



# CAR-UAR

## UNMANNED AIRCRAFT (UA) RECREATIONAL FLIGHTS

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## FOREWORD

- (a) Federal Decree-Law No. 26 of 2022 of the United Arab Emirates, On the Regulation of the Civil Use of Unmanned Aircraft and Related Activities which aims to:
- (1) Ensure the safe use of Unmanned Aircraft and maintain the safety and security of the UAE Airspace;
  - (2) Regulate and control air navigation services of Unmanned Aircraft;
  - (3) Manage and regulate the operation of Unmanned Aircraft and Related Activities in the UAE safely and effectively and standardize its systems and procedures in the UAE; and
  - (4) Minimise the risks arising from the operation of Unmanned Aircraft, and determine the competencies of the relevant entities in this respect.
- (b) The GCAA is required under article 4 of the Unmanned Aircraft and Related Activities Law, to determine and adopt the conditions and procedures required for the issuance of Permits and Certificates for conducting Operations; and to determine and approve the controls and standards for the safe operation of Unmanned Aircraft;
- (c) Further Federal Decree Law No. 4 of 1996 and Federal Decree Law No. 20 of 1991, of the United Arab Emirates, established the General Civil Aviation Authority (GCAA) as the Competent Authority with respect to civil aviation activities.
- Note:** A Competent Authority is any person or organisation that has the legally delegated or invested authority, capacity, or power to perform a designated function. Similarly, once an authority is delegated to perform a certain act, only the Competent Authority is entitled to take accounts therefrom and no one else.
- (d) As the Competent Authority, the GCAA has implemented this Civil Aviation Regulation – UNMANNED AIRCRAFT RECREATIONAL FLIGHTS (CAR-UAR) pursuant to the provisions of the UAE Civil Aviation Law, UAE Federal Decree by Law No. (26) of 2022 and in conformity with the Chicago Convention and related Annexes.
- (e) This regulation will be revised and updated as and when necessary, by the GCAA. Depending on the nature, impact and size of the amendment, the GCAA may decide to consult the industry through a Notice of Proposed Amendment (NPA) process.
- (f) This regulation prescribes the requirements for the pilots of unmanned aircraft operating for recreational purposes only.



## INTERPRETATION

- (a) The following terms have the corresponding meaning within this Regulation:
- (1) Shall: The term 'shall' is used in the GCAA regulation to impose an obligation or a requirement or a prohibition
  - (2) Should:
    - (i) Should in an AMC: the term 'should' is used to indicate any specification which is recognised as necessary in the interest of safety unless an alternative is accepted by the GCAA.
    - (ii) Should in a publication other than an AMC (GM, safety alert, etc): the term 'should' is used to indicate any specification which is recognized as desirable in the interest of safety.
  - (3) The terms '*Competent Authority*', or '*GCAA*', may be used to refer to the General Civil Aviation Authority of the United Arab Emirates.

## IMPLEMENTING RULE (IR)

- (a) Implementing Requirements may be supported by one or more AMC and/or one or more GM.
- (b) Each implementing requirement is designed in a manner that addresses one or more safety objective(s), through creating or limiting rights, creating or limiting duties and responsibilities.
- (c) Compliance is mandatory unless a waiver has been granted by the GCAA. It is binding in entirety and used to specify a high and uniform level of safety and uniform conformity and compliance.

## ACCEPTABLE MEANS OF COMPLIANCE (AMC)

- (a) Are standards (but not necessarily the only standards) adopted by the GCAA to illustrate means to establish compliance with the CARs.
- (b) An entity/or a person wishing not to comply with the AMC must comply using other means accepted by the Competent Authority.
- (c) Where multiple AMC exist for an IR then all AMC are applicable unless specified otherwise.
- (d) However, applicants may propose to show compliance with the requirements using other means. Organisations may propose 'Alternative Means of Compliance' (AltMoC) that propose an alternative to an existing AMC, but this is subject to review and approval by the Authority. Alternative Means of Compliance proposals shall be accompanied by evidence of the ability to meet the intent of the IR.
- (e) The Alternative Means of Compliance (AltMoC) is therefore a regulatory instrument that serves as:



- (1) an alternative to an existing AMC; or
  - (2) a means to establish compliance with an implementing requirement contained in a CAR or Safety Decision for which no associated AMC has been promulgated by the GCAA.
- (f) Compliance with AMC is mandatory unless an Alternative Means of Compliance has been accepted by the GCAA.
- (g) Once an AltMoC is accepted by the GCAA, compliance therewith is mandatory.

#### **GUIDANCE MATERIAL (GM)**

Is non-binding explanatory and interpretation material on how to achieve the requirements contained in the IRs and the AMCs. It contains information, including examples, to assist the user in the interpretation and application of the requirements.



## RECORD OF AMENDMENTS

| ISSUE | DATE OF ISSUE                 | DATE OF APPLICABILITY         |
|-------|-------------------------------|-------------------------------|
| 01    | 23 <sup>rd</sup> July 2020    | 1 <sup>st</sup> August 2020   |
| 02    | 31 <sup>st</sup> January 2024 | 31 <sup>st</sup> January 2024 |
| 03    | 13 <sup>th</sup> June 2025    | 13 <sup>th</sup> June 2025    |

## SUMMARY OF CHANGES

| ISSUE | AMENDMENTS                                                                         |
|-------|------------------------------------------------------------------------------------|
| 01    | Initial Issue                                                                      |
| 02    | Amendment to align this regulation with Federal Decree-Law No. 26 of 2022          |
| 03    | Amendment to align this regulation with United Arab Emirates (UAE) Drones Platform |



## PART A: DEFINITION AND ABBREVIATIONS

### UAR.DEF.001 Definition

For the purpose of this regulation, the following definitions shall apply:

#### **Recreational flight:**

UA operation conducted for fun and enjoyment purposes only. Recreational flight does not include work, business, compensation or hiring purposes.

#### **Concerned Authority:**

Competent local department in the Emirate.

#### **Unmanned Aircraft (UA):**

An aircraft operated with no pilot on board. An UA may be remotely piloted or autonomously flown.

**Note:** UA includes a broad spectrum of aircraft, from drones, and model radio-controlled aircraft, to highly complex remotely piloted aircraft (RPA) and highly automated or autonomous UA.

#### **UA Pilot:**

means a natural person responsible for safely conducting the flight of a UA by operating its flight controls, either manually or, when the UA flies automatically, by monitoring its course and remaining able to intervene and change its course at any time.

#### **VLOS Operation:**

means a type of UAS operation in which, the remote pilot is able to maintain continuous unaided visual contact with the unmanned aircraft, allowing the remote pilot to control the flight path of the unmanned aircraft in relation to other aircraft, people and obstacles for the purpose of avoiding collisions.

### UAR.DEF.005 Abbreviations

|       |                                            |
|-------|--------------------------------------------|
| UAE   | The United Arab Emirates                   |
| GCAA  | The General Civil Aviation Authority       |
| MOIAT | Ministry of Industry & Advanced Technology |
| ATO   | Approved Training Organisations            |
| UA    | Unmanned Aircraft                          |
| VLOS  | Visual Line of Sight                       |
| CAR   | Civil Aviation Regulation                  |



## PART B: GENERAL REQUIREMENTS

### UAR.ORG.001 Applicability

- (a) This Civil Aviation Regulation (CAR) prescribes the requirements to be complied with, for the operation of UA for recreational purposes.
- (b) This CAR does not apply to:
- (1) UA operated by military or law enforcement agencies (state UA); and
  - (2) UA intended for carriage of passengers;

**Note:** For purposes other than UA recreational use, refer to:

- CAR UAC - UNMANNED AIRCRAFT (UA) COMMERCIAL & GOVERNMENTAL OPERATIONS
- CAR UAD - UNMANNED AIRCRAFT (UA) DEMONSTRATION OPERATIONS
- CAR UAEV - UNMANNED AIRCRAFT (UA) EVENT OPERATIONS
- CAR UAEX - UNMANNED AIRCRAFT (UA) EXPERIMENTATION OPERATIONS
- CAR-UAM - URBAN AIR MOBILITY OPERATIONS

### UAR.ORG.005 UA Pilot

- (a) The UA pilot shall register on “UAE Drones” platform <https://drones.gov.ae> via the UAE Pass and users are required to review all conditions and follow the registration steps.
- (b) The UA pilot shall:
- (1) be aged at least 18 years old.
  - (2) be a UAE resident.

### UAR.ORG.010 UA Pilot License

No one shall operate UA in the UAE airspace prior to obtaining a training certificate from an ATO accredited by the GCAA. The ATO are listed in “UAE Drones” Platform <https://drones.gov.ae>.

### UAR.ORG.015 UA Registration

- (a) The UA owner shall apply for a “Issue Product Status Statement for Drones” from the Ministry of Industry and Advanced Technology (MOIAT).
- (b) The UA owner shall submit all the Drone documents through “UAE Drones” platform <https://drones.gov.ae/>.



- (c) Drones shall be equipped with a remote identification system.

#### UAR.ORG.020 UA Pilot Responsibilities

The UA pilot shall comply with following:

- (a) Unmanned aircraft weight shall not exceed 5 kilograms;
- (b) Adhere to the designated areas in the flight map on the app;
- (c) Fly at an altitude not exceeding 400 feet (120 meters);
- (d) No Goods shall be transported by air;
- (e) Fly within visual line-of-sight and during daylight hours only;
- (f) Avoid flying over gatherings and respect others' privacy;
- (g) Operate the UA in a manner that does not pose a danger to the safety of individuals and property;
- (h) Stay clear of airports and helicopter landing pads;
- (i) Follow the rules and instructions guide for your specific UA;
- (j) Prepare the UA for each flight;
- (k) Ensure that the areas for flying are permitted;
- (l) Ensure that the remote identification system is functioning on the UA; and
- (m) Ensure that "UAE Drones" application is used during operations.

#### UAR.ORG.025 Emergency

In case of any accident or safety incident involving the UA, the UA pilot shall immediately inform:

- (a) The GCAA via 00971 50 641 4667; or
- (b) Local Emirate police.

#### UAR.ORG.030 Prohibited Activities

The following are prohibited:

- (a) Any modification to the UA or its component or system which may affect its initial functionality and specifications as per obtained Product Status Statement for Drones from MOIAT.



- (b) Installing or equipping UA with cameras or any other devices or equipment that may be used for filming or recording.
- (c) Flying over prohibited or restricted areas as indicated in "UAE Drones" Platform <https://drones.gov.ae>.

#### UAR.ORG.035 Law Enforcement Action

- (a) During oversight inspection by GCAA or any law enforcement agency or any report, if the evidence indicates that the UA pilot has violated the provision of relevant Federal Decree or Civil Aviation Law or GCAA regulation, an enforcement action decision and deterrent action shall be applied against the violator.
- (b) If violation and non-compliance detected, the UA pilot may be subject to one of the following deterrent actions:
- (c) An administrative action may be taken where an authorised person violates a provision of this regulation. Administrative action can be:
  - (1) Oral Counselling;
  - (2) Warning Letter;
  - (3) Suspension;
  - (4) Revocation; and
  - (5) Detention, confiscate or grounding of unmanned aircraft.
- (d) A judicial action involves the prosecution of an alleged offender in Civil Court. This usually involves contraventions under the Federal Decree Law (26) 2022.

#### UAR.ORG.040 Appeal Process

During oversight inspection by GCAA or any law enforcement agency or any report, if the evidence indicates that the UA pilot has violated the provision of relevant federal decree or civil aviation law or GCAA regulation, an enforcement action decision and deterrent action shall be applied against the violator.

#### GM to UAR.ORG.040 Appeal Process

- (a) The UA pilot may appeal within 30 days from the date received the Notice of Law Enforcement Action.



- (b) To submit an application for appeal refer to the Individuals section under the Services on the GCAA website: <https://www.gcaa.gov.ae/en/Services> and apply for “Appeal and Reconsideration Request” service.