

Law No. (4) of 2020
Regulating
Unmanned Aircraft in the Emirate of Dubai¹

We, Mohammed bin Rashid Al Maktoum, Ruler of Dubai,

After perusal of:

Federal Law No. (3) of 1987 Issuing the Penal Code and its amendments;

Federal Law No. (20) of 1991 Issuing the Civil Aviation Law;

Federal Law No. (4) of 1996 Establishing the General Civil Aviation Authority and its amendments;

Federal Law by Decree No. (3) of 2003 Regulating the Telecommunications Sector, its Implementing Bylaw, and their amendments;

Federal Law No. (13) of 2007 Concerning the Commodities Subject to Import and Export Control and its amendments;

Law No. (3) of 2003 Establishing the Executive Council of the Emirate of Dubai;

Law No. (9) of 2004 Concerning the Dubai International Financial Centre and its amendments;

Law No. (22) of 2007 Establishing the Dubai Air Navigation Services Corporation;

Law No. (19) of 2010 Concerning the Dubai Civil Aviation Authority;

Law No. (13) of 2011 Regulating the Conduct of Economic Activities in the Emirate of Dubai and its amendments;

Law No. (2) of 2012 Establishing the Dubai Aviation Engineering Projects Corporation;

Law No. (7) of 2015 Concerning Airspace Safety and Security in the Emirate of Dubai;

Law No. (10) of 2015 Concerning the Dubai Aviation City Corporation;

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¹Every effort has been made to produce an accurate and complete English version of this legislation. However, for the purpose of its interpretation and application, reference must be made to the original Arabic text. In case of conflict, the Arabic text will prevail.

Law No. (26) of 2015 Regulating Data Dissemination and Exchange in the Emirate of Dubai;

Law No. (1) of 2016 Concerning the Financial Regulations of the Government of Dubai;

Local Order No. (2) of 1999 Concerning Classification and Regulation of Land Use in the Emirate of Dubai and its amendments;

Local Order No. (3) of 1999 Regulating Construction Works in the Emirate of Dubai and its amendments; and

The legislation establishing and regulating free zones in the Emirate of Dubai,

Do hereby issue this Law.

Chapter One

Title of the Law, Definitions, Scope of Application, and Objectives

Title of the Law

Article (1)

This Law will be cited as "Law No. (4) of 2020 Regulating Unmanned Aircraft in the Emirate of Dubai".

Definitions

Article (2)

The following words and expressions, wherever mentioned in this Law, will have the meaning indicated opposite each of them unless the context implies otherwise:

UAE:	The United Arab Emirates.
Emirate:	The Emirate of Dubai.
Executive Council:	The Executive Council of the Emirate of Dubai.
GCAA:	The General Civil Aviation Authority.
DCAA:	The Dubai Civil Aviation Authority.
DP:	The Dubai Police.

DANS:	The Dubai Air Navigation Services Corporation.
Government Entity:	This includes any of the Government departments, public agencies or corporations, authorities and councils affiliated to the Government of Dubai, or similar entities.
Director General:	The director general of the DCAA.
Aircraft:	Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the surface of the earth, and that is designated for civilian purposes. This includes all aerial vehicles, such as various types of aircraft and fixed- and rotary-wing balloons.
Unmanned Aircraft:	An Aircraft flying without a human pilot on board. This includes Radio-controlled Aircraft, Remotely Piloted Aircraft, and Autonomous Aircraft.
Radio-controlled Aircraft:	An Unmanned Aircraft that is controlled and steered, within the visual line of sight of an Unmanned Aircraft Pilot, using a hand-held radio transmitter.
Remotely Piloted Aircraft:	An Unmanned Aircraft that is controlled and steered wirelessly from a Remote Control Station.
Autonomous Aircraft:	An Unmanned Aircraft that is programmed to be controlled and steered autonomously.
Air Routes:	Designated routes in the Airspace, within which the flying of Unmanned Aircraft is permitted.
Airspace:	The portion of the atmosphere extending vertically and horizontally above the territory of the Emirate.
Airspace Safety:	The procedures taken by the DCAA to ensure the safety of Airspace in accordance with the relevant recognised international standards.
Controlled Airspace:	The portion of the Airspace that is controlled by the DANS.

Airport:	A demarcated area on the ground, on a water body, or on top of a structure, which meets all relevant internationally recognised standards and requirements and which is designated for Aircraft landing, take-off, overnight stay, and maintenance. This includes the buildings, control towers, runways, devices, equipment, systems, and other facilities attached to that area.
Heliport:	An area whose coordinates are defined through signs, whether located on the ground or installed on top of structures, on marine platforms, or on ships, which is designated for the safe landing and take-off of helicopters, and which meets all relevant internationally recognised standards and requirements.
Prohibited Area:	A defined portion of Airspace within which the conduct of Operations is prohibited.
Restricted Area:	A defined portion of Airspace within which the conduct of Operations is circumscribed by certain conditions.
Danger Area:	A defined portion of Airspace within which risk factors, that may compromise the safety of Operations, exist.
Approved Area:	A defined portion of Airspace, approved by the DCAA in coordination with the DANS, within which the conduct of Operations is permitted.
Operations:	This includes the operation of Unmanned Aircraft and their control systems, Operation Tests, and all Related Activities thereof.
Related Activities:	The activities determined pursuant to a resolution of the Director General. These include, without limitation, Operation Tests and the operation of Unmanned Aircraft Airports.
Operation Tests:	A set of technical procedures and processes to which an Unmanned Aircraft is subjected in order to verify its airworthiness and to ensure Airspace Safety.

Infrastructure:	All facilities, utilities, and software required for operating Unmanned Aircraft, regardless of the type of their control systems.
Unmanned Aircraft Airport:	An area designated for the landing and take-off of Unmanned Aircraft, which is approved by the DCAA in coordination with the DANS and the concerned entities.
Person:	A legal or natural person.
Owner:	A Person who owns an Unmanned Aircraft or any part thereof; the Infrastructure; an Unmanned Aircraft Airport; or any fuel or power supply station.
Operator:	A Person authorised by the DCAA to conduct any of the Operations, in accordance with the provisions of this Law and the resolutions issued in pursuance hereof.
Permit:	A document issued by the DCAA authorising a Person to use an Unmanned Aircraft or conduct any of the Related Activities.
Permit Holder:	A Person who obtains a Permit from the DCAA to conduct any of the Related Activities.
Contractor:	A Person who is licensed to practise the contracting profession in accordance with the legislation in force in the Emirate, and who is appointed to conduct any works for an Owner or an Operator.
Consultant:	A Person who is licensed to practise the engineering consultancy profession in accordance with the legislation in force in the Emirate, and who provides engineering or technical consultations for an Owner or an Operator.
Unmanned Aircraft Pilot:	A qualified Person assigned by an Operator to operate and control an Unmanned Aircraft throughout a flight.

Controller:	A qualified Person assigned by an Operator to assist the pilot of a Remotely Piloted Aircraft in safely operating it, or to supervise Autonomous Aircraft Operations.
Crew Member:	A qualified Person assigned by an Operator to perform any duties related to Unmanned Aircraft systems throughout a flight.
Remote Control Station:	A set of devices which are used for controlling a Remotely Piloted Aircraft and which form part of its operating system. This includes any equipment or other components used to pilot the Remotely Piloted Aircraft.
Operational Safety Certificate:	A document issued by the DCAA authorising an Operator to conduct Operations.
Independent Safety Assessor:	A Person authorised by the DCAA to verify whether or not an Owner or Operator is in compliance with the safety procedures, requirements, and conditions adopted by the DCAA.
Incident:	Any act or measure that is related to the operation of an Unmanned Aircraft and that may compromise the safety of its operation or cause harm to life or property.
Accident:	An Incident that occurs as a result of the operation of an Unmanned Aircraft and that causes harm to life or property, or damage to the Unmanned Aircraft.

Scope of Application

Article (3)

- a. This Law applies to:
1. all types of Unmanned Aircraft, regardless of their use or control systems;
 2. all areas within the Emirate, including Special Development Zones and free zones, such as the Dubai International Financial Centre; and
 3. all individuals and public and private entities using Unmanned Aircraft in the Emirate.

- b. This Law will not apply to the Unmanned Aircraft used for military purposes, provided that they are operated in coordination with the DCAA to ensure the safety of Operations and civil aviation.

Objectives of the Law Article (4)

This Law aims to:

1. maintain the safety and security, and optimise the use, of air navigation in the Emirate;
2. regulate Unmanned Aircraft Operations in the Emirate in accordance with the relevant best international practices;
3. regulate the conduct of Related Activities associated with the use of Unmanned Aircraft, and create an environment conducive to investment in this sector;
4. minimise the risks arising from the operation of Unmanned Aircraft, and determine the duties and responsibilities of the concerned entities in this respect;
5. contribute to promoting the Emirate as a hub for the manufacturing of Unmanned Aircraft, smart transport, and innovation in the air transport industry; and
6. enable public and private entities to use Unmanned Aircraft in providing their services.

Chapter Two Functions of the DCAA and Government Entities

Functions of the DCAA Article (5)

For the purposes of this Law, the DCAA will supervise the implementation of this Law and regulate Operations and Related Activities, in accordance with the federal legislation and the conventions and treaties to which the UAE is a party or an acceding party. For this purpose, the DCAA will, in coordination with the concerned entities where applicable, have the duties and powers to:

1. determine, supervise, and control Operations and Related Activities;
2. supervise Unmanned Aircraft Operations in the Airspace designated to Unmanned Aircraft;

3. establish and adopt the conditions and procedures required for the issuance of Permits for conducting Operations and Related Activities, including Operation Tests;
4. determine and adopt the Approved Areas and altitudes within which the use of Unmanned Aircraft, and the conduct of Operation Tests, are allowed;
5. approve the Airspace and Air Routes within which the flying of Unmanned Aircraft is allowed;
6. establish and approve the qualification requirements that must be met by Operators;
7. establish and approve the requirements for issuing Permits to Unmanned Aircraft Pilots, Controllers, and Crew Members; and determine their obligations;
8. approve the requirements and standards for the construction of Unmanned Aircraft Airports;
9. establish and approve the regulations and services related to the aviation safety, security, and environment of Unmanned Aircraft systems; and manage relevant risks;
10. issue the Permits, approvals, and certificates required for conducting Operations and Related Activities, in accordance with the provisions of this Law, the resolutions issued in pursuance hereof, and the legislation in force in the Emirate;
11. issue the Permits and approvals required for the operation of Unmanned Aircraft Airports; and issue temporary Permits for conducting Operation Tests;
12. issue Permits to Independent Safety Assessors in accordance with the requirements and standards adopted by the DCAA in this respect;
13. monitor and inspect Permit Holders to verify their compliance with the provisions of this Law and the resolutions issued in pursuance hereof;
14. take the necessary action and measures to protect the Airspace and ensure the safety of Operations and Operation Tests;
15. issue the manuals required for ensuring the safe use of Unmanned Aircraft in the Emirate; and
16. exercise any other duties or powers required for the achievement of the objectives of this Law.

Functions of the DANS
Article (6)

For the purposes of this Law, the DANS will regulate the movements of Unmanned Aircraft and ensure safe and effective navigation within the Airspace, in accordance with the federal legislation and the conventions and treaties to which the UAE is a party or an acceding party. For this purpose, the DANS will, in coordination with the DCAA and the concerned entities, have the duties and powers to:

1. determine the Airspace designated for Unmanned Aircraft in the Emirate to enable the DCAA to supervise and manage such Airspace; and regulate, control, and manage Unmanned Aircraft operations and traffic therein;
2. provide air navigation services to Unmanned Aircraft with a view to ensuring the security and safety of air navigation traffic and Unmanned Aircraft movements. These services include:
 - a. providing the required information regarding air traffic, Unmanned Aircraft movements, and air navigation;
 - b. providing the required information regarding weather conditions and wind direction;
 - c. providing the required information regarding Unmanned Aircraft Airports in the Emirate; and
 - d. managing the equipment and systems required for the management of Unmanned Aircraft movements within the Airspace;
3. coordinate with the DCAA to determine and adopt the Approved Areas and altitudes within which the use of Unmanned Aircraft, and the conduct of Operation Tests, are allowed without compromising the Airspace Safety and security;
4. determine, in coordination with the DCAA, the Airspace and Air Routes within which the flying of Unmanned Aircraft is allowed without compromising the Airspace Safety and security;
5. take the actions required to ensure Airspace Safety; and the safety of Operations and Operation Tests;
6. conduct research on development and innovation in fields related to the management of Unmanned Aircraft movements with a view to ensuring their integration with air navigation traffic; and

7. exercise any other duties or powers required for the achievement of the objectives of this Law.

Functions of the Dubai Aviation Engineering Projects Corporation Article (7)

For the purposes of this Law, the Dubai Aviation Engineering Projects Corporation will have the duties and powers to:

1. establish the specifications, standards, and requirements that must be met by Unmanned Aircraft Airports, and submit the same to the DCAA for approval;
2. develop and approve the engineering designs of the Unmanned Aircraft Airports designated for government use, and their stations, facilities, and Infrastructure; and supervise the construction of these Airports and implementation of such designs;
3. approve the engineering designs and plans of the Unmanned Aircraft Airports designated for non-government use, and their stations, facilities, and Infrastructure; supervise and oversee the implementation of these designs and plans; and issue the relevant completion certificates, provided that the designs and plans are compliant with the adopted urban planning requirements and with the procedures for control of traffic and transport in the Emirate;
4. prescribe, in coordination with the concerned entities, the standards and criteria for the pre-qualification and certification of Contractors and Consultants engaged in the construction of Unmanned Aircraft Airports and their stations, facilities, and Infrastructure;
5. consider the engineering and technical obstacles that encounter the operation of Unmanned Aircraft Airports, find appropriate solutions for these obstacles, and submit the same to the DCAA for approval; and
6. conduct research on engineering development and innovation in fields related to Unmanned Aircraft Airports and Infrastructure and their operation, and submit research findings to the DCAA to take the relevant appropriate action.

Functions of the DP Article (8)

For the purposes of this Law, the DP will, in coordination with the DCAA, have the duties and powers to:

1. establish and implement the security actions and measures required to counter or prevent acts of unlawful interference related to the use of Unmanned Aircraft;
2. investigate crimes resulting from using Unmanned Aircraft;
3. establish and implement the preventive actions and measures to be taken in case of losing control over Unmanned Aircraft, their exit from the Approved Areas or deviation from Air Routes, or their noncompliance with the instructions of the DCAA and concerned entities; and
4. exercise any other security duties or powers that are related to the protection of individuals and property against risks pertaining to Operations and Related Activities.

Prevention of Acts of Unlawful Interference
Article (9)

The DCAA will, in coordination and cooperation with the DP and concerned entities, evaluate and select the systems and devices required for the protection from, and prevention of, acts of unlawful interference related to Unmanned Aircraft in the Emirate, including countermeasures and tracking systems and devices.

Chapter Three
Regulating Activities Related to Unmanned Aircraft

Obtaining Permits
Article (10)

- a. No Person may pilot or use Unmanned Aircraft; conduct Operations or Related Activities; or construct any Infrastructure or Unmanned Aircraft Airport in the Emirate, without first obtaining the relevant Permit from the DCAA. The resolutions issued in implementation of this Law will determine the conditions and requirements for issuing such a Permit.
- b. When issuing the Permit referred to in paragraph (a) of this Article, the assessment of risks resulting from the operation of Unmanned Aircraft; the purpose of using them; the area where they will be used; and any other considerations the DCAA deems necessary must be taken into account to ensure the safety of air navigation and security of Operations.

**Using Unmanned Aircraft
Article (11)**

- a. Unmanned Aircraft will be used in the Emirate for conducting any of the following activities:
 - 1. Government activities to be conducted by Government Entities under the legislation in force;
 - 2. business activities;
 - 3. academic and research activities;
 - 4. activities related to practising hobbies and air sports; and
 - 5. any other activities determined by the Director General.
- b. The Director General will issue a list of the activities that may be conducted using Unmanned Aircraft, as stipulated in sub-paragraphs (a)(2), (a)(3), and (a)(4) of this Article; the conditions for such use, and the obligations of Operators.

**Chapter Four
Unmanned Aircraft Types, Trading, and Registration**

**Unmanned Aircraft Types and Categories
Article (12)**

The Director General will, pursuant to a resolution he issues in this respect, determine the types and categories of the Unmanned Aircraft that may be operated in the Emirate; and the conditions, requirements, and specifications that must be met by these Unmanned Aircraft.

**Designing and Manufacturing Unmanned Aircraft
Article (13)**

- a. No Person may design, manufacture, assemble, modify, maintain, or inspect Unmanned Aircraft or Unmanned Aircraft systems; develop their simulation systems; or provide training on piloting Unmanned Aircraft, without first obtaining the relevant Permit from the DCAA.

- b. The Director General will, pursuant to a resolution he issues in this respect, determine the conditions and requirements that must be met, and the procedures that must be followed, for issuing the Permit referred to in paragraph (a) of this Article. When approving these conditions and requirements, the academic research criteria, the airworthiness of Unmanned Aircraft, and ensuring the continuity of this airworthiness, must be taken into account.

Importing, Selling, and Owning Unmanned Aircraft Article (14)

- a. No Person may import, bring in, or sell Unmanned Aircraft or any parts or systems thereof in the Emirate without first obtaining the relevant Permit from the DCAA.
- b. Any Person owning an Unmanned Aircraft must register it with the DCAA in accordance with the provisions of this Law and the resolutions issued in pursuance hereof.
- c. The concerned entities in the Emirate must coordinate with the DCAA to establish the procedures required for implementation of the provisions of paragraph (a) of this Article.
- d. The Director General may, based on valid reasons and in coordination with concerned entities, exempt certain types of Unmanned Aircraft from compliance with the provisions of paragraphs (a) and (b) of this Article.

Registration of Unmanned Aircraft Article (15)

- a. No Person may conduct Operations or Operation Tests using an Unmanned Aircraft before registering it with the DCAA.
- b. No Person may use an Unmanned Aircraft, or conduct Operation Tests thereof, unless its registration number or code, or any other identification information prescribed by the DCAA, is clearly displayed thereon.
- c. An Owner must register the Unmanned Aircraft prior to conducting Operations or Operation Tests, or deregister the same, in accordance with the conditions and procedures determined pursuant to the relevant resolution of the Director General.

Register of Unmanned Aircraft
Article (16)

The DCAA will maintain a register of Unmanned Aircraft in which the information and data related to them, their Owners and Operators, and any rights attached to them, are recorded. The form of the register and the data and information that must be entered therein will be determined pursuant to the relevant resolution of the Director General.

Chapter Five
Controlling Unmanned Aircraft and Unmanned Aircraft Airports

Unmanned Aircraft Control Systems
Article (17)

Unmanned Aircraft will be controlled using any of the following systems:

1. a radio control system, which allows the control of Unmanned Aircraft remotely while they are within the visual line of sight of the pilot. This system is used in Radio-controlled Aircraft;
2. a remote control system, which allows the control of Unmanned Aircraft remotely using a Remote Control Station. This system is used in Remotely Piloted Aircraft; and
3. an autonomous control system, which allows the control of Unmanned Aircraft by pre-programming them to navigate autonomously. This system is used in Autonomous Aircraft.

Persons Authorised to Control Unmanned Aircraft
Article (18)

- a. No Person may operate, assist in operating, or monitor the operation of Unmanned Aircraft or perform any work related to their operating systems unless that Person is qualified to do so and holds a relevant Permit from the DCAA.
- b. The Director General will, pursuant to a resolution he issues in this respect and based on the type of Unmanned Aircraft and their control systems, determine the categories of, and the requirements and procedures for issuing, the Permit referred to in paragraph (a) of this Article for an Unmanned Aircraft Pilot, a Controller, or a Crew Member.

Using Radio Frequencies
Article (19)

The DCAA will, in coordination with the General Authority for Regulating the Telecommunications Sector, establish the conditions, requirements, and procedures for using the radio frequencies dedicated to Unmanned Aircraft, their systems, and Remote Control Stations.

Establishment of Infrastructure
Article (20)

The Infrastructure required for conducting Unmanned Aircraft Operations may not be established without first obtaining the relevant Permit from the DCAA. This Permit will be issued in coordination with the Dubai Aviation Engineering Projects Corporation and the concerned entities as per the relevant conditions and requirements approved by the DCAA and these entities.

Establishing and Operating Unmanned Aircraft Airports
Article (21)

No Person may establish or operate Unmanned Aircraft Airports or make any modification thereto without first obtaining the relevant Permit from the DCAA. This Permit will be issued in coordination with the Dubai Aviation Engineering Projects Corporation and the concerned entities as per the relevant conditions and requirements approved by the DCAA and these entities.

Using Airports and Heliports
Article (22)

When using Airports and Heliports, Unmanned Aircraft Operators must comply with the relevant safety standards and requirements prescribed by the DCAA.

Fuel and Power Supply
Article (23)

No entity may supply Unmanned Aircraft with fuel or power without first obtaining the relevant Permit from the DCAA. This Permit will be issued in coordination with the Dubai Aviation Engineering Projects Corporation and the concerned entities as per the relevant conditions and requirements approved by the DCAA and these entities.

Operational Safety Certificate
Article (24)

Prior to using Unmanned Aircraft or any of their systems or operating an Unmanned Aircraft Airport, and after completion of the establishment of Infrastructure, an Operator must apply to the DCAA to obtain an Operational Safety Certificate. This certificate will be issued in accordance with the relevant conditions and procedures adopted by the DCAA, and will be valid throughout the period of operation unless it is revoked for any of the reasons determined pursuant to the relevant resolution of the Director General.

Obligations Related to the Operation of Unmanned Aircraft
Article (25)

An Operator, an Unmanned Aircraft Pilot, a Controller, or a Crew Member, as the case may be, must:

1. comply with the safety requirements and procedures prescribed by the DCAA and with the instructions of the manufacturer;
2. comply with the security requirements prescribed by the DCAA in coordination with the DANS and concerned entities;
3. comply with the procedures and rules for operating Unmanned Aircraft and their systems, including pre-flight procedures as well as safety procedures for taking off, approaching, landing, and Aircraft separation distance;
4. ensure that Unmanned Aircraft and their systems are in a good working condition prior to taking off; and comply with the instructions of the manufacturer in this respect;
5. be familiar with all details of the relevant flight or Operation;
6. comply with the procedures prescribed by the DCAA for handing over the control of Unmanned Aircraft to another Unmanned Aircraft Pilot or Controller;
7. comply with the instructions of the DCAA and the manufacturer in respect of operating more than one Unmanned Aircraft using a single Remote Control Station;
8. comply with the conditions and rules prescribed by the DCAA in respect of the load of Unmanned Aircraft;

9. not use Unmanned Aircraft in a reckless manner; violate any legal obligation; or take any action or conduct any activity that may compromise the Airspace Safety and security or the safety of Persons or property in any way or manner whatsoever;
10. ensure the provision of a third party liability insurance to cover damage that may result from Operations or Operation Tests, in accordance with the conditions and rules prescribed by the DCAA in this respect;
11. ensure that the Unmanned Aircraft Airport is suitable for conducting Operations, taking off, and landing and that it is in compliance with the safety requirements prescribed by the DCAA;
12. immediately suspend Operations or Operation Tests in case of any possible danger that may compromise the safety of aviation, Persons, or property;
13. comply with the emergency plan approved by the DCAA in case of the breakdown of Unmanned Aircraft or the failure of their systems, the Remote Control Stations, or the equipment used for Operations; in case of losing connection with, or losing control over, an Unmanned Aircraft; in case of terminating flights; and in any other cases determined by the DCAA;
14. immediately notify the DCAA upon the occurrence of any Accident, Incident, or violation of the terms of a Permit;
15. perform periodic maintenance of Unmanned Aircraft and their systems in accordance with the manufacturer's manual and other manuals adopted by the DCAA;
16. keep, for the period prescribed by the DCAA, records of the conducted Operations and Operation Tests, of the maintenance works of Unmanned Aircraft and their systems, and of any other information determined by the DCAA; and
17. comply with any other obligations determined pursuant to the relevant resolution of the Director General.

Chapter Six
Using Airspace

Areas of Airspace
Article (26)

- a. For the purpose of operating Unmanned Aircraft, the Airspace is divided into the following areas:
 1. Approved Areas;
 2. Prohibited Areas;
 3. Restricted Areas; and
 4. Danger Areas.
- b. The areas referred to in paragraph (a) of this Article will be demarcated pursuant to a resolution issued by the Director General in coordination with the concerned entities. Upon demarcating an Approved Area, the DCAA must take into consideration the classification of this area; its population density; the height of its buildings; its distance from Airports, Heliports, and other sensitive facilities; and any possible interference with civil and military air navigation operations.
- c. Operations and Operation Tests must be conducted in Approved Areas only. Where an Unmanned Aircraft leaves an Approved Area, the Operator, the Unmanned Aircraft Pilot, or the Controller must immediately notify the DCAA Air Traffic Control Unit and must strictly follow its instructions. The Operator, the Unmanned Aircraft Pilot, or the Controller must submit a report on this Incident and the reasons therefor.

Planning Airspace and Determining Air Routes
Article (27)

The DANS will plan the Airspace and determine the Air Routes within which Unmanned Aircraft are allowed to fly based on a plan issued for this purpose by the DANS and approved by the DCAA.

Determining Altitudes and Horizontal Separation for Operations

Article (28)

- a. The DCAA will, in coordination with the DANS and concerned entities, determine the altitudes within which the conduct of Operations and Operation Tests is allowed, provided that civilian and military air navigation operations are not affected.
- b. The DCAA will, in coordination with the DANS, determine the horizontal separation allowed for the conduct of Operations and Operation Tests.
- c. When determining altitudes and horizontal separation, the DCAA and the DANS must take into consideration the safety distance required for the protection of individuals, property, civilian and military Aircraft, facilities, buildings, and other Unmanned Aircraft from the risk of collision.

Entering and Leaving Airspace

Article (29)

- a. An Operator, an Unmanned Aircraft Pilot, or a Controller must not leave the Airspace while conducting Operations or Operation Tests.
- b. No Unmanned Aircraft may enter the Airspace without obtaining the relevant Permit from the DCAA.
- c. The DCAA will, in coordination with the DANS, the GCAA, and the concerned entities in neighbouring emirates, establish the procedures required for the implementation of the provisions of paragraphs (a) and (b) of this Article.

Controlled Airspace

Article (30)

- a. No Person may conduct Operations or Operation Tests within the Controlled Airspace designated for civilian or military Aircraft unless he is so authorised.
- b. The DCAA may, subject to the conditions and rules prescribed by the DANS, authorise an Operator to conduct Operations within the Controlled Airspace designated for civilian Aircraft, provided that the air navigation operations and safety of civilian Aircraft, and the safety of their passengers, are not affected.

Prohibited Areas, Restricted Areas, and Danger Areas

Article (31)

- a. No Person may conduct Operations or Operation Tests in Prohibited Areas, Restricted Areas, or Danger Areas.
- b. Notwithstanding the provisions of paragraph (a) of this Article, the DCAA may, in coordination with the DP, authorise Government Entities using Unmanned Aircraft for security, rescue, firefighting, surveillance, or other purposes related to the public interest to operate Unmanned Aircraft within Prohibited Areas, Restricted Areas, or Danger Areas.

Obligations Related to Using Airspace

Article (32)

When using Unmanned Aircraft within the Airspace, an Operator, an Unmanned Aircraft Pilot, or a Controller must:

1. obtain a permission from the DCAA prior to conducting Operations;
2. conduct Operations within the Approved Area and the Air Routes specified in the Permit;
3. obtain the approval of the DCAA prior to conducting Operations within any Danger Area or Restricted Area;
4. not conduct Operations or Operation Tests in Prohibited Areas;
5. comply with the DANS instructions in respect of Air Traffic;
6. comply with the instructions of the DANS and the manufacturer when conducting Operations in bad weather conditions;
7. comply with the altitude and horizontal separation restrictions determined by the DCAA in coordination with the DANS and the concerned entities;
8. give priority in using Airspace to civilian and military Aircraft, and to the Unmanned Aircraft used for military, security, or government purposes;
9. notify the DCAA immediately upon losing control over an Unmanned Aircraft or upon its exit from the Approved Area or deviation from the designated Air Routes;

10. avoid collision with individuals, property, civilian and military Aircraft, facilities, buildings, and other Unmanned Aircraft; and
11. comply with any other obligations determined pursuant to the relevant resolution of the Director General.

Chapter Seven
Use of Unmanned Aircraft by Government Entities

Providing Public Services
Article (33)

- a. Government Entities may, upon obtaining the approval of the DCAA, use Unmanned Aircraft to provide their public services to the society and community members and to conduct control and inspection duties in the fields assigned to them under the legislation in force. Foremost among these services and fields are:
 1. air transport of passengers and goods;
 2. collection of Data and statistics;
 3. providing ambulance services;
 4. firefighting;
 5. monitoring road traffic;
 6. securing the events, conferences, competitions, and sports contests that require airspace security;
 7. monitoring environmental, health, planning, and construction violations;
 8. monitoring the Infrastructure;
 9. monitoring ports, beaches, and maritime boundaries;
 10. aerial surveys; and
 11. search and rescue operations.

- b. Unmanned Aircraft will be used to provide any of the services stipulated in paragraph (a) of this Article, in accordance with the rules adopted by the DCAA in this respect.

Reporting Violations Using Unmanned Aircraft
Article (34)

- a. Competent law enforcement officers may, based on reliable information, apply to the General Prosecution to obtain a permission to use Unmanned Aircraft in private places for the purposes of search, investigation, and collection of information and data pertaining to crimes and violations.
- b. A law enforcement officer must attach to his application for permission to use Unmanned Aircraft for surveillance purposes a report that contains all information and investigation findings that justify applying for using the Unmanned Aircraft within private places.
- c. A law enforcement officer using Unmanned Aircraft for surveillance must conduct the surveillance work in person. For this purpose, he may seek assistance from technicians where necessary.
- d. Obtaining a permission from the Public Prosecution is not required in emergency cases that require expedited recording of traces of crimes or where evidence is at risk of being concealed; for purposes of catching criminals in the act; or where there is a threat to the UAE national security and safety.

Chapter Eight
Unlawful Interference and Privacy, Data, and Environment Protection

Acts of Unlawful Interference
Article (35)

- a. The following acts are hereby deemed acts of unlawful interference that compromise the safety of civil aviation and air transport:
 - 1. unlawful seizure of Unmanned Aircraft;
 - 2. taking control of Unmanned Aircraft or illegally hacking their operating systems;

3. using Unmanned Aircraft in the preparatory acts or for committing a violation of the legislation in force; and
 4. illegally installing any weapon or device, or placing hazardous or prohibited substance, on board Unmanned Aircraft.
- b. Subject to legal liability, a Person is prohibited from committing any of the acts referred to in paragraph (a) of this Article.

Privacy and Data Protection

Article (36)

- a. A Person using Unmanned Aircraft must take all the actions required for protecting the privacy of residences and Persons; personal, commercial, and other secrets; and the confidentiality of legally protected Data.
- b. No Person may make recordings, take photos or videos, or use any of the remote sensing techniques to violate the privacy of the personal or family life of an individual; or take photos or videos of facilities, buildings, Prohibited Areas, or Restricted Areas, without obtaining the relevant Permit from the concerned entities.
- c. No Person may install any equipment or device to illegally collect information or data.

Protection of the Environment

Article (37)

The DCAA will, in coordination with the concerned entities, establish the conditions and measures for the protection of the environment when using Unmanned Aircraft.

Chapter Nine

Penalties, Violations, and Damage Compensation

Penalties

Article (38)

Without prejudice to any stricter penalty stipulated in any other legislation, a Person who commits any of the following violations will be punished by imprisonment, by a fine, or by both penalties:

1. compromising the safety and security of Airspace in any manner whatsoever;
2. designing, manufacturing, assembling, modifying, or maintaining Unmanned Aircraft or their systems; or developing Unmanned Aircraft simulation and training systems, without obtaining a Permit from the DCAA;
3. importing, bringing in, or selling Unmanned Aircraft or any parts or systems thereof in the Emirate without obtaining a Permit from the DCAA; or
4. conducting Operations or Unmanned Aircraft Operation Tests in violation of the provisions of this Law and the resolutions issued in pursuance hereof.

Violations and Administrative Penalties
Article (39)

The Chairman of the Executive Council will issue a resolution prescribing:

1. the acts constituting violations under the provisions of this Law and the resolutions issued in pursuance hereof;
2. the fines and administrative penalties that must be imposed on violators; and
3. the conditions and limits for doubling a fine in case of repetition of the same violation.

Damage Compensation
Article (40)

- a. A Person who causes damage as a result of conducting Operations and Related Activities will be liable for compensation for that damage.
- b. A Person who causes damage must remedy the violation that caused that damage within the time frame prescribed by the DCAA. Where this Person fails to remedy, or delays in remedying, the violation, the DCAA may remedy the violation by itself or by engaging any other entity; and hold the violator liable for all costs incurred in addition to administrative charges of twenty percent (20%) of these costs.

Chapter Ten Final Provisions

Fees Article (41)

In return for issuing Permits and providing other services under this Law and the resolutions issued in pursuance hereof, the fees determined pursuant to the relevant resolution issued by the Chairman of the Executive Council will be collected.

Outsourcing Article (42)

The DCAA may outsource any of its duties and delegate any of its powers under this Law and the resolutions issued in pursuance hereof to any public or private entity pursuant to an agreement which states the rights and obligations of both parties, in accordance with the legislation in force in the Emirate.

Law Enforcement Article (43)

The employees of the DCAA and concerned entities, and any other Person assigned by the DCAA to implement the provisions of this Law and the resolutions issued in pursuance hereof, who are nominated pursuant to a resolution of the Director General, will have the capacity of law enforcement officers to record the acts committed in breach of the provisions of this Law and the resolutions issued in pursuance hereof. For this purpose, they may issue the necessary violation reports; and, where necessary, seek the assistance of police personnel.

Grievances Article (44)

Any affected party may submit to the Director General a written grievance against any decision, procedure, or measure taken against him in accordance with this Law and the resolutions issued in pursuance hereof, within thirty (30) days from the date of being notified of the contested decision, procedure, or measure. The grievance will be determined, within thirty (30) days of its

submission, by a committee formed by the Director General for this purpose; and the decision issued by the committee on the grievance will be final.

Payment of Revenues

Article (45)

The revenues collected pursuant to this Law and the resolutions issued in pursuance hereof will be paid to the Public Treasury of the Government of Dubai.

Cooperation with the DCAA

Article (46)

All Government Entities must, each within its own jurisdiction, fully cooperate and coordinate with the DCAA to enable it to implement the provisions of this Law and the resolutions issued in pursuance hereof. Upon request, these entities must provide the DCAA with all support and assistance.

Non-Liability

Article (47)

- a. Neither the DCAA, nor the DANS, nor the Dubai Aviation Engineering Projects Corporation will be liable to third parties for any damage they may sustain as a result of conducting Operations or Related Activities by an Operator or a Permit Holder.
- b. Neither the DCAA nor the concerned entities will be liable to Operators, Permit Holders, or third parties for suspending Air Traffic in the Emirate for any reasons relating to the achievement of the public interest.

Issuing Implementing Resolutions

Article (48)

With the exception of the resolutions which the Chairman of the Executive Council is authorised to issue under this Law, the Director General will issue the resolutions required for implementing the provisions of this Law.

Repeals
Article (49)

Any provision in any other legislation will be repealed to the extent that it contradicts the provisions of this Law.

Publication and Commencement
Article (50)

This Law will be published in the Official Gazette and will come into force on the day on which it is published.

Mohammed bin Rashid Al Maktoum
Ruler of Dubai

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Corresponding to 4 Thu al-Qidah 1441 A.H.