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(NACC/DCA/10)**

Martinique, France 29 November-2 December 2021

**Agenda Item 6: NAM/CAR Regional Safety/Air Navigation Implementation  
6.3 Air Navigation Implementation Matters**

**DEVELOPMENT OF A REGIONAL REGULATION FOR THE USE OF UNMANNED AIRCRAFT SYSTEMS (UAS)  
IN THE MEMBER STATES OF CENTRAL AMERICA**

(Presented by Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua, members of the Central American Corporation for Air Navigation Services - COCESNA)

**EXECUTIVE SUMMARY**

The harmonious development of a regulation on the operation of unmanned aircraft systems (UAS) that satisfies those requirements that the Central American Member States have in common and addresses the topics that present, to a greater or lesser extent, a difficulty for these, and that at the same time allows a potential UAS operator to simplify the certification and operation procedures at the Central American level, it is necessary to meet the needs of the industry while maintaining the balance between Safety and the new models of emerging businesses with this type of equipment.

The development of regional regulations is intended to be carried out jointly with all Central American Member States and will take place in parallel with the development of the profile documents of the UAS inspector and the training program of the UAS inspector.

<b>Action:</b>	Suggested actions are presented in Section 6.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• Delegated Regulation (EU) 2019/945 on unmanned aircraft systems (UAS) and UAS operators from third countries</li><li>• Implementing Regulation (EU) 2019/947 on the rules and procedures for the operation of UAS</li></ul>

**1. Introduction**

1.1 In the context of a growing use of remotely manned aircraft systems, added to the disruption in the current uses of technology and Central American regional integration efforts, certain regulatory frameworks in different sectors of the industry are beginning to be seen as necessary. and the economy, and as such, the aviation industry is no exception. More specifically the unmanned aviation industry. Whether it is a drone (as these aircraft are popularly known) for recreational use with very little weight, or if it is a heavy aircraft intended for the study of volcanoes or the remunerated transport of

passengers, it is necessary a set of rules and regulations that allow these air vehicles to be harmoniously and safely integrated into the airspaces of cities.

1.2 It is essential that the Central American States establish standard rules for those potential transnational operators who wish to enter this industry. Rules that allow unifying criteria and requirements at the regional level and that facilitate the start-up of this industry without sacrificing the operational safety of the conventional airline industry.

## **2. Background**

2.1 Since May 2021, the Regional Unmanned Aircraft Group (UAS) has been formed with the COCESNA Member States, which has the participation of the six Member States, achieving three meetings by September 2021.

2.2 There is the support and accompaniment of EASA at each meeting.

2.3 In the three meetings held to date, data have been collected on the operation of UAS in the Member States and, based on the results obtained, a baseline has been established, in which points of convergence have been identified between the regulations of the some States, strengths and weaknesses in terms of the application and implementation of each state regulation and different topics that are not yet clear how they should be addressed.

2.4 It has been agreed to prepare the profile of the UAS inspector in conjunction with the training plan for the UAS inspector. These documents will be developed by the UAS Regional Group in order to unify and standardize the training requirements, qualifications and competencies of UAS inspectors.

## **3. Action plan**

3.1 Based on what is detailed in 2.3, a structure is established to harmoniously develop a regulation that satisfies those common requirements and addresses the topics that present, to a greater or lesser extent, a difficulty for the Member States of COCESNA and which at the same time allows a potential UAS operator to simplify the certification and operation procedures at the Central American level.

3.2 The development of regional regulations will be carried out jointly with the Member States and will take place in parallel with the development of the UAS inspector profile documents and the UAS inspector training program.

## **4. Regional regulation structure**

4.1 The sections of the regional standard are planned to be the following:

4.1.1 Operations with UAS/drones - Flight requirements in open, specific and certified category.

- 4.1.2 Training of UAS / drone pilots - Training requirements for UAS pilots and UAS training entities.
- 4.1.3 UAS/drone requirements - UAS maintenance, design and production requirements.
- 4.1.4 Activities or services with UAS - Regulations for search and rescue, fire fighting, police, customs and others.
- 4.1.5 Air shows and events with UAS/drones.
- 4.1.6 Model aircraft - Playful, recreational and sports use of model aircraft.
- 4.1.7 UAS/drone operator registration - Instructions to register as a UAS / drone operator.
- 4.1.8 UAS operations in COCESNA Member States and regional operators

## **5. Conclusions**

5.1 The rapid evolution in unmanned aircraft systems (UAS) represents an enormous challenge for the Aviation Authorities of the States, which in general have been characterized by not advancing with the same speed as the operators and therefore it is vital It is important to set up economies of scale at the Central American level, in which COCESNA Member States can learn from each other and use that individual experience to complement each other regionally.

5.2 In this vein, as a UAS Regional Group has been formed and with the participation of the six COCESNA Member States, the task of developing a regional regulation on unmanned aircraft systems (UAS) has been set.

5.3 This regulation aims to close the gap between the aviation authorities of the Member States and the UAS operators at the level of each State, and even at the regional level.

5.4 The development of these regulations will be carried out in a joint, coordinated manner and based on the experiences of each COCESNA Member State on the subject of UAS and the contributions that organizations such as ICAO and EASA can provide.

## **6. Suggested actions**

6.1 The Meeting is invited to:

- a) take note of the Central American regional experience; and
- b) that training on unmanned aircraft (UAS) be provided for the UAS regional panel. This will allow knowing the different technologies, implementation techniques and ways of solving setbacks, taking as an example the experiences of more developed nations or regions on the subject.