



Dubai Experimental Zone: BVLOS Drone Delivery Program

FAQs to Application Process V2

This document lists FAQs V2 to the application process for the Dubai Experimental Zone BVLOS Delivery Program. It is updated regularly to support operators intending to fly drones over Dubai.



Impressions Dubai Experimental Zone: BVLOS Center



FAQs page 1

Q: Can we (as a foreign operator) apply for this process, or should this be led by our local Emirati partner company?

A: The applicant should be the UAS operator, employer of the pilots, holder of the OM and author of the CONOPS, SORA and associated documents.

The process is the same for local and foreign applications. Foreign applicants additionally require a trade license issued by the DED (Department of Economic & Tourism) or any other freezone such as Dubai Silicon Oasis, Dubai South, Dubai Freezone etc.

FAQs page 2

Q: Flight tests in zone A (unpopulated): Will initial flight testing be restricted to the operator alone demonstrating safety or should it be done with commercial use cases/partners in mind too?

A: Flying in zone A is limited to safety demonstration and to validate the OM. Focusing on the operator (UAS and pilot alone) will ensure quick transition through this phase.

FAQs page 3

Q: Flight tests in zone A (unpopulated): Will we receive an UAS operation certificate once passed flight testing in area 1 (unpopulated)?

A: Prior entering the DSO, DCAA will issue a permit only valid for flight testing. Once the validation test campaign within the DSO has been completed, the UAS operation certificate will be issued. Any test flight activities will be considered for later certification.

FAQs page 4

Q: We have approved CONOPS/SORA/OMs from previous operations, which include addition sections not covered in your templates. How do we proceed?

A: The templates are just for reference and do not need to be adhered to line by line. We encourage an operator to include/append/modify with any additional information deemed necessary to obtain approval, especially if this has already been proven useful previously.

FAQs page 5

Q: What is the intention of the validation test campaign?

A: The general objective of the validation test campaign is a confirmation of the OSOs related primarily to operational matters (e.g. operational elements of OSO 7, 8, 9, 11, 14, 15, 21, 22).

The validation is a combination of flights, inspections and “table top simulation”.

DCAA expects the operator to propose a test matrix for the validation test campaign based on their Operating Manual reflecting the SORA and mode of operation in Dubai.

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Q: Could you provide a few examples for the test matrix of the validation test campaign?

A:

1. All normal procedures should be demonstrated during actual flights (preflight, inflight, postflight). I would take DCAA through a “day of flying”, starting with the morning briefing, weather, etc., going through all normal procedures of a flight.
2. Abnormal procedures should be demonstrated during actual flights, if the conditions can be reasonably generated (e.g. a landing procedure with a landing beacon inoperative could be easily demonstrated by a flight, but DCAA does not require the operator to fly with 5% battery remaining). If the abnormal procedure is unreasonable to be validated in flight, it can be covered in a “table top simulation”, talking DCAA through the process.

FAQs page 6 – 2

Q: Could you provide a few examples for the test matrix of the validation test campaign?

A:

3. Emergency procedures should not be demonstrated in flight (e.g. parachute deployment, unintended fly-away). Here it would be best to talk DCAA through the procedure defined in your OM.

4. Abnormal ERP can be covered in “table top simulation”.

5. Also plan for an actual inspection/visit of DCAA to the airframe, ground control station and all other hardware (see it, feel it, touch it) and prepare a look into the documents (licenses, insurance, logs, maintenance, all of which can be digital – just show it to DCAA)

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Q: Could you provide a few examples for the test matrix of the validation test campaign?

A:

5. In case you bring additional special hardware items such as a fully automated box for the drone, on-board winch system, tether, ... , ..., please also add them in the validation test campaign as far as they are related to the OSOs and operational procedures.

6. Once you have issued the test matrix including your preferred mean of compliance (flight, inspection, table top, ...) and an estimated time per test (granularity 1hr or even 3hr, just for planning), DCAA will review it vs. the OM, may ask for clarification and then approve it. Thereafter the time window in the experimental zone will be booked and the validation test campaign will commence. Please also plan a little buffer here, in case DCAA requests a repetition or has additional questions.

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Q: How many flights/resp. days of flight will be approximately required to complete validation testing in the DSO zone?

A: The duration of the validation test campaign in the DSO depends mainly on the extend of the test point matrix defined by the operator and accepted by DCAA.

For SAIL II application, we estimate a total of 1–3 weeks maximum to cover test point executions, table top simulations, inspections and potential repetitions.

Thereafter the UAS operation certificate will be issued by DCAA.

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Q: Can we perform commercial drone delivery flights, once we have obtained the UAS operation certificate?

A: The UAS operation certificate in combination with an approved SORA is the baseline to begin commercial drone delivery flights.

Once the validation test campaign has been completed, DCAA will issue an UAS operation certificate with the remark "Commercial BVLOS up to SAIL II within DSO", which allows the operator to immediately start commercial drone services within the DSO. Once new areas similar to the DSO are opened for drone activities, you can operate in these as well up to Sail II by simply submitting a new ConOps for the new routes.

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Q: My pilots hold UAS pilot licenses and medicals issued by the aviation authority of country xyz. Will these be accepted by DCAA or converted into local licenses without any addition training, medical examination aso. required?

A: DCAA will accept foreign UAS pilot licenses issued by a credited organization such as FAA, EASA, FOCA,

The privileges of the foreign UAS pilot license must cover the planned flight activities in Dubai – e.g. a German VLOS license for drones up to 250gr will not be sufficient to fly BVLOS with a 10kg drone in Dubai.

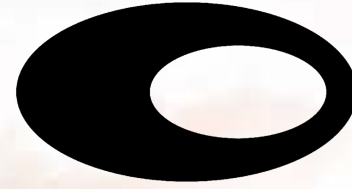
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Q: What insurances with which coverage amounts are mandatory/recommended to operate UAS in Dubai?

A: Drone operators in Dubai are required to provide insurance coverage of minimum AED 3.67Mio (€ 1M). The insurance policy document will be checked during the validation test campaign.

هيئة دبي للطيران المدني

Dubai Civil Aviation Authority



مختبرات دبي للمستقبل
DUBAI FUTURE LABS

