



ICAO

Why Certify, for What Purpose, and to What Standards

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8 November 2022

RECONNECTING THE WORLD

Outlines

ICAO framework for airworthiness

What are the benefits

What does the RPAS certification imply

Future considerations

Q & A

Chicago Convention



Article 8 – *Pilotless aircraft*

“No aircraft capable of being flown without a pilot shall be flown without a pilot over the territory of a contracting State without special authorization by that State and in accordance with the terms of such authorization...”

Article 12 – *Rules of the Air*

“... Over the high seas, the rules in force shall be those established under this Convention. ...”

Article 31 – *Certificate of airworthiness*

“Every aircraft engaged in international navigation shall be provided with a certificate of airworthiness...”

Article 33 – *Recognition of certificates and licenses*

“Certificates of airworthiness.... Issued or rendered valid by the contracting State in which the aircraft is registered, shall be recognized as valid by the other contracting States, provided that the requirements ... are equal to or above the minimum standards...”

What is an International Operation?



- Flights in airspace other than the airspace over the State of Registry.
 - (e.g. High Seas, other States)
- States have no obligation to accept certificates that do not comply with the Chicago Convention and its Annexes.
- Recognition of Certificates (Article 33)
 - Equal to or above the established minimum Standards

What are the benefits

Facilitate mutual acceptance and recognition

Facilitate a harmonized set of airworthiness requirements among different States

Facilitate the task of States in developing their own regulations for addressing the airworthiness of RPAS involve in international operations

Reduce administrative burdens associated with the validation/recognition of approvals issued by other States.

Facilitate application and processing of the mandated requests for authorization

ICAO framework for airworthiness



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INTERNATIONAL

HIGH RISK (CERTIFIED)

- a) Operations: international RPAS
- b) Regulation: full certification in accordance with Annexes 1, 6 and 8

ICAO Framework for Airworthiness

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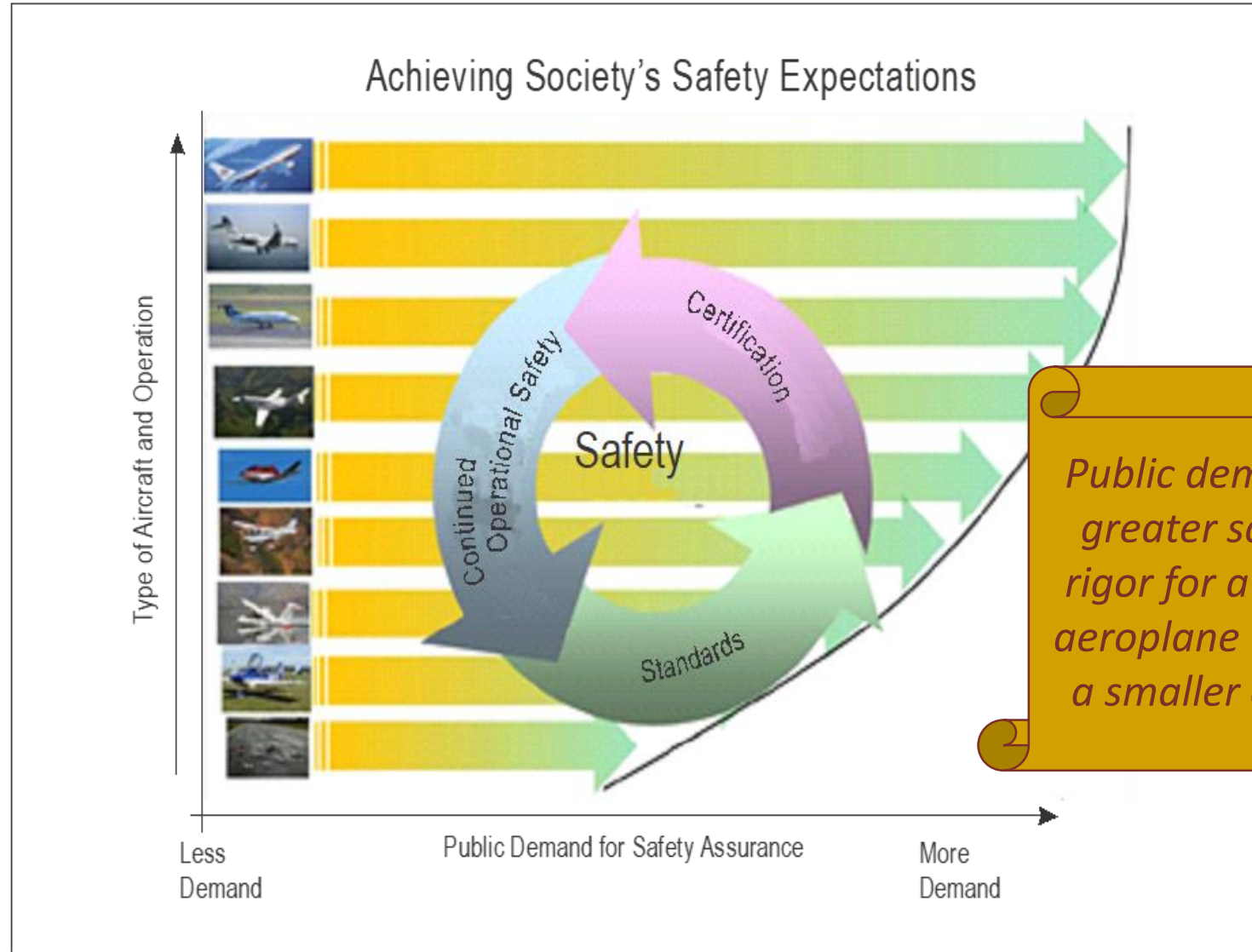
Requirements for RPA conducting International operations:

- Must hold a type design approval
 - The RPA type design approval may include the RPS
 - ❖ Alternatively, RPS may hold its own type design approval
- Must have a certificate of airworthiness.
- A type-certified RPAS must be maintained with the highest standards of maintenance carried out by an authorized person or organization.
- The SoD/State of Registry of the RPA must have continuing airworthiness responsibilities.
- The SoD of the RPS must also have continuing airworthiness responsibilities.

ICAO'S APPROACH TO CERTIFICATION OF LIGHT SPORT AIRCRAFT ANNEX 8, PART VB

8

How do we get there?



Summary



There are benefits to a common certification of Specific category UAS

Current initiatives can be applied for a 'Fit for Purpose' solution

Baseline for additional work on UAS

Q & A





Thank You

What does RPAS certification imply

➤ **RPAS CERTIFIED IN ACCORDANCE WITH THE ARTICLES AND ANNEXES OF THE CONVENTION INDICATE THAT:**

- These aircraft are subject to equivalent oversight and certification as that applied to international operations of conventional (manned) aircraft.
- Given the equivalent level of certification, they can be accepted to operate in non-segregated airspace with conventional (manned) aircraft

Future considerations

Extending/Adapting the Annex 8 requirement to **Open** or **Specific** category RPAS to facilitate harmonization and the issuance of a C of A to allow cross-border operation.

Develop operations requirement for **Open** or **Specific** categories to establish their mode of operations.