

Maldives Civil Aviation Authority

Republic of Maldives

Maldivian Civil Aviation Regulations

MCAR – Unmanned Aircraft Systems A

Issue 1.00, 15 August 2024

# Foreword

The Maldives Civil Aviation Authority, having regard to the Civil Aviation Act (Act No. 2/2001), and the Maldives Civil Aviation Authority Act (Act No: 2/2012) and, in particular, provisions laid down in Articles 5, 6 and 7 of Act No: 2/2012,

Whereas:

1. The unmanned aircraft systems (‘UAS’) whose operation presents the lowest risks and that belong to the ‘open’ category of operations should not be subject to classic aeronautical compliance procedures. Consequently, it is necessary to set out the requirements that address the risks posed by the operation of those UAS.
2. These requirements should cover the specific features and functionalities necessary to mitigate risks pertaining to the safety of the flight, privacy, and protection of personal data, security or the environment, arising from the operation of these UAS.
3. When manufacturers place a UAS on the market with the intention to make it available for operations under the ‘open’ category and therefore affix a class identification label on it, they should ensure compliance of the UAS with the requirements of that class.
4. Considering the good level of safety achieved by model aircraft already made available on the market, it is appropriate to create the C4 class of UAS which should not be subject to disproportionate technical requirements for the benefit of model aircraft operators.
5. This Regulation should also apply to UAS, which are considered as toys.
6. In order to provide citizens with high level of environmental protection, it is necessary to limit the noise emissions to the greatest possible extent. Sound power limitations applicable to UAS intended to be operated in the ‘open’ category might be reviewed at the end of the transitional periods as defined in MCAR-UAS B.
7. In order to ensure a high level of protection of public interest, such as health safety, and to guarantee fair competition on the market, economic operators should be responsible for the compliance of UAS intended to be operated in the ‘open’ category with the requirements laid down in this Regulation, in relation to their respective roles in the supply and distribution chain. Therefore, it is necessary to provide a clear and proportionate distribution of obligations, which corresponds to the role of each economic operator in the supply and distribution chain.
8. The manufacturer, having detailed knowledge of the design and production process, is best placed to carry out the conformity assessment procedure of UAS intended to be operated in the ‘open’ category. Conformity assessment should therefore remain solely the obligation of the manufacturer.
9. This Regulation should apply to any UAS intended to be operated in the ‘open’ category that is new to the Maldivian market, whether a new UAS made by a manufacturer established in the Maldives or a new or second-hand UAS imported from a foreign country.
10. Any economic operator that either places a UAS intended to be operated in the ‘open’ category on the market under his own name or trademark, or modifies a UAS intended to be operated in the ‘open’ category in such a way that compliance with the applicable requirements may be affected, should be considered to be the manufacturer and should assume the obligations of the manufacturer.
11. The conformity marking indicating the conformity of a product is the visible consequence of a whole process of conformity assessment in the broad sense. Examples of conformity markings are UKCA marking to meet United Kingdom standards and CE marking used to meet EU standards.
12. Manufacturers should take all appropriate measures to ensure that UAS intended to be operated in the ‘open’ category may be placed on the market only if, when properly stored and used for their intended purpose or under conditions, which can be reasonably foreseen, it does not endanger people’s health or safety. UAS intended to be operated in the ‘open’ category should be considered as non-compliant with the essential requirements set out in this Regulation only under conditions of use which can be reasonably foreseen, that is when such use could result from lawful and readily predictable human behaviour.
13. UAS whose operation presents the highest risks should be subject to certification. This Regulation should therefore define the conditions under which the design, production and maintenance of UAS should be subject to certification. Those conditions are linked to a higher risk of harm to third persons in case of accidents and therefore certification should be required for UAS designed to transport people, UAS designed to transport dangerous goods and for UAS that has any dimension above 3 m and is designed to be operated over assemblies of people. Certification of UAS used in the ‘specific’ category of operations defined in MCAR-UAS B should also be required if, following a risk assessment, an operational authorisation issued by the CAA considers that the risk of the operation cannot be adequately mitigated without the certification of the UAS.
14. UAS placed on the market and intended to be operated in the ‘open’ category and bearing a class identification label should comply with the certification requirements for UAS operated in the ‘specific’ or ‘certified’ categories of operations, as applicable, if those UAS are used outside the ‘open’ category of operations.
15. UAS operators that have their principal place of business, are established, or are resident in a foreign country and that conduct UAS operations within the Maldivian airspace will be subject to this Regulation.

has adopted this regulation.

This Regulation shall be cited as MCAR - Unmanned Aircraft Systems A (MCAR – UAS A) and shall come in to force on 15 February 2025.

Definitions of the terms and abbreviations used in this regulation, unless the context requires otherwise, are in MCAR-1 Definitions and Abbreviations.

‘Acceptable Means of Compliance’ (AMC) illustrate a means, or several alternative means, but not necessarily the only possible means by which a requirement can be met.

‘Guidance Material’ (GM) helps to illustrate the meaning of a requirement.

For the Civil Aviation Authority

Hussain Jaleel

Chief Executive

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| --- | --- | --- | --- | --- |
|  | Rev # | Date | Remarks |  |
|  | Issue 1.00 | 2025-02-15 | Initial issue  European Union Regulations (EU) 2019/945, (EU) 2020/1058 and CAP 1789B UK Consolidation - Regulation (EU) 2019/945 (as retained in UK law) |  |
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# List of Abbreviations

|  |  |
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| AEC | airspace encounter category |
| AEH | airborne electronic hardware |
| AGL | above ground level |
| AIP | aeronautical information publication |
| AMC | acceptable means of compliance |
| ANSP | air navigation service provider |
| AO | airspace observer |
| ARC | air risk class |
| ATC | air traffic control |
| BVLOS | beyond visual line of sight |
| C2 | command and control |
| C3 | command, control and communication |
| ConOps | concept of operations |
| CRM | crew resource management |
| DAA | detect and avoid |
| DSSS | direct-sequence spread spectrum |
| ERM | emergency response manager |
| ERP | emergency response plan |
| ERT | emergency response team |
| EU | European Union |
| EVLOS | extended visual line of sight |
| FHSS | frequency-hopping spread spectrum |
| FTD | flight training device |
| GM | guidance material |
| GNSS | Global Navigation Satellite System |
| GRC | ground risk class |
| HMI | human machine interface |
| ISM | industrial, scientific and medical |
| JARUS | Joint Authorities for Rulemaking on Unmanned Systems |
| LACA | low-altitude controlled airspace (below 150 m (500 ft)) |
| MCC | multi-crew cooperation |
| METAR | aviation routine weather report (in (aeronautical) meteorological code) |
| MTOM | maximum take-off mass |
| NAA | national aviation authority |
| OFDM | orthogonal frequency-division multiplexing |
| OM | operations manual |
| OSO | operational safety objective |
| PDRA | predefined risk assessment |
| RBO | risk-based oversight |
| RCP | required communication performance |
| RF | radio frequency |
| RLP | required C2 link performance |
| RP | remote pilot |
| RPS | remote pilot station |
| SAIL | specific assurance and integrity level |
| SDS | safety data sheets |
| SMM | safety management manual |
| SORA | specific operations risk assessment |
| SPECI | aviation selected special weather code in (aeronautical) meteorological code |
| STS | standard scenario |
| SW | software |
| TAF | terminal area forecast |
| TCAS | traffic collision avoidance system |
| TMPR | tactical mitigation performance requirement |
| TOM | take-off mass |
| UA | unmanned aircraft |
| UAS | unmanned aircraft system |
| USSP | U-space service provider |
| VLL | very low level |
| VLOS | visual line of sight |
| VO | visual observer |

# TECHNICAL REQUIREMENTS

## CHAPTER I — General Provisions

Article 1 - Subject matter

1. This Regulation lays down the requirements for the design and manufacture of unmanned aircraft systems (‘UAS’) intended to be operated under the rules and conditions defined in MCAR-UAS B and of remote identification add-ons. It also defines the type of UAS whose design, production and maintenance shall be subject to certification.
2. It also establishes rules on making UAS and accessories kit and remote identification add-ons available on the market.
3. This Regulation also lays down rules for foreign-country UAS operators when they conduct a UAS operation pursuant to MCAR-UAS B within the Maldivian airspace.

Article 2 - Scope

1. Chapter II of this Regulation applies to the following products:
2. UAS intended to be operated under the rules and conditions applicable to the ‘open’ category of UAS operations or to operational declarations under the ‘specific’ category of UAS operations pursuant to MCAR-UAS B, except privately built UAS, and bearing a class identification label as set out in Parts 1 to 5, 16 and 17 of the Annex to this Regulation indicating to which of the seven UAS classes referred to in MCAR-UAS B it belongs;
3. class C5 accessories kits as set out in Part 16 of the Annex to this Regulation;
4. remote identification add-ons as set out in Part 6 of the Annex to this Regulation.
5. Chapter III of this Regulation applies to UAS operated under the rules and conditions applicable to the ‘certified’ and ‘specific’ categories of UAS operations pursuant to MCAR-UAS B except when conducted under a declaration.
6. Chapter IV of this Regulation applies to UAS operators that have their principal place of business, are established, or reside in a foreign country, if the UAS are operated in the Maldives.
7. This Regulation does not apply to UAS intended to be exclusively operated indoors.

Article 3 - Definitions

For the purposes of this Regulation, the following definitions apply:

1. ‘unmanned aircraft’ (‘UA’) means any aircraft operating or designed to operate autonomously or to be piloted remotely without a pilot on board;
2. ‘equipment to control unmanned aircraft remotely’ means any instrument, equipment, mechanism, apparatus, appurtenance, software or accessory that is necessary for the safe operation of a UA other than a part and which is not carried on board that UA;
3. ‘unmanned aircraft system’ (‘UAS’) means an unmanned aircraft and the equipment to control it remotely;
4. ‘unmanned aircraft system operator’ (‘UAS operator’) means any legal or natural person operating or intending to operate one or more UAS;
5. ‘open category’ means a category of UAS operations that is defined in Article 4 of MCAR-UAS B;
6. ‘specific category’ means a category of UAS operations that is defined in Article 5 of MCAR-UAS B;
7. ‘certified category’ means a category of UAS operation that is defined in Article 6 of MCAR-UAS B;
8. [Reserved];
9. ‘accreditation’ means an attestation by a national accreditation body that a conformity assessment body meets the requirements set by national standards and, where applicable, any additional requirements including those set out in this Regulation, to carry out a specific conformity assessment activity;
10. ‘conformity assessment’ means the process demonstrating whether the specified requirements relating to a product have been fulfilled;
11. ‘conformity assessment body’ means a body that performs conformity assessment activities including calibration, testing, certification and inspection;
12. ‘conformity marking’ means a marking by which the manufacturer indicates that the product is in conformity with the applicable requirements set out in Article 3A;
13. ‘manufacturer’ means any natural or legal person who manufactures a product or has a product designed or manufactured, and markets that product under their name or trademark;
14. ‘authorised representative’ means any natural or legal person established in the Maldives who has received a written mandate from a manufacturer to act on his behalf in relation to specified tasks;
15. ‘importer’ means any natural or legal person established in the Maldives who places a product from a foreign country on the Maldivian market;
16. ‘distributor’ means any natural or legal person in the supply chain, other than the manufacturer or the importer, who makes a product available on the market;
17. ‘economic operators’ means the manufacturer, the authorised representative of the manufacturer, the importer, and the distributor of the UAS;
18. ‘making available on the market’ means any supply of a product for distribution, consumption or use in the Maldivian market in the course of a commercial activity, whether in exchange of payment or free of charge;
19. ‘placing on the market’ means the first making available of a product on the Maldivian market;
20. [Reserved];
21. ‘technical specification’ means a document that establishes technical requirements to be fulfilled by a product, process or service;
22. ‘privately built UAS’ means a UAS assembled or manufactured for the builder’s own use, not including UAS assembled from a set of parts placed on the market by the manufacturer as a single ready-to-assemble kit;
23. [Reserved];
24. ‘recall’ means any measure aimed at achieving the return of a product that has already been made available to the end-user;
25. ‘withdrawal’ means any measure aimed at preventing a product in the supply chain from being made available on the market;
26. [Reserved];
27. ‘remote 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;
28. ‘maximum take-off mass’ (‘MTOM’) means the maximum UA mass, including payload and fuel, as defined by the manufacturer or the builder, at which the UA can be operated;
29. ‘payload’ means any instrument, mechanism, equipment, part, apparatus, appurtenance, or accessory, including communications equipment, that is installed in or attached to the aircraft, and is not used or intended to be used in operating or controlling an aircraft in flight, and is not part of an airframe, engine, or propeller;
30. ‘follow-me mode’ means a mode of operation of a UAS where the unmanned aircraft constantly follows the remote pilot within a predetermined radius;
31. ‘direct remote identification’ means a system that ensures the local broadcast of information about a UA in operation, including the marking of the UA, so that this information can be obtained without physical access to the UA;
32. ‘geo-awareness’ means a function that, based on the data provided by CAA, detects a potential breach of airspace limitations and alerts the remote pilots so that they can take effective immediate and action to prevent that breach;
33. ‘sound power level LWA’ means the A-weighted sound power in dB in relation to 1 pW as defined in EN ISO 3744:2010;
34. ‘measured sound power level’ means a sound power level as determined from measurements as laid down in Part 13 of the Annex; measured values may be determined either from a single UA representative for the type of equipment or from the average of a number of UA;
35. ‘guaranteed sound power level’ means a sound power level determined in accordance with the requirements laid down in Part 13 of the Annex which includes the uncertainties due to production variation and measurement procedures and where the manufacturer, or his authorised representative established in the Maldives, confirms that according to the technical instruments applied and referred to in the technical documentation it is not exceeded;
36. ‘hovering’ means staying in the same geographical position in the air;
37. ‘assemblies of people’ means gatherings where persons are unable to move away due to the density of the people present;
38. ‘command unit’ (‘CU’) means the equipment or system of equipment to control unmanned aircraft remotely which supports the control or the monitoring of the unmanned aircraft during any phase of flight, with the exception of any infrastructure supporting the command and control (C2) link service;
39. ‘C2 link service’ means a communication service supplied by a third party, providing command and control between the unmanned aircraft and the CU;
40. ‘night’ means the hours between the end of evening civil twilight and the beginning of morning civil twilight as defined in MCAR-Air Operations;
41. A ‘toy’ is a product that is considered to be suitable for use by a child who is under the age of 14 years. If the product is not marked as such within its packaging, then it cannot be considered to be a toy. UAS class identification label C0 applies to toys;
42. ‘market surveillance’ means the activities carried out and measures taken by the CAA to ensure that products comply with the requirements set out in this Regulation and to ensure protection of the public interest covered by that legislation
43. ’recognised standard’ has the meaning provided in Article 3A;
44. ’approved body’ means a conformity assessment body which has been approved by the CAA under Article 18.

Article 3A - Recognised Standards

1. For the purposes of this Regulation, the following standard has been recognised
2. CE marking issued in conformity to relevant European Union Regulations
3. .UKCA marking issued in accordance with relevant regulations of the United Kingdom
4. CCC mark for UAS by People's Republic of China
5. standards issued for UAS by United States of America
6. any other standard confirmed by the CAA as acceptable and published on the CAA website.

## CHAPTER II — UAS Intended to be Operated in the ‘Open’ Category or in the ‘Specific’ Category under Operational Declaration, Accessories Kits Bearing a Class Identification Label and Remote Identification Add-Ons

### SECTION 1 — Product Requirements

Article 4 - Requirements

1. The products referred to in paragraph 1 of Article 2 shall meet the requirements set out in Parts 1 to 6, 16 and 17 of the Annex.
2. [Reserved]
3. Any updates of software of the products that have already been made available on the market may be made only if such updates do not affect the compliance of the product.

Article 5 - Making available on the market

1. Products shall only be made available on the market if they satisfy the requirements of this Chapter and do not endanger the health or safety of persons, animals or property.

### SECTION 2 — Obligations of Economic Operators

Article 6 - Obligations of manufacturers

1. When placing their product on the Maldivian market, manufacturers shall ensure that it has been designed and manufactured in compliance with the requirements set out in Parts 1 to 6, 16 and 17 of the Annex.
2. Manufacturers shall draw up the technical documentation provided for in Article 17 and carry out the relevant conformity assessment procedure referred to in Article 13 or have it outsourced.

Where compliance of the product with the requirements set out in Parts 1 to 6, 16 and 17 of the Annex has been demonstrated by that conformity assessment procedure, manufacturers shall draw up a declaration of conformity and affix the conformity marking.

1. Manufacturers shall keep the technical documentation and the declaration of conformity for 10 years after the product has been placed on the market.
2. Manufacturers shall ensure that procedures are in place for series production to remain in conformity with this Chapter. Changes in product design, characteristics or software, and changes in the standards or in technical specifications by reference to which conformity of a product is declared shall be adequately taken into account.

When deemed appropriate with regard to the risks presented by a product, manufacturers shall, to protect the health and safety of consumers, carry out sample testing of marketed products, investigate, and, if necessary, keep a register of complaints, of non-conforming products and product recalls and shall keep distributors informed of any such monitoring.

1. Manufacturers of UAS shall ensure that the UA bears a type and a unique serial number allowing for its identification, and if applicable, compliant with the requirements defined in the corresponding Parts 2 to 4, 16 and 17 of the Annex. Manufacturers of class C5 accessories kits shall ensure that the kits bears a type and a unique serial number allowing for their identification. Manufacturers of remote identification add-ons shall ensure that the remote identification add-on bears a type and a unique serial number allowing for their identification and compliant with the requirements defined in Part 6 of the Annex. In all cases, manufacturers shall ensure that a unique serial number is also affixed to the declaration of conformity or to the simplified declaration of conformity referred to in Article 14.
2. Manufacturers shall indicate on the product their name, registered trade name or registered trademark, website address and the postal address at which they can be contacted or, where that is not possible, on its packaging, or in a document accompanying it. The address shall indicate a single point at which the manufacturer can be contacted. The contact details shall be indicated in English.
3. Manufacturers shall ensure that the product is accompanied by the manufacturers’ instructions and information notice required by Parts 1 to 6, 16 and 17 of the Annex in English language. Such manufacturers’ instructions and information notice, as well as any labelling, shall be clear, understandable and legible.
4. Manufacturers shall ensure that each product is accompanied by a copy of the declaration of conformity or by a simplified declaration of conformity. Where a simplified declaration of conformity is provided, it shall contain the exact internet address where the full text of the declaration of conformity can be obtained.
5. Manufacturers who consider or have reason to believe that products which they have placed on the market are not in conformity with this Chapter shall immediately take the corrective measures necessary to bring that product into conformity, to withdraw it or recall it, if appropriate. Where the product presents a risk, manufacturers shall immediately inform the CAA, giving details, in particular, of the non-compliance, of any corrective measures taken and of the results thereof.
6. Manufacturers shall, further to a reasoned request from CAA, provide it with all the information and documentation in paper or electronic form necessary to demonstrate the conformity of the product with this Chapter, in English language. They shall cooperate with the CAA, at its request, on any action taken to eliminate the risks posed by the product which they have placed on the market.
7. When placing on the market a class C5 or C6 UAS or a class C5 add-on, manufacturers shall inform the CAA.

Article 7 - Authorised representatives

1. A manufacturer may, by a written mandate, appoint an authorised representative.

The obligations laid down in paragraph 1 of Article 6 and the obligation to draw up the technical documentation referred to in paragraph 2 of Article 6 shall not form part of the authorised representative’s mandate.

1. An authorised representative shall perform the tasks specified in the mandate received from the manufacturer. The mandate shall allow the authorised representative to do at least the following:
2. keep the declaration of conformity and the technical documentation at the disposal of the CAA for 10 years after the product has been placed on the Maldivian market;
3. further to a reasoned request from the CAA or border control authority, provide that authority with all the information and documentation necessary to demonstrate the conformity of the product;
4. cooperate with the CAA or border control authorities, at their request, on any action taken to eliminate the non-conformity of the products covered by the authorised representative’s mandate or the safety risks posed by it.

Article 8 - Obligations of importers

1. Importers shall only place products compliant with the requirements set out in this Chapter on the Maldivian market.
2. Before placing a product on the Maldivian market, importers shall ensure that:
3. the appropriate conformity assessment procedure referred to in Article 13 has been carried out by the manufacturer;
4. the manufacturer has drawn up the technical documentation referred to in Article 17;
5. the product bears the conformity marking and, when required, the UA class identification label and the indication of the sound power level;
6. the product is accompanied by the documents referred to in paragraphs 7 and 8 of Article 6;
7. the manufacturer has complied with the requirements set out in paragraphs 5 and 6 of Article 6.

Where an importer considers or has reasons to believe that a product is not in conformity with the requirements set out in Parts 1 to 6, 16 and 17 of the Annex, they shall not place the product on the market until it has been brought into conformity. Furthermore, where the product presents a risk for the health and safety of consumers and third parties, the importer shall inform the manufacturer and the CAA to that effect.

1. Importers shall indicate on the product their name, registered trade name or registered trademark, website and the postal address at which they can be contacted or, where that is not possible, on its packaging or in a document accompanying the product. The contact details shall be in English language.
2. Importers shall ensure that the product is accompanied by the manufacturers’ instructions and information notice required by Parts 1 to 6, 16 and 17 of the Annex in English language. That manufacturers’ instructions and information notice, as well as any labelling, shall be clear, understandable and legible.
3. Importers shall ensure that, while the product is under their responsibility, its storage or transport conditions do not jeopardise its compliance with the requirements set out in Article 4.
4. When deemed appropriate with regard to the risks presented by a product, importers shall, in order to protect the health and safety of end-users and third parties, carry out sample testing of products made available on the market, investigate, and, if necessary, keep a register of complaints, of non-conforming of products and product recalls, and shall keep distributors informed of any such monitoring.
5. Importers who consider or have reason to believe that a product which they have placed on the market is not in conformity with this Regulation or any other relevant enactment shall immediately take the corrective measures necessary to bring that product into conformity, to withdraw it or recall it, if appropriate. Furthermore, where the product presents a risk, importers shall immediately inform the CAA to that effect, giving details, in particular, of the non-compliance and of any corrective measures taken.
6. Importers shall, for 10 years after the product has been placed on the market, keep a copy of the declaration of conformity at the disposal of the CAA and ensure that the technical documentation can be made available to those authorities, upon request.
7. Importers shall, further to a reasoned request from the CAA, provide it with all the information and documentation in paper or electronic form necessary to demonstrate the conformity of the product in English language. They shall cooperate with that authority, at its request, on any action taken to eliminate the risks posed by the product which they have placed on the market.
8. When placing on the market a class C5 or C6 UAS or a class C5 add-on, importers shall inform the CAA.

Article 9 - Obligations of distributors

1. When making a product available on the Maldivian market, distributors shall act with due care in relation to the requirements set out in this Chapter.
2. Before making a product available on the market, distributors shall verify that the product bears the conformity marking and, when applicable, the UA class identification label and the indication of the sound power level, is accompanied by the documents referred to in paragraphs 7 and 8 of Article 6 and that the manufacturer and the importer have complied with the requirements set out in paragraphs 5 and 6 of Article 6 and in paragraph 3 of Article 8.

Distributors shall ensure that the product is accompanied by the manufacturers’ instructions and information notice required by Parts 1 to 6, 16 and 17 of the Annex in English language. Those manufacturers’ instructions and information notice, as well as any labelling, shall be clear, understandable and legible.

Where a distributor considers or has reason to believe that a product is not in conformity with the requirements set out in Article 4, he shall not make the product available on the market until it has been brought into conformity. Furthermore, where the product presents a risk, the distributor shall inform the manufacturer or the importer to that effect, as well as the CAA.

1. Distributors shall ensure that, while a product is under their responsibility, its storage or transport conditions do not jeopardise its compliance with the requirements set out in Article 4.
2. Distributors who consider or have reasons to believe that a product which they have made available on the market is not in conformity with the applicable legislation shall make sure that the corrective measures necessary to bring that product into conformity, to withdraw it or recall it, if appropriate, are taken. Furthermore, where the product presents a risk, distributors shall immediately inform the CAA to that effect, giving details, in particular, of the non-compliance and of any corrective measures taken.
3. Distributors shall, further to a reasoned request from the CAA, provide it with all the information and documentation in paper or electronic form necessary to demonstrate the conformity of the product. They shall cooperate with that authority, at its request, on any action taken to eliminate the risks posed by the product which they have made available on the market.

Article 10 - Cases in which obligations of manufacturers apply to importers and distributors

An importer or distributor shall be considered a manufacturer for the purposes of this Chapter and shall be subject to the obligations of manufacturers pursuant to Article 6, where they place a product on the market under their name or trademark or modify the product already placed on the market in such a way that compliance with this Chapter may be affected.

Article 11 - Identification of economic operators

1. Economic operators shall, on request, identify the following to the CAA:
2. any economic operator who has supplied them with a product;
3. any economic operator to whom they have supplied a product.
4. Economic operators shall be able to present the information referred to in paragraph 1:
5. for 10 years after they have been supplied with the product;
6. for 10 years after they have supplied the product.

### SECTION 3 — Conformity of the Product

Article 12 - Presumption of conformity

A product which is in conformity with the designated standards shall be presumed to be in conformity with the requirements covered by those standards or parts thereof set out in Parts 1 to 6, 16 and 17 of the Annex.

Article 13 - Conformity assessment procedures

1. The manufacturer shall perform a conformity assessment of the product with a view to establishing its compliance with the requirements set out in Parts 1 to 6, 16 and 17 of the Annex. The conformity assessment shall take into account all intended and foreseeable operating conditions.

Article 14 - Declaration of conformity

1. The declaration of conformity referred to in paragraph 8 of Article 6 shall state that compliance of the product with the requirements set out in Parts 1 to 6, 16 and 17 of the Annex has been demonstrated and, for UAS, identify its class.
2. The declaration of conformity shall have the model structure set out in Part 11 of the Annex, shall contain the elements set out in that Part and shall be continuously updated.
3. The simplified declaration of conformity referred to in paragraph 8 of Article 6 shall contain the elements set out in Part 12 of the Annex and shall be continuously updated. It shall be translated into the English language. The full text of the declaration of conformity shall be available at the internet address referred to in the simplified declaration of conformity in English language.
4. Where a product is subject to more than one enactment requiring a declaration of conformity, a single declaration of conformity shall be drawn up in respect of all such enactments. That declaration shall contain the enactments concerned, including their publication references.
5. By drawing up the declaration of conformity, the manufacturer shall assume responsibility for the compliance of the product with the requirements laid down in this Chapter.

Article 15 - General principles of the conformity marking

1. The conformity marking shall be affixed only by the manufacturer or his authorised representative.
2. [Reserved]
3. By affixing or having affixed the conformity marking, the manufacturer indicates that he takes responsibility for the conformity of the product with all applicable requirements set out in Article 3A.
4. [Reserved]The affixing to a product of markings, signs or inscriptions which are likely to mislead third parties regarding the meaning or form of the conformity marking is prohibited. Any other marking may be affixed to the product provided that the visibility, legibility and meaning of the conformity marking is not thereby impaired.

Article 16 - Rules and conditions for affixing the conformity marking, the identification number of the approved body, the UAS class identification label and the indication of the sound power level

1. The conformity marking shall be affixed visibly, legibly and indelibly to the product or to the data plate attached to it. Where that is not possible or not warranted on account of the size of the product, it shall be affixed to the packaging.
2. The UA class identification label shall be affixed visibly, legibly and indelibly to the UA or, when relevant, to each accessories of a class C5 accessories kit, and its packaging and shall be at least 5 mm high. The affixing to a product of markings, signs or inscriptions which are likely to mislead third parties regarding the meaning or form of the class identification label shall be prohibited.
3. The indication of the sound power level provided for in Part 14 of the Annex shall be affixed, when applicable, visibly, legibly and indelibly on the UA, unless that is not possible or not warranted on account of the size of the product, and on the packaging.
4. The conformity marking and, when applicable, the indication of the sound power level and the UA class identification label shall be affixed before the product is placed on the market.

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Article 17 - Technical documentation

1. The technical documentation shall contain all relevant data and details of the means used by the manufacturer to ensure that the product complies with the requirements set out in Parts 1 to 6, 16 and 17 of the Annex. It shall, at least, contain the elements set out in Part 10 of the Annex.
2. The technical documentation shall be drawn up before the product is placed on the market and shall be continuously updated.
3. The technical documentation shall be drawn up in English language.
4. Where the technical documentation does not comply with paragraphs 1, 2 or 3 of this Article, the CAA may ask the manufacturer or the importer to have a test performed by a body acceptable to the CAA at the expense of the manufacturer or the importer within a specified period in order to verify compliance of the product with the requirements set out in Parts 1 to 6, 16 and 17 of the Annex which applies to it.

### SECTION 4 — Approval of Conformity Assessment Bodies

Articles 18-34

[Reserved]

### SECTION 5 — Market Surveillance, Control of Products Entering the Market

Article 35 - Market surveillance and control of products entering the Maldivian market

1. Maldives CAA may organise and perform surveillance of the products that are placed on the Maldivian market.

Article 36 - Procedure for dealing with products presenting a risk at national level

1. Where the CAA have sufficient reason to believe that a product presents a risk to the health or safety of persons or to other aspects of public interest protection covered by this Chapter, the CAA may carry out an evaluation in relation to the product concerned, covering all applicable requirements laid down in this Chapter. The relevant economic operators shall cooperate as necessary with the CAA for that purpose.

Where, in the course of the evaluation referred to in the first subparagraph, the CAA finds that the product does not comply with the requirements laid down in this Chapter, the CAA will, without delay, require the relevant economic operator to take all appropriate corrective actions to bring the product into compliance with those requirements, to withdraw the product from the market, or to recall it within a reasonable period, commensurate with the nature of the risk, as they may prescribe.

1. [Reserved].
2. The economic operator shall ensure that all appropriate corrective action is taken in respect of all products concerned that it has made available on the market.
3. Where the relevant economic operator does not take adequate corrective action within the period referred to in the second subparagraph of paragraph 1, the CAA may take all appropriate provisional measures to prohibit or restrict the product being made available on the Maldivian market, to withdraw the product from that market or to recall it.

Article 37

[Reserved]

Article 38 - Compliant product which presents a risk

1. Where, having carried out an evaluation under paragraph 1 of Article 36, the CAA finds that, although the product is in compliance with this Chapter, it presents a risk to the health or safety of persons or to other aspects of public interest protection covered by this Chapter, it shall require the relevant economic operator to take all appropriate measures to ensure that the product concerned, when placed on the market, no longer presents that risk, to withdraw the product from the market or to recall it within a reasonable period, commensurate with the nature of the risk, as it may prescribe.
2. The economic operator shall ensure that corrective action is taken in respect of all the products concerned that it has made available on the market.

Article 39 - Formal non-compliance

1. Without prejudice to Article 36, where the CAA makes one of the following findings concerning products covered by this Chapter, it shall require the relevant economic operator to put an end to the non-compliance concerned:
2. the conformity marking has been affixed in violation of Article 15 or Article 16 of this Regulation;
3. the conformity marking or type has not been affixed;
4. ;[Reserved]
5. the UA class identification label has not been affixed;
6. the indication of the sound power level if required has not been affixed;
7. the serial number has not been affixed or has not the correct format;
8. the manual or the information notice is not available;
9. the declaration of conformity is missing or has not been drawn up;
10. the declaration of conformity has not been drawn up correctly;
11. technical documentation is either not available or not complete;
12. manufacturer’s or importer’s name, registered trade name or registered trademark, website address or postal address are missing.
13. Where the non-compliance referred to in paragraph 1 persists, the CAA will take all appropriate measures to restrict or prohibit the product being made available on the market or ensure that it is withdrawn or recalled from the market.

## CHAPTER III — Requirements for UAS Operated in the ‘Certified’ and ‘Specific’ Categories Except when Conducted under a Declaration

Article 40 - Requirements for UAS operated in the ‘certified’ and ‘specific’ categories except when conducted under a declaration

1. The design, production and maintenance of UAS shall be certified if the UAS meets any of the following conditions:
2. it has a characteristic dimension of 3 m or more, and is designed to be operated over assemblies of people;
3. it is designed for transporting people;
4. it is designed for the purpose of transporting dangerous goods and requiring a high level of robustness to mitigate the risks for third parties in case of accident;
5. it is intended to be used in the ‘specific’ category of operations defined in Article 5 of MCAR-UAS B and in the operational authorisation to be issued by the CAA, following a risk assessment provided for in Article 11 of MCAR-UAS B, considers that the risk of the operation cannot be adequately mitigated without the certification of the UAS.
6. A UAS subject to certification shall comply with the applicable requirements set out in MCAR-21, MCAR-26 and MCAR-A.
7. Unless it needs to be certified in accordance with paragraph 1, a UAS used in the ‘specific’ category shall feature the technical capabilities set out in the operational authorisation issued by the CAA or as defined by the Light UAS Operator Certificate (LUC) pursuant to Part C of the Annex to MCAR-UAS B.
8. Unless privately built, all UAS not subject to registration according to Article 14 of MCAR-UAS B shall have a unique serial number compliant with standard ANSI/CTA-2063-A-2019, Small Unmanned Aerial Systems Serial Numbers, 2019.
9. Each UA intended to be operated in the ‘specific’ category and at a height below 120 meters shall be equipped with a remote identification system that allows:
10. the upload of the UAS operator registration number required in accordance with Article 14 of MCAR-UAS B and any additional number provided by the registration system. The system shall perform a consistency check verifying the integrity of the full string provided to the UAS operator at the time of registration. In case of inconsistency, the UAS shall emit an error message to the UAS operator;
11. the periodic transmission of at least the following data, in real time during the whole duration of the flight, in a way that it can be received by existing mobile devices:
12. the UAS operator registration number and the verification code provided by the CAA during the registration process unless the consistency check defined in point (a) is not passed;
13. the unique serial number of the UA compliant with paragraph 4 or, if the UA is privately built, the unique serial number of the add on, as specified in Part 6 of the Annex;
14. the time stamp, the geographical position of the UA and its height above the surface or take-off point;
15. the route course measured clockwise from true north and ground speed of the UA;
16. the geographical position of the remote pilot;
17. an indication of the emergency status of the UAS.
18. to reduce the ability of tampering the functionality of the direct remote identification system.

## CHAPTER IV — Foreign-Country UAS Operators

Article 41 - Foreign-country UAS operators

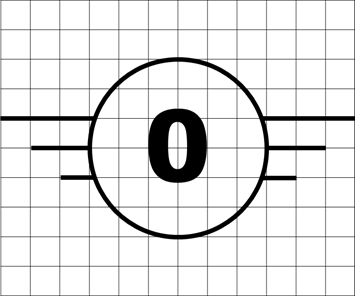
1. UAS operators that have their principal place of business, are established, or reside in a foreign country, shall comply with MCAR-UAS B for the purpose of UAS operations within the Maldivian airspace.
2. [Reserved]
3. By way of derogation from paragraph 1, a certificate of the remote pilot competency or UAS operator in accordance with MCAR-UAS B, or an equivalent document, may be recognised by the CAA for the purpose of operation within, to, and out of the Maldives provided that:
4. the foreign country asked for such recognition;
5. the certificate of the remote pilot competency or the UAS operator’s certificate are valid documents of the State of issue; and
6. the CAA is satisfied that the requirements on the basis of which such certificates have been issued provide the same level of safety as this Regulation does.

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# ANNEX TO MCAR–UAS A

PART 1 — Requirements for a Class C0 Unmanned Aircraft System

A class C0 UAS bears the following class identification label on the UA:



A class C0 UAS shall comply with the following:

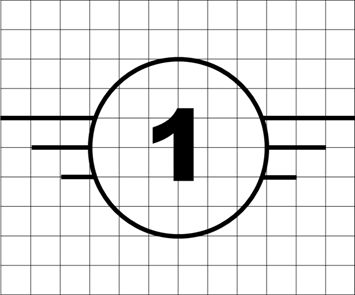
1. have an MTOM of less than 250 g, including payload;
2. have a maximum speed in level flight of 19 m/s;
3. have a maximum attainable height above the take-off point limited to 120 m;
4. be safely controllable with regards to stability, manoeuvrability and the command and control link performance, by a remote pilot following the manufacturer’s instructions, as necessary under all anticipated operating conditions including following the failure of one or, if appropriate, more systems;
5. be designed and constructed in such a way as to minimise injury to people during operation, sharp edges shall be avoided, unless technically unavoidable under good design and manufacturing practice. If equipped with propellers, the UA shall be designed in such a way as to limit any injury that may be inflicted by the propeller blades;
6. be exclusively powered by electricity;
7. if equipped with a follow-me mode and when this function is on, be in a range not exceeding 50 m from the remote pilot, and make it possible for the remote pilot to regain control of the UA;
8. be placed on the market with manufacturer’s instructions providing:
9. the characteristics of the UA including but not limited to the:

* class of the UA
* UA mass (with a description of the reference configuration) and the maximum take-off mass (MTOM);
* general characteristics of allowed payloads in terms of mass, dimensions, interfaces with the UA and other possible restrictions;
* equipment and software to control the UA remotely; and
* a description of the behaviour of the UA in case of a loss of the command and control link;

1. clear operational instructions;
2. operational limitations (including but not limited to meteorological conditions and day/night operations); and
3. appropriate description of all the risks related to UAS operations adapted for the age of the user;
4. [Reserved]
5. Points (4), (5) and (6) do not apply to UAS that are toys.

PART 2 — Requirements for a Class C1 Unmanned Aircraft System

A class C1 UAS bears the following class identification label on the UA:



A class C1 UAS shall comply with the following:

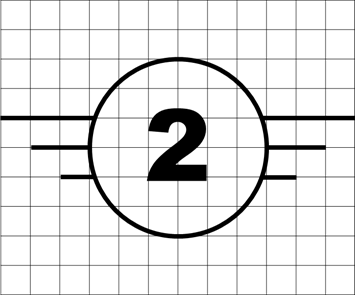
1. be made of materials and have performance and physical characteristics such as to ensure that in the event of an impact at terminal velocity with a human head, the energy transmitted to the human head is less than 80 J, or, as an alternative, shall have an MTOM of less than 900 g, including payload;
2. have a maximum speed in level flight of 19 m/s;
3. have a maximum attainable height above the take-off point limited to 120 m or be equipped with a system that limits the height above the surface or above the take-off point to 120 m or to a value selectable by the remote pilot; if the value is selectable, clear information about the height of the UA above the surface or take-off point during flight shall be provided to the remote pilot;
4. be safely controllable with regards to stability, manoeuvrability and the command and control link performance, by a remote pilot with adequate competency as defined in MCAR-  
   UAS B and following the manufacturer’s instructions, as necessary under all anticipated operating conditions including following the failure of one or, if appropriate, more systems;
5. have the requisite mechanical strength for the UA, including any necessary safety factor, and, where appropriate, stability to withstand any stress to which it is subjected to during use without any breakage or deformation that might interfere with its safe flight;
6. be designed and constructed in such a way as to minimise injury to people during operation, sharp edges of the UA shall be avoided, unless technically unavoidable under good design and manufacturing practice; if equipped with propellers, the UA shall be designed in such a way as to limit any injury that may be inflicted by the propeller blades;
7. in case of a loss of the command and control link, have a reliable and predictable method for the UA to recover the command and control link or if this fails, terminate the flight in a way that reduces the effect on third parties in the air or on the ground;
8. unless it is a fixed-wing UA, have a guaranteed A-weighted sound power level *LWA* determined as per Part 13 not exceeding the levels established in Part 15;
9. unless it is a fixed-wing UA, have the indication of the guaranteed A-weighted sound power level affixed on the UA and/or its packaging as per Part 14;
10. be exclusively powered by electricity;
11. have a unique serial number compliant with standard ANSI/CTA-2063-A-2019, Small Unmanned Aerial Systems Serial Numbers, 2019;
12. have a direct remote identification that:
13. allows the upload of the UAS operator registration number required in accordance with Article 14 of MCAR-UAS B and any additional number provided by the registration system; the system shall perform a consistency check verifying the integrity of the full string provided to the UAS operator at the time of registration; in case of inconsistency, the UAS shall emit an error message to the UAS operator;
14. ensures, in real time during the whole duration of the flight, the direct periodic broadcast from the UA using an open and documented transmission protocol, in a way that it can be received directly by existing mobile devices within the broadcasting range, of at least the following data:
15. the UAS operator registration number and the verification code provided by the CAA during the registration process unless the consistency check defined in point (a) is not passed;
16. the unique physical serial number of the UA compliant with point (11);
17. the time-stamp, the geographical position of the UA and its height above the surface or take-off point;
18. the route course measured clockwise from true north and ground speed of the UA;
19. the geographical position of the remote pilot or, if not available, the take-off point; and
20. an indication of the emergency status of the UAS;
21. reduces the ability of tampering the functionality of the direct remote identification system;
22. be equipped with a geo-awareness function that provides:
23. an interface to load and update data containing information on airspace limitations related to UA position and height imposed by the UAS geographical zones, as defined by Article 15 of MCAR-UAS B, which ensures that the process of loading or updating such data does not degrade its integrity and validity;
24. a warning alert to the remote pilot when a potential breach of airspace limitations is detected; and
25. information to the remote pilot on the UA’s status as well as a warning alert when its positioning or navigation systems cannot ensure the proper functioning of the geo‑awareness function;
26. if the UA has a function that limits its access to certain airspace areas or volumes, this function shall operate in such a manner that it interacts smoothly with the flight control system of the UA without adversely affecting flight safety; in addition, clear information shall be provided to the remote pilot when this function prevents the UA from entering these airspace areas or volume;
27. provide the remote pilot with clear warning when the battery of the UA or its command unit reaches a low level such that the remote pilot has sufficient time to safely land the UA;
28. be equipped:
29. with lights for the purpose of controllability of the UA; and
30. with at least one green flashing light for the purpose of conspicuity of the UA at night to allow a person on the ground to distinguish the UA from a manned aircraft;
31. if equipped with a follow-me mode and when this function is on, be in a range not exceeding 50 m from the remote pilot, and make it possible for the remote pilot to regain control of the UA;
32. be placed on the market with manufacturer’s instructions providing:
33. the characteristics of the UA including but not limited to the:

* class of the UA;
* UA mass (with a description of the reference configuration) and the maximum take-off mass (MTOM);
* general characteristics of allowed payloads in terms of mass, dimensions, interfaces with the UA and other possible restrictions;
* equipment and software to control the UA remotely;
* the procedures to upload the UAS operator registration number into the remote identification system;
* reference of the transmission protocol used for the direct remote identification system emission;
* sound power level; and
* a description of the behaviour of the UA in case of a loss of data link; and the method to recover the command and control link of the UA.

1. clear operational instructions;
2. procedure to upload the airspace limitations into the geo-awareness function;
3. maintenance instructions;
4. troubleshooting procedures;
5. operational limitations (including but not limited to meteorological conditions and day/night operations); and
6. appropriate description of all the risks related to UAS operations;
7. [Reserved]
8. if equipped with a network remote identification system it shall:
9. allow, in real time during the whole duration of the flight, the transmission from the UA using an open and documented transmission protocol, in a way that it can be received through a network, of at least the following data;
10. the UAS operator registration number and the verification code provided by the Member State of registration during the registration process unless the consistency check defined in point (a) is not passed;
11. the unique serial number of the UA compliant with point (11);
12. the time stamp, the geographical position of the UA and its height above the surface or take-off point;
13. the route course measured clockwise from true north and ground speed of the UA;
14. the geographical position of the remote pilot or, if not available, the take-off point; and
15. an indication of the emergency status of the UAS;
16. reduce the ability of tampering the functionality of the direct remote identification system.

PART 3 — Requirements for a Class C2 Unmanned Aircraft System

A class C2 UAS bears the following class identification label on the UA:



A class C2 UAS shall comply with the following:

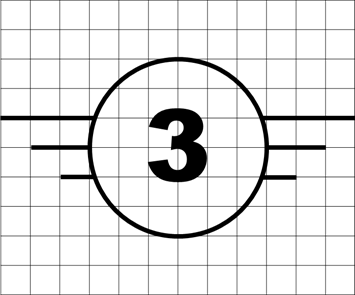
1. have an MTOM of less than 4 kg, including payload;
2. have a maximum attainable height above the take-off point limited to 120 m or be equipped with a system that limits the height above the surface or above the take-off point to 120 m or to a value selectable by the remote pilot. If the value is selectable, clear information about the height of the UA above the surface or take-off point during flight shall be provided to the remote pilot;
3. be safely controllable with regard to stability, manoeuvrability and the command and control link performance, by a remote pilot with adequate competency as defined in MCAR-UAS B and following the manufacturer’s instructions, as necessary under all anticipated operating conditions including following the failure of one or, if appropriate, more systems;
4. have the requisite mechanical strength for the UA, including any necessary safety factor, and, where appropriate, stability to withstand any stress to which it is subjected to during use without any breakage or deformation that might interfere with its safe flight;
5. in the case of a tethered UA, have a tensile length of the tether that is less than 50 m and a mechanical strength that is no less than:
6. for heavier-than-air aircraft, 10 times the weight of the aerodyne at maximum mass;
7. for lighter-than-air aircraft, 4 times the force exerted by the combination of the maximum static thrust and the aerodynamic force of the maximum allowed wind speed in flight;
8. be designed and constructed in such a way as to minimise injury to people during operation, sharp edges of the UA shall be avoided, unless technically unavoidable under good design and manufacturing practice; if equipped with propellers, the UA shall be designed in such a way as to limit any injury that may be inflicted by the propeller blades;
9. unless tethered, in case of a loss of the command and control link, have a reliable and predictable method for the UA to recover the command and control link or, if it fails, terminate the flight in a way that reduces the effect on third parties in the air or on the ground;
10. unless tethered, be equipped with a command and control link protected against unauthorised access to the command and control functions;
11. unless it is a fixed-wing UA, be equipped with a low-speed mode selectable by the remote pilot and limiting the ground speed to no more than 3 m/s.
12. unless it is a fixed-wing UA, have a guaranteed A-weighted sound power level *LWA* determined as per Part 13 not exceeding the levels established in Part 15;
13. unless it is a fixed-wing UA, have the indication of the guaranteed A-weighted sound power level affixed on the UA and/or its packaging as per Part 14;
14. be exclusively powered by electricity;
15. have a unique serial number compliant with standard ANSI/CTA-2063-A-2019, Small Unmanned Aerial Systems Serial Numbers, 2019;
16. have a direct remote identification that:
17. allows the upload of the UAS operator registration number required in accordance with Article 14 of MCAR-UAS B and any additional number provided by the registration system. The system shall perform a consistency check verifying the integrity of the full string provided to the UAS operator at the time of registration. In case of inconsistency, the UAS shall emit an error message to the UAS operator;
18. ensures, in real time during the whole duration of the flight, the direct periodic broadcast from the UA using an open and documented transmission protocol, in a way that it can be received directly by existing mobile devices within the broadcasting range, of at least the following data:
19. the UAS operator registration number and the verification code provided by the CAA during the registration process, unless the consistency check defined in point (a) is not passed;
20. the unique serial number of the UA compliant with point (13);
21. the time stamp, the geographical position of the UA and its height above the surface or take-off point;
22. the route course measured clockwise from true north and ground speed of the UA;
23. the geographical position of the remote pilot or, if not available, the take-off point; and
24. an indication of the emergency status of the UAS;
25. reduces the ability of tampering the functionality of the direct remote identification system.
26. be equipped with a geo-awareness function that provides:
27. an interface to load and update data containing information on airspace limitations related to UA position and height imposed by the UAS geographical zones, as defined by Article 15 of MCAR-UAS B, which ensures that the process of loading or updating of this data does not degrade its integrity and validity;
28. a warning alert to the remote pilot when a potential breach of airspace limitations is detected; and
29. information to the remote pilot on the UA’s status as well as a warning alert when its positioning or navigation systems cannot ensure the proper functioning of the geo‑awareness function;
30. if the UA has a function that limits its access to certain airspace areas or volumes, this function shall operate in such a manner that it interacts smoothly with the flight control system of the UA without adversely affecting flight safety; in addition, clear information shall be provided to the remote pilot when this function prevents the UA from entering these airspace areas or volumes;
31. provide the remote pilot with clear warning when the battery of the UA or its command unit reaches a low level such that the remote pilot has sufficient time to safely land the UA;
32. be equipped:
33. with lights for the purpose of controllability of the UA; and
34. with at least one green flashing light for the purpose of conspicuity of the UA at night to allow a person on the ground, to distinguish the UA from a manned aircraft;
35. be placed on the market with manufacturer’s instructions providing:
36. the characteristics of the UA including but not limited to the:

* class of the UA;
* UA mass (with a description of the reference configuration) and the maximum take-off mass (MTOM);
* general characteristics of allowed payloads in terms of mass, dimensions, interfaces with the UA and other possible restrictions;
* equipment and software to control the UA remotely;
* the procedures to upload the UAS operator registration number into the remote identification system;
* reference of the transmission protocol used for the direct remote identification system emission;
* sound power level; and
* description of the behaviour of the UA in case of a loss of the command and control link, and the method to recover the command and control link of the UA; and

1. clear operational instructions;
2. the procedure to upload the airspace limitations into the geo-awareness function;
3. maintenance instructions;
4. troubleshooting procedures;
5. operational limitations (including but not limited to meteorological conditions and day/night operations); and
6. appropriate description of all the risks related to UAS operations;
7. [Reserved]
8. if equipped with a network remote identification system it shall:
9. ensure, in real time during the whole duration of the flight, the transmission from the UA using an open and documented transmission protocol, in a way that it can be received through a network, of at least the following data:
10. the UAS operator registration number and the verification code provided by the CAA during the registration process unless the consistency check defined in point 14(a) is not passed;
11. the unique serial number of the UA compliant with point (13);
12. the time stamp, the geographical position of the UA and its height above the surface or take-off point;
13. the route course measured clockwise from true north and ground speed of the UA;
14. the geographical position of the remote pilot or, if not available, the take-off point; and
15. an indication of the emergency status of the UAS;
16. reduce the ability of tampering the functionality of the direct remote identification system.

PART 4 — Requirements for a Class C3 Unmanned Aircraft System

A class C3 UAS bears the following class identification label on the UA:



A class C3 UAS shall comply with the following:

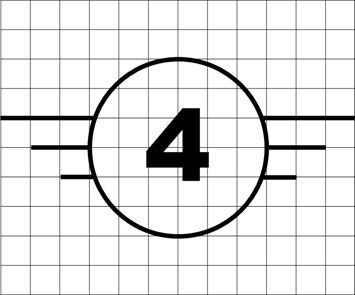
1. have an MTOM of less than 25 kg, including payload, and have a maximum characteristic dimension of less than 3 m;
2. have a maximum attainable height above the take-off point limited to 120 m or be equipped with a system that limits the height above the surface or above the take-off point to 120 m or to a value selectable by the remote pilot. If the value is selectable, clear information about the height of the UA above the surface or take-off point during flight shall be provided to the remote pilot;
3. be safely controllable with regard to stability, manoeuvrability and the command and control link performance, by a remote pilot with adequate competency as defined in MCAR-UAS B and following the manufacturer’s instructions, as necessary under all anticipated operating conditions including following the failure of one or, if appropriate, more systems;
4. in the case of a tethered UA, have a tensile length of the tether that is less than 50 m and a mechanical strength of no less than:
5. for heavier-than-air aircraft, 10 times the weight of the aerodyne at maximum mass;
6. for lighter-than-air aircraft, 4 times the force exerted by the combination of the maximum static thrust and the aerodynamic force of the maximum allowed wind speed in flight;
7. unless tethered, in case of a loss of the command and control link, have a reliable and predictable method for the UA to recover the command and control link or, if it fails, terminate the flight in a way that reduces the effect on third parties in the air or on the ground;
8. unless it is a fixed-wing UA, have the indication of the guaranteed A-weighted sound power level *LWA* determined as per Part 13 affixed on the UA and/or its packaging as per Part 14;
9. be exclusively powered by electricity;
10. have a unique serial number compliant with standard ANSI/CTA-2063-A-2019, Small Unmanned Aerial Systems Serial Numbers, 2019;
11. unless tethered, have a direct remote identification that:
12. allows the upload of the UAS operator registration number required in accordance with Article 14 of MCAR-UAS B and any additional number provided by the registration system; the system shall perform a consistency check verifying the integrity of the full string provided to the UAS operator at the time of registration; in case of inconsistency, the UAS shall emit an error message to the UAS operator;
13. ensures, in real time during the whole duration of the flight, the direct periodic broadcast from the UA using an open and documented transmission protocol, in a way that it can be received directly by existing mobile devices within the broadcasting range, of at least the following data:
14. the UAS operator registration number and the verification code provided by the CAA during the registration process unless the consistency check defined in point (a) is not passed;
15. the unique serial number of the UA compliant with point (8);
16. the time stamp, the geographical position of the UA and its height above the surface or take-off point;
17. the route course measured clockwise from true north and ground speed of the UA;
18. the geographical position of the remote pilot or, if not available, the take-off point; and
19. an indication of the emergency status of the UAS;
20. reduces the ability of tampering the functionality of the direct remote identification system;
21. be equipped with a geo-awareness function that provides:
22. an interface to load and update data containing information on airspace limitations related to UA position and height imposed by the UAS geographical zones, as defined by Article 15 of MCAR-UAS B, which ensures that the process of loading or updating of this data does not degrade its integrity and validity;
23. a warning alert to the remote pilot when a potential breach of airspace limitations is detected; and
24. information to the remote pilot on the UA’s status as well as a warning alert when its positioning or navigation systems cannot ensure the proper functioning of the geo‑awareness function;
25. if the UA has a function that limits its access to certain airspace areas or volumes, this function shall operate in such a manner that it interacts smoothly with the flight control system of the UA without adversely affecting flight safety; in addition, clear information shall be provided to the remote pilot when this function prevents the UA from entering these airspace areas or volumes;
26. unless tethered, be equipped with a command and control link protected against unauthorised access to the command and control functions;
27. provide the remote pilot with clear warning when the battery of the UA or its command unit reaches a low level such that the remote pilot has sufficient time to safely land the UA;
28. be equipped:
29. with lights for the purpose of controllability of the UA; and
30. with at least one green flashing light for the purpose of conspicuity of the UA at night to allow a person on the ground to distinguish the UA from a manned aircraft;
31. be placed on the market with manufacturer’s instructions providing:
32. the characteristics of the UA including but not limited to the:

* class of the UA;
* UA mass (with a description of the reference configuration) and the maximum take-off mass (MTOM);
* general characteristics of allowed payloads in terms of mass, dimensions, interfaces with the UA and other possible restrictions;
* equipment and software to control the UA remotely;
* the procedures to upload the UAS operator registration number into the remote identification system;
* reference of the transmission protocol used for the direct remote identification system emission;
* sound power level;
* description of the behaviour of the UA in case of a loss of the command and control link, and the method to recover command and control link of the UA.

1. clear operational instructions;
2. the procedure to upload the airspace limitations into the geo-awareness function;
3. maintenance instructions;
4. troubleshooting procedures;
5. operational limitations (including but not limited to meteorological conditions and day/night operations); and
6. appropriate description of all the risks related to UAS operations;
7. [Reserved];
8. if equipped with a network remote identification system it shall:
9. ensure, in real time during the whole duration of the flight, the transmission from the UA using an open and documented transmission protocol, in a way that it can be received through a network, of at least the following data:
10. the UAS operator registration number and the verification code provided by the CAA during the registration process unless the consistency check defined in point 9(a) is not passed;
11. the unique serial number of the UA compliant with point (8);
12. the time stamp, the geographical position of the UA and its height above the surface or take-off point;
13. the route course measured clockwise from true north and ground speed of the UA;
14. the geographical position of the remote pilot or, if not available, the take-off point; and
15. an indication of the emergency status of the UAS;
16. reduce the ability of tampering the functionality of the direct remote identification system.

PART 5 — Requirements for a Class C4 Unmanned Aircraft System

A class C4 UAS bears the following label on the UA in a visible manner:



A class C4 UAS shall comply with the following:

1. have an MTOM of less than 25 kg, including payload;
2. be safely controllable and manoeuvrable by a remote pilot following the manufacturer’s instructions, as necessary under all anticipated operating conditions including following the failure of one or, if appropriate, more systems;
3. not be capable of automatic control modes except for flight stabilisation assistance with no direct effect on the trajectory and lost link assistance provided that a pre-determined fixed position of the flight controls in case of lost link is available;
4. be placed on the market with manufacturer’s instructions providing:
5. the characteristics of the UA including but not limited to the:

* class of the UA
* UA mass (with a description of the reference configuration) and the maximum take-off mass (MTOM);
* general characteristics of allowed payloads in terms of mass, dimensions, interfaces with the UA and other possible restrictions;
* equipment and software to control the UA remotely; and
* a description of the behaviour of the UA in case of a loss of the command and control link;

1. clear operational instructions;
2. maintenance instructions;
3. troubleshooting procedures;
4. operational limitations (including but not limited to meteorological conditions and day/night operations); and
5. appropriate description of all the risks related to UAS operations;
6. [Reserved].

PART 6 — Requirements for a Direct Remote Identification Add-On

A direct remote identification add-on shall comply with the following:

1. allow the upload of the UAS operator registration number required in accordance with Article 14 of MCAR-UAS B and any additional number provided by the registration system; the system shall perform a consistency check verifying the integrity of the full string provided to the UAS operator at the time of registration; in case of inconsistency, the system shall emit an error message to the UAS operator;
2. have a unique serial number compliant with standard ANSI/CTA-2063-A-2019, Small Unmanned Aerial Systems Serial Numbers, 2019, affixed to the add-on and its packaging or its manufacturer’s instructions in a legible manner;
3. ensure, in real time during the whole duration of the flight, the direct periodic broadcast from the UA using an open and documented transmission protocol, in a way that it can be received directly by existing mobile devices within the broadcasting range, of at least the following data:
4. the UAS operator registration number and the verification code provided by the CAA during the registration process unless the consistency check defined in point (a) is not passed;
5. the unique serial number of the add-on compliant with point (2);
6. the time stamp, the geographical position of the UA and its height above the surface or take-off point;
7. the route course measured clockwise from true north and ground speed of the UA; and
8. the geographical position of the remote pilot or, if not available, the take-off point;
9. reduce the ability of tampering the functionality of the direct remote identification system; and
10. be placed on the market with manufacturer’s instructions providing the reference of the transmission protocol used for the direct remote identification emission and the instruction to:
11. install the module on the UA; and
12. upload the UAS operator registration number.

PARTS 7 - 9

[Reserved]

PART 10 — Contents of the Technical Documentation

The manufacturer shall establish the technical documentation. The documentation shall make it possible to assess the product’s conformity to the applicable requirements.

The technical documentation shall, wherever applicable, contain at least the following elements:

1. a complete description of the product including:
2. photographs or illustrations showing its external features, markings and internal layout;
3. the versions of any software or firmware involved in compliance with the requirements set by this Regulation;
4. manufacturer’s and installation instructions;
5. conceptual design and manufacturing drawings and schemes of components, sub-assemblies, circuits and other relevant similar elements;
6. descriptions and explanations necessary for the understanding of those drawings and schemes and the operation of the product;
7. a list of the relevant technical specifications applied.;
8. copy of the declaration of conformity;
9. ;[Reserved]
10. results of design calculations made, examinations carried out, and other relevant similar elements;
11. test reports;
12. copies of the documents that the manufacturer has submitted to the approved body if any involved;
13. the supporting evidence for the adequacy of the technical design solution. This supporting evidence shall mention any documents that have been used, in particular where the relevant standards and/or technical specifications have not been applied in full. The supporting evidence shall include, where necessary, the results of tests carried out by the appropriate laboratory of the manufacturer, or by another testing laboratory on his behalf and under his responsibility;
14. addresses of places of manufacture and storage.

PART 11 — Declaration of Conformity

1. The product (type, batch and serial number).
2. Name and address of the manufacturer or his authorised representative.
3. This declaration of conformity is issued under the sole responsibility of the manufacturer. [in case of a kit of accessories, the manufacturer of the kit may indicate that this certificates relies on the certificate of the UAS which the kit ensures the conversion.]
4. Object of the declaration [identification of the product allowing traceability; it may include a colour image of sufficient resolution where necessary for the identification of the products; in case of a kit of accessories, indicate the type of UAS to which the kit ensures the conversion].
5. The object of the declaration described above is of class … [include for UAS the class number as defined by Parts 1 to 5, 16 and 17 of this Annex; for a kit of accessories, indicate the class into which the UAS is converted].
6. The guaranteed sound power level for this UAS equipment is … dB(A) [for non fixed-wing UAS classes 1 to 3 only]
7. The object of the declaration described above is in conformity with the relevant designated standards:

— [include the reference to this Regulation and the Annex relevant to the class of the product];

— or other relevant enactments legislation where applicable.

1. References to the relevant designated standards used or references to the other technical specifications in relation to which conformity is declared. References must be listed with their identification number and version and, where applicable, date of issue.
2. .[Reserved]
3. Where applicable, a description of accessories and components, including software, which allow the unmanned aircraft or unmanned aircraft system to operate as intended and covered by the declaration of conformity.
4. Additional information:

Signed for and on behalf of: …

[place and date of issue]:

[name, function] [signature]:

PART 12 — Simplified Declaration of Conformity

The simplified declaration of conformity referred to in Article 14(3) shall be provided as follows:

* [Name of manufacturer] hereby declares that the UAS [identification of the UAS: type or serial number] is of class … … [for UAS include the class number of the product as defined in Parts 1 to 5, 16 and 17 of this Annex; for a kit of accessories, indicate the class into which the UAS is converted] and has a guaranteed sound power level of … dB(A) [for non-fixed-wing UAS classes 1, 2, 3, 5 and 6 only]
* and in compliance with Regulations … [list all the Regulations that the product complies with].
* The full declaration of conformity is accessible at the following website: [website address].

PART 13 — Noise Test Code

This Part lays down the methods of measurement of airborne noise that shall be used for the determination of the measured A-weighted sound power levels of UA classes 1, 2, 3, 5 and 6.

It lays down the basic noise emission standard and detailed test code for measuring the sound pressure level on a measurement surface enveloping the source and for calculating the sound power level produced by the source.

1. BASIC NOISE EMISSION STANDARD

For the determination of the A-weighted sound power level *LWA* of UA, the basic noise emission standards EN ISO 3744:2010 will be used subject to the following supplements:

1. INSTALLATION AND MOUNTING CONDITIONS

*Test area:*

The UA will be maintained above one reflecting (acoustically hard) plane. The UA shall be located at a sufficient distance from any reflecting wall or ceiling or any reflecting object so that the requirements given in Annex A of EN ISO 3744:2010 are satisfied on the measurement surface.

*Sound measurement surface and microphone array:*

The UA will be completely enclosed in a hemispherical measurement surface as per § 7.2.3 of EN ISO 3744:2010.

The number and position of the microphones is defined by Annex F of EN ISO 3744:2010.

The measurement surface shall have its origin at the point O lying in the ground plane directly below the UA.

1. OPERATING CONDITIONS DURING TEST

The noise tests shall be carried out with the UA’s rotors operating at a speed corresponding to the hovering of the UA under MTOM.

If the UA is placed on the market with accessories that can be fitted to it, it will be tested with and without these accessories in all possible UA configurations.

1. CALCULATION OF SURFACE TIME-AVERAGED SOUND PRESSURE LEVEL

The A-weighted surface time-averaged sound pressure level shall be determined at least three times for each UA configuration. If at least two of the determined values do not differ by more than 1 dB, further measurements will not be necessary; otherwise the measurements shall be continued until two values differing by no more than 1 dB are obtained. The surface time‑averaged sound pressure level to be used for calculating the sound power level of a UA configuration is the arithmetic mean of the two highest values that do not differ by more than 1 dB.

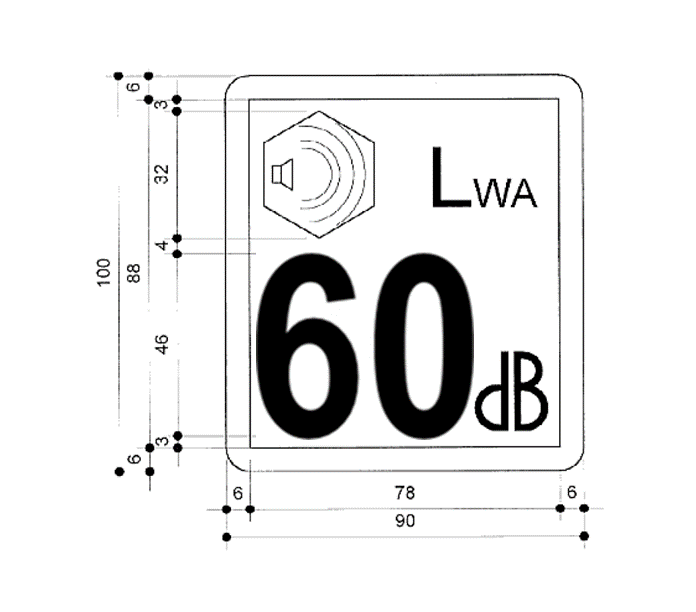
1. INFORMATION TO BE REPORTED

The report shall contain the technical data necessary to identify the source under test as well as the noise test code and the acoustical data.

The A-weighted sound power level value to be reported is the highest value of the different UA configurations tested rounded to the nearest whole number (less than 0,5 use the lower number; greater than or equal to 0,5 use the higher number).

PART 14 — Indication of the Guaranteed Sound Power Level

The indication of the guaranteed sound power level must consist of the single number of the guaranteed sound power in dB, the sign *LWA* and a pictogram taking the following form:



If the indication is reduced according to the size of the equipment the proportions given in the above drawing must be respected. However, the vertical dimension of the indication should, if possible, not be less than 20 mm.

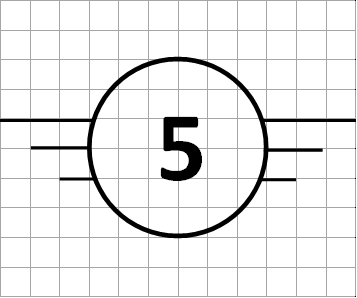
PART 15 — Maximum Sound Power Level Per Class of UA (including Transition Periods)

| UA class | MTOM *m* in gram | Maximum sound power level L*WA* in dB | | |
| --- | --- | --- | --- | --- |
| as from entry into force | as from 2 years after entry into force | as from 4 years after entry into force |
| C1 and C2 | m < 900 | 85 | 83 | 81 |
| C2 | 900 ≤ *m* < 4 000 |  |  |  |

Where ‘lg’ is the base 10 logarithm.

PART 16 — Requirements for a Class C5 Unmanned Aircraft System and C5 Accessories

A class C5 UAS bears the following class identification label on the UA:



A class C5 UAS shall comply with the requirements defined in Part 4, except those defined in paragraphs (2) and (10) of Part 4.

In addition, it shall comply with the following requirements:

1. be an aircraft other than a fixed-wing aircraft unless tethered;
2. if it is equipped with a geo-awareness function, comply with paragraph (10) of Part 4;
3. during flight, provide the remote pilot with clear and concise information on the height of the UA above the surface or take-off point;
4. unless tethered, be equipped with a low-speed mode selectable by the remote pilot and limiting the ground speed to not more than 5 m/s;
5. unless tethered, provide means for the remote pilot to terminate the flight of the UA, which shall:
6. be reliable, predictable and independent from the automatic flight control and guidance system; this applies also to the activation of this means;
7. force the descent of the UA and prevent its powered horizontal displacement; and
8. include means to reduce the effect of the UA impact dynamics;
9. unless tethered, provide the remote pilot with means to continuously monitor the quality of the command and control link and receive an alert when it is likely that the link is going to be lost or degraded to the extent of compromising the safe conduct of the operation, and another alert when the link is lost; and
10. in addition to the information indicated in point (15)(a) of Part 4, include in the manufacturer’s instructions a description of the means to terminate the flight required in point (5).
11. A class C5 UAS may consist in a class C3 UAS fitted with an accessories kit that ensures the conversion of the UAS C3 into a class C5 UAS. In this case, the class C5 label shall be affixed on all the accessories.

An accessories kit may only ensure conversion of a class C3 UAS that complies with point (1) and provides the necessary interfaces to the accessories.

The accessories kit shall not include changes to the software of the class C3 UAS.

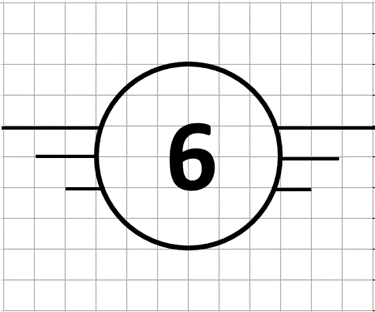
The accessories kit shall be designed, and each accessory shall be identified, to ensure a complete and correct installation by a UAS operator on a class C3 UAS following the instructions provided by the manufacturer of the accessories kit.

The accessories kit may be placed on the market independently from the class C3 UAS for which they ensure the conversion. In this case, the manufacturer of the accessories kit shall place on the market a single conversion kit that shall:

1. not alter the compliance of the class C3 UAS with the requirements of Part 4;
2. ensure compliance of the UAS fitted with the accessories kit with all additional requirements defined in this Part with the exception of point (3) above; and
3. be accompanied by manufacturer’s instructions providing:
4. the list of all class C3 UAS to which the kit can be applied; and
5. instructions on how to install and operate the accessories kit.

PART 17 — Requirements for a Class C6 Unmanned Aircraft System

A class C6 UAS bears the following class identification label on the UA:



A class C6 UAS shall comply with the requirements defined in Part 4, except those defined in paragraphs (2), (7) and (10).

In addition, it shall comply with the following requirements:

1. have a maximum ground speed in level flight of not more than 50 m/s;
2. if it is equipped with a geo-awareness function, comply with paragraph (10) of Part 4;
3. during flight, provide the remote pilot with clear and concise information on the geographical position of the UA, its speed and its height above the surface or take-off point;
4. provide means to prevent the UA from breaching the horizontal and vertical limits of a programmable operational volume;
5. provide means for the remote pilot to terminate the flight of the UA, which shall:
6. be reliable, predictable, independent from the automatic flight control and guidance system and independent from the means to prevent the UA from breaching the horizontal and vertical limits as required in point (4); this applies also to the activation of this means; and
7. force the descent of the UA and prevent its powered horizontal displacement;
8. provide means to programme the UA trajectory;
9. provide the remote pilot with means to continuously monitor the quality of the command and control link and receive an alert when it is likely that the link is going to be lost or degraded to the extent of compromising the safe conduct of the operation, and another alert when the link is lost; and
10. in addition to the information indicated in point (15)(a) of Part 4, include in the manufacturer’s instructions:
11. a description of the means to terminate the flight required in point (5);
12. a description of the means to prevent the UA from breaching the horizontal and vertical limits of the operational volume and the size of the contingency volume needed to accommodate position assessment error, reaction time and correction manoeuvre span; and
13. the distance most likely to be travelled by the UA after activation of the means to terminate the flight defined in point (5), to be considered by the UAS operator when defining the ground risk buffer.