

**SAM States and SRVSOP States
UAS/RPAS Focal Points First Virtual Meeting (RVPF-UAS-RPAS/1) report**

26 February 2021, from 7:00 to 9:00 a.m.

1. Participants

Argentina: Ms. Verónica Fontana
Mr. Ariel Oliveto

Brazil: Mr. Ailton Júnior
Mr. César Silva
Ms. Daniele Lins
Mr. Jorge Regis

Chile: Mr. Wladimir Fernández

Colombia: Ms. Silvia López
Mr. Mauricio Gómez

Ecuador: Mr. Mauricio Hidalgo

Guyana: Mr. Dennis van Genderen

Panama: Ms. Kerima Killingbeck

Peru: Mr. Javier Alemán
Mr. Jorge Falco
Mr. Rafael Canevaro
Mr. Alfonso Rivera Santander
Ms. Katherine Flores Gonzáles

Uruguay: Mr. Claudio Maltese
Mr. José Palermo

Venezuela: Mr. Alexey Quintero
Mr. Pedro Mesisca

ICAO Mr. Marcelo Ureña
Mr. Fernando Hermoza

SRVSOP: Ms. Ana María Díaz
Mr. Jorge Barrios
Mr. José Peña
Ms. Valeria Ramos

2. Agenda

- ✓ Propose the work programme for the start-up of:
 - Region UAS/RPAS strategic planning;
 - Regulatory framework for UAS/RPAS operations; and
 - Roadmap for the development of these activities

- ✓ Conform working groups for the development of the referred activities

3. Development of the meeting

At 7 am on Friday, February 26, 2021, the Flight Safety Regional Officer of the ICAO South American Regional Office (SAM), in charge of the Secretariat, on behalf of the SAM Office and the SRVSOP, thanked and welcome the participants to the UAS/RPAS Focal Points First Virtual Meeting (RVPF-UAS-RPAS/1) of the SAM States and SRVSOP.

Next, the secretary proceeded to deliver a Power Point presentation in which the work agenda was presented and the documents that would be part of the regional strategic planning were explained in a general way, among them, the following:

- ✓ The concept of operations (CONOPS) for unmanned aircraft (UA);
- ✓ Remotely piloted aircraft system (RPAS) CONOPS for international instrument flight rules (IFR) operations; and
- ✓ Unmanned Aircraft Systems Traffic Management (UTM)

Regarding the CONOPS for UA, the secretariat presented to the meeting the following proposal of topics that will be analysed by the designated working group:

- ✓ Background;
- ✓ the classification of unmanned aircraft (UA) according to ICAO;
- ✓ the concept of operations for each UA classification;
- ✓ the development of regulations and guidance material for each type of operation;
- ✓ the management of safety in UA operations;
- ✓ future challenges;
- ✓ planning and implementation; and
- ✓ other issues that the meeting deems necessary to address.

Regarding the RPAS CONOPS for international IFR operations, the secretariat described its objective, pointing out the importance of accommodating and finally integrating the RPAS in the airspace designated for said operations.

Regarding UAS traffic management (UTM), it was indicated that this concept would support UAS operations by providing real-time information on airspace limitations and the intentions of other aircraft within the UTM framework.

It is necessary to remember that, due to the increasing number of unmanned aircraft (UA) operating in low-level airspace and that could conflict with manned aviation, ICAO was requested to develop a global baseline of provisions and guidance material for the adequate harmonization of UAS regulations, which are outside the framework of international instrument flight rules (IFR).

The UTM operations concept is being developed while it is evolving, so a common agreement on its framework and principles is essential to ensure regional and global harmonization and interoperability.

Continuing with the agenda, the meeting considered the LAR UAS and LAR RPAS regulatory framework that the Region would develop based on the regulatory model developed by ICAO, other States and other regions. Likewise, the meeting considered that the development of the LAR RPAS regulatory

framework would be subject to the development and promulgation of the standards and recommended practices (SARPs) of the related Annexes to the Convention on International Civil Aviation.

In the tables below, the following proposals for the LAR UAS and LAR RPAS regulatory frameworks were presented.

Table 1 – LAR UAS regulatory framework model

LAR UAS	References
LAR 101	ICAO UAS regulatory model – Part 101
LAR 102	ICAO UAS regulatory model – Part 102
LAR 149	ICAO UAS regulatory model – Part 149
LAR AC 101-1	ICAO UAS advisory circular model - AC 101-1
LAR AC 102-1	ICAO UAS advisory circular model - AC 102-1
LAR AC 102-23	ICAO UAS advisory circular model - AC 102-23
Other LARs and AC LARs i.e. LAR AC 922-001	Other regulations and advisory circulars (AC) models i.e., AC project 922-001

Table 2 –LAR RPAS regulatory framework

LAR RPAS	References
LAR PEL set	Annexes 1, 19 /ICAO Doc/Other regulations /Other AC
LAR OPS set	Annexes 2, 6, 18, 19 /ICAO Doc/Other regulations /Other AC
LAR AIR set	Annexes 6, 7, 8, 16, 19 /ICAO Doc/Other regulations /Other AC
LAR ANS set	Annexes 2, 3, 4, 10, 11, 12, 15, 19 /ICAO Doc/Other regulations and AC
LAR AGA set	Annexes 14, 19 /ICAO Doc/Other regulations /Other AC
AIG	Annex 13
Other	Other regulations and advisory circulars (AC)

LAR ANS set: LAR MET (Annex 3); LAR MAP (Annex 4); LAR CNS (Annex 10); LAR ATS (Annex 11); LAR SAR (Annex 12); and LAR AIS (Annex 15).

Finally, the secretariat explained the need to define a roadmap for the development of the LAR UAS and LAR RPAS.

Regarding the issues addressed by the secretariat, it is important to note that the Eighteenth Coordination Meeting of SRVSOP Focal Points (RCPF/18), held virtually from 14 to 15 October 2020, discussed this issue. It was informed that ICAO, in order to meet the requirement of the States on the need to develop a regulatory framework for unmanned aircraft systems (UAS) operating outside the international IFR scope, carried out the review of the existing UAS regulations of many States to identify common ground and best practices that would be consistent with the ICAO aviation framework and could be implemented by a wide range of States. The results of this activity are the UAS regulatory model Parts 101,

102 and 149, which are complemented by four advisory circulars on the application of the aforementioned regulations, dangerous goods transport and safety assurance. In this regard, the meeting adopted the following conclusion.

CONCLUSION RCPF 18/03 - DESIGNATION OF UAS/RPAS FOCAL POINT BY THE STATES

Request the States the designation of a UAS/RPAS focal point in order to:

- a) to support the Technical Committee in the development of the proposals for UAS regulatory model and corresponding advisory circulars, included in the 2021 program of activities; and
- b) to plan the regional strategy, regulatory map and roadmap for the development of LAR RPAS.

Therefore, there is a need for the rapporteur, and the members of the work team designated for LAR UAS and LAR RPAS regulatory framework definition to consider the RCPF 18/03 Conclusion and the background that preceded it.

Once the presentation was made by the secretariat, the representatives of Chile and Uruguay explained the variety of experiences on the subject at the national level, generating regulations and organizing content to meet the needs of users at different levels and types of very particular operations in each State. It was agreed that the structures were very different in the States at the national level and, even more, in the legal field.

In this regard, the secretariat specified that the intention was to develop regulations, identifying common operational concepts. This would require high integration, emphasizing that the work would be complex but necessary. In addition, he pointed out that the national regulations already developed would be abided to and that these documents would ideally be used for the analysis and definition of the regulations that could be common at the national and regional level. It was explained that the final goal was to develop common requirements, gathering the rich experience of some States, especially for the international sphere where the harmonization and integration of the requirements is necessary.

He also explained that, domestically, it was difficult to have harmonized standards. For this reason, the work would focus on the international aspect, such as the crossing of a RPAS by different States. In the interests of time, the secretariat requested not to address national and domestic issues, which would be done in the working groups.

It was also expressed that the work could be done conforming working groups that would discuss specific UAS/RPAS issues, and that would develop the regulatory framework for different operations. In these working groups, the concepts of operations would be discussed and the guidelines to decide where we want to go will be defined. It was considered necessary, first, to define a strategic direction and then decide what is included and what is not, developing a strategic framework and model implementing regulations for international IFR operations based on the Annexes to the Chicago Convention and other State regulations.

To end the discussion, it was proposed to the focal points to develop the definition of the concepts of operations and the regulatory framework, as well as the conformation of the working groups to discuss the regional environment that would also support the domestic environment as appropriate. Next, a round of comments was held among the representatives of the different States who, basically, agreed with the suggested strategy.

4. Conformation of working groups

The meeting proceeded to conform the working groups that would be in charge of the development of the following documents:

a) CONOPS for unmanned aircraft (UA)

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1. Wladimir Fernández - Rapporteur	DGAC - Chile	wfernandez@dgac.gob.cl
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b) RPAS CONOPS for international IFR operations

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c) UAS traffic management (UTM)

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Note: The Air Traffic Management (ATM) and Search and Rescue (SAR) Regional Officer of the ICAO South American Office will contribute to complete this team with specialists from the area and support to the working group.

d) LAR UAS regulatory framework model and LAR RPAS regulatory framework

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e) Roadmap for the development of LAR UAS and LAR RPAS

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5. Agreements reached

The meeting reached the following agreements:

- a) That the plenary virtual meetings of the UAS/RPAS SAM and SRVSOP States Focal Points would take place **every 2 months**, and that the working groups meetings would take place **every month** and any other date required and agreed by each group member, allowing the Rapporteurs to convene the meetings.
- b) that for the approval of the UAS/RPAS Focal Points Second Virtual Meeting, the Rapporteur of each working group present to the meeting the topics and sub topics to be discussed in each document, with a small explanation of what each of them would cover.

The presentation of the results of the tasks generated by each of the working groups will be done through working papers (WP). The WP format to be used is attached as **Appendix A** to this report. It is expected that the WPs will be distributed to all Focal Points and working group members, **fifteen (15) working days before** the date of the virtual meetings of the UAS/RPAS Focal Points.

6. Date of the next meeting

It is being proposed Monday, 26 April 2021 as the date for the UAS/RPAS Focal Points Second Virtual Meeting, from 08:00 to 11:00 am, Lima time.

7. Other issues:

No other issue was discussed.