



ICAO SOUTH AMERICAN REGIONAL OFFICE

TECHNICAL DATA SHEET

Joint ICAO/EASA drones workshop (With the auspices of EU-LAC Project funded by the European Union)	
Regional strategy for the implementation of operations with unmanned aircrafts (UAs) in the SAM Region	<p>The strategy designed for the region is addressed to achieve global plans goals established for certification and effective surveillance from the State of the Region as of 2024</p> <ul style="list-style-type: none"> ✓ Phase 1, support and promote the development of regulations and orientation guidelines and, if necessary, legislation, among the States of the South American Region (SAM) for the operation and control (registration) of small unmanned aircrafts (SUAs). ✓ Phase 2.1, support and promote the development of a legislation and regulation framework as well as orientation guidelines among States of the SAM Region for the certification and surveillance of the remotely piloted aircraft systems (RPAs) in conformity with the ICAO audit areas. ✓ Phase 2.2, provide training to the team of inspectors and investigators of the civil aviation authorities and accidents investigation authorities of the SAM Region, in certification, surveillance, control and investigation processes, respectively, of RPAs and SUAs. ✓ Phase 3, support and promote the processes of RPAS certification and surveillance and of SUAs control.
Activities carried out the SAM Region on operation with UAs	<ul style="list-style-type: none"> ✓ Lima, Peru, 18 to 22 April 2012: CAR/SAM Regional seminar on unmanned aircraft systems (UAS). The objective of this workshop was to provide information on the development of the UAS at a global level, the evolution of ICAO regulatory framework, and the understanding of the future challenges in the areas PEL, AIR, OPS, ANS and AGA. The seminar counted with the participation of lecturers from around the world and with the support of UVS International. ✓ Lima, Peru, 17 to 19 August 2016: ICAO Workshop on remotely piloted aircraft systems (RPAS). The objective of this workshop was to prepare the personnel in charge of the States regulation in the development of RPAS regulation, as well as in the certification and surveillance of these systems. Furthermore, the workshop provided orientation to service suppliers personnel in charge of RPAS and SUAs operation to improve their interaction with the Civil aviation authorities in the resolution of safety problems related to these operations.

<p>Present situation of the SAM Region regarding the development of legislation and regulation on unmanned aviation</p>	<p>11 States of the SAM Region have developed their legislation and/or regulation and/or guidelines on SUAs and/or RPAS.</p> <p>On the other hand, the SRVSOP has developed a regulation model on remotely piloted aircraft systems (RPAs) of maximum take-off mass weigh of 25 kg. or less, which is presently published in the SRVSOP webpage. This regulation model will be reviewed by a group of specialists of the SRVSOP for its adaptation to the new ICAO nomenclature and updates regarding RPAS.</p>
<p>Objective of the workshop ICAO/EASA on drones</p>	<p>To support the personnel in charge of legislation and regulation, and the Civil aviation inspectors of the SAM Region States, in the development and/or adaptation of the national juridical and regulatory framework for the operation and control of SUAs (Phase 1) and for the certification, operation and surveillance of RPAS, as well as for providing their support to the regional regulatory framework.</p>
<p>Nature of the event</p>	<p>The joint ICAO/EASA workshop on drones has an introductory and experience/knowledge transference character, and is addressed to SAM States personnel in charge of legislation and regulation and to civil aviation authorities inspectors.</p>
<p>Competencies to be generated by the event</p>	<p>Gain of knowledge and tools that will permit SAM States personnel to develop legislation, regulations and guidelines material for the certification and surveillance of RPAS and the operation and control of SUAs.</p>
<p>Participants profile</p>	<ul style="list-style-type: none"> ✓ Personnel in charge of legislation and regulations of the SAM States; ✓ Personnel of air services suppliers involved in the integration of RPAS and SUAs in their air traffic control systems; and ✓ Other entities interested in the certification, operation and investigation of the UAs.
<p>Next steps in the development of the strategy by the States</p>	<p>According to the regional strategy phases:</p> <ul style="list-style-type: none"> ✓ In the measure that ICAO adopts related SARPS, support and promote the development of legislation, regulation and orientation material for the operation and control of the SUAs and for the certification, operation and surveillance of the RPAS; ✓ Once legislation is promulgated and regulation and orientation material published, support and promote the training of inspectors and investigators. ✓ After the training, support and promote the RPAS certification and surveillance processes and SUAs control process.
<p>Update of the regional framework</p>	<p>The actual state of standards that have been incorporated to the Latin American Aeronautical Regulations (LAR) and of those presently in process is as follows:</p> <ul style="list-style-type: none"> ✓ Dated 10 April 2012, ICAO Council adopted Amendment 43 to Annex 2 that addressed, among others dispositions, general requirements related to remotely piloted aircraft systems (RPAS). This amendment was applicable starting 15 November 2012.

	<p>Based on this amendment, a group of specialists of the Operations Experts Panel of the SRVSOP, developed the corresponding requirements that were incorporated to LAR 91.</p> <p>✓ Dated 28 March 2018, ICAO Council adopted Amendment 175 to Annex 1 on RPAS. This amendment refers to the introduction of a regulatory structure for the issuance of remote pilot licenses and the creation of a global framework for regulating the RPAS licenses in support to international flights that operate according to international regulations of instrument flight rules (IFR).</p> <p>Regarding this amendment, a working group of the Licence and Aeronautical Medicine Experts Panel of the SRVSOP has developed the corresponding requirements, which will be included in LAR 61 once that the amendment proposal is accepted and approved by the SRVSOP respective levels.</p>
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Note 1.- SUAs are small unmanned aircrafts that normally weigh less than 25 kg. and are known as **drones**.

Note 2.- Standards and Recommended Practices (SARPS) that are being developed by ICAO in this area in the Annexes to the International Civil Aviation Convention are applicable exclusively to remotely piloted aircraft systems (RPAS), in international operations and according to instrument flight rules (IFR).

Note 3.- Unmanned aircrafts (UAs) are presently classified in small unmanned aircrafts (SUAs)/drones; unmanned free balloons, model aircrafts and remotely piloted aircrafts (RPA). Within RPAs, an additional RPAs subset will be incorporated that will be integrated in the non-segregated airspace for international operations according to instrument flight rules (IFR), which will require a complete regulatory certification.