

# FIT-FOR-PURPOSE AIRWORTHINESS CERTIFICATION FOR (SMALLER) NON-IFR RPAS

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2011



## Importance of Transparency and communication

### Initial discussions

Industry and operators asking ANAC to issue regulation.

UASSG and JARUS as a reference.

First authorization of a RPAS issued in 2012.

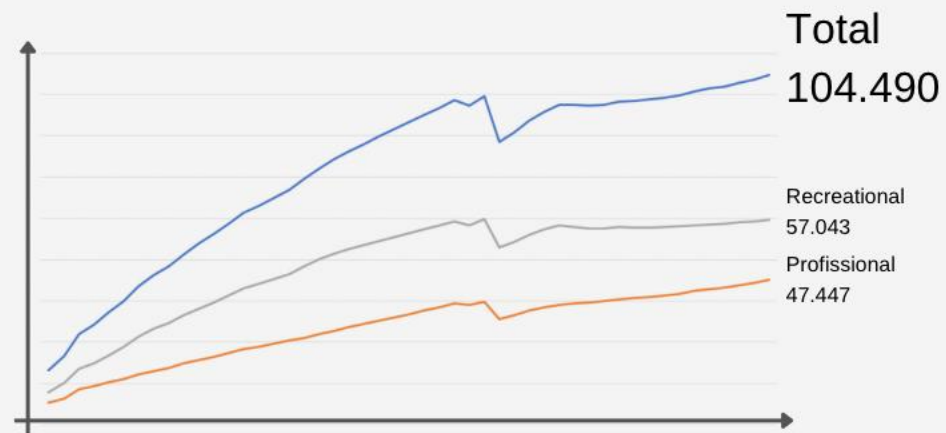
2017



2017

2022

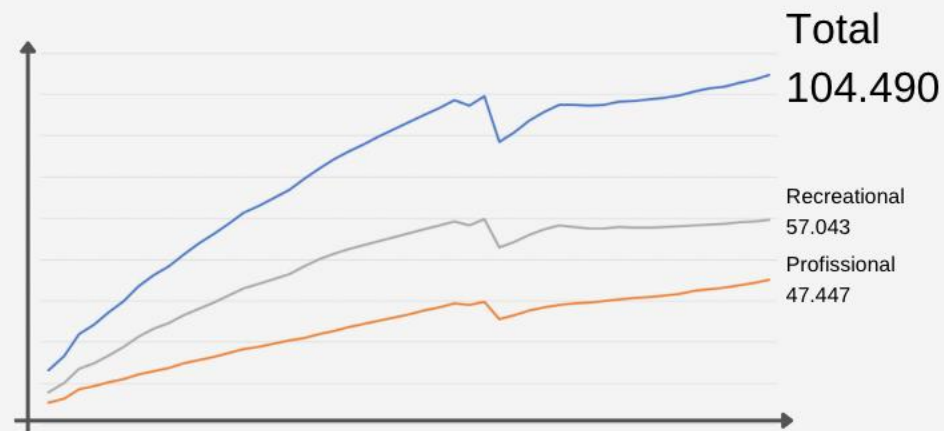
## Class 3 (max 25kg 400ft AGL VLOS)



2017

2022

## Class 3 (max 25kg 400ft AGL VLOS)



## Class 2 (25 to 150 kg) and Class 3 (others)

12 project authorized  
149 s/n approved to fly





2021

## Delivery with drone authorized



## Mindset

RPAS = benefits for our society.  
Not a problem to be regulated.

We need to consider the whole  
regulatory system.

We can make it better.  
We can avoid known problems of  
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Understand behavior.

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Requirements, only (and if) needed



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**Fit-for-purpose  
Airworthiness  
Certification**

## 2019–2020

### **Public consultation**

Preparing for a review of the regulation we asked comments and feedback



**Importance of  
Transparency and communication**

## Regulatory Agenda 2021–2022

### **Tema 3**

Simplification of the registration for all class 2 and 3

### **Tema 5**

Full review of the RBAC E 94.

**Specific case –  
agricultural drones**

# Final thoughts



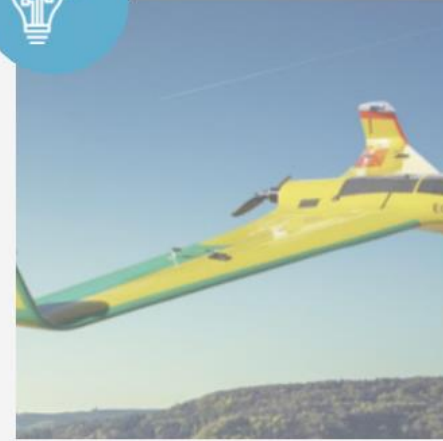
**The sector is developing quicker than the regulation.**

Compatibility among different regulatory systems is needed.



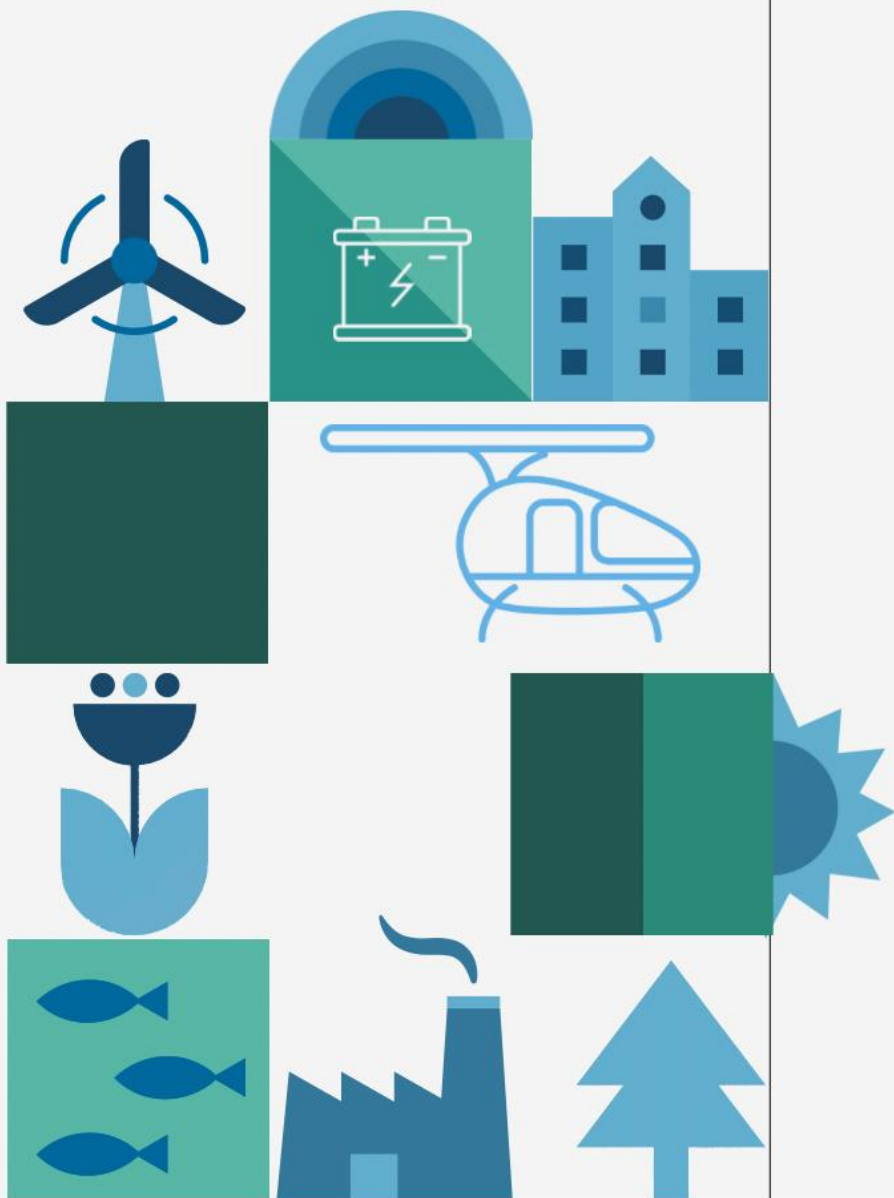
**Knowledge is available.**

Operators, manufacturers and regulators have to dedicate efforts to understand the knowledge available.



**Fit-for-purpose approach as a enabler for international recognition**

FfP Can make easier the international convergence.



# THANK YOU!



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