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THE PRESIDENT OF THE NATIONAL INSTITUTE OF CIVIL AERONAUTICS, BY VIRTUE OF THE POWERS VESTED IN HIM BY ARTICLES 5 AND 9 OF THE LAW OF CIVIL AERONAUTICS, PUBLISHED IN THE OFFICIAL GAZETTE OF THE BOLIVARIAN REPUBLIC OF VENEZUELA N° 39.140, OF MARCH 17TH, 2009, ACCORDING TO NUMERALS 1 AND 5 OF ARTICLE 7, AS WELL AS NUMERALS 1, 3 AND 15 (C) OF ARTICLE 13 OF THE LAW FOR THE NATIONAL INSTITUTE OF CIVIL AERONAUTICS, PUBLISHED IN THE OFFICIAL GAZETTE OF THE BOLIVARIAN REPUBLIC OF VENEZUELA N° 38.333, OF DECEMBER 12TH, 2005,

DOES HEREBY ISSUE

THE FOLLOWING

**VENEZUELAN AERONAUTICAL REGULATION No. 91 (RAV 91)**  
**GENERAL OPERATING AND FLIGHT RULES**

**CHAPTER A**  
**GENERALITIES**

**SECTION 91.1 - APPLICABILITY**

- (a) This regulation establishes the rules governing the operation of aircrafts within the territory of the Bolivarian Republic of Venezuela, excluding unmanned free balloons according to RAV 101 and ultra light motorized vehicles up to 3NM from shore in conformity with the provisions under RAV 103.
- (b) This regulation applies to each person on board an aircraft, whose operation is governed by the rules under this regulation.
- (c) Every person who operates an aircraft in the air space over water between three (03) and



twelve (12) NM from shore of the Bolivarian Republic of Venezuela shall comply with the pertaining sections applicable to portable electronic devices, general flight rules, visual flight rules, traffic alert and collision avoidance systems (TCAS), weight limitations of civil aircrafts pertaining to transport category , flight data recorders (FDR) and cabin voice recorders (CVR) requirements, operation in foreign countries of aircrafts registered in the Bolivarian Republic of Venezuela and operation of foreign aircrafts in the Bolivarian Republic of Venezuela.

(d) requirements under this regulation shall be applicable to:

(1) operations of general aviation performed with any civil aircraft within the national territory.

(2) every aircraft, except those operating according to the provisions under the Venezuelan Aeronautical Regulations (RAV) 119, 121 and 135.

(3) aircrafts of foreign operators, which operate within the national territory that shall also comply with the applicable operating regulation according to RAV 119, 121 and 135.

(4) aircrafts used in aerial works according to the provisions of RAV 130.

(5) operations performed with remotely piloted aircrafts (RPA) within the territory of the Bolivarian Republic of Venezuela, according to the provisions of Chapter I of this regulation.

## SECTION 91.1 - DEFINITIONS, ABBREVIATIONS AND SYMBOLS

For the purposes of this Regulation:

(...)

The term “**Remotely Piloted Aircraft**“ means an unmanned aircraft that is piloted from a remote pilot station. Its use may be recreational, private or commercial according to the granted authorizations and permits.

(...)

The term “**RPA operator certificate (ROC)**“ means a certificate through which an operator is authorized to perform determined operations using a RPA.

(...)



The term “**Data link communications**” means a manner of communication destined to the interchange of messages through data links.

(...)

The term “**Data link communications Controller - Pilot (CPDLC)**” means the process between controller and pilot through data link for ATC communications.

(...)

The term “**command and control link (C2 link)**” means a data link between the remotely piloted aircraft and the remote pilot station for flight control and guidance.

(...)

The term “**remote pilot station**” means a component of the remotely piloted aircraft system (RPAS) that contains the equipment to be used to remotely pilot an aircraft.

(...)

The term “**Unmanned free balloon**” means a non power-driven, unmanned, lighter-than-air aerostat in free flight.

(...)

The term “**Remote crew member**” means a crew member in charge of essential activities for the operation of a RPA during a flight service period.

The term “**Remote flight crew member**” means a crew member, holder of the corresponding license, who is responsible for essential activities for the operation of a RPA during a flight service period.

(...)

The term “**RPA observer**” means a trained and authorized remote crew member assigned by the operator who, by visual observation of the remotely piloted aircraft (RPA), assists the remote pilot in the safe conduct of the flight.



(...)

The term “**remote pilot**” means a person assigned by the operator who performs essential functions for the operation of a RPA and who operates flight controls, as applicable, during flight.

(...)

The term “**Remotely Piloted Aircraft System (RPAS)**” means a remotely piloted aircraft, its remote pilot station or related ones, the required command and control data links and any other part or component as specified in the type design.

(...)

The term “**Aerial Work**” means every specialized service different from commercial air transport, performed by the usage of a manned or unmanned aircraft, whether remunerate or non-remunerated, which requires a certificate issued according to technical rules.

(...)

(b) the following abbreviations are applicable to this Regulation:

(...)

C2: Command and Control

(...)

RPA: Remotely Piloted Aircraft

(...)

RPAS: Remotely Piloted Aircraft System

(...)

RPASP: Remotely Piloted Aircraft System Personnel

(...)

RPS: Remote Pilot Station



(...)

UAS: Unmanned Aircraft System

(...)

UASSG: Unmanned Aircraft Systems Study Group

(...)

## CHAPTER I

### GENERAL OPERATION AND FLIGHT RULES OF REMOTELY PILOTED AIRCRAFTS (RPA)

#### SECTION 91.120 – APPLICABILITY

(a) This Chapter establishes:

- (1) Requirements of operation and flight rules within the Bolivarian Republic of Venezuela of remotely piloted aircrafts (RPA) which operate recreational or aerial work, taking into consideration the different RPA classes established in the Venezuelan Aeronautical Regulation number 21 (RAV 21).
- (2) Requisites and responsibilities of aircrew members in remote flights, authorized to operate the RPA controls according to the provisions established in the Venezuelan Aeronautical Regulation number 60 (RAV 60).
- (3) Requisites applicable to foreign RPAs that operate within the national territory.
- (4) General Maintenance requirements and RPA airworthiness maintenance.

(b) The provisions established under this Chapter shall not be applicable to:

- (1) Autonomous RPA of any weight;
- (2) Remotely piloted aircraft systems (RPAS); and
- (3) Aeromodelling.

#### SECTION 91.121 – RECREATIONAL OPERATIONS

(a) Operations of RPA, classes 1 and 2, intended exclusively for recreational but no commercial use, do not require an express authorization from the Aeronautical Authority, but they shall come to terms with the operating rules set up in this



## Chapter.

- (b) Operations of RPA, classes 3 and 4, intended solely for recreational but no commercial use, shall require an operating authorization issued by the Aeronautical Authority and shall come to terms with the operating rules established in this chapter, as well as with the applicable requirements of this Regulation, with deviations that may be applicable, prior request of the RPA operator to the Aeronautical Authority.
- (c) The required authorization for recreational operations of RPA, class 3 or 4, prior request of the party in concern, shall be assessed in view of safety and the possible risks involved in the proposed operation. After pertaining analysis, the Aeronautical Authority may establish the technical and operating limitations applicable to the operation.
- (d) For the purposes of this Chapter, recreational flights means flights operated by natural and legal persons using RPA and any other flight equipment operated for the same purpose, but exclusively intended for sporty, recreational or competition events.

### **SECTION 91.122 – AERIAL WORK OPERATIONS WITH RPA**

Besides compliance with the operating rules provided in this Chapter, operations of a RPA engaged in aerial work shall fulfill the operating requirements established under the Venezuelan Aeronautical Regulation number 130 (RAV 130), as applicable, in order to obtain an RPA Operator Certificate (ROC) for aerial work operations and the specifications related to the operations (OpSpec).

### **SECTION 91.123 – GENERAL RULES**

Any natural or legal person that wants to operate with a RPA, according to this Chapter, shall previously:

- (a) Hold a record of a certificate or registry of the RPA at the National Aeronautical Registry, as may be applicable, according to the class of RPA at issue, in conformity with the requirements of RAV 47.
- (b) The owner or operator of a RPA shall guarantee that the aircrew members of a remote flight be competent and accredited as required by the Aeronautical Authority according to the provisions of RAV 60.
- (c) The owner or operator of a RPA, of any class, shall have a valid insurance policy to cover indemnities that may arise from eventual damages on third persons. For



commercial or aerial work operations with RPA, or recreational operations with a RPA class 3 and 4, owners or operators shall have an insurance policy in force, duly validated by the Aeronautical Authority.

## **SECTION 91.124 – LIMITATIONS TO RPA OPERATIONS**

RPAs, without any distinction of class whatsoever, that operate within the air space of the Bolivarian Republic of Venezuela shall have the following limitations:

- (a) They shall not be operated in a way or manner that may create a risk for people or property on the ground, particularly under strong wind conditions or during any other meteorological factor or electromagnetic interference, as well as any RPA mechanical malfunction or lack of expertise of the remote pilot, which may cause a total loss of control over the RPA.
- (b) They shall not operate from an airport or aerodrome or on their proximities within a five (05) nautical miles range.
- (c) They will be required to submit a flight plan before the ATC offices, as follows:
  - (1) RPAs, class 1 and 2, shall not submit a flight plan before the ATC Offices, but the designated areas of operation shall be known by the Aeronautical Authority.
  - (2) RPAs, class 3 and 4, shall submit an authorization (flight plan), prior to each flight, before the ATC Offices.
- (d) Limitations regarding the operating height above ground or water level (AGL), according to the RPA class, shall be as follows:
  - (1) RPAs, class 1 and 2, shall not operate at a height over 400 feet.
  - (2) RPAs, class 3 and 4, prior assessment and authorization of the Aeronautical Authority may be authorized to operate at flight levels based on the performance limitations established in the RPA flight manual.
- (e) RPA shall always be operated at a pilot's visual line of sight (VLS) of the remote pilot or RPA observer and at a horizontal distance from the remote pilot or its launching or take-off place that shall not be superior to:
  - (1) 500 meters for RPA class 1.
  - (2) 750 meters for RPA class 2.
  - (3) Authorized distance by the Aeronautical Authority, according to performance



limitations established in the Flight Manual, for RPA class 3 or 4.

- (f) RPA shall be operated at hours from sunrise to sunset and under visual meteorological conditions (VMC), free of cloud cover, fog, rainfalls or any other condition that obstructs or may impede permanent visual contact with the RPA. Any different operation from those before mentioned shall be performed prior evaluation and authorization of the Aeronautical Authority.
- (g) RPA shall not be operated over crowds during outdoor activities.
- (h) A single remote pilot shall not operate several RPAs simultaneously.
- (i) Simulations of flight emergencies with RPA shall be prohibited, provided that such are required for training purposes, prior authorization of the Aeronautical Authority.
- (j) RPA shall not be operated from a vehicle in motion.
- (k) RPA shall not be operated over prohibited or restricted zones of the Venezuelan airspace.
- (l) It is prohibited to operate on the proximities or within one (01) nautical mile of the operation area of:
  - (1) Any place where the President of the Bolivarian Republic of Venezuela or any other national or international authorities are;
  - (2) Facilities or operating areas of the basic industry: metallurgy, electric energy, petrochemistry, except for those operations authorized by the Aeronautical Authority under RAV 130.
  - (3) Military and police facilities or penitentiary centers.
- (m) RPA shall no carry explosive or corrosive material, as well as any material that may represent biological danger or any kind of merchandise that, in case of release or leak, may represent a risk for people or property on the ground.
- (n) RPA shall not send out bright laser lights.
- (o) RPA shall not operate over private property o within its perimeter without prior authorization of its owner, as well as collect photographic, filmic and sound data of people or things that may attempt against their privacy.
- (p) RPA shall not operate in the nearby of any other aircraft, whether manned or unmanned.





- (q) Any other limitation that the Aeronautical Authority may establish.
- (r) The Venezuelan Aeronautical Authority may exceptionally assess and authorize deviations to the operations established as limitations under the literals of this section.

#### **SECTION 91.125 - DEVIATIONS**

- (a) The Aeronautical Authority, upon request of the party in concern and having the pertaining justifications, may exceptionally determine which rules or provisions under this Regulation are not suitable to be applied to or be complied with by operators, due to particular design characteristics, limitations, weight, size or use of aircrafts, as well as other products to be used in the operations or authorized services. Lack or deficiency in the infrastructure or aeronautical services may also be ground to request and effect deviations, provided that operational safety is not on risk.
- (b) Deviations shall be granted according to the nature of what has been requested and in any case there will be exceptions or deviations regarding the following aspects:
  - (1) Type certificates or Supplemental Type Certificates, if applicable;
  - (2) Operations that may affect airworthiness;
  - (3) Operating procedures regularized in the flight manuals issued by the RPA manufacturer.
- (c) Deviation requests shall be processed according to the requirements established in APENDIX I – REQUEST OF SPECIAL FLIGHT AUTHORIZATION AND DEVIATIONS TO PERFORM AERIAL WORK WITH RPAS.

#### **SECTION 91.126 – FULFILLMENT WITH FLIGHT RULES**

- (a) RPA operation shall always be adjusted to the flight rules set up in this Chapter, unless the Aeronautical Authority expressly authorizes other rules.
- (b) RPA operation, either in flight or in the movement area, shall be adjusted to the general flight rules and other limitations, taking into consideration:
  - (1) Visual flight rules, or
  - (2) Instrumental flight rules.

#### **SECTION 91.127 - AUTHORITY OF A REMOTE PILOT**



The remote pilot of a RPA has the authority to decide on all issues related to the RPA while he/she is the pilot in command.

#### **SECTION 91.128 – RESPONSIBILITY OF REMOTE PILOT**

The remote pilot, that has the direct control over the operation of a RPA by handling the remote control, is responsible for the operation to be performed according to the established flight rules, but he/she may quit following them if it is necessary to guarantee a safe operation.

#### **SECTION 91.129 – MEASURES BEFORE FLIGHT**

Before flight takes off, the remote pilot shall determine if the RPA is in safe conditions to operate. He/she shall familiarize with all available and appropriate information regarding the intended flight, such as:

- (a) Current and updated reports and meteorological forecasts that are available
- (b) Flight range calculation
- (c) Preparation of an alternative plan to be followed in case of interruption of the intended flight.

#### **SECTION 91.130 - FLIGHT OPERATIONS PLAN**

- (a) The RPA operator shall guarantee that the flight operations plan includes similar provisions as those for manned aviation, if applicable. Moreover, specific necessities of RPA, as the number of remote pilots and observers and the time planning of the crew service for prolonged missions or availability of the RPS, shall be planned.
- (b) RPAS operator shall establish procedures to guarantee a smooth operation during the flight, including remote pilots that may handle the responsibilities during the different flight phases as take-off, climb, cruise, approach and landing, established in the aircraft operations manual.

#### **SECTION 91.131 – RPAS MANUALS**

Without detriment to the required manuals as provided under RAV 21, the RPA operator shall consider:

- (a) Each RPA, class 1 and 2, for the purpose of use and operation, shall have at least a Flight Manual issued by the RPA manufacturer, which contains those limitations within which the RPA is considered airworthy or any other necessary instructions



for the safe use of the RPA.

- (b) Each RPA, class 3 and 4, shall be provided with a Flight Manual and its supplements, when applicable, labels and other documents that indicate those limitations approved by the State of Design or the RPA manufacturer, when the RPA does not hold a Type Certificate, within which the RPA is considered airworthy, according to the airworthiness requisites or any other necessary instructions for the safe use of the aircraft. This manual shall clearly identify the type or series of specific aircrafts of its scope. It shall also indicate:
- (1) Limitations within which the RPA is considered airworthy and the necessary instructions and information for the members of the air crew, for the safe operation of the RPA. This manual may indicate different designations, but shall mandatory contain the above requested information under this paragraph.
  - (2) The flight manual supplement will be required when a Supplemental Type Certificate (STC) is issued and its incorporation, which modifies only the aircraft Flight Manual, be performed.
  - (3) It will also be required, when applicable, an aircraft operation manual containing limitations, normal and abnormal procedures and emergency ones, lists of verification, limitations, performance information, details of the systems related to the technical operation of the aircraft and the RPA systems.
- (c) In addition to the before mentioned requirements under paragraphs (a), (b) and (c), an operator's manual shall be required for those RPA that operate under the requirements provided in RAV 130, or those RPA that after evaluation of the technical or operational characteristics of a particular RPA, be required by the Aeronautical Authority.

## **SECTION 91.132 – ENVIRONMENTAL CONSIDERATIONS**

- (a) A remote pilot shall examine all available meteorological information related to the operation and the RPAS performance limitations, paying special attention to the following conditions, if applicable:
- (1) Ground visibility
  - (2) Wind speed and direction
  - (3) Dangerous meteorological conditions, including cumulonimbus, icing and turbulence.



- (4) Temperature in altitude.
- (b) It is prohibited to operate flights to known or forecasted icing conditions unless the system is certified and equipped to flight in such conditions.
- (c) The remote pilot before and after each flight shall consider the available information on electromagnetic interference (EM) for the following cases:
  - (1) When EM may affect the operation of C2 links and reception of GPS. (i.e. solar flares, ionospheric activity).
  - (2) Impact over RPAS and the flight operation.
  - (3) Possibility of intentional or involuntary electro interference.
- (d) It shall always be avoided the operation over areas with major volumes of transmission or interference of radio frequencies (RF) (i.e. radar places, high voltage wires), unless technical tests have confirmed that operations over such areas will not carry negative consequences on the safe operation of a RPA.

## **SECTION 91.133 – CONSIDERATIONS ABOUT OPERATIONS**

- (a) For visual line of sight operations (VLOS):
  - (1) A VLOS operation means an operation in which the RPA remote pilot or observer maintains direct visual contact without any aid to the RPA.
  - (2) For VLOS operations, visual contact shall be direct. So, it means that the RPA remote pilot or observer shall maintain a continuous eye view without any obstructions to the RPA. This allows the remote pilot or observer to monitor the aircraft's flight route in relation with other aircrafts, persons, obstacles (i.e. vehicles, ships, constructions, ground), in order to maintain distance and avoid collisions.
  - (3) Direct visual contact shall be guaranteed without any visual aids (i.e. telescope, binoculars, electro-optic vision, whether reproduced or augmented), beyond corrective lenses.
  - (4) VLOS operations shall be conducted during meteorological conditions that allow the RPA remote pilot or observer avoid transit conflicts and any other safety risks related to dangers within the operational environment.
  - (5) Flight planning shall guarantee that the RPA remote pilot or observer has enough service ceiling and visibility, distance from the ground and obstacle



clearance altitude as to maintain a continuing visual contact with the RPA in the forecasted meteorological conditions to continue during the whole flight. Besides, these conditions shall allow visual detection of other aircrafts in the surroundings.

- (6) VLOS operations, in which the RPA flights at a relative short distance from the its remote pilot or observer and at relative low altitude, normally use a manual RPA with limited screens.

NOTE: the term “relative” is herein used to express that accepted distances and altitudes are related to the RPA perceptibility as well as possible intruders (i.e. other aircrafts, even RPA in the operating surroundings, which depends on color, size, speed and lightning).

- (7) The pilot shall always count on the real-time communication capability with the RPA observers and, if transference will be conducted, shall also have such communication with other remote pilots.
  - (8) If required, the remote pilot shall also have the necessity to maintain real-time communication with the local ATC office.
- (b) If the remote pilot cannot visually monitor the RPA but is based on the observers, there are some additional factors that shall be taken into consideration, such as:
- (1) Training and abilities of the RPA remote pilot and observer.
  - (2) Delays on the communication between the RPA observer and the remote pilot.
  - (3) Simultaneous communications among several observers or contradictory instructions.
  - (4) Procedures in case of failure on the communication between the RPA observer and the remote pilot.
  - (5) Remote pilot’s ability to determine the optimum CA maneuver when there is not visual contact with the RPA or with troubled transit.
  - (6) Reaction time of remote pilot.
- (c) Predetermine maneuvers and phraseology to be used by RPA observers and remote pilots to change the flight route shall be standardized with aeronautical phraseology.



- (d) Normal flight after execution of a plan are predetermined maneuvers that include direction, speed and turn extension, climbing and descent, to and from a specific altitude, among others.
- (e) Night VLOS operations:
- (1) Perception of the RPA remote pilot or observer during the night to assess relative distances and course are considerably affected. Therefore, it is prohibited VLOS operations during the night, provided that the Aeronautical Authority has granted an authorization.
  - (2) They can only be performed if adequate means have been established to mitigate any possible risk and if authorized by the Aeronautical Authority.
- (f) Operations beyond VLOS (BVLOS):
- (1) To operate flights beyond VLOS of the remote pilot or observer, the pilot shall have a mean to detect and avoid air transit, as well as any other danger during operation (i.e. dangerous meteorological conditions, ground proximity and obstacles).
  - (2) Before performing a controlled BVLOS operation, it shall be established a coordination with the involved ATC offices, regarding:
    - (i) All limitation or restriction of specific operational performance of RPA (i.e. impossibility to operate standard rate turns).
    - (ii) Any flight profile with prescheduled C2 link loss or procedures for termination of a flight.
    - (iii) Direct telephonic communications between the RPS and the ATS offices to be used during unexpected events, unless the engaged ATC units approve otherwise.
  - (3) Communications between the RPS and the ATC offices shall be necessary for the class of air space in which operations are performed, and equipment and standard ATC communications procedures shall be used, unless the engaged ATC offices approve otherwise.
  - (4) C2 link transaction time shall be reduced to minimum, so that it does not affect the ability of the remote pilot to interact with the RPA, in relation with the transaction time of manned aircrafts.

**Note 1.-** The C2 character of the C2 data link (whether RLOS or BRLOS) will



also affect the RPA design. From an operational point of view, the main difference between a RLOS operation and a BRLOS one of a BLOS RPAS shall be delays related to the control and presentation of information and characteristics of design chosen to be adjusted to the capacities of the C2 data link available.

**NOTE 2.-** BRLOS C2 data links with lower data capacity (due to costs and to broadband limitations) generally have more message delays than RLOS C2 data links. The BVLOS RPS design will be adjusted to the performance of the kind of C2 data link (whether BRLOS or RLOS) that shall be used.

**NOTE 3.-** the more time dependent the control function is, the higher the automation level required by the RPA will be to maintain a normal and safe flight.

- (5) BVLOS operations performed according to VFR should only be considered when the following conditions are fulfilled:
- (i) Both, the State of the operator and the State over whose air space is performed the operation, have approved it.
  - (ii) The RPA operates during the whole flight under visual meteorological conditions.
  - (iii) DAA capacity is used or other mitigation technique to guarantee that the RPA is distant to any other transit.
  - (iv) Zone is free of transit.
  - (v) Operation is performed in a specifically limited and segregated airspace.
- (g) Populated areas. Operations to be performed over highly populated areas or over open air meetings may require special considerations and shall take into consideration:
- (1) Altitudes for safe operation.
  - (2) Consequences of non-controlled landings.



- (3) Obstacles.
  - (4) Proximity to airports or emergency landing fields.
  - (5) Local restrictions related to RPA operations over highly populated areas.
  - (6) RPA flight termination due to emergency.
- 
- (h) Take-off / launching. RPA may be operated from established airdromes or from almost any other place depending from the operational requisites and its systems configuration, design and performance.
  - (i) Take-off / launching from airdromes: for operations from established airdromes, the remote pilot shall notify the ATC offices and shall also consider:
    - (1) Rules of operation relative to RPA operations in an airdrome or its surroundings.
    - (2) Difficulty and density of aircraft operations.
    - (3) Ground operations (i.e. air taxiway width, condition, and other ground transit).
    - (4) Continuity of C2 data link.
    - (5) Considerations on payload.
    - (6) Trail turbulence.
    - (7) Performance and capacity related to distance and course of take-off and minimum requisites of climbing with obstacles, departure procedure and any other flight restrictive condition related to the operations from and to the airdrome.
    - (8) Availability of emergency recovery areas.
  - (j) Take-off / launching from areas that are not considered airdromes. For operations performed from areas that are not established airdromes, the remote pilot shall consider:
    - (1) Take-off or launching area and its conditions.
    - (2) Location and altitude of all obstacles that may impede launching or recovery.





- (3) Performance and capacity related to obstacles clearance, departure procedures (if applicable) and any other flight restrictive condition related to the operations.
  - (4) Availability of emergency recovery areas.
  - (5) ATC communications, if required.
  - (6) Continuity of C2 data link.
  - (7) Considerations on payload.
  - (8) Density and proximity of overflight air transit.
- (k) Landing / recovery. RPA aircrafts may land on airdromes and on any other duly authorized place by the Aeronautical Authority, depending on the operational requisites and on the configuration, design and performance of the system.
- (l) Landing / recovery in airdromes: for the operation in airdromes, the remote pilot shall consider:
- (1) Rules of operation relative to RPA operations in an airdrome or its surroundings.
  - (2) Difficulty and density of aircraft operations.
  - (3) Performance and capacity related to available landing distance, obstacle clearance and landing procedures, as well as to any other flight restrictive condition.
  - (4) Trail turbulence.
  - (5) Ground operations (i.e. air taxiway width, condition, and other ground transit).
  - (6) Continuity of C2 data link.
  - (7) Considerations on payload.
  - (8) Availability of emergency recovery areas.
- (m) Landing / recovery from areas that are not considered airdromes. For operations performed from areas that are not airdromes, the remote pilot shall consider:
- (1) Landing / recovery area and its conditions.



- (2) Location and altitude of all obstacles that may impede landing or recovery (i.e. wires, towers, trees).
  - (3) Performance and capacity related to obstacles clearance, landing procedures (if applicable) and any other flight restrictive condition.
  - (4) Availability of emergency recovery areas.
  - (5) ATC communications, if required.
  - (6) Continuity of C2 data link.
  - (7) Considerations on payload.
  - (8) Density and proximity of overflight air transit.
- (n) Preparation, installation and inspection of the recovery equipment: installation, localization and operation of the recovery equipment, if applicable, shall be recommended by the manufacturer in the pertaining operations manual and, if such equipment is localized in an airdrome, such actions shall be coordinated with the airdrome operator. In any case, condition and capacity shall be guaranteed for the whole physical support related to recovery, direction and localization of the recovery personnel and also guarantee that people, who are not engaged with the RPA recovery or landing, be away from the operating area. Similarly, installation, location and operation of the equipment shall not affect the airdrome normal operations.
- (o) Special operations: due to its singular characteristics as type, size and configuration, and that there are no people on board, it is expected that some RPA operate over areas and under conditions that manned aircrafts are not able to or are not authorized for. Such operations may be in the interior of buildings, with narrow proximity to structures on ground or water and over risky areas or under hazardous conditions. Due to that current rules do not allow such aircraft operations, the Aeronautical Authority may adapt the RPA rules in concern, taking into consideration the following:
- (1) RPA operations on the airdrome surroundings, for purposes different to:
    - (i) Take-off and landing: these operations may include bird control near airdromes or facilities inspections. To avoid conflicts with other airdrome users, this kind of operations shall be regulated to guarantee safety of land, vehicles and other aircrafts.



- (2) RPA operations near structures on ground or water: these operations include inspections on structures as towers, buildings or bridges which, if executed by other means, would possibly represent extensive resources. So, taking into consideration that RPA can fly at lower altitudes and closer to obstacles than the minimum required under civil aviation regulations, it may be considered not to apply the existing rules or to establish new ones for this specific kind of operation.
  
- (3) RPA operations over risky areas or under hazardous conditions: RPA can fly over risky areas or under hazardous conditions as proximities to erupting volcanoes, chemical and nuclear accidents and during dangerous meteorological conditions. This kind of operations shall be carefully considered to guarantee that persons, property and other aircrafts are not subjected to increasing risks. To reduce RPA failures and possible malfunction cases related to such operations, the following aspects shall be taken into account:
  - (i) Particles in volcanic, chemical or nuclear ash clouds or in the surroundings may damage mobile or rotator elements as engines or actuators.
  - (ii) Particles in volcanic, chemical or nuclear ash clouds or in the surroundings may obstruct or block pressure systems as pitot tubes or pitot-static.
  - (iii) Particles in volcanic, chemical or nuclear ash clouds or in the surroundings may obstruct or block engine air filters and radiators of the refrigeration system.
  - (iv) Particles in volcanic, chemical or nuclear ash clouds or in the surroundings may deteriorate the leading edges of propellers in a shorter time than expected.
  - (v) Gas in volcanic, chemical or nuclear ash clouds or in the surroundings may rust RPA parts, specially the metallic ones.
  - (vi) Gas in volcanic, chemical or nuclear ash clouds or in the surroundings may adversely affect the engines performance.
  - (vii) Nuclear radiation by ionization can lead to electric faults in the semiconductors used in elements as FCC, FMS or other electronic devices onboard.
  
- (4) Deviation to alternate airdromes: previous flight planning shall include alternate



airdrome considerations or recovery places, as necessary, in case of emergency or unexpected events related to meteorological phenomena. Likewise, there shall be included fuel and energy reserves, so that the RPA may deviate with respect to a landing or recovery in a planned location, continue in safe conditions to the alternate airdrome or recovery place and perform an approach and landing on it. Prior to choose an alternate place to recover or land, the remote pilot shall at least consider adequacy of the energy and fuel reserves, reliability on C2 data links, ATC communications capacity, if applicable, and the meteorological conditions on the alternate area.

## SECTION 91.134 – RPS TRANSFERENCE

(a) Transference of a RPA from a RPS to another may be made for the extension of the operational autonomy or to allow a precision control of the aircraft to the terminal or due to maintenance reasons. RPS transference may be made in two common cases:

- (1) Transference of the pilot control to a RPS within the same location but not linked. This transference may be made to a second remote pilot or in case of malfunction of the RPS, transference from the remote pilot to a spare RPS.
- (2) Transference of the pilot control to a RPS in other location.

**NOTE 1.** - Substitution of a remote pilot by another within the same RPS shall be considered similar as when a relief pilot or crew on board takes control over the aircraft, more than as a transference.

**NOTE 2.** – transference of command from a remote pilot to another within a two-seats RPS shall be considered similar to the command interchange in a manned aircraft, more than as a transference.

(b) Coordination of transference between RPS: all transference shall be planned and coordinated according to the established procedures in the RPA operations or flight manual. The considerations of transference shall include:

- (1) Confirmation regarding availability of a reliable oral communication link between the transferring remote pilot to the receiving one at the RPS to support coordination of transference (it is recommended that this communication is not retransmitted through the RPA).



- (2) Situation of the receiving RPS (i.e. preparation and availability, logical support configurations and compatibility with RPA to be transferred).
  - (3) Compatibility with the C2 data link (i.e. IP address, frequency).
  - (4) Coordination among the respective remote pilots.
  - (5) Coordination with the ATC (i.e. emergency contact telephone number), if necessary.
- (c) Before transferring a RPA, a transference information session shall be hold between the transferring remote pilot and the receiving one to guarantee that the RPA condition is understood. This information session shall be hold in an adequate moment prior to real transference and shall at least include:
- (1) Confirmation of acceptance by the remote pilot that the RPA is in the range of the C2 data link of the receiving RPS.
  - (2) Current condition of the RPAS and RPA location.
  - (3) Deficiencies and failures of the systems in the RPAS.
  - (4) Fuel and energy condition as well as other consumable items.
  - (5) C2 data link configuration.
  - (6) Changes and limitations of what has been planned and regarding the RPA performance.
- (d) The receiving remote pilot shall agree with all before mentioned aspects prior accepting the responsibility of a safe flight continuation to destination.

#### **SECTION 91.135 – INFORMATION SESSIONS OF THE RELIEF REMOTE PILOT IN A UNIQUE RPS**

- (a) Remote pilots may assign a shift that begins or finishes while the aircraft flies. In these cases, when a remote pilot relieves another in the same RPS, it will be necessary to revise a relief information session that shall at least include:
- (1) RPAS current condition and RPA location.
  - (2) Meteorological conditions
  - (3) Airdrome or recovery place conditions.



- (4) Deficiencies and failures of the systems in the RPAS.
  - (5) Fuel or energy condition as well as other consumable items.
  - (6) C2 data link configuration.
  - (7) Changes and limitations of the planned flight or the RPA performance.
- (b) The receiving remote pilot shall agree with all before mentioned aspects prior accepting the responsibility of a safe flight continuation to destination.

#### **SECTION 91.136 – EMERGENCIES AND CONTINGENCIES**

- (a) The RPAS flight planning shall include provision for a RPA emergency landing on places with minimum risks for the safety of persons or property on the ground. Therefore, such flights shall be based on the planning of emergency sceneries that might occur during the course of the planned flight.
- (b) When choosing places for emergency landings, the remote pilot should consider the following conditions:
- (1) Landing ground, obstacles on ground, population density, open air meetings or events, and
  - (2) Landing or forced water landing areas, including the possibility of access to such in order to recover or fight fire.

#### **SECTION 91.137 – LOST OF C2 DATA LINK**

- (a) Previous flight planning shall include provisions in case of lost of the C2 data link and shall be defined according to the course contained in the flight manual or in the operations manual. Procedures relative to lost of the C2 data link for those RPA engaged in controlled flights shall be previously approved by the ATC offices in service during each part of the planned flight route, if established by the ANSP.
- (b) Remote pilots shall notify the ATC office immediately after the corresponding procedures have been activated for flights under the ATC control or for every flight that may affect other ATC controlled flights, whether manned or unmanned.
- (c) Interception operations: RPAS operators shall comply with the rules provided under Annex 2 to the Convention on International Civil Aviation relative to interception operations, when applicable and provided that there are not declarations of differences.



## **SECTION 91.138 – RPA PERFORMANCE AND LIMITATIONS**

- (a) RPA performance and limitations shall be adjusted to those specified by the manufacturer and shall be assessed by the Aeronautical Authority.
- (b) Performance and limitations regarding the remotely piloted rotary-wing aircrafts shall be adjusted to those specified by the manufacturer and shall be assessed by the Aeronautical Authority.

## **SECTION 91.139 – RPA DIFFERENT FROM AIRCRAFTS OR ROTARY-WING AIRCRAFTS**

RPA categories used in international aviation shall be adjusted, by the Aeronautical Authority, according to the recommended practices developed by ICAO.

## **SECTION 91.140 – REMOTE FLIGHT CREW**

- (a) Remote pilot in command (PIC) functions:
  - (1) Each remote PIC is responsible for the proper functioning and safety of RPA and RPS during the respective flight segment assigned by the RPAS operator. Transference of responsibilities between remote PICs, if applicable, shall be performed with due course to the procedures established by the RPAS operator and approved by the Aeronautical Authority. These procedures shall include a registry that states when the transference has occurred and be identified the engaged remote pilots.
  - (2) Remote PIC is responsible for the flight termination, in case such measure is necessary.
  - (3) RPAS operator should assign to a remote PIC the responsibility to guarantee that every transference from a RPS to another be done according to the procedures established in the operations manual or the flight manual, as appropriate.
  - (4) Remote PIC shall be responsible for the updating of all documents for the respective flight segment (i.e. logbook, maintenance registries).
- (b) Members of the remote crew in the service stations:
  - (1) The members of the remote crew in service shall remain in their RPS as necessary for the safe RPAS operation, except when their absence is necessary to perform functions related to the system operation or for physiological necessities. In an operation with a single remote pilot, a relief remote pilot shall



relief the remote pilot, if the latter shall be absent of the RPS by any reason.

#### **SECTION 91.141 – RESTRICTIONS FOR OPERATIONS DURING AIRSHOWS, SPORTS EVENTS AND OTHER AERIAL DEMONSTRATIONS**

Unless the Aeronautical Authority has granted a special authorization to RPA operations, it is not allowed to operate flights at a lower distance than 500 meters from an aerial demonstration or from any open air meeting as concerts, festivals, sport events, etc.

#### **SECTION 91.142 – COMPLIANCE WITH LOCAL LAWS AND RULES**

Compliance with this regulation is not an excuse for the RPA operator to fulfill the applicable local laws and rules.

#### **SECTION 91.143 – PROHIBITED AND RESTRICTED ZONES**

The pilot in command shall not operate over a prohibited or restricted zone, which has been previously published in the AIP and NOTAM, provided that the operation is adjusted to the conditions of the restrictions or that it has been approved by the competent authority over such zones.

#### **SECTION 91.144 – CARELESS OR RECKLESS AIRCRAFT OPERATION**

- (1) RPA operations shall be performed in a manner that does not represent risk or danger for the safety of air operations, persons and property on the ground.
- (2) The person that operates the controls of a RPA shall immediately terminate the flight, if safety of air operations, persons and property on the ground is in danger as a result of such flight or when he/she can not comply with the requisites under this chapter.
- (3) Interrupted operations according to letter (b) (SIC) will not restart while conditions raising danger still exist.

#### **SECTION 91.145 – PROHIBITION FOR SIMULTANEOUS OPERATION**

In no case a single person shall control more than one RPA in simultaneous flight.

#### **SECTION 91.146 – PSYCHOPHYSIOLOGICAL ATTITUDE OF THE RPAS OPERATOR**

- (a) No person shall operate the RPA controls if:
  - (1) The person is fatigued or he/she considers that may suffer the effects of fatigue





during the operation;

- (2) The person is under the effects of alcoholic beverages or any drugs that may affect his/her physiological faculties to operate the RPA controls in a safety manner.

#### **SECTION 91.147 – OPERATING HOURS**

RPA shall only be operated under the hours between the sun rises and the sun sets, and under visual meteorological conditions (VMC), sky free of clouds, fog, rainfalls or any other condition that may obstruct or impede permanent visual contact with the RPA, for classes 1 and 2. This provision is under consideration of the Aeronautical Authority for RPA classes 3 and 4, prior technical evaluation.

#### **SECTION 91.148 – TRANSPORT OF DANGEROUS GOODS**

- (a) RPA shall not carry explosive or corrosive materials or those that may represent biological danger. Likewise, it is prohibited the transport of any other kind of materials which, in case of fall or leak, may represent risk for persons or property on the ground.
- (b) RPA shall not emit bright laser lights.

#### **SECTION 91.149 – MOVING VEHICLE OPERATIONS (MVO)**

No person shall operate the RPA controls from a moving vehicle.

#### **SECTION 91.150 – MINIMUM HEIGHTS**

- (a) When the ATC authorization exists and unless it is necessary to take-off or land and provided that the flight is at a height that allows, in case of emergency, performing a landing without a excessive danger to persons and property on the ground, aircraft shall no fly over:
  - (1) Urban agglomeration of buildings in cities
  - (2) Towns
  - (3) Populated places and
  - (4) Open air meetings
- (b) For the operation of RPAs classes 1 and 2, flight heights shall not exceed in any moment 400 feet (122 meters) above ground level (AGL).



- (c) For the operation of RPAs classes 3 and 4, flight heights shall be restricted according to the aircraft design and prior authorization of the Civil Aviation Authority. Likewise, it shall be under the ATC control.

#### **SECTION 91.151 – DROPPING AND SPRAYING**

It is prohibited the dropping or spraying from aircrafts during flight unless it happens under the conditions established by the Aeronautical Authority and according to the pertinent information, advice or authorization issued by the corresponding ATS office.

#### **SECTION 91.152 – PREVENTION OF COLLISIONS**

- (a) None of these flight rules shall exempt the pilot in command of his/her responsibility to proceed in the more efficient manner to prevent a collision. This includes the performance of the necessary anti-collision maneuvers based on the warnings provided by the equipment.
- (b) The remote pilot shall exert the surveillance on board an aircraft, regardless of the kind of flight or airspace class within which the operation is being performed and while flying within the movement area authorized for such operation.

#### **SECTION 91.153 - INSTRUMENT FLIGHT RULES (IFR)**

- (a) Minimum altitudes for IFR operations:
  - (1) Except when it is necessary for taking-off or landing or when the competent authority expressly authorizes it, IFR flights shall be performed at a level not lower than the minimum flight altitude established by the Aeronautical Authority or by the State over which the over flight takes place, or in case that such minimum flight altitude is not established.

#### **SECTION 91.154 – FLIGHT OPERATIONS**

- (a) The RPA pilot in command shall not begin a flight unless it has been previously determined, by using official data from the aeronautical information services or from any other authorized source, that facilities and maritime and terrestrial services, including communication facilities and the air navigation aids:
  - (1) Are available
  - (2) Are adequate for the safe operation of the planned flight.
- (b) The RPA pilot in command shall take all opportune measures to notify the competent authority, without delay, any deficiency in the facilities and services



observed during the course of the operations.

(c) Subjected to the published conditions to their use, heliports and their facilities shall be continuously available for flight operations during the schedule operation hours, regardless of the meteorological conditions.

(d) Operational instructions:

(1) The RPA pilot in command shall be responsible that the whole operations personnel (observers and other technicians) be duly trained in their respective duties and responsibilities, as well as for the relation that exists between each other and the flight operations altogether.

(2) An aircraft shall not taxi in the movement area or heliport, unless the person who operates it:

(i) Has been duly authorized by the operator or by the lessor, if it has been leased, or by a designated agent.

(ii) Is qualified to maneuver the taxing aircraft

(iii) Is qualified to use the radiotelephone

(iv) Has received instructions from a competent person regarding:

(a) General provisions

(b) Routes

(c) Boards

(d) Marking lights

(e) ATC indications and instructions

(f) Phraseology and proceedings

(g) Is in conditions to comply with the operational rules required for the safe movement of the aircrafts or heliport.

(3) Rotors will not turn with engine power if there is not a qualified remote pilot in command.

## **SECTION 91.155 – OPERATIONAL CONTROL**



- (a) The RPA pilot in command shall be responsible for the operational control. In this sense he/she shall consider:
- (1) Emergencies in flight: in case of emergencies that put on risk operational safety or the aircraft or people protection, the RPA pilot in command may take measures that infringe local rules or procedures, provided that he/she notifies them without delay to local competent authorities.
- (b) If the State where the incident occurs requires it, the pilot in command shall submit a report on such infraction to the competent authority of such State. In this case, the pilot in command shall also present a copy of the report to the aircraft's State of Registry. Such reports shall be handled as soon as possible or at least within 10 (ten) days.

#### **SECTION 91.156 – EMERGENCY PRACTICE ON FLIGHT SIMULATORS**

The remote pilot in command shall neither perform nor allow that emergency or abnormal situations be simulated during real flights.

#### **SECTION 91.157 – LINGUISTIC COMPETENCE**

The operator shall guarantee that the members of the aircrew are competent to speak and understand the used language for the aeronautical radiotelephonic communications, according to the provisions under RAV 60.

#### **SECTION 91.158 – MINIMUM USE OF REMOTELY AIRCRAFT**

- (a) The pilot in command of a RPA shall not operate using minimums lower than those established by the Aeronautical Authority, except when a special authorization has been granted.
- (b) Flight preparation:
- (1) No flight shall begin until the pilot in command has verified that the RPA:
    - i. Meets the airworthiness conditions
    - ii. Is duly registered
    - iii. Has all valid and corresponding certificates
    - iv. Has all appropriate instruments and equipment, taking into consideration the foreseen flight conditions.



- v. Has received the necessary maintenance according to the approved maintenance programs.
  - vi. Does not exceed the operational limitations that are listed on the flight manual or its equivalent.
  - vii. Has a weight and centre of gravity that allow the aircraft to perform a safe flight, taking into consideration the foreseen flight conditions.
  - viii. Has its payload properly distributed and fastened.
- (c) The pilot in command shall count on with sufficient and proper information regarding the climbing performance with all engines operating, in order to determine the climb gradient that may be reached during the departure phase under the existing taking-off conditions and as per the foreseen take-off procedure. Likewise, the pilot in command shall have the performance data for all remaining flight phases.
- (d) The pilot in command shall guarantee that the following flight equipment and operational information be accessible and valid on the flight deck of each aircraft:
- (1) Verification lists.
  - (2) Aeronautical charts or knowledge of the flight area.
  - (3) Approach, terminal area and en-route navigation charts, for nocturnal IFR and VFR operations of RPA classes 3 and 4.
  - (4) Essential information related to search and rescue services within the flying area, in case of RPA classes 3 and 4.
  - (5) In case of multiengine aircrafts, performance data for climbing with an engine-out operation.

#### **SECTION 91.159 – EMERGENCY PROCEDURES**

- (a) The person who operates the controls of a RPA shall follow the procedures established by the manufacturer in case of lost of the communication link with the RPA.
- (b) When the person who operates the controls of a RPA has lost its control in the surroundings of an airdrome or within the air space destined to the transit of aircrafts, he/she shall notify such fact to the corresponding air transit authority, so that the pertaining measures be taken.



## **SECTION 91.160 – SPECIAL RULES FOR FOREIGN CIVIL RPA**

Besides other regulations applicable to this one, every person that operates a foreign civil RPA within the national territory shall comply with the requisites of this chapter, as applicable.

## **SECTION 91.161 – COMPLIANCE WITH LAWS, REGULATIONS AND PROCEDURES BY A FOREIGN OPERATOR**

- (a) The Aeronautical Authority shall immediately notify a foreign operator and, if the situation so merits, shall also give notice to the Aeronautical Authority of the State of the foreign operator when:
  - (1) It is identified or suspected that a foreign operator has not complied with the valid laws, regulations and proceedings to operate a RPAS, or
  - (2) There is a grave problem with such operator that affects operational safety.
- (b) In such cases when the Aeronautical Authority of the State of the operator is different from the Aeronautical Authority of the State of Registry, this latter shall also be notified if the problem is covered within the responsibilities of this State and a notification is justified.
- (c) In case of notification to the States indicated under paragraphs (a) and (b), if the problem and its solutions so merit, the Aeronautical Authority shall ask the Aeronautical Authority of the State of the Operator and the Aeronautical Authority of the State of Registry, as applicable, about the operational safety rules that the operator applies.

## **SECTION 91.163 – RPAS AIRWORTHINESS**

- (a) To operate a RPA, such aircraft shall be in conditions for a safe or airworthy operation, as applicable.
- (b) The pilot in command of a RPA is responsible to determine if such aircraft is in conditions to perform a safe flight. Likewise, the pilot in command shall interrupt the flight when a structural, mechanical or electrical condition becomes the aircraft as non-airworthy.

## **SECTION 91.164 – AIRWORTHINESS MAINTENANCE**

- i. The Aeronautical Authority shall request the RPA manufacturer to submit obligatory information of general compliance that is considered necessary for airworthiness maintenance and for the safe operation of the RPA. When receiving



such information, the Aeronautical Authority shall immediately adopt it and take the appropriate measures for its fulfillment.

- ii. The Aeronautical Authority shall send the RPA manufacturer all mandatory information on the airworthiness maintenance originated in the Bolivarian Republic of Venezuela, regarding such aircraft.
- iii. The Aeronautical Authority shall guarantee that, regarding RPA classes 2 and 3, a system exists through which failures, malfunction cases, defects and other events that have or may have adverse effects on the airworthiness maintenance of the RPA, be informed to the manufacturer of the RPA in concern.
- iv. Every RPA owner or operator shall notify the Aeronautical Authority within the 24 hours after have discovered or been informed about any RPA failure, malfunction or defect and its related components that may cause or have adverse effects on the safe RPA operation.
- v. The RPA owner or operator shall be responsible to maintain the aircraft in airworthy conditions.
- vi. The Aeronautical Authority shall determine the technical requisites and the administrative procedures that shall be complied with respect to the RPA airworthiness maintenance.
- vii. Any omission on the RPA airworthiness maintenance shall cause that it will not be suitable for its use until such aircraft become airworthy again.
- viii. The Aeronautical Authority shall determine or adopt such requisites that guarantee airworthiness maintenance during the RPA service life, in order to assure that it continues satisfying all appropriate airworthiness requisites after having been maintained, modified, repaired or once a component has been installed.

## **SECTION 91.165 – RPA MAINTENANCE, PREVENTIVE MAINTENANCE AND MODIFICATIONS**

- (a) The owner or operator of a RPA shall be responsible to guarantee that:
  - (1) The RPA and its related components are in airworthy conditions.
  - (2) Any defect or damage that may affect the airworthiness of either the RPA or its related components be fixed and improved.
  - (3) Maintenance be executed and controlled according to the manufacturer requirements and under the provisions of this regulation.



- (4) A maintenance release is issued once maintenance has been successfully completed.
- (5) The airworthiness release issued by the Aeronautical Authority is still valid and in force.
- (6) The RPA is in good conditions according to the requirements of the planned operations.
- (7) RPA maintenance and inspection programs are complied as established by the manufacturer or as approved by the Aeronautical Authority.
- (8) Any other mandatory airworthiness requirement is complied with as indicated by the Aeronautical Authority.
- (9) A RPA is not operated if a maintenance manual has been issued by the manufacturer
- (10) Airworthiness maintenance control
- (11) In order to execute adequate and successfully the responsibilities described under paragraph (a) of this section and other sections of this chapter, the owner or operator shall guarantee that:
  - i. A maintenance program for each RPA shall be established.
  - ii. Major modifications and repairs are performed only according to the approved data by the Aeronautical Authority.
  - iii. Whole maintenance program is performed according to the maintenance data acceptable by manufacturer and that all maintenance registries are duly kept.
  - iv. All Airworthiness Directives applicable to RPA and related parts are complied.
  - v. All failures discovered during schedule maintenance or those that have been notified are corrected and improved by an approved centre in the case of RPA classes 1 and 2, and by a certified and authorized aeronautical maintenance organization in the case of RPA classes 3 and 4.
  - vi. Maintenance program is fulfilled.
  - vii. Substitution of RPA parts – with limited time life –is controlled, if applicable.
  - viii. All aircraft maintenance registries are controlled and duly kept.





- ix. Weight (mass) and balance reflects the current aircraft condition.
- x. Current and applicable maintenance data be kept and used for the performance of tasks and duties for continuing airworthiness.

## **SECTION 91.166 – AIRCRAFT DAMAGES**

- (a) Registered aircrafts in the Bolivarian Republic of Venezuela.
  - (1) When a RPA has suffered damages, the Aeronautical Authority shall determine if such are of a nature that impedes the aircraft to meet the airworthiness conditions according to the limitations established by the manufacturer and the airworthiness requirements provided under this Regulation.
  - (2) If the Aeronautical Authority determines that the aircraft is not in airworthy conditions, the owner or operator is responsible to repair such damages until restitution of the airworthy conditions. If the aircraft has not complied in its entirety with the airworthy conditions, it is possible to request a Special Flight Authorization according to the conditions and limitations established under RAV 21.
- (b) RPA not registered in the Bolivarian Republic of Venezuela.
  - (1) If an aircraft that is not registered in the Bolivarian Republic of Venezuela suffers damages or such are found while the aircraft is within national territory, the Aeronautical Authority shall immediately notify the aircraft's State of Registry about the nature of such damage and if it compromises the airworthy conditions and impedes the flight continuation.
- (...)

## **APPENDIX I**

### **REQUEST OF SPECIAL FLIGHT AUTHORIZATION AND DEVIATIONS TO PERFORM AERIAL WORKS WITH AN RPA**

(Chart on next page)



**REQUEST OF SPECIAL FLIGHT AUTHORIZATION AND DEVIATIONS TO PERFORM AERIAL WORK WITH AN RPA**

**PERSON RESPONSIBLE FOR CONDUCTING A RPA OPERATION.  
PERSONAL DATA**

Full name: .....

Address: .....

Telephone number: .....

E-mail: .....

Date of request: .....

**RPA DATA**

Mark: .....

Model: .....

Serial number: .....

\*Type of aerial work to be performed: .....

**OPERATIONAL DATA**



Date of operation: .....

Location of operation: .....

**REQUEST OF DEVIATION**

Specific requisite to be deviated from: .....

Purpose of deviation: .....

Mitigation measures from operational risk: .....

The CAA shall accept or deny this request (XX) days from its submission. It may be necessary that the CAA contacts the requesting party to ask for additional information before issuance of the requested authorization.

\*For non-commercial operations, please mark field number XX as "N/A"

The CAA may inspect the RPA activities related to aerial works without previous notice.



**ONLY FOR CAA USE**

**ACCEPTED REQUEST**

The person which operates the RPA controls shall carry this authorization during the operation. This authorization is only valid for the operations and dates specified on the data contained in this form.

**DENIED REQUEST** (Reason to be denied)

**DENIED REQUEST**

Justification: .....

**REPEALING PROVISIONS**

The Administrative Ruling number PRE-CJU-160-08 dated November 03<sup>rd</sup> 2008, through which the Venezuelan Aeronautical Regulation number 91 (RAV 91) was published, is repealed in its entirety.

**TRANSITORY PROVISIONS**

The following transitory provisions are established:

- (a) The ELT equipment on board the aircraft, that meets the requisites under paragraph 91.58 (a)(4) of this Regulation, shall be installed and registered within a six-months period from the date of entering into force of this regulation or in the next renewal of the airworthiness certificate, whichever occurs first.
- (b) The authorization of the aircraft's radio station that meets the requirements under paragraph 91.56 (b)(5) of this Regulation, shall be requested and registered within a six-month period from the date of entering into force of this regulation or in the next renewal of the airworthiness certificate, whichever occurs first.

**FINAL PROVISIONS**

**FIRST:** all that has not been provided in this Venezuelan Aeronautical Regulation shall be resolved according to what has been established in the legal system of the Bolivarian



Republic of Venezuela.

**SECOND:** This Administrative Ruling shall enter into force on the date of its publication on the Official Gazette of the Bolivarian Republic of Venezuela.

Be this communicated and published,

(Illegible signature / wet official stamp)

**JORGE LUIS MONTENEGRO CARRILLO**  
**President of the National Institute of Civil Aeronautics (INAC)**  
Decree No. 1800, dated June 03rd 2015  
Official Gazette No. 40.674, dated June 03rd 2015