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On the continuing airworthiness of certified Remotely Piloted Aircraft Systems (RPAS) / Unmanned Aircraft Systems (UAS) and their components, and on the approval of organisations and personnel involved in these tasks.



THE PRESIDENT

Mindful of « le Traité Révisé de la Communauté Économique de l'Afrique Centrale (CEMAC) du 30 Janvier 2009 » ;

Mindful of « la Convention régissant l'Union Économique de l'Afrique Centrale (UEAC) du 30 janvier 2009 » ;

Mindful of « la Convention de Chicago du 14 décembre 1944, relative à l'Aviation Civile Internationale » ;

Mindful of « le Traité relatif aux Autorité Africaines et Malgache de l'Aviation Civile (AAMAC) du 20 Janvier 2012 » ;

Mindful of « l'Acte additionnel n° 15/07/CEMAC-162-CCE-08 du 25 avril 2007 portant création d'une Agence de Supervision de la Sécurité en Afrique Centrale (ASSA-AC) » ;

Mindful of « l'Acte additionnel n° 06/CEMAC-204-CCE-11 portant érection de l'ASSA-AC en Institution Spécialisée de l'UEAC du 25 juillet 2012 » ;

Mindful of « la Décision n° 14/23-CEMAC-COMMISSION-CCE-15, du 31 mars 2023, portant nomination de Monsieur **Baltasar ENGONGA EDJO'O** en qualité de Président de la Commission de la CEMAC » ;

Mindful of « le Règlement n° 07/24-UEAC-066-CM-40 du 24 mai 2024, fixant les règles communes en matière de sécurité aérienne dans le domaine de l'aviation civile en zone CEMAC » ;

Mindful of « le Règlement n° 05/24-UEAC-066-CM-40 du 18 juin 2024, portant adoption du code de l'aviation civile des États membres de la CEMAC » ;

Mindful of « le Règlement n° 06/23-UEAC-204-CM-40 du 18 juin 2024, portant organisation et fonctionnement l'Agence de Supervision de la Sécurité Aérienne en Afrique Centrale (ASSA-AC) » ;

Whereas:

- 1) Regulations N°06/23-UEAC-204-CM-40 and N°07/23-UEAC-066-CM-40, both of 18 June 2024, respectively establish the organisation and functioning of the "Agence de Supervision de la Sécurité Aérienne en Afrique Centrale (ASSA-AC)" and common essential requirements that provide for a high uniform level of civil aviation safety in the

Region, and in particular with regard to the operation of unmanned aircraft. According to Article 56 (1) of Regulation N°07/23-UEAC-066-CM-40, the CEMAC Commission (CC) is empowered to adopt delegated acts laying down detailed requirements for the maintenance of unmanned aircraft;

- 2) Annex IX to Regulation N°07/23-UEAC-066-CM-40 sets out essential requirements for the maintenance of unmanned aircraft, in particular those, which are subject to certification pursuant to Article 54(1) of that Regulation;
- 3) Remotely piloted aircraft systems (RPAS) / unmanned aircraft systems (UAS), intended to be operated in higher risk operations and for which a thorough risk assessment should be carried out to determine what requirements are necessary to ensure the safety of the operations and for which the risk of the operation cannot be adequately mitigated, should be certified and comply with detailed requirements in respect of their continuing airworthiness;
- 4) Considering the specific nature of RPAS/UAS, and in accordance with Article 56 (1) of Regulation N°07/23-UEAC-066-CM-40, laying down common rules on aviation safety in the field of civil aviation in the CEMAC zone, there is a need to establish dedicated continuing airworthiness requirements in a self-standing regulation for those RPAS/UAS, their components, and for organisations and personnel involved in continuing airworthiness tasks;
- 5) In accordance with Regulations N°06/23-UEAC-204-CM-40 on the organisation and functioning of ASSA-AC and N°07/23-UEAC-066-CM-40 laying down common rules on aviation safety in the field of civil aviation in the CEMAC zone, the requirements for RPAS/UAS should be proportionate to the risk of the particular operation or type of operation; therefore, the scope of the new regulation should be linked to the obtainment of an airworthiness certificate;
- 6) These requirements for the RPAS/UAS continuing airworthiness should be based on and harmonised with the detailed requirements laid down in Regulation on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks, applicable to light aircraft in manned aviation, but they should be adapted and adjusted so as to ensure that they are appropriate for the specific nature of RPAS/UAS and are proportionate to the risks posed by their operation;
- 7) It is necessary to provide for a smooth transition to the new regulatory framework established by this Regulation. Therefore, it is necessary to provide stakeholders and Member State administrations with sufficient time to adapt to and ensure compliance with this new regulatory framework;

On the proposal of the Director General of ASSA-AC;

After approval by the ASSA-AC Committee of Ministers at its meeting on 04th October 2024;

HAS ADOPTED THE IMPLEMENTING RULE CONSISTING OF THE FOLLOWING ANNEXES:

- 1. ANNEX I – PART ML.RPAS/UAS**
- 2. ANNEX II – PART CAO.RPAS/UAS**

THE CONTENT OF WHICH IS AS FOLLOWS:

Article 1 - Subject matter and scope

This Regulation establishes common technical requirements and administrative procedures to ensure the continuing airworthiness of remotely piloted aircraft systems (RPAS) / unmanned aircraft systems (UAS), including any component for installation thereto, where the remotely piloted aircraft (RPA) / unmanned aircraft (UA) is, or will be, registered in a Member State, and is intended to be operated in higher risk operations and for which a thorough risk assessment should be carried out to determine what requirements are necessary to ensure the safety of the operations and a certificate of airworthiness or a restricted certificate of airworthiness has been or will be issued to the RPA/UA.

Article 2 - Definitions

For the purposes of this Regulation, the following definitions shall apply:

- a) 'Remotely Piloted Aircraft System (RPAS) or Unmanned Aircraft System (UAS)' A remotely piloted aircraft, its associated remote pilot station(s), the required C2 Link(s) and any other components as specified in the type design;
- b) 'C2 Link' The data link between the remotely piloted aircraft and the remote pilot station for the purpose of managing the flight;
- c) 'Remote Pilot Station (RPS) or Control and Monitoring Unit (CMU)' The component of the remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft;
- d) 'Certifying staff' means the personnel responsible for the certification of maintenance upon its completion;
- e) 'Component' means any engine, propeller or part of the RPA/UA, or any element of the control and monitoring unit;
- f) 'Continuing airworthiness' means the set of processes by which an aircraft, remote pilot station / control and monitoring unit, engine, propeller or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life;
- g) 'Maintenance' means the performance of tasks on an aircraft, remote pilot station, engine, propeller or associated part required to ensure the continuing airworthiness of an aircraft, remote pilot station / control and monitoring unit, engine, propeller or associated part including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair;

- h) 'Organisation' means a natural person, a legal person or part of a legal person; such an organisation may be established at more than one location whether or not within the territory of the Member States;
- i) 'Pre-flight inspection' means the inspection carried out before flight to ensure that the remotely piloted aircraft / unmanned aircraft is fit for the intended flight;
- j) 'Principal place of business' means the head office or the registered office of the undertaking from which the principal financial functions and the operational control of the activities referred to in this Regulation are exercised;
- k) 'Certified category of RPAS/UAS' The design, production and maintenance of RPAS/UAS which has a characteristic dimension of three (03) meters or more and is designed to be operated over assemblies of people or is designed for transporting people or is designed for the purpose of transporting dangerous goods and requiring a high level of robustness to mitigate the risks for third parties in case of accident. In addition, RPAS/UAS operations shall be classified as RPAS/UAS operations in the 'certified' category where the competent authority, based on a risk assessment, considers that the risk of the operation cannot be adequately mitigated without the certification of the RPAS/UAS and of the RPAS/UAS operator and, where applicable, without the licensing of the remote pilot;
- l) 'Critical maintenance task' means a maintenance task that involves the assembly or any disturbance of a system or any component on an unmanned aircraft system, engine or propeller that, if an error occurred during its performance, could directly endanger the flight safety;
- m) 'Remote Pilot Station (RPS) or Control and Monitoring Unit (CMU)' The component of the remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft;

Article 3 - Continuing airworthiness requirements

- 1 The continuing airworthiness of RPAS/UAS referred to in Article 1, and the components for installation thereon, shall be ensured in accordance with Annex I (Part-ML.RPAS/UAS).
- 2 By way of derogation from paragraph 1, the continuing airworthiness of RPAS/UAS referred to in Article 1, for which a permit to fly has been issued, shall be ensured on the basis of specific continuing airworthiness arrangements defined in the approved flight conditions of the permit to fly issued in accordance with Annex I (Part 21) to the Regulation laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances and remote pilot stations and their components.

Article 4 - Approvals for organisations involved in the continuing airworthiness of RPAS/UAS

An organisation that is involved in the continuing airworthiness of RPAS/UAS referred to in Article 1, and of components for installation thereon, including their maintenance, shall

comply with Annex II (Part-CAO.RPAS/UAS) and obtain the related approval certificate from its competent authority.

Article 5 - Certifying staff

Certifying staff shall be qualified in accordance with the requirements specified in Annex II (Part-CAO.RPAS/UAS).

Article 6 - Competent authorities

Competent authorities that are responsible for performing certification, oversight and enforcement tasks pursuant to this Regulation shall comply with implementing this Regulation and its annexes.

The term "Member State" in this regulation and its annex(es) means a Member State and any Associated State under Article 56 of the revised CEMAC Treaty of 30 January 2009.

Article 7 - Entry into force

This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the CEMAC.

However, member states take all the measures required to comply with it no later than December 31, 2026. They immediately inform the #Commission de la CEMAC#.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Bangui, the

24 JAN 2025



Baltasar. ENGONGA EDJO'O