



# UAS Brazilian Regulation

Current and upcoming updates



Kléber Daniel Jesuíno  
Coordenadoria de Normas de Aeronavegabilidade - CNORMA

Rui Carlos Josino Alexandre  
Coordenadoria de Drones e Novas Tecnologias – CDNT

ANAC Brasil, São José dos Campos - 2026

# Agenda

Overview of UAS in Brazil

Introduction – RBAC-E nº 94

Identified problems

Proposed changes – new RBAC nº 100

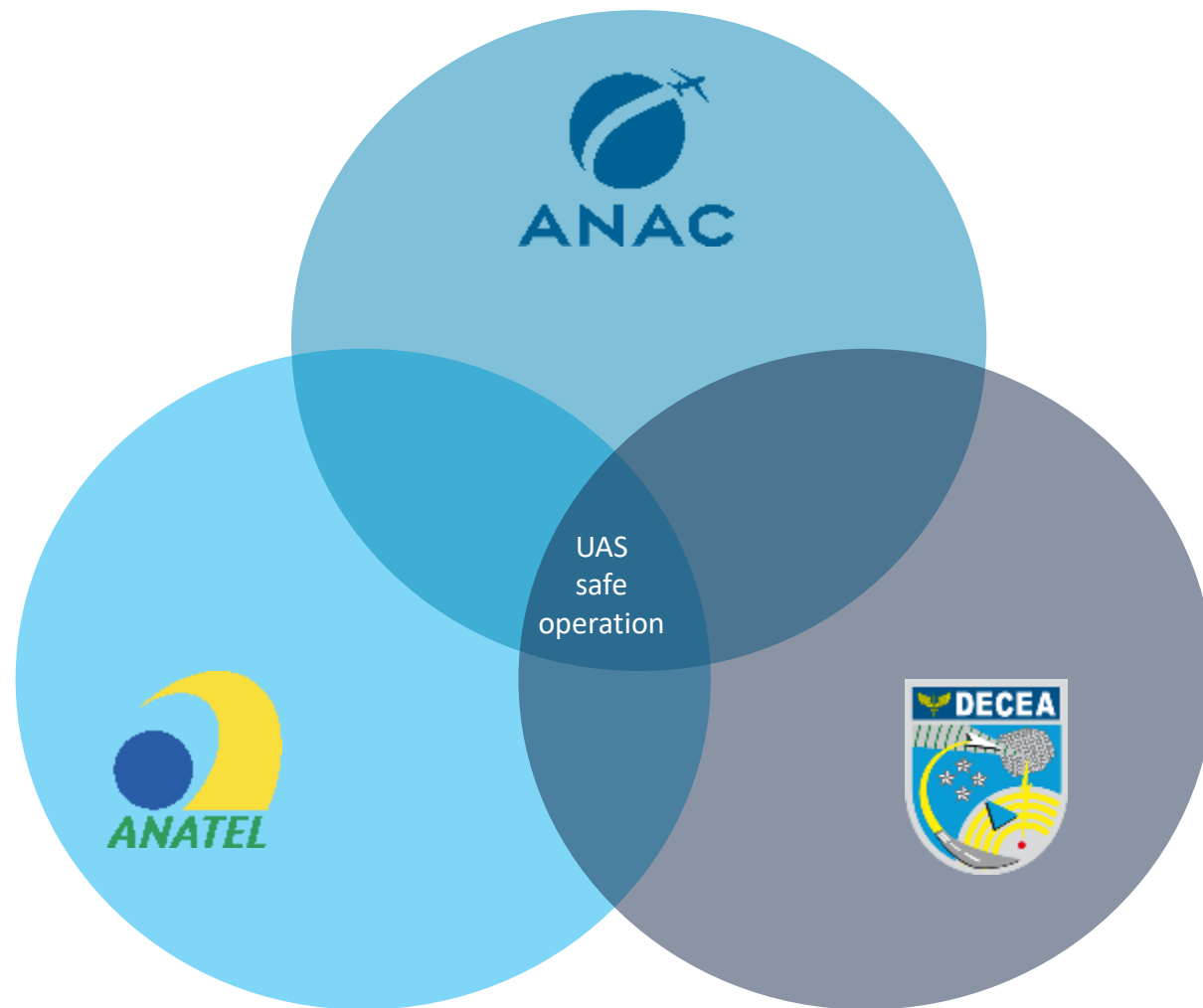
Final considerations

# Brazilian organization

Competences and responsibilities division

# Brazilian organization

- UAS operations involve multiple entities
  - **ANAC (National Aviation Agency)** is responsible for aircraft certification, as well as regulating maintenance, aircraft registration, operations, personnel, and airports
  - **DECEA (Air Space Control Department)**, managed by the Brazilian Air Force, regulates and manages airspace access and provides navigation and communication infrastructure.
  - **ANATEL (National Telecommunication Agency)** oversees telecommunications regulation, including radio spectrum allocation and telecom certification.



# Where we are

Anac's participation in UAS working groups



ADVANCING STANDARDS  
TRANSFORMING MARKETS

Member of F38



**Joint Authorities for  
Rulemaking on Unmanned  
Systems**

Vice-chair of Americas  
Mr. Roberto Honorato



**ASSOCIAÇÃO  
BRASILEIRA  
DE NORMAS  
TÉCNICAS**

Creation or national  
adoption of UAS ISO  
standards



Advisor in RPASP

Member of AAM SG



DronesQuad

ANAC, EASA, FAA, and TCCA working group for the development of a common set of airworthiness requirements aimed at facilitating product transferability across States



Regional development of UAS LARs

# Brazilian UAS market size

# BR UAS market size

- On May 7<sup>th</sup>, 2026, there were 154.077 UAS registered in our data bank
- 20% annual growth in 2025
- +10.000 new registrations per month
- 59.044 are for recreational purposes
- 95.033 for professional uses
- 31 models authorized by Anac (BVLOS or above 400 ft AGL)
- +400 UAS operating in commercial BVLOS
- + 400.000 flight authorization granted by DECEA in 2025
- Drone Delivery: more than 5.000 km of executed package delivery routes

# Introduction to RBAC-E nº 94

General requirements for UAS civil operations

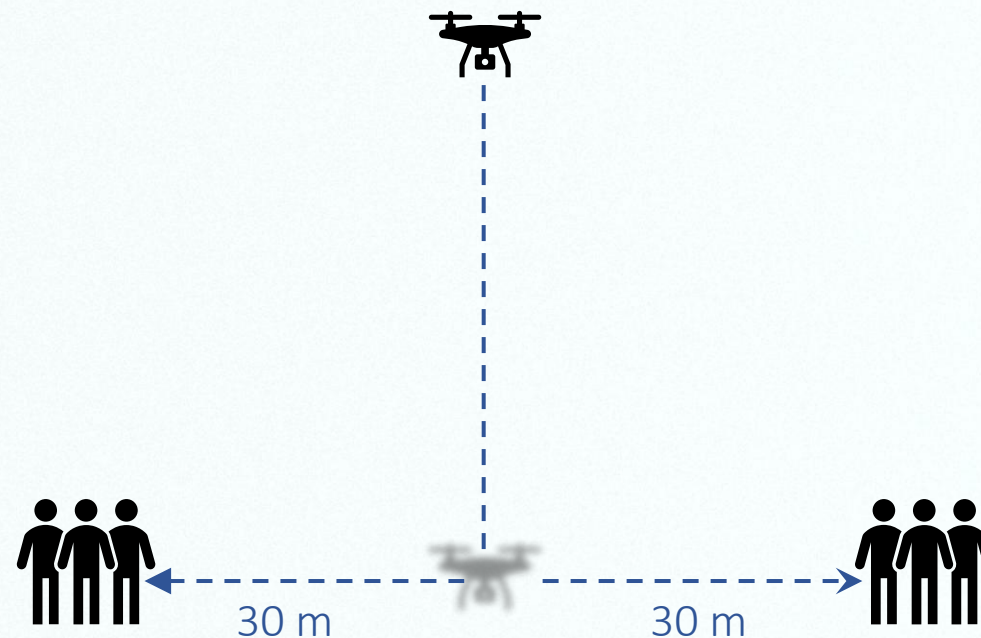
# Assumptions

- Enable operations, provided that the safety of people can be preserved
  - There are strong operational limitations: distance from third parties, Operational Risk Analysis (ORA), insurance, prohibition of transporting people, animals, and hazardous materials
  
- Minimize administrative and bureaucratic burdens
  - Self-declaratory services, such as SISANT (web portal to register the UAS)
  
- Allow for evolution as the sector develops (special regulation)
  - There has always been considerable flexibility in authorizations, exemptions, Special Airworthiness Certificate: Experimental (CAVE/ANAC) etc.

# Assumptions

- Flight over non-consenting persons is prohibited (\*)
- Distance of 30 m from non-consenting persons or a mechanical barrier strong enough to isolate and protect people
- Classification of drones based on MTOW

(\*) Not applicable for security forces and public entities authorized by Anac



# Drones classification

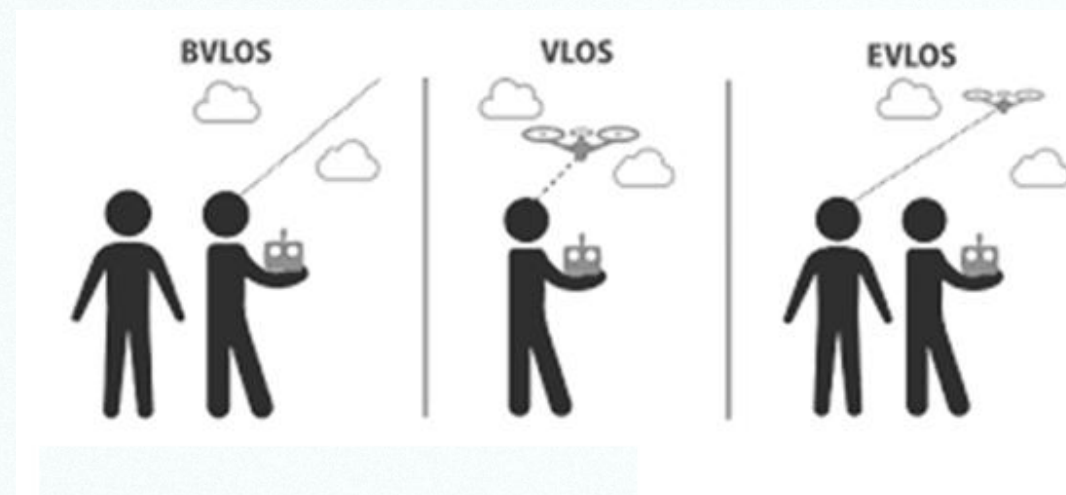
- Class 1 with mass over 150 kg
- Class 2 with mass between 25 and 150 kg
- Class 3 with mass less than or equal to 25 kg
- Below 250 g, not regulated by ANAC

# Drones classification – kinds of operations

→ VLOS/EVLOS

→ BVLOS

→ Below or above de 400 fts (120 m) AGL



# Airworthiness Evaluation

	MTOW (kg)	VLOS/EVLOS	BVLOS	≤ 400 ft	> 400 ft
	≤ 250g	No	No	No	No
Class 3	>250g to 25 kg	No (*)	Design Authorization(**)	No (*)	Autorização de Projeto(**)
Class 2	> 25 kg to 150 kg	Design Authorization(**)	Design Authorization(**)	Design Authorization(**)	Design Authorization(**)
Class 1	> 150 kg	Type Certificate(***)	Type Certificate(***)	Type Certificate(***)	Type Certificate(***)

(\*) => SISANT => Constancia de inscripción

(\*\*) => SISANT => Constancia de inscripción + Certificado de Aeronavegabilidad Especial para RPAS => Mais de 30 modelos aprovados

(\*\*\*) => RAB => Certificado de Matrícula y Certificado de Aeronavegabilidad => Não temos nenhum drone com TC até hoje

(f) A operação de RPA de peso máximo de decolagem acima de 250 gramas somente é permitida pela ANAC em áreas distantes de terceiros, conforme permitido o uso do espaço aéreo pelo DECEA, sob total responsabilidade do seu operador, nas seguintes condições:

- (1) se forem atendidas as demais exigências deste Regulamento Especial; e
- (2) se houver uma avaliação de risco operacional, em formato aceitável, contemplando cada cenário operacional, que deve estar atualizada dentro dos últimos 12 meses calendáricos prévios à operação.

## Projetos Autorizados

Publicado em 13/06/2018 11h32 | Atualizado em 09/04/2026 08h21

Compartilhe:     

Veja a seguir a lista de modelos autorizados:

Detentor da autorização	Modelo	Especificações Técnicas (DADS)	Data	Classe RPA	Tipo de aprovação
ATSD BR COMERCIO E INDUSTRIA LTDA	HARPIA	<a href="#">ERPAS-13054898-00</a>	06/04/2026	Classe 3	Operação BVLOS
Quantum-Systems GmbH	TRINITY PRO	<a href="#">ERPAS-11734956-00</a>	30/06/2025	Classe 3	Operação BVLOS
SPEEDBIRD VEICULOS AEREOS NÃO TRIPULADOS S/A	DLV-2 DLV-2 A25	<a href="#">ERPAS-9897205-01</a>	28/05/2024	Classe 3	Operação BVLOS
DJI	Agras T20P	<a href="#">ERPAS- 9474851-03</a>	25/03/2024	Classe 3	Operação VLOS ou EVLOS
DJI	Agras T30	<a href="#">ERPAS- 9425610-02</a>	25/03/2024	Classe 3	Operação VLOS ou EVLOS
DJI	Agras T40	<a href="#">ERPAS- 9391076-02</a>	25/03/2024	Classe 3	Operação VLOS ou EVLOS
RODOPARANA IMPLEMENTOS RODOVIÁRIOS	XAG V40	<a href="#">ERPAS-9427013-00</a>	11/01/2024	Classe 2	Operação VLOS/EVLOS

# Identified problems

# Flight over people

- The regulation requires maintaining at least a 30-meter horizontal distance from third parties
- In certain operations, adhering to this distance is impractical or unfeasible
- Restrictions on flying over people are limiting the industry's development
- Applicants are seeking exemptions to carry out operations within Brazil

# Flight over people



ABOUT US ▾ OUR SOLUTIONS ▾ TECHNOLOGY ▾ GET IN TOUCH ▾

## DLV-1 Aircraft

DLV-1 is designed for urban air logistics. It's capable of carrying up to 2.5 kilograms of cargo and operates within 3 km radius. It is geared towards delivery of lightweight goods, food, medicines, and ecommerce orders. This aircraft will connect neighborhoods, stores, hospitals, and laboratories. Capable of beyond visual line of sight (BVLOS) operations.

<b>Wheelbase:</b>	1054 mm
<b>Package Size:</b>	326 x 250 x 240 mm
<b>Battery:</b>	6S Pack x2
<b>Payload:</b>	2.5 kg
<b>MTOW:</b>	12.5 kg
<b>Range:</b>	3 km roundtrip



ABOUT US ▾ OUR SOLUTIONS ▾ TECHNOLOGY ▾ GET IN TOUCH ▾

## DLV-2 Aircraft

DLV-2 is designed for heavy lifting air logistics. It's capable of carrying up to 6 kilograms of cargo, and is geared towards the air transportation of heavy payloads, such as industrial items, beverage packs, biological materials, and multiple ecommerce orders. This aircraft will connect neighborhoods, warehouses, hospitals, and laboratories. Capable of beyond visual line of sight (BVLOS) operations.

<b>Wheelbase:</b>	1600 mm
<b>Package Size:</b>	370 x 370 x 225 mm
<b>Battery:</b>	12S Pack x2
<b>Payload:</b>	6 kg
<b>MTOW:</b>	25 kg
<b>Range:</b>	8 km roundtrip



# SEI! 00066.005412/2023-76

## Isenção ao E94.103(f)



### 3. DO VOTO

3.1. Assim sendo, ante todo o exposto e com base no conteúdo dos autos, **VOTO FAVORAVELMENTE** à concessão de isenção temporária do cumprimento do requisito **RBAC-E E94.103(f)** à Speedbird Aero Veículos Aéreos Não Tripulados S/A, nos termos da **Proposta de Ato 9092654**, apresentada pela Superintendência de Padrões Operacionais.

É como voto.

**RICARDO BISINOTTO CATANANT**

Diretor



Documento assinado eletronicamente por **Ricardo Bisinotto Catanant**, Diretor, em 19/10/2023, às 18:17, conforme horário oficial de Brasília, com fundamento no art. 4º, do [Decreto nº 10.543, de 13 de novembro de 2020](#).



# Low risk BVLOS

- Today, regardless of operational risk, BVLOS operations can only be conducted with aircraft that have authorized design, TC, or CAVE (Experimental)
- Public agencies and companies seek exemptions to operate without a design authorization

# SEI! 00058.0 IBAMA

Aeronave	Temp
Quantum Systems Trinity Pro	
DJI Matrice 300 RTK	
DJI Matrice 30T	
DJI Mavic 2 Enterprise Advanced	

SILVIO SERAFIM COSTA FILHO

## AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL

### DECISÃO Nº 686, DE 26 DE SETEMBRO DE 2024

O DIRETOR-PRESIDENTE SUBSTITUTO DA AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL - ANAC, no exercício da prerrogativa de que trata o art. 6º do Regimento Interno, aprovado pela Resolução nº 381, de 14 de junho de 2016, tendo em vista o disposto nos arts. 8º, incisos X e XVII, e 11, inciso V, da Lei nº 11.182, de 27 de setembro de 2005, e no Regulamento Brasileiro da Aviação Civil - RBAC nº 11, e considerando o que consta do processo nº 00058.076074/2024-37, decide:

ad referendum da Diretoria Colegiada:

Art. 1º Deferir, conforme peticionado pelo Instituto Brasileiro do Meio Ambiente e dos Recursos Naturais Renováveis - Ibama, o pedido de isenção temporária de cumprimento dos requisitos de que tratam os parágrafos E94.9(c), E94.19(f), E94.701(a)(3) e (a)(4), as seções E94.501 e E94.623 e a Subparte E do Regulamento Brasileiro da Aviação Civil Especial - RBAC-E nº 94, para todas as Remotely-Piloted Aircrafts - RPAs operadas pelo órgão, para a realização de operações acima de 400 (quatrocentos) pés ou Beyond Visual Line of Sight - BVLOS, conforme tabela contida no Anexo desta Decisão.

§ 1º A isenção de que trata esta Decisão será válida de 30 de setembro a 29 de outubro de 2024.

§ 2º As operações de que trata este artigo somente poderão ser realizadas para mapeamento de alta resolução, via emprego de Sistemas de Aeronaves Remotamente Pilotadas (RPAS), dentro dos limites territoriais solicitados pelo Ibama no processo nº 00058.076074/2024-37, acrescidas de uma envoltória de 1.000m (mil metros).

Art. 2º Para operar sob esta Decisão, deverão ser obedecidas as seguintes condicionantes:

I - as operações deverão ser realizadas no período diurno, sob condições meteorológicas visuais (VMC);

II - fica vedada a operação da RPA sob esta isenção quando se estiver sob nuvens de tempestades com ocorrências de raios, rajadas de vento ou chuva;

III - as operações deverão ocorrer em espaço aéreo segregado;

IV - exceto em caso de perda de enlace de C2 (comando e controle), o piloto remoto deverá sempre monitorar a aeronave durante todo o voo e ter a possibilidade de comandar o Return to Land - RTL ou a terminação do voo;

V - em lugar do cumprimento dos parágrafos E94.701(a)(3) e (a)(4), deverá ser cumprido o parágrafo E94.701(a)(2) do RBAC-E nº 94; e

VI - deverão ser cumpridos todos os demais procedimentos informados no Ofício nº 96/2024/Coaer/Dipro, de 9 de setembro de 2024 (SEI nº 10533736).



	6	Válido
	4	Válido
	6	Válido
	4	Válido
	5	Válido
	4	Válido
	4	Válido
	4	Válido
EA)	30/03/2025	Válido
EA)	30/03/2025	Válido
	05/07/2026	Válido

# ICAO Efforts

- ICAO UAS Regulation
- The UAS Model Regulation is based on weight criteria instead of Operational Risk Assessment.
- Achieving certified RPAS operations remains a long-term objective.
  - Key components include C2 link and DAA
  - Expected applicability Annex 6, Part IV: 2030
- Demand for UAS Specific Operations is rapidly increasing
  - There is a need to develop an interim solution
  - Ongoing discussions about Specific Operations are taking place within the AAM SG

# Proposed changes – new RBAC nº 100

# Evolution of RBAC-E nº 94

- Adopt a risk-based approach
  - Flexible operational risk assessment methodology (SORA or emerging consensus standards, e.g., ASTM F38)
  - From prescriptive to a risk-proportionate regulatory approach
- High-level regulation with technical details addressed through guidance material
  - Reduce the need for rulemaking revisions
  - Future-proof approach keeping pace with a fast-changing market!
- Address/flexibilize the issue of flights over people (we will allow it!)
- Address remote crew training requirements
- Harmonize airworthiness requirements with other CAAs
  - Increased focus on product transferability (DronesQuad)

# New RBAC nº 100 – Highlights

- ➔ **Open Category (low risk)** => All UASs with PMD [ $> 250\text{g}$  to  $25\text{kg}$ ], VLOS, and below 400 feet AGL // basically no change compared to RBAC-E No. 94
- ➔ **Specific Category (medium risk)** => All UASs that cannot be operated within the Open Category are automatically classified as Specific Category
- ➔ **Certified Category (high risk)** => Applicable to:
  - ➔ Transport of high-risk dangerous goods for third parties; or
  - ➔ Operations that cannot be adequately mitigated under the Specific Category criteria (e.g., SORA or accepted means of compliance)

# New RBAC nº 100 – Highlights

- ➔ New medium-risk category (“Specific”), expected to encompass most UAS operational growth
  - ➔ Technical criteria addressed through guidance material, including the applicable risk assessment methodology.
  - ➔ Possibility of standard scenarios with tailored operational criteria
    - ➔ Better regulatory adaptability to technological evolution. Fewer exemptions expected.
  - ➔ Better balance between operator responsibilities and design requirements, increasing the focus on the operator while reducing design complexity for lower-risk operations.
- ➔ Every operation in the Specific Category will require:
  - ➔ Operational Approval or
  - ➔ be evaluated through the standard scenario

# New RBAC nº 100 – Highlights

- Creation of the Specific Category UAS Operator registration (COE)
  - Simplified registration mechanism for operators with verified technical capability
  - Operations authorized up to the approved SAIL level
  - Reduced need for case-by-case operational approvals
- Minimum pilot training required, even for the Open Category
  - Online test focused on operational and situational awareness
- Low operational risk may be conducted without airworthiness evaluation
- Flights over people will now be permitted

# New RBAC nº 100 – Highlights

- Certified Category (high risk)
  - Transport of high-risk dangerous goods for third parties; or
  - Operations that cannot be adequately mitigated under the Specific Category criteria (e.g., SORA or accepted means of compliance)
- UAS required to hold a Type Certificate under RBAC 21
- Operators certified in accordance with applicable RBACs 91, 119, and 133 requirements
- General aviation rules adapted, as necessary, for UAS operations
- Gradual incorporation into the regulatory framework as technology and industry standards mature

# RBAC-E nº 94 vs RBAC nº 100

## Airworthiness Evaluation

	MTOW (kg)	VLOS/EVLOS	BVLOS	≤400 ft	>400 ft
	≤ 250 g	No	No	No	No
Classe 3	>250g to 25 kg	No	Design Authorization	No	Design Authorization
Classe 2	>25 kg to 150 kg	Design Authorization	Design Authorization	Design Authorization	Design Authorization
Classe 1	>150 kg	Type Certificate	Type Certificate	Type Certificate	Type Certificate

	MTOW (kg)	VLOS/EVLOS	BVLOS	≤ 400 ft	>400 ft
	≤ 250 g	No	No	No	No
	>250g to 25 kg	No	SORA	No	SORA
	>25 kg to 150 kg	SORA	SORA	SORA	SORA
	>150 kg	SORA	SORA	SORA	SORA

Type Certificate



# INSTRUÇÃO SUPLEMENTAR – IS

IS Nº 100-001

Revisão A

---

**Aprovação:** Portaria nº XXXX/SPO/SAR/SPL, de xx de xxxxxx de 2023.

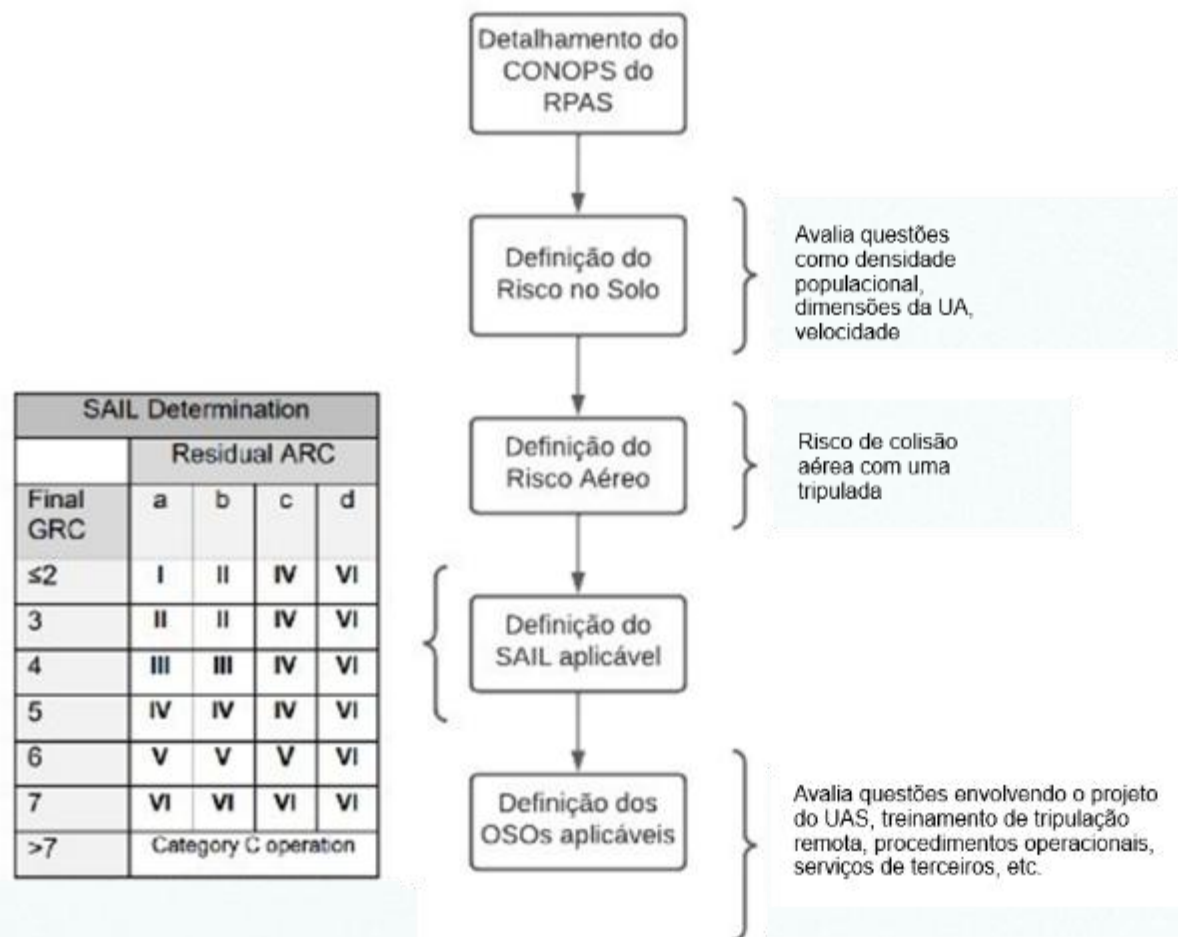
**Assunto:** Orientações para a realização de uma avaliação de risco operacional específico - SORA. **Origem:** SPO/SAR/SPL

---

## PREFÁCIO

A avaliação de risco operacional específico (SORA) baseia-se no documento desenvolvido pela JARUS, fornecendo uma visão sobre como criar, avaliar e conduzir com segurança uma operação de UAS. A SORA fornece uma metodologia para orientar tanto o operador de UAS quanto a ANAC para determinar se uma operação de UAS pode ser conduzida de maneira segura. O documento não deve ser utilizado como uma lista de verificação, nem se espera que dê respostas a todos os desafios relacionados com a integração dos UAS no espaço aéreo. A SORA é uma ferramenta de adaptação

# SORA Methodology Specific category



SAIL Determination				
	Residual ARC			
Final GRC	a	b	c	d
≤2	I	II	IV	VI
3	II	II	IV	VI
4	III	III	IV	VI
5	IV	IV	IV	VI
6	V	V	V	VI
7	VI	VI	VI	VI
>7	Category C operation			

OSO Number (in line with Annex E)		SAIL					
		I	II	III	IV	V	VI
	<b>Technical issue with the UAS</b>						
OSO#01	Ensure the operator is competent and/or proven	O	L	M	H	H	H
OSO#02	UAS manufactured by competent and/or proven entity	O	O	L	M	H	H

O = opcional o atendimento;  
 L = Low; usualmente declaratório  
 M = Medium; declara e comprova  
 H = High; avaliado por autoridade competente

Intrinsic UAS Ground Risk Class						
Maximum UA characteristic dimension		1m / approx. 3 ft	3 m / approx. 10 ft	8 m / approx. 25 ft	20 m / approx. 65 ft	40 m / approx. 130 ft
Maximum speed		25 m/s	35 m/s	75 m/s	120 m/s	200 m/s
Maximum iGRC population density (people/km <sup>2</sup> )	Controlled Ground Area	1	1	2	3	3
	< 5	2	3	4	5	6
	< 50	3	4	5	6	7
	< 500	4	5	6	7	8
	< 5,000	5	6	7	8	9
	< 50,000	6	7	8	9	10
	> 50,000	7	8	Not part of SORA		

# Examples

## Example 1

Drone Class 3 BVLOS (under 25kg), operating above 400 feet AGL in a rural area

Current RBAC-E nº 94	New RBAC nº 100
No ConOps definition	Standard scenario for rural BVLOS low risk (SAIL II)
Manufacture applies for design authorization process	<b>May no need applications for design authorization</b>
SISANT registration	SISANT registration
Without operation approval	Operational authorization
Pilot requirements not full defined	Pilot requirements are established

# Examples

## Example 2

Drone with a Maximum Takeoff Weight (MTOW) exceeding 150 kg (dimensions: 11.6 m length x 6.1 m width), used for agricultural spraying, operating below 100 ft within Visual Line of Sight (VLOS)

Current RBAC-E nº 94	New RBAC nº 100
No ConOps definition	Standard scenario for rural BVLOS low risk (SAIL II)
Manufacture applies for <b>Type Certification-TC</b> and production approval	Design Authorization
CofA	SISANT registration
Operator certified	Operational authorization
Pilot licensing	Pilot requirements are established

# New RBAC nº 100 – Challenges

- SORA methodology still presents challenges regarding implementation and understanding among stakeholders
  - Reports from Europe regarding lengthy approval timelines
  - Internal ANAC training conducted for technical staff
  - FAA initiative encouraging industry-led consensus standards for BVLOS operations (ASTM F38)
  - Expectation of additional acceptable methodologies beyond SORA in the medium term
- Need for development and publication of standard scenarios
- Final rule expected to be published in H1 2026.

# Final considerations

# Final considerations

- ➔ RBAC-E No. 94 played a key role in establishing the foundations for drone operations in Brazil; however, the need for a comprehensive revision has become evident
- ➔ RBAC No. 100 addresses several current limitations, but will require significant efforts in the development of guidance material
- ➔ Regardless of the methodology adopted (SORA or alternative approaches), criteria for design approval, operational approval, and personnel training will remain necessary
- ➔ The proposed framework is considered the most suitable approach at this stage for Latin American countries (SRVSOP)



ACOMPANHE A ANAC NAS REDES SOCIAIS



[/oficialanac](#)



[/company/oficial-anac](#)



[/oficialanac](#)



[/oficialanacbr](#)



[/oficial\\_anac](#)

# Backup slides



RESOLUÇÃO Nº 710, DE 31 DE MARÇO DE 2023.

Aprova a Emenda nº 03 ao RBAC-E nº 94.

...

(b) Os RPAS durante a aplicação de agrotóxicos e afins, adjuvantes, fertilizantes, inoculantes, corretivos e sementes sobre áreas desabitadas são classificados para fins deste regulamento como Classe 3, independentemente do peso máximo de decolagem da RPA, desde que operando VLOS ou EVLOS e até 400 pés AGL.

(1) Adicionalmente, os operadores e os fabricantes devem informar à ANAC qualquer caso de possível saída da área de voo autorizado.

(2) Para tais operações aplica-se o RBAC-E 94.701(a)(2) independentemente do peso da RPA.

(3) Para tais operações não se aplica o RBAC-E 94.103(d) e o RBAC-E 94.701(a)(2)(ii)." (NR)

...

Art. 2º Esta Resolução entra em vigor em 2 de maio de 2023.

# Agricultural Spraying Drones

## Amendment No. 3 to RBAC-E 94

### Design Authorization

	MTOW (kg)	VLOS/EVLOS	BVLOS	≤ 400 ft	> 400 ft
	≤ 250 g	No	No	No	No
Class 3	>250g to 25 kg	No	Required	No	Required
Class 2	>25 kg to 150 kg	No	Required	No	Required
Class 1	> 150 kg	No	Type Certificate	No	Type Certificate

(f) A operação de RPA de peso máximo de decolagem acima de 250 gramas somente é permitida pela ANAC em áreas distantes de terceiros, conforme permitido o uso do espaço aéreo pelo DECEA, sob total responsabilidade do seu operador, nas seguintes condições:

- (1) se forem atendidas as demais exigências deste Regulamento Especial; e
- (2) se houver uma avaliação de risco operacional, em formato aceitável, contemplando cada cenário operacional, que deve estar atualizada dentro dos últimos 12 meses calendáricos prévios à operação.

<https://youtu.be/P0TbyqUHGXQ?si=7kBcTtPpdPVVq0mW>

Sem categoria

## Está autorizado para operação comercial no Brasil o maior drone agrícola do mundo, o Sprayhawk

MURLO BASSETO

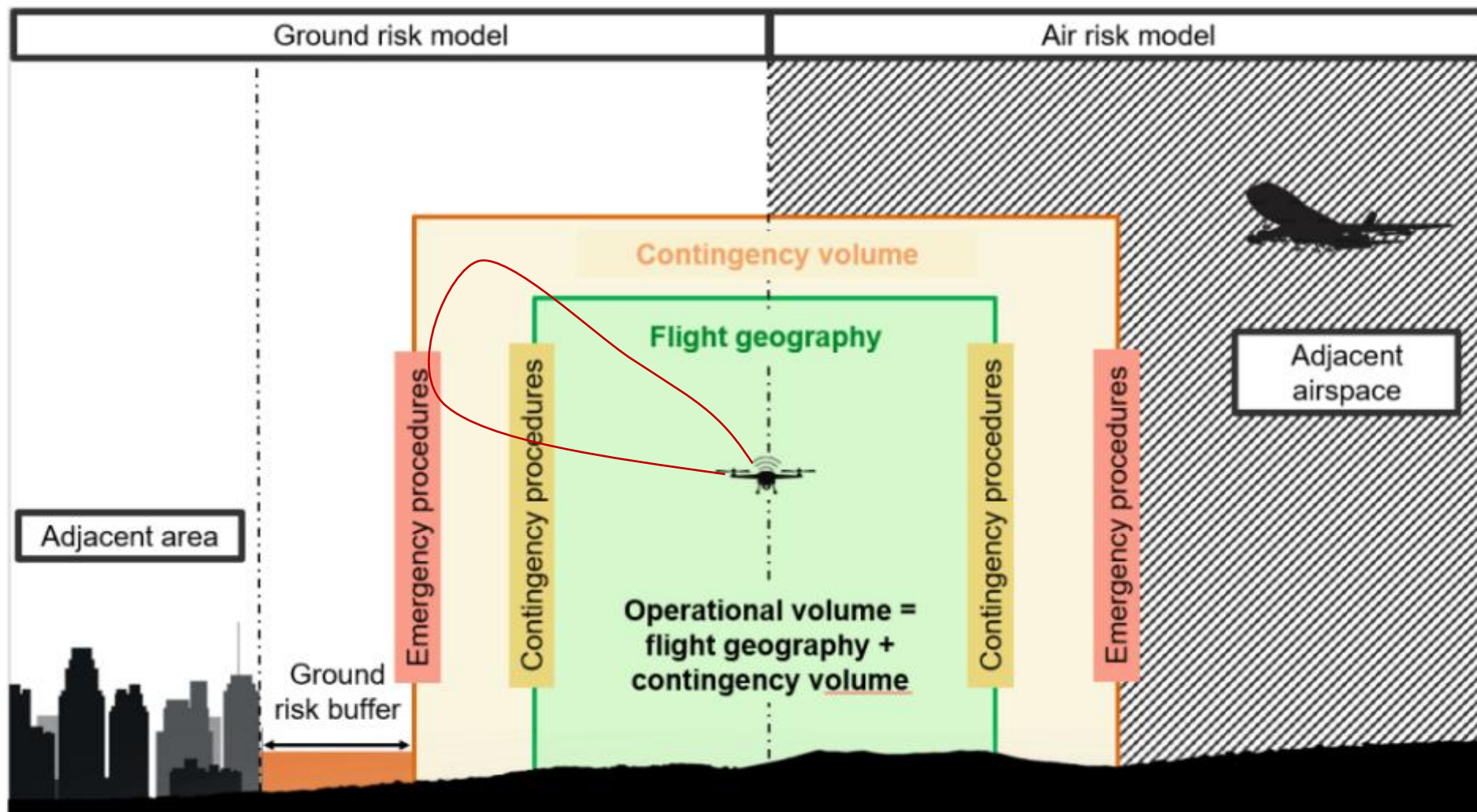
25 DE FEVEREIRO DE 2025



Condado de Los Angeles faz encomenda para mais dois helicópteros Firehawk...

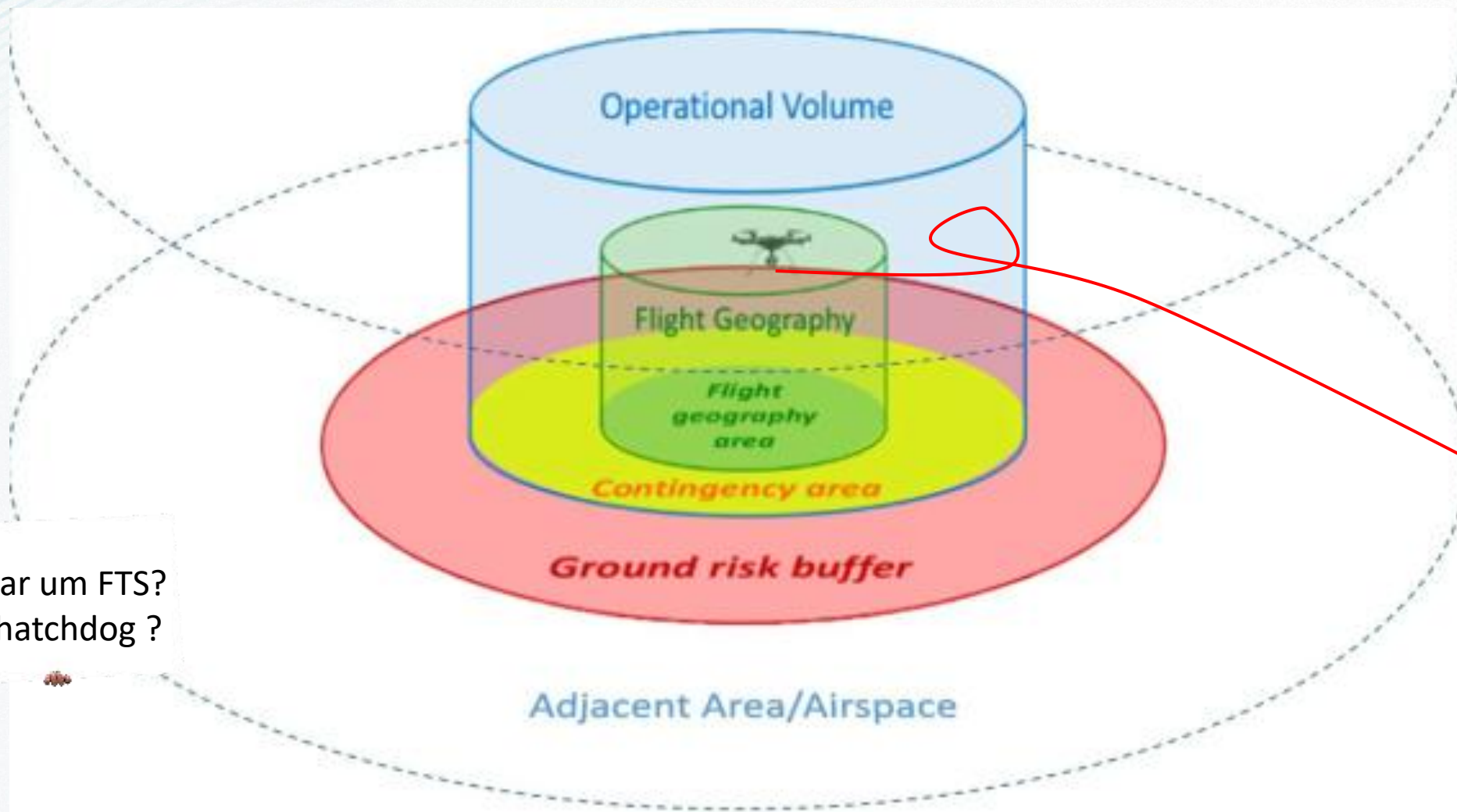
30 de outubro de 2025





## Loss of control of the operation (LOC)

- When the outcome of the situation depends heavily on chance (providence)
- When it cannot be managed by contingency procedures
- The drone left the Contingency Volume and there is a potential risk of flying over people or airspace that was not anticipated
- When a drone flies an undefined route and the remote pilot does not have control over the aircraft, it is also considered a LOC
- LOC is addressed through emergency procedures. For example, forcing a flight termination, deploying the parachute, etc.



Usar um FTS?  
Whatchdog ?



# Semantics: SAIL and OSO

**SAIL (Nível Específico de Integridade de Segurança):** It is essentially the final measurement of operational risk, considering the final GRC and ARC after mitigations. It also represents the TLS of the operation in relation to a LOC

**OSO (Objetivos de Segurança Operacional):** These are the airworthiness, operational, and remote crew requirements needed for a specific operation based on the SAIL

SAIL Determination				
Final GRC	Residual ARC			
	a	b	c	d
≤2	I	II	IV	VI
3	II	II	IV	VI
4	III	III	IV	VI
5	IV	IV	IV	VI
6	V	V	V	VI
7	VI	VI	VI	VI
>7	Category C (Certified) operation <sup>10</sup>			

Table 7 - SAIL determination

using Table 14.

OSO ID	Operational Safety Objective	SAIL						Dependencies (Crit. references as per Annex E)		
		I	II	III	IV	V	VI	Operator	Training org	Designer
OSO#01	Ensure the Operator is competent and/or proven	NR	L	M	H	H		x		
OSO#02	UAS manufactured by competent and/or proven entity	NR	NR	L	M	H	H			x
OSO#03	UAS maintained by competent and/or proven entity	L	L	M	M	H	H	Crit. 1 Crit. 2		Crit. 1
OSO#04	UAS components essential to safe operations are designed to an Airworthiness Design Standard (ADS)	NR	NR	NR	L	M	H			x
OSO#05	UAS is designed considering system safety and reliability	NR	NR	L	M	H	H			x
OSO#06	C3 link characteristics are appropriate for the operation	NR	L	L	M	H	H	x		x
OSO#07	Conformity check of the UAS configuration	L	L	M	M	H	H	Crit. 1 Crit. 2		Crit. 1

Operational procedures are defined, validated and