognised standards" sub-section).

Section 5. Additional risks. Only to be selected if the intended operation requires the installation/carriage/deployment of weapons, hazardous stores, chemicals, bio-hazards; used to carry passengers; does not allow remote pilot intervention in any stage of the flight or employs a single remote pilot for more than one UAV.

Section 6. Supporting information. Please indicate any additional information that may help the MAA to understand the UAS operation and its intended usage.