



EUROPEAN MILITARY AIRWORTHINESS REQUIREMENTS

EMAR ML.UAS

**Continuing Airworthiness Requirements
for certified UAS in the MIL-UAS-SPECIFIC
category of operations and their
Components**

Edition Number	1.0
Edition Date	20 October 2026
Status	Approved



**MILITARY AIRWORTHINESS
AUTHORITIES FORUM**

DOCUMENT CONTROL

DOCUMENT APPROVAL

The following table identifies the persons who have approved this document

Edition No:		MAWA Forum/Advisory Group	Authorised by	DATE
1.0	Prepared by	CAWAG	CAWAG Chair	10 Sept 2026
	Approved by	MAWA Forum F56	MAWA Forum Chair	20 October 2026

DOCUMENT CHANGE RECORD

Edition Number	Edition Date	Status	Reason for change (detailed)	Sections or pages affected
1.0	20 Oct 2026	Approved	Initial issue	All

STATUS

The Status of the document can take 3 values:

Working Draft: Working copy to develop the proposed version or revision of the document.

Draft: Version to be proposed to the MAWA Forum by the Advisory Group.

Approved: Final version approved by the participating Member States for publication.

EDITION

The Edition Number will take the following format: **Edition X.YY**:

The **value of X** will change after a **major** revision of the document

The **value of Y** will change after a **minor** revision of the document

NOTE:

This EMAR relies on definitions laid down in EMAD 1.

The Forms referred to in this document can be found in the EMAR Forms document.

The term “contract” covers all types of written arrangements within military context (e.g. arrangement, tasking, agreement).

EMAR ML.UAS REVISION STATUS

Commission Regulations reviewed

The table below details the Implementing Rules (Commission Regulations) reviewed and considered by the MAWA CAWAG (Continuing Airworthiness Advisory Group) for EMAR ML.UAS Ed. 1.0:

Commission reviewed	Regulation	Date	Subject
Regulation (EU) No 2024/1107		13 Mar. 2024	Supplementing Regulation (EU) 2018/1139 with detailed rules for the continuing airworthiness of certified Unmanned Aircraft Systems and their components and on the approval of organisations and personnel involved in these tasks.

TABLE OF CONTENTS

ML.UAS.1	7
SUBPART A – GENERAL	7
ML.UAS.101 Scope	7
SUBPART B – ACCOUNTABILITY	8
ML.UAS.201 Responsibilities	8
SUBPART C – CONTINUING AIRWORTHINESS	9
ML.UAS.301 Continuing airworthiness tasks	9
ML.UAS.302 UAS Maintenance Programme	9
ML.UAS.303 Airworthiness Directives (ADs)	10
ML.UAS.304 Modifications and repairs	10
ML.UAS.305 UAS continuing airworthiness record system	10
ML.UAS.307 Transfer of UAS continuing airworthiness records	11
SUBPART D – MAINTENANCE STANDARDS	12
ML.UAS.401 Maintenance data	12
ML.UAS.403 UAS defects	12
SUBPART E – COMPONENTS	13
ML.UAS.501 Installation of UA components	13
ML.UAS.502 Maintenance of UA components	13
ML.UAS.504 Segregation of components	14
ML.UAS.520 Installation and maintenance of CMU components	15
SUBPART H – CERTIFICATE OF RELEASE TO SERVICE (CRS)	16
ML.UAS.801 Certification of UA maintenance	16
ML.UAS.802 Certification of UA component maintenance	16
ML.UAS.803 Certification of CMU maintenance	16
ML.UAS.804 Certification of CMU component maintenance	17
ML.UAS.805 Certification of CMU installation	17
SUBPART I – MILITARY AIRWORTHINESS REVIEW CERTIFICATE (MARC)	18
ML.UAS.901 Airworthiness review of the UA – General	18
ML.UAS.902 Validity of the UA MARC	18
ML.UAS.903 Airworthiness review process	19
ML.UAS.905 Transfer of an UA registration within the Union	20

EMAR ML.UAS – Continuing Airworthiness Requirements for certified UAS in the MIL-
UAS-SPECIFIC category of operations and their Components

ML.UAS.906A Airworthiness review of UA imported into the Union.....	20
ML.UAS.906B Airworthiness review following changes in UAS operations	20
ML.UAS.907 Findings	21
Appendix 1 – Continuing Airworthiness Management Contract	22
Appendix 2 – Military Airworthiness Review Certificate (EMAR Form 15d)	25
Appendix 3 – EMAR Form 1 and fill-in instructions.....	26

EMAR ML.UAS – Continuing Airworthiness Requirements for certified UAS in the MIL-UAS-SPECIFIC category of operations and their Components

ML.UAS.1

- (a) For the purposes of EMAR ML.UAS 'NMAA' shall mean the authority specified in EMAR AR.UAS.GEN¹.010(a).
- (b) NOT APPLICABLE.

SUBPART A – GENERAL

ML.UAS.101 Scope

EMAR ML.UAS establishes the measures to be taken by the organisations to ensure that the certified UAS operated in the 'MIL-UAS-SPECIFIC' category of operations and for which an airworthiness certificate has been or will be issued to the UA, is airworthy. It also specifies the conditions to be met by the organisations involved in the tasks related to the airworthiness of that UAS.

¹ EMAR AR.UAS is under development.

SUBPART B – ACCOUNTABILITY

ML.UAS.201 Responsibilities

- (a) The Operating Organisation (OO) shall be accountable for the continuing airworthiness of the UAS and shall ensure that no flight takes place unless all the following requirements are met:
- (1) the UAS is maintained in an airworthy condition;
 - (2) any operational and emergency equipment fitted to the UAS is correctly installed and serviceable, or if that equipment is unserviceable, it is clearly identified as such;
 - (3) the Military Certificate of Airworthiness (MCoA) of the UA and the Military Airworthiness Review Certificate (MARC) remain valid;
- When several OOs are involved in the operation of the UAS (UA and/or Control and Monitoring Unit (CMU)), the respective roles and accountabilities of the OOs, for the continuing airworthiness of the UAS, shall be clearly defined.
- (b) NOT APPLICABLE.
- (c) Any organisation that performs maintenance on the UAS and its components shall be responsible for the maintenance tasks performed.
- (d) The OO shall be responsible for the satisfactory accomplishment of the pre-flight inspection. The person carrying out that inspection on behalf of the OO shall be qualified for that purpose. The pre-flight inspection need not be carried out by an organisation approved for maintenance.
- (e) In addition to the requirements laid down in point (a), the OO shall ensure that:
- (1) the tasks associated with the continuing airworthiness management of the UAS are performed by an organisation that is approved in accordance with EMAR CAO.UAS².

If an EMAR CAO.UAS organisation is contracted by the OO as regards the performance of those tasks, a written contract shall be established in accordance with [Appendix 1](#). That contracted organisation shall assume responsibility for the proper performance of those tasks;
 - (2) unless otherwise specified in Subpart E, the maintenance of the UAS and the components for installation thereto is performed by an organisation that is approved in accordance with EMAR CAO.UAS.
- (f) To determine whether the UAS complies with the requirements of EMAR ML.UAS, the OO shall ensure that access to the UAS and UAS records is granted to any person authorised by the NMAA.

² Under development.

SUBPART C – CONTINUING AIRWORTHINESS

ML.UAS.301 Continuing airworthiness tasks

The continuing airworthiness of the UAS and the serviceability of operational and emergency equipment shall be ensured by the following:

- (a) the accomplishment of pre-flight inspections of the UA;
- (b) the performance of unscheduled maintenance and the rectification of defects (including damages) in accordance with the data specified in [EMAR ML.UAS.401](#) and [EMAR ML.UAS.304](#), as applicable, while taking into account the Minimum Equipment List (MEL) and the Configuration Deviation List (CDL), when they exist;
- (c) the accomplishment of all scheduled maintenance in accordance with the UAS Maintenance Programme (UASMP) referred to in [EMAR ML.UAS.302](#);
- (d) compliance with any applicable:
 - (1) Airworthiness Directive (AD);
 - (2) operational requirements with a continuing airworthiness impact;
 - (3) continuing airworthiness requirements mandated by the NMAA;
 - (4) measure required by the NMAA in immediate reaction to a safety problem;
- (e) the accomplishment of modifications and repairs in accordance with [EMAR ML.UAS.304](#);
- (f) maintenance check flights, when necessary;
- (g) the availability of the mass and balance statement reflecting the current configuration of the UA, when such information is produced by the UA manufacturer.

ML.UAS.302 UAS Maintenance Programme (UASMP)

- (a) The scheduled maintenance of the UAS shall be organised in accordance with an UASMP.
- (b) The UASMP, and any subsequent amendments to it, shall be approved by the EMAR CAO.UAS organisation that is responsible for managing the continuing airworthiness of the UAS.
- (c) The UASMP shall comply with:
 - (1) the mandatory continuing airworthiness information, such as repetitive ADs, the Airworthiness Limitations Section (ALS) of the Instructions for Continuing Airworthiness (ICAs), and specific maintenance requirements contained in the (Military) Type-Certificate Data Sheet ((M)TCDS);
 - (2) the ICAs issued by the Design Approval Holder (DAH);
 - (3) the ICAs issued by any organisation recognized by the NMAA.
- (d) Notwithstanding point (c)(1), by way of derogation from points (c)(2) and (c)(3), the UASMP may deviate from the ICAs, based on data obtained from reviews performed in accordance with point (f).
- (e) The UASMP shall take into account the UAS configuration and the type and specificities of operations.

EMAR ML.UAS – Continuing Airworthiness Requirements for certified UAS in the MIL-UAS-SPECIFIC category of operations and their Components

- (f) The UASMP shall be reviewed at least annually in order to assess its effectiveness while considering new or modified ICAs.

ML.UAS.303 Airworthiness Directives (ADs)

Any applicable AD must be applied according to the requirements of that AD unless otherwise specified by the NMAA.

ML.UAS.304 Modifications and repairs

- a) Any damage to an UAS or to a component for installation thereto shall be assessed before being repaired.
- (b) Carrying out modifications and repairs on the UAS or its components shall require such modifications and repairs to be either:
- (1) approved by the NMAA;
 - (2) approved by a design organisation that complies with EMAR 21;
 - (3) contained in the requirements of EMAR 21.A.90B or EMAR 21.A.431B;
 - (4) produced by an organisation recognized by the NMAA.

ML.UAS.305 UAS continuing airworthiness record system

- (a) For each UAS, as identified by the UA registration and CMU type and serial number, a system shall be established to record continuing airworthiness information of the UAS. That system shall be used by the remote pilot and the organisation involved in the continuing airworthiness of the UAS.
- (b) The UAS continuing airworthiness record system shall record the following:
- (1) the date of the entry and the corresponding total usage, in the parameter(s) relevant to the UAS (e.g. flight hours, calendar time or cycles);
 - (2) details of the maintenance performed on the UAS, in particular all Certificates of Release to Service (CRS) required by [EMAR ML.UAS.801](#) or [EMAR ML.UAS.803](#);
 - (3) details of the CMU installation, in particular the CRS required by [EMAR ML.UAS.805](#), when such installation is prescribed by the DAH;
 - (4) evidence confirming the satisfactory accomplishment of the UA pre-flight inspection;
 - (5) information considered necessary to ensure continued flight safety;
 - (6) the current mass and balance statement, when such information is produced by the UA manufacturer;
 - (7) any other data necessary to demonstrate compliance with point (g).
- (c) With respect to components subject to airworthiness limitations, in addition to the authorised release document (EMAR Form 1 or equivalent), the following information shall be entered in the record system:
- (1) the designation and identification of the component(s);
 - (2) the type, serial number and registration, as appropriate, of the UA, the CMU or the component to which the particular component has been fitted, along with the reference to the maintenance records relevant to its installation and removal;

EMAR ML.UAS – Continuing Airworthiness Requirements for certified UAS in the MIL-UAS-SPECIFIC category of operations and their Components

- (3) the date of the entry and the corresponding component's accumulated total usage, in the parameter(s) relevant to the particular component;
- (d) Each entry shall be made as soon as possible following the completion of the task so that it provides an up-to-date status to the remote pilot.
- (e) All entries made in the UAS continuing airworthiness records shall be clear and accurate. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry.
- (f) The record system shall include logs for the UA, the CMU and, as appropriate, for the components that are subject to airworthiness limitations.
- (g) The UAS continuing airworthiness record system shall be able to provide:
 - (1) the current status of ADs and measures mandated by the NMAA in immediate reaction to a safety problem;
 - (2) the current status of modifications and repairs;
 - (3) the current status of compliance with the UASMP;
 - (4) the current status of components that are subject to airworthiness limitations;
 - (5) the current list of deferred maintenance.
- (h) The records shall be kept for the periods specified below:
 - (1) for the records specified in points (b)(2) and (b)(3), until the time the information contained in the records is superseded by new information equivalent in scope and detail but not less than 36 months after the maintenance or, as applicable, the CMU installation, has been released;
 - (2) for the records specified in points (b)(1), (b)(7) and point (c), for at least 12 months after the UAS or the component has been permanently withdrawn from service;
 - (3) for the records specified in points (b)(4) to (b)(6), not less than 36 months after the entry into the record system;
 - (4) if not superseded, the records referred to in point (h)(1) shall be kept for 12 months after the UA or the CMU has been permanently withdrawn from service.

ML.UAS.307 Transfer of UAS continuing airworthiness records

- (a) When an UAS (UA and/or CMU) is permanently transferred from one OO to another, the relevant continuing airworthiness records referred to in [EMAR ML.UAS.305](#) shall also be transferred.
- (b) When the OO contracts the continuing airworthiness management tasks to an EMAR CAO.UAS organisation, the OO shall ensure that the relevant continuing airworthiness records referred to in [EMAR ML.UAS.305](#) are transferred to the contracted organisation.
- (c) The periods for the retention of the records set out in [EMAR ML.UAS.305](#)(h) shall continue to apply to the new OO or EMAR CAO.UAS organisation.

SUBPART D – MAINTENANCE STANDARDS

ML.UAS.401 Maintenance data

- (a) Maintenance on the UAS shall require the use of and adherence to current applicable maintenance data.
- (b) For the purposes of EMAR ML.UAS, 'applicable maintenance data' means any of the following:
 - (1) any applicable requirement, procedure, standard or information issued by NMAA;
 - (2) any applicable AD;
 - (3) the applicable ICAs and other maintenance instructions issued by the (Military) Type Certificate Holder ((M)TCH), (Military) Supplementary Type Certificate Holder ((M)STCH) and any other organisation that publishes such data in accordance with EMAR 21;
 - (4) for components approved for installation by the DAH, the applicable maintenance instructions published by the component manufacturer and acceptable to the DAH.

ML.UAS.403 UAS defects

- (a) Any UAS defect that seriously endangers the flight safety shall be rectified before further flight.
- (b) The following persons may decide that a defect does not seriously endanger flight safety, and may defer its rectification accordingly:
 - (1) the remote pilot or the authorised certifying staff in respect of defects that affect non-required UAS equipment;
 - (2) the remote pilot or the authorised certifying staff when using the MEL or the CDL in respect of defects that affect required UAS equipment;
 - (3) the authorised certifying staff in respect of defects other than those referred to in points (b)(1) and (b)(2).
- (c) Any UAS defect that does not seriously endanger flight safety shall be rectified as soon as practicable from the date on which the defect was first identified and within the time limits specified in the maintenance data or the MEL.
- (d) Any defect that is not rectified before flight shall be recorded in the UAS continuing airworthiness record system referred to in [EMAR ML.UAS.305](#) and a record shall be made available to the remote pilot.

SUBPART E – COMPONENTS

ML.UAS.501 Installation of UA components

- (a) Unless otherwise specified in EMAR CAO.UAS or in EMAR 21.A.307, a component may be fitted to an UA only if all the following conditions are met:
 - (1) it is in a satisfactory condition;
 - (2) it has been appropriately released to service using an EMAR Form 1 as set out in Appendix II to EMAR M, or equivalent;
 - (3) it has been marked in accordance with Subpart Q of EMAR 21.
- (b) Prior to the installation of a component on an UA, the maintenance organisation shall ensure that the particular component is eligible to be fitted taking into account the UA configuration and any applicable AD.
- (c) Standard parts shall be fitted to an UA or to a component only when the maintenance data specifies those particular standard parts, when accompanied by evidence of conformity to the applicable standard, and when they have appropriate traceability.
- (d) Raw or consumable materials shall only be used on an UA or a component provided that:
 - (1) the aircraft or component manufacturer allows for the use of such raw or consumable materials in relevant maintenance data;
 - (2) such materials meet the required material specifications and have appropriate traceability;
 - (3) such materials are accompanied by documentation that clearly relates to those particular materials and contains a statement of conformity to applicable specifications, and also the manufacturing and supplier source.

ML.UAS.502 Maintenance of UA components

- (a) The maintenance of UA components shall be certified in accordance with the following table:

EMAR ML.UAS – Continuing Airworthiness Requirements for certified UAS in the MIL-UAS-SPECIFIC category of operations and their Components

	Certified using an EMAR Form 1	Certified together with UA maintenance in accordance with EMAR ML.UAS.801 (not possible to issue an EMAR Form 1)
Components maintained in accordance with component maintenance data (data issued by the component manufacturer)		
Maintenance other than overhaul	For engines: Engine-rated maintenance organisations For other components: Component-rated maintenance organisations	UA maintenance organisations
Overhaul of components other than engines	Component-rated maintenance organisations	Not possible
Overhaul of engines	Engine-rated maintenance organisations	UA maintenance organisations if foreseen by the design approval holder
Components maintained in accordance with UA maintenance data (data issued by the UA manufacturer)		
All components and all types of maintenance	Engine-rated (for engines) or component-rated (for other components) maintenance organisations	UA maintenance organisations

- b) The components referred to in EMAR 21.A.307 (b)3. to (b)6. may be maintained by any organisation. In such case, by way of derogation from point (a), the maintenance of those components shall be released with a 'declaration of maintenance accomplished' issued by the organisation that has performed the maintenance. The 'declaration of maintenance accomplished' shall contain at least basic details of the maintenance performed, the date on which the maintenance was completed, and the identification of the organisation that issues it. It shall be considered a maintenance record and equivalent to an EMAR Form 1 in respect of the maintained component.

ML.UAS.504 Segregation of components

- (a) Unserviceable and unsalvageable components shall be segregated from serviceable components, standards parts, and materials.
- (b) A component shall be considered unserviceable in any of the following circumstances:
- (1) upon reaching the component's limitation as defined in the UASMP;
 - (2) non-compliance with applicable ADs and other continuing airworthiness requirements mandated by the NMAA;
 - (3) absence of the necessary information to determine the airworthiness status of the component or its eligibility for installation;
 - (4) evidence of component defects or malfunctions;

EMAR ML.UAS – Continuing Airworthiness Requirements for certified UAS in the MIL-UAS-SPECIFIC category of operations and their Components

- (5) involvement of the component in an incident or accident that has likely affected its serviceability.
- (c) Components which have reached their certified life limits or contain a non-repairable defect or malfunction shall be classified as unsalvageable and shall not be permitted to re-enter the component supply system unless their certified life limits have been extended or a repair solution has been approved in accordance with [EMAR ML.UAS.304](#).

ML.UAS.520 Installation and maintenance of CMU components

- (a) Components shall be installed on a CMU only when the maintenance data specifies those components and when they are in a satisfactory condition.
- (b) Notwithstanding point (a), critical CMU components referred to in EMAR 21.A.308(a)³ shall be installed on the CMU only if accompanied by an EMAR Form 1 or equivalent, and marked in accordance with Subpart Q EMAR 21.
- (c) Notwithstanding point (a), CMU components that are not deemed critical shall be installed on the CMU only if accompanied by the declaration specified in EMAR 21.A.308(b)⁴, or equivalent.
- (d) The maintenance of critical CMU components shall be performed by a maintenance organisation approved in accordance with EMAR CAO.UAS and shall be certified on an EMAR Form 1.
- (e) CMU components that are not deemed critical may be maintained by any organisation. The maintenance of those components shall be released with a 'declaration of maintenance accomplished' issued by the organisation that has performed the maintenance. That declaration shall contain at least basic details of the maintenance performed, the date on which the maintenance was completed, and the identification of the organisation that issues it. It shall be considered a maintenance record and equivalent to the declaration referred to in EMAR 21.A.308(b)⁵ for the purpose of installation.
- (f) By way of derogation from points (d) and (e), where the CMU components are subject to maintenance while they are installed on, or temporarily removed from, the CMU, such maintenance may be certified together with the CMU maintenance in accordance with [EMAR ML.UAS.803](#).

³ EMAR 21 Ed. 4.0 containing UAS requirements is under development

⁴ EMAR 21 Ed. 4.0 containing UAS requirements is under development

⁵ EMAR 21 Ed. 4.0 containing UAS requirements is under development

SUBPART H – CERTIFICATE OF RELEASE TO SERVICE (CRS)

ML.UAS.801 Certification of UA maintenance

- (a) When completed, the maintenance performed on an UA shall be certified on a 'Certificate of Release to Service' (CRS) by a certifying staff. The CRS shall be issued when that certifying staff has verified that all the maintenance that was ordered has been properly performed taking into account the availability and use of the maintenance data specified in [EMAR ML.UAS.401](#).
- (b) A CRS shall contain at least the following:
 - (1) basic details of the UA maintenance performed;
 - (2) the date on which the UA maintenance was certified;
 - (3) the approval reference of the maintenance organisation and certifying staff issuing the CRS;
 - (4) the limitations to airworthiness or operations, if any.
- (c) By way of derogation from point (a), when ordered maintenance cannot be completed, a CRS may be issued within the approved UA limitations. In that case, the CRS shall indicate that the maintenance could not be completed and also indicate any applicable airworthiness or operations limitations as part of the information required in point (b)(4).
- (d) A CRS shall not be issued in the case of any known non-compliance with EMAR ML.UAS requirements which endangers flight safety.

ML.UAS.802 Certification of UA component maintenance

- (a) When completed, the maintenance performed on an UA component shall be certified by a certifying staff except for the cases covered by [EMAR ML.UAS.502](#)(b). The certification shall be issued when that certifying staff has verified that all the maintenance that was ordered has been properly performed taking into account the availability and use of the maintenance data specified in [EMAR ML.UAS.401](#) and that the component is in a satisfactory condition.
- (b) That certification shall be established on an EMAR Form 1, except when such maintenance is certified together with UA maintenance, as indicated in [EMAR ML.UAS.502](#)(a).
- (c) The EMAR Form 1 referred to in point (b) shall be filled in accordance with the instructions provided in [Appendix 3](#). It may be generated from a computer database.

ML.UAS.803 Certification of CMU maintenance

- (a) When completed, the maintenance performed on the CMU that involves any component which is critical for the UAS operation as determined by the DAH, shall be certified on a CRS by a certifying staff. The CRS shall be issued when that certifying staff has verified that all the maintenance that was ordered has been properly performed taking into account the availability and use of the maintenance data specified in [EMAR ML.UAS.401](#).
- (b) A CRS shall contain at least the following:
 - (1) basic details of the CMU maintenance performed;

EMAR ML.UAS – Continuing Airworthiness Requirements for certified UAS in the MIL-UAS-SPECIFIC category of operations and their Components

- (2) the date on which the CMU maintenance was certified;
 - (3) the approval reference of the maintenance organisation and certifying staff issuing the CRS;
 - (4) the limitations to airworthiness or operations, if any.
- (c) A CRS shall not be issued in the case of any known non-compliance with EMAR ML.UAS requirements which endangers flight safety.

ML.UAS.804 Certification of CMU component maintenance

- (a) When completed, the maintenance performed on a critical CMU component in accordance with [EMAR ML.UAS.520](#)(d) shall be certified by a certifying staff. The certification shall be issued when that certifying staff has verified that all the maintenance that was ordered has been properly performed taking into account the availability and use of the maintenance data specified in [EMAR ML.UAS.401](#) and that the component is in a satisfactory condition.
- (b) That certification shall be established on an EMAR Form 1, except when such maintenance is certified together with CMU maintenance, as indicated in [EMAR ML.UAS.520](#)(f).
- (c) The EMAR Form 1 referred to in point (b) shall be filled in accordance with the instructions provided in [Appendix 3](#). It may be generated from a computer database.

ML.UAS.805 Certification of CMU installation

- (a) If prescribed by the DAH, the installation of the CMU, when completed, shall be certified on a 'certificate of release to service' (CRS) by a certifying staff. The CRS shall be issued when that certifying staff has verified that all the current applicable installation and testing instructions issued by the DAH have been properly complied with, taking into account the CMU component installation requirements laid down in [EMAR ML.UAS.520](#).
- (b) A CRS shall include all the following:
 - (1) a reference to the CMU installation instructions;
 - (2) the date on which the CMU installation was certified;
 - (3) the approval reference of the maintenance organisation and certifying staff issuing the CRS;
 - (4) the limitations to airworthiness or operations, if any.
- (c) A CRS shall not be issued in the case of any known non-compliance with the EMAR ML.UAS requirements which endangers flight safety.

SUBPART I – MILITARY AIRWORTHINESS REVIEW CERTIFICATE (MARC)

ML.UAS.901 Airworthiness review of the UA – General

To ensure the validity of the airworthiness certificate of an UA, the UA shall periodically undergo an airworthiness review in accordance with [EMAR ML.UAS.903](#).

- (a) A MARC is issued in accordance with [Appendix 2](#) (EMAR Form 15d) upon completion of a satisfactory airworthiness review. The MARC shall be valid for 1 year.
- (b) The airworthiness review shall be performed and the MARC issued in accordance with [EMAR ML.UAS.903](#) by:
 - (1) either Airworthiness Review Staff acting on behalf of the NMAA; or
 - (2) Airworthiness Review Staff acting on behalf of any EMAR CAO.UAS organisation approved to conduct the airworthiness review of such UA.
- (c) The validity of a MARC may be extended two consecutive times maximum, for a period of 1 year each time, by the EMAR CAO.UAS organisation that manages the continuing airworthiness of the UAS, subject to the following conditions:
 - (1) the UAS has been continuously managed by one or several EMAR CAO.UAS organisations since the last issue or extension of the MARC;
 - (2) the UAS has been maintained for the previous 12 months by an approved EMAR CAO.UAS maintenance organisation;
 - (3) the EMAR CAO.UAS organisation does not have any evidence or reason to believe that the UAS is not airworthy.

The extension of the MARC by an EMAR CAO.UAS organisation is possible regardless of which staff or organisation, as provided for in point (b), has initially issued the MARC.
- (d) By way of derogation from point (c), the extension of the MARC may be anticipated for a maximum period of 30 days, without losing the continuity of the airworthiness review pattern.
- (e) When the NMAA performs the airworthiness review and issues the MARC itself, the OO of the UA shall, upon request and as necessary, provide the NMAA with:
 - (1) the documentation required by the NMAA;
 - (2) suitable accommodation at the appropriate location for its staff;
 - (3) the support of appropriate certifying staff.

ML.UAS.902 Validity of the UA MARC

- (a) A MARC shall become invalid if any of the following circumstances occurs:
 - (1) the MARC is suspended or revoked;
 - (2) the military certificate of airworthiness is invalid;
 - (3) the UA is removed from the military aircraft/UA register;

EMAR ML.UAS – Continuing Airworthiness Requirements for certified UAS in the MIL-UAS-SPECIFIC category of operations and their Components

- (4) the (M)TC under which the airworthiness certificate has been issued is suspended or revoked.
- (b) An UA shall not fly if the MARC is invalid, or if any of the following circumstances are present:
 - (1) the continuing airworthiness of the UA, the CMU or any component fitted to the UAS does not meet the EMAR ML.UAS requirements;
 - (2) the UA is intended to be operated with a CMU for which a non-compliance has been identified in respect of [EMAR ML.UAS.903\(b\)](#) and has not been eliminated;
 - (3) the UA or the CMU does not remain in conformity with the type design approved by the NMAA;
 - (4) the UA has been operated beyond the limitations of the approved flight manual or airworthiness certificate, without appropriate action being taken;
 - (5) the UA has been involved in an accident or incident that affects its airworthiness, without subsequent appropriate action taken to restore its airworthiness;
 - (6) a modification or repair to the UAS or to any component fitted to the UAS does not comply with [EMAR ML.UAS.304](#).

ML.UAS.903 Airworthiness review process

- (a) The airworthiness review of an UA shall include a documented review of the UA continuing airworthiness records and a physical survey of the UA.
- (b) The airworthiness review referred to in point (a) shall also include a documented review of the records and a physical survey of the CMU(s) used to operate the UA, unless such CMU has been included in the airworthiness review of an UA of the same type in the last 6 months.
- (c) Through the documented review of the UA and the CMU continuing airworthiness records, it shall be ensured that:
 - (1) the data required by [EMAR ML.UAS.305\(b\)\(1\)](#) has been properly recorded;
 - (2) the flight manual is applicable to the UAS configuration and reflects the latest revision status;
 - (3) all the maintenance due on the UAS according to the UASMP has been performed;
 - (4) all known defects have been rectified or deferred in accordance with [EMAR ML.UAS.403](#);
 - (5) all applicable ADs have been applied and properly included in the UAS records;
 - (6) all modifications and repairs made to the UAS have been included in the UAS records and comply with [EMAR ML.UAS.304](#);
 - (7) all components that are subject to airworthiness limitations and installed on the UAS are properly identified, included in the UAS records, and have not exceeded their approved airworthiness limitations;
 - (8) from the time the UA or the CMU falls within the scope of EMAR ML.UAS and EMAR CAO.UAS, all maintenance has been certified in accordance with EMAR ML.UAS and EMAR CAO.UAS;

EMAR ML.UAS – Continuing Airworthiness Requirements for certified UAS in the MIL-UAS-SPECIFIC category of operations and their Components

- (9) the current mass-and-balance statement reflects the configuration of the UA and is valid;
 - (10) the UA and the CMU comply with the current applicable revision of their type design approved by the NMAA;
 - (11) the airworthiness certificate is valid, unless an application for a new airworthiness certificate has been made pursuant to [EMAR ML.UAS.906A](#) or [EMAR ML.UAS.906B](#) and the airworthiness certificate has not been issued yet at the time of the review.
 - (12) the noise certificate corresponds to the configuration of the UA and is valid, if such certificate has been issued in compliance with Subpart I of EMAR 21 (if required by the NMAA).
- (d) Through the physical survey of the UA and the CMU, it shall be ensured that:
- (1) all required markings and placards are properly installed;
 - (2) the UAS complies with its approved flight manual;
 - (3) the UAS configuration complies with the approved documentation;
 - (4) no evident defect can be found that has not been addressed in accordance with [EMAR ML.UAS.403](#);
 - (5) no inconsistencies can be found between the UAS and the documented review of records as referred to in point (c).
- (e) As regards the physical survey referred to in point (d), Airworthiness Review Staff not appropriately authorised as certifying staff shall be assisted by authorised certifying staff.
- (f) By way of derogation from [EMAR ML.UAS.901](#)(a), the airworthiness review may be anticipated for a maximum period of 90 days, without losing the continuity of the airworthiness review pattern.
- (g) The MARC (EMAR Form 15d) set out in [Appendix 2](#) shall only be issued by appropriately authorised Airworthiness Review Staff, when the airworthiness review has been completely performed and all actions to eliminate the detected non-compliance have been implemented.
- (h) Any MARC issued or extended for an UA shall also be sent to the NMAA of the particular UA within 10 days.
- (i) Airworthiness review tasks shall not be subcontracted.

ML.UAS.905 Transfer of an UA registration within the Union

TO BE ADDED LATER, IF REQUIRED

ML.UAS.906A Airworthiness review of UA imported into the Union

TO BE ADDED LATER, IF REQUIRED

ML.UAS.906B Airworthiness review following changes in UAS operations

- (a) If changes in the UAS operations in the MIL-UAS-SPECIFIC category result in the need to issue an airworthiness certificate, the OO shall:

EMAR ML.UAS – Continuing Airworthiness Requirements for certified UAS in the MIL-UAS-SPECIFIC category of operations and their Components

- (1) apply to the NMAA for the issue of an airworthiness certificate in accordance with EMAR 21⁶;
 - (2) have an airworthiness review performed satisfactorily in accordance with [EMAR ML.UAS.903](#);
 - (3) have all maintenance performed to comply with the approved UASMP.
- (b) If the UA complies with the relevant requirements, the NMAA or the organisation performing the airworthiness review, as provided for in [EMAR ML.UAS.901](#)(b), shall issue a MARC.
- (c) The OO shall ensure that access to the UAS is granted for inspection by the NMAA.

ML.UAS.907 Findings

Following receipt of the notification of findings from the NMAA in accordance with EMAR AR.UAS.GEN.351⁷, the organisation responsible for the UAS continuing airworthiness pursuant to [EMAR ML.UAS.201](#) shall, within the period agreed with the NMAA, define a corrective action plan (to eliminate the finding(s) and prevent its (their) reoccurrence) and demonstrate corrective action to the satisfaction of the NMAA.

⁶ EMAR 21 Ed. 4.0 containing UAS requirements is under development.

⁷ EMAR AR.UAS is under development.

Appendix 1 – Continuing Airworthiness Management Contract

- a) When an OO contracts, in accordance with [EMAR ML.UAS.201](#), an EMAR CAO.UAS organisation to perform continuing airworthiness management tasks, the contract signed by both parties shall be made available, upon request, to the NMAA.
- (b) The contract shall be developed taking into account the requirements of EMAR ML.UAS and shall define the obligations of the signatories in relation to the continuing airworthiness of the UAS.
- (c) It shall contain, as a minimum, the following information:
- (1) the UA registration, type and serial number, and the details of the CMU;
 - (2) the OO, including the address;
 - (3) details of the contracted EMAR CAO.UAS organisation, including its address;
 - (4) the type of UAS operation.
- (d) It shall state the following:
- The OO entrusts the EMAR CAO.UAS organisation with the management of the continuing airworthiness of the UAS, the development and approval of the UASMP, and the organisation of the maintenance of the UAS in accordance with that UASMP.
- In accordance with the present contract, both signatories undertake to discharge the respective obligations laid down in this contract.
- The OO declares, to the best of its knowledge, that all the information provided to the EMAR CAO.UAS organisation concerning the continuing airworthiness of the UAS is and will be accurate, and that the UAS will not be repaired or modified without the prior agreement of the EMAR CAO.UAS organisation.
- In case of any non-conformity with this contract by either of the signatories, the contract can be cancelled. In such a case, the OO will retain full responsibility for every task linked to the continuing airworthiness of the UAS, and the OO will inform the NMAA within 2 weeks about the cancellation of the contract.'
- (e) When an OO contracts an EMAR CAO.UAS organisation in accordance with [EMAR ML.UAS.201](#), the obligations of each party shall be established as follows:
- (1) Obligations of the EMAR CAO.UAS organisation:
 - (i) have the type of UA and CMU included in its scope of work;
 - (ii) respect all the conditions listed below with regard to managing the continuing airworthiness of the UAS:
 - (A) develop and approve the UASMP;
 - (B) once it has been approved, make the UASMP available to the OO, as well as the justifications for any deviations in accordance with [EMAR ML.UAS.302\(d\)](#);
 - (C) establish and order the necessary maintenance to ensure appropriate bridging with the former UASMP;
 - (D) organise that all maintenance be performed by an approved maintenance organisation;

EMAR ML.UAS – Continuing Airworthiness Requirements for certified UAS in the MIL-UAS-SPECIFIC category of operations and their Components

- (E) organise that all applicable ADs be applied;
 - (F) organise that all defects discovered during maintenance, airworthiness reviews or reported by the OO be corrected by an approved maintenance organisation;
 - (G) coordinate scheduled maintenance, the application of ADs, the maintenance of components subject to airworthiness limitations, and component inspection requirements;
 - (H) inform the OO each time the UAS is to be made available to an approved maintenance organisation;
 - (I) manage and archive all UAS continuing airworthiness records;
 - (iii) organise the approval of any modification to the UAS in accordance with [EMAR ML.UAS.304](#) before the particular modification is embodied;
 - (iv) organise the approval of any repair to the UAS in accordance with [EMAR ML.UAS.304](#) before the particular repair is performed;
 - (v) inform the NMAA whenever the UAS is not made available by the OO for maintenance as requested by the contracted EMAR CAO.UAS organisation;
 - (vi) inform the NMAA whenever the contract has not been respected;
 - (vii) ensure that the airworthiness review of the UA is performed, when necessary, and ensure that the MARC is issued;
 - (viii) provide any MARC issued or extended to the NMAA within 10 days;
 - (ix) perform applicable mandated occurrence reporting;
 - (x) inform the NMAA whenever the contract is denounced by either party.
- (2) Obligations of the OO:
- (i) have a general understanding of the UASMP;
 - (ii) have a general understanding of EMAR ML.UAS;
 - (iii) make the UAS available for maintenance as requested by the contracted EMAR CAO.UAS organisation;
 - (iv) not modify the UAS without first consulting the contracted EMAR CAO.UAS organisation;
 - (v) inform the contracted EMAR CAO.UAS organisation of all maintenance exceptionally performed without the knowledge and control of the contracted EMAR CAO.UAS organisation;
 - (vi) report to the contracted EMAR CAO.UAS organisation through the logs all defects found during operations;
 - (vii) inform the NMAA whenever the contract is denounced by either party;
 - (viii) inform the NMAA and the contracted EMAR CAO.UAS organisation whenever the UA is no longer operated by the OO;
 - (ix) perform applicable mandated occurrence reporting;

EMAR ML.UAS – Continuing Airworthiness Requirements for certified UAS in the MIL-UAS-SPECIFIC category of operations and their Components

- (x) inform on a regular basis the contracted EMAR CAO.UAS organisation about the UA flying hours and any other utilisation data, as agreed with the contracted EMAR CAO.UAS organisation;
- (xi) inform the EMAR CAO.UAS organisation of any non-compliance with operational requirements that may affect the continuing airworthiness of the UAS;
- (xii) inform the EMAR CAO.UAS organisation of any operational requirement (e.g. specific approvals) necessary to be fulfilled in order to maintain the UAS in the required configuration.

EMAR ML.UAS – Continuing Airworthiness Requirements for certified UAS in the MIL-
UAS-SPECIFIC category of operations and their Components

Appendix 2 – Military Airworthiness Review Certificate (EMAR Form 15d)

EMAR Form 15d is contained in the EMAR Forms document.

EMAR ML.UAS – Continuing Airworthiness Requirements for certified UAS in the MIL-
UAS-SPECIFIC category of operations and their Components

Appendix 3 – EMAR Form 1 and fill-in instructions

EMAR Form 1 and fill-instructions are contained in the EMAR Forms document.