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DOF: 09/20/2017

PROYECTO of Official Mexican Standard PROY-NOM-107-SCT3-2016, Which establishes the requirements to operate a remotely piloted aircraft system (RPAS) in Mexican airspace.

On the margin, a seal with the National Coat of Arms, which reads: United States of Mexico.- Ministry of Communications and Transportation.

PROJECT OF THE MEXICAN OFFICIAL STANDARD PROY-NOM-107-SCT3-2016, " ESTABLISHING THE REQUIREMENTS FOR OPERATING A PILOTED DISTANCE AIRCRAFT SYSTEM (RPAS) IN THE MEXICAN AIR AREA " .

Yuriria MASCOTT PÉREZ, Undersecretary of Transport of the Ministry of Communications and Transport, and Chair of the National Advisory Committee for Standardization of I Air Transport, with foundation in Articles 1 . , 2nd . , fraction I, 14, 16, 18, 26, 36, sections IV and XXVII of the Organic Law of the Federal Public Administration; 3 and 4 of the Federal Law of Administrative Procedure; 1o., 38, fraction II, 40, fractions III and XVI, 41, 43, 47, 52, 73 and 74 of the Federal Law on Metrology and Standardization; 4 , 6, fractions I II, IV, V, XVI and last paragraph of the Civil Aviation Law; 28, 33, 34, 80, 81 and 82 of the Regulation of the Federal Law on Metrology and Standardization; 1, 127 and 133 of the Rule of Law of Civil Aviation; 1st, 2nd o. , sections III and XVI, 6o ., sections XIII and 21, sections II, XI, XXVI, XXXI and XXXVII of the Internal Regulations of the Ministry of Communications and Transportation; I have been pleased to order the publication in the Official Journal of the Federation Proposed Official Mexican Standard NOM-107-SCT3-2016 approved by the Committee National Advisory normalization on of Air Transport on the 19th of October 2016 and which establishes the requirements to operate a remotely piloted aircraft system (RPAS) in Mexican airspace .

This Draft Official Mexican Standard is published so that within the following 60 calendar days, counted from the date of its publication in the Official Gazette of the Federation, interested parties submit their comments to the National Standardization Advisory Committee of I Air Transport , through the Deputy General Directorate of Aviation, in its corresponding offices, located at Blvd. Adolfo López Mateos 1990, 2nd. Floor, Colonia Los Alpes Tlacopac, Delegación Álvaro Obregón, Postal Code 01010, Mexico City, Telephone 5 0 - 11-64 - 17 , or email ccnnta@sct.gob.mx .

During the aforementioned period, the analyzes that served as the basis for the preparation of the Draft Official Mexican Standard in question, will be available to the public for consultation at the address of the aforementioned Committee .

Atentament e

Mexico City, September 01 2017.- The Secretary of Transport and President of the Committee National Advisory Standardization of I Air Transport , **Yuriria Mascott Pérez** .- Heading.

Yuriria MASCOTT PÉREZ, Undersecretary of Transport of the Ministry of Communications and Transport, and Chair of the National Advisory Committee for Standardization of air transport, co n based on Articles 1o., 2o. , fraction I, 14, 16, 18, 26, 36, sections IV and XXVII of the Organic Law of the Federal Public Administration; 3 and 4 of the Federal Law of Administrative Procedure; 1o., 38, fraction II, 40, fractions III and XVI, 41, 43, 47, 52, 73 and 74 of the Federal Law on Metrology and Standardization; 4, 6, fractions III, IV, V, XVI and last paragraph of the Civil Aviation Law; 28, 33, 34, 80, 81 and 82 of the Regulation of the Federal Law on Metrology and Standardization; 1, 127 and 133 of the Regulations of the Civil Aviation Law; 1st, 2nd, fractions III and XVI, 6th, fraction XIII and 21, fractions II, XI, XXVI, XXXI and XXXVII of the Internal Regulation of the Ministry of Communications and Transportation; I have kindly ordered the publication in the Official Gazette of the Federation of the Draft Official Mexican Standard PROY-NOM-107-SCT3-2016 approved by the National Advisory Committee on Air Transport Standardization on October 19, 2016, and the which establishes the requirements to operate a remotely piloted aircraft system (RPAS) in Mexican airspace .

This draft Mexican Official Standard is published to the effect that within 60 calendar days from the date of its publication in the Official Journal of the Federation, the interested parties may submit their comments to the National Advisory Committee for Standardization of the Air Transport , through the General Deputy Directorate of Aviation, in its corresponding offices, located at Blvd. Adolfo López Mateos 1990, 2nd. Floor, Colonia Los Alpes Tlacopac, Delegation Álvaro Obregón, Postal Code 01010, Mexico City, Telephone 50-11-64-17 or email ccnnta@sct.gob.mx.

During the aforementioned period, the analyzes that served as the basis for the preparation of the Draft Official Mexican Standard in question, will be available to the public for consultation at the address of the aforementioned Committee.

PROJECT OF THE MEXICAN OFFICIAL STANDARD PROY-NOM-107-SCT3-2016, WHICH ESTABLISHES THE REQUIREMENTS FOR OPERATING A PILOTED DISTANCE AIRCRAFT SYSTEM (RPAS) IN

THE MEXICAN AIR SPACE.

PREFACE

The Civil Aviation Law in its Article 6, section III, establishes the powers that the Ministry of Communications and Transportation has in civil aviation and airport matters, among which is the issuing of Official Mexican Standards and other administrative provisions.



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The Civil Aviation Law in Article 4 states that civil navigation in the airspace over national territory is governed, in addition to what is provided for in said law, by the international treaties that the United Mexican States has concluded, being the case that Mexico is a signatory of the Convention on International Civil Aviation signed in the city of Chicago, Illinois, United States of America, on December 7, 1944.

In accordance with the provisions of the International Civil Aviation Organization (ICAO), in Annex 8, entitled "Airworthiness", aircraft manufacturers and the Civil Aviation Authority must ensure the application of the necessary standards to prevent accidents and protect the crew, passengers and third parties; likewise, Annex 2, entitled "Regulation of the Air", establishes that "no aircraft may behave negligently or recklessly in a way that endangers the life or property of others". In the case of manned aircraft, airworthiness is focused on establishing the requirements or set of processes in order to maintain the conditions for a safe operation, so a Remote Piloted Aircraft System (RPAS) should not increase the risk of damage to persons or property located on land or in flight, compared to an equivalent category of manned aircraft.

The way to regulate civil aviation has been carried out to this day, based on the notion of considering that a pilot directs the aircraft from its interior and that it commonly has passengers and cargo on board; However, the concept of removing the pilot from the aircraft poses important technical and operational problems, whose complexity continues to be evaluated by the Civil Aviation Authorities worldwide in conjunction with the aeronautical community.

The Remote Piloted Aircraft Systems (RPAS) are a new concept in the aeronautical field, which the Aeronautical Authority and the aerospace industry need to understand, define and integrate for their proper operation. These systems are based on state-of-the-art aerospace technological novelties, which offer advances that can provide new and better civil and commercial applications, as well as contribute to improving the operational safety and efficiency of all civil aviation. The secure integration of RPAS into non-segregated airspace will be a long-term activity in which many interested participants will contribute their experience and knowledge in diverse topics such as licensing and medical certification of the personnel that will control the operation of RPAS on land, technologies for detection and evasion systems, spectrums of frequencies for their operation (including protection against unintentional or illicit interference), applicable legal provisions of separation in relation to other aircraft and the development of an integral regulatory framework.

The purpose of this Official Mexican Standard is to establish the regulatory framework through applicable legal provisions, so that the operation of the RPAS is carried out in a safe, harmonized and fluid manner comparable with the operations of the manned aircraft.

The following institutions participated in the preparation of this Official Mexican Standard:

- SECRETARIAT OF COMMUNICATIONS AND TRANSPORT.
- GENERAL DIRECTORATE OF CIVIL AVIATION.
- MEXICAN TRANSPORTATION INSTITUTE.
- NATIONAL AEROTRANSPORT CHAMBER.
- SCHOOL OF MEXICAN ENGINEERS IN AERONAUTICS.
- COLLEGE OF AVIATOR PILOTS OF MEXICO.
- ASSOCIATION OF ENGINEERS IN AERONAUTICS.
- DRONES OF MEXICO.
- SKYLAB INDUSTRIES.
- DRONIX DS.
- FLY WITHOUT WINGS.
- UNMANNED SYSTEMS TECHNOLOGY INTERNATIONAL.

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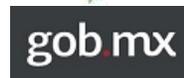
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 - Appendix "F" Regulations: Guide to the contents of the operating manual for RPAS.
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 - Appendix "H" Regulations: Contents of the RPAS logbook.
 - Appendix "I" Regulations: Aerodromes.
 - Appendix "J" Regulations: Register of RPAS commercialized in Mexico.
 - Appendix "K" Regulations: Registration of RPAS by owners.

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1. Objective and field of application

1.1. This Official Mexican Standard establishes the requirements of the Remote Piloted Aircraft System (RPAS) to operate within Mexican airspace; in the same way for its commercialization in the national territory.

The field of application is addressed to all physical / moral persons, state operators (for civil operations) that intend to operate or operate a RPAS; it also applies to RPAS National Manufacturers.

Note 1: This Official Mexican Standard does not apply to State RPAS that carry out military, police, border and maritime patrols, which must be subject to the air traffic regulations indicated in article 37 of the Civil Aviation Law; it is also not applicable to unmanned aircraft classified as autonomous, nor to unmanned free balloons.

Note 2: This Official Mexican Standard does not apply to RPAS operated indoors or inside open facilities where the remotely piloted aircraft does not exceed the highest point of the facility, nor its lateral limits; it is the responsibility of the owner of the installation, the organizer of the event and the local authority in charge of authorizing its realization and establishing the corresponding security measures .

2. References

NOM-064-SCT3-2012 That establishes the specifications of the Safety Management System (SMS: Safety Management System) or the one that replaces it.

3. Definitions and abbreviations

3.1. Accessory: Instrument, mechanism, equipment, part, apparatus or component, including communications equipment , which is used as an auxiliary in the operation or control of the aircraft, and which is not part of the basic design of a structure, engine or propeller.

3.2. Accident : Any event related to the use of a remotely piloted aircraft, which occurs between the moment the aircraft is ready to travel for the purpose of making a flight and the moment it stops at the end of the flight and its d system and main propulsion during the which:

- a) Any person suffers fatal or serious injuries as a result of direct contact with any part of the remotely piloted aircraft, including parts that have been detached from it; or
- b) Any property of third parties suffers damages; or
- c) The remotely piloted aircraft disappears or is totally inaccessible.

3.3. Aircraft: Any vehicle capable of traveling autonomously in the airspace with people, cargo or mail.

3.4. Airworthiness: Condition in which an aircraft, its components and / or accessories meet the design specifications of the type certificate, supplements and other approvals of minor modifications and that operate in a safe manner to fulfill the purpose for which they were designed .

3.5. Aerostat: Any aircraft that, mainly, is held in the air by virtue of its ascensional force .

3.6. Attitude: The orientation of an aircraft with respect to the horizon.

3.7. Altitude: Vertical distance between a level, point or object considered as a point, and the average level of the sea.

3.8. Height: Vertical distance between the RPA and the ground level.

3.9. Type Approval: Document that approves and justifies that the design with its RPAS details have been reviewed that comply with the applicable airworthiness standards, which has been subject to tests on the ground, in air and has no unsafe design characteristics.

3.10. Aeronautical Authority: The Ministry of Communications and Transportation, through the General Directorate of Civil Aeronautics.

3.11. Civil Aviation Authority : governing authority of a foreign country, in aeronautical matters.

3.12. Service bulletin: Document issued by the manufacturer of a certain aircraft, component or accessory, by means of which it informs the operator or owner of the aircraft, the operational and / or maintenance actions in addition to the maintenance program, which may be modifications from optional even mandatory, which tend to improve the operating conditions of an aircraft.

3.13. Payload: Device or equipment carried by the RPAS, which is not necessary for the flight, but is carried on board in order to meet the specific objectives of the air task.

3.14. Certification: Procedure by which it is ensured that a product, process, system or service conforms to the standards, guidelines or recommendations of organizations dedicated to national or international standardization ; laws, regulations or norms.

3.15. Airworthiness Certificate: Official document that certifies that the aircraft is in satisfactory technical conditions to carry out flight operations.

3.16. Registration certificate: Document that identifies and determines the nationality of the aircraft.

3.17. Advisory Circular: Publication of an informative nature that is not obligatory or urgent, used to communicate to the involved some procedure in relation to the technical-administrative areas of the Aeronautical Authority.

3.18. Commercial: Use that is given to an RPA to perform aerial tasks for profit.

3.19. RPAS Marketer: Company that is responsible for marketing an existing or manufactured product and / or service .

3.20. Component: Any part contained in itself, combination of parts, sub-assemblies or units, which perform a specific function necessary for the operation of a system.

3.21. CTA: Air Traffic Control.

3.22. Airworthiness Directive: Compulsory compliance document issued by the Government Agency or accredited body responsible for the certification of aircraft, engines, propellers and components that have presented unsafe conditions and that may exist or develop in other products of the same type and design, in which prescribes inspections, conditions and specifications under which they can continue operating.

3.23. Air Space: It is a portion of the Earth's atmosphere, both on land and on water, regulated by a particular country. There are four types of airspace: controlled, uncontrolled, special use airspace, and others.

3.24. Airworthiness Standards: Set of regulations accepted by the Aeronautical Authority for Type Design.

3.25. Control station: The component of the remotely piloted aircraft system that contains the equipment that is used to remotely pilot an aircraft.

3.26. Manufacturer of RPAS: That is dedicated to the manufacture or elaboration of RPAS.

3.27. FOD: Damage due to a strange object.

3.28. Unmanned free balloon : Unmanned aerostat propelled by non-mechanical means, in free flight .

3.29. RPAS Importer: That imports or introduces RPAS from a country in another country.

3.30. Incident: Any event related to the use of an aircraft remotely piloted, which does not become an accident that affects or may affect the safety of operations.

3.31. Technical information: All the information required for the aeronautical activity on design, manufacturing, assembly, maintenance, training and operation.

3.32. Logbook: Official document that is kept at the control station and in which a record of the most important operational parameters of the same is kept, maintenance, registered failures, before or during the flight, actions taken in this respect and times of The aircraft.

3.33. Maintenance : Any action or combination of actions of inspection, repair, alteration or cor Rección fault or damage of an aircraft, component or accessory.

3.34. Crew member: Personnel who is in charge of essential functions for the operation of the aircraft during the time of flight.

3.35. MN: Nautical Miles, equivalent to 1852 meters.

3.36. NOTAM (Air Notification): Notice distributed by means of telecommunications that contains information related to the establishment, condition or modification of any aeronautical installation, service, procedure or danger, whose timely knowledge is essential for the personnel in charge of flight operations.

3.37. ICAO: International Civil Aviation Organization.

3.38. RPAS Observer: A trained person who assists the RPAS pilot in his duties associated with traffic evasion. This includes, but is not limited to the evasion of another type of possible traffic, clouds, obstacles and terrain.

3.39. Visual Line: It is that action where the RPAS pilot must be able to see the remotely piloted aircraft during the entire flight in order to know its location, attitude, altitude and direction, the existence of other air traffic or other dangers and determine that the RPA does not endanger the life or property of another.

3.40. RPAS Operator: Physical or moral person who is the owner or holder of a RPAS.

3.41. PIA / AIP: Publication of Aeronautical Information.

3.42. Maximum Take Off Weight : (Maximum Take-Off Weight MTOW), is the maximum weight of an aircraft with which you can take off.

3.43. Pilot of the RPAS: Person who manipulates the flight controls of an aircraft system piloted at a distance.

3.44. Aeronautical technical personnel: Person holding a license issued by the Aeronautical Authority that exercises its functions based on the capacities or faculties recognized by the license itself .

3.45. Private Non-Commercial: Use that is given to an RPA by a RPAS operator, who performs non-profit air tasks .

3.46. Private Recreational: Use that is given to an RPA as exclusively to recreation, without pursuing profit.

3.47. RPA (Remotely Piloted Aircraft - Remote Piloted Aircraft): Aircraft piloted by a " remote pilot " , holder of a / license (if applicable), located in a " control station " located outside the aircraft (ie, on the ground , by ship, on another aircraft, in space) who monitors the aircraft at all times and can respond to the instructions issued by the Air Traffic Control, communicates by voice or data link as appropriate to the airspace or operation, and has direct responsibility for the safe driving of the aircraft during its entire flight.

3.48. RPAS (Remotely Piloted Aircraft System - Remote Piloted Aircraft System): It is a Remote Piloted Aircraft, with its associated station, the commands and control links required and any other component as specified in its type of design.

3.49. Secretariat: Secretariat of Communications and Transportation.

3.50. SENEAM (Navigation Services in the Mexican Air Space): Provider of the services related to air traffic in the Mexican Republic.

3.51. Air traffic service (ATS): A generic expression that is applied, as the case may be, to the flight information services , alert, air traffic advice and air traffic control (the latter includes the services of area control, control of approach and control of aerodrome).

3.52. Air task: Activity by a aircraft piloted distance, such as spraying, construction, inspection and aerial surveillance, aerial photography, aerotopografía, practical training of flight conducted by training centers or training and training, search and rescue, among others

3.53. Unit subject to verification: Natural or legal person as concessionaire, permit holder, air operator or holder of an authorization, who are subject to verifications provided for in the Civil Aviation Law, Airports Law, General Communication Roads Law and its Regulations and other applicable provisions .

3.54. UA (Unmanned Aircraft): Unmanned Aircraft .

3.55. UAS (Unmanned Aircraft System): Unmanned Aircraft System .

3.56. VFR: Rules of Visual Flight.

4. General provisions

4.1. It is the duty of the RPAS Operator, in accordance with its maximum take-off weight, category and use, to comply with the provisions of this Official Mexican Standard.

4.2. All National RPAS Manufacturers must comply with the provisions of numeral 9 of this Official Mexican Standard.

4.3. All RPAS Importers must comply with the provisions of numeral 10 of this Official Mexican Standard.

4.4. All RPAS marketers must comply with the provisions of paragraph 11 of this Official Mexican Standard.

4.5. It is recommended that, in order to guarantee the operational safety of the aircraft, the citizens in general report the sightings of RPAS within the area of the 9260 meters (5 NM) around the airports, in the command of the nearest airport of sighting .

4.6. Classification of the RPAS.

4.6.1. Any RPAS operator that intends to operate a RPAS in Mexican airspace must comply with this Official Mexican Standard, based on the maximum take-off weight, category and use of the RPA, in accordance with the following table:

CLASSIFICATION OF DISTANCE PILOTED AIRCRAFT SYSTEMS			
MAXIMUM DISCHARGE WEIGHT	CATEGORY	USE	Compliance with the Numeral of this Official Mexican Standard
2,000 Kg or less	RPAS Micro	Private Recreational	4.7, 4.8 and 5.1.
		Private Non-Commercial or Commercial	4.7, 4.8, 5.2, and 8 *

2.001 kg until 25,000 Kg	RPAS Small	Private Recreational	4.7, 4.8, and 6.1.
		Private Non-Commercial or Commercial	4.7, 4.8, 6.2 and 8 *
More of 25,001 kg	RPAS Large	Private Recreational	4.7, 4.8 and 7.1.
		Private Non-Commercial or Commercial	4.7, 4.8, 7.2 and 8 *

* Number 8 is only applicable when night operations are required.

4.7. General operating requirements.

4.7.1. The pilot must operate the RPAS at a separation distance of at least 9.2 km (5 NM) from any aerodrome.

Note: The aerodromes are all those described in Appendix I of this Official Mexican Standard and all those that are listed in the file " Database of Aerodromes and Heliports " in force, published on the website of the SCT / DGAC, that have in the column " situation " of the Excel sheet, the current status.

4.7.2. The pilot must operate the RPAS at a separation distance of at least 0.9 km (0.5 NM) from any heliport.

Note: The heliports are all those that are listed in the file " Database of Aerodromes and Heliports " in force, published on the website of the SCT / DGAC. That they have in the column " situation " of the Excel sheet, the current status.

4.7.3. The RPAS pilot must not drop and / or throw (even with a parachute) any object or material that could cause damage to any person or property.

4.7.4. The RPAS pilot must not operate the aircraft if the flight can not be done safely. This condition must be determined in a preflight inspection. The preflight inspection must contain at least what is indicated in Appendix E of this Official Mexican Standard.

4.7.5. The RPAS pilot must not operate the remotely piloted aircraft in the restricted , restricted or dangerous areas established in the PIA / AIP, Section ENR 5.1.

4.7.6. The pilot RPAS before an operation, to check that activate NOTAMS areas prohibited or restricted mentioned in section 4.7.5 of this Mexican Official Standard or areas temporary that prohibit the implementation of operations on rules of flight visual (VFR) with aircraft.

Note: NOTAMS are verified at the flight information service office of the nearest controlled airport .

4.7.7. The RPAS operator and / or pilot must not use the remotely piloted aircraft to transport dangerous goods and / or prohibited substances, nor to use or transport weapons or explosives.

4.7.8. The RPAS pilot must not operate in open places where more than 12 people meet.

4.7.9. The RPAS pilot must maintain control of the flight path of the remotely piloted aircraft at all times.

4.7.10. The RPAS pilot must not operate the RPAS in a negligent or reckless manner that endangers the life or property of third parties.

4.7.11. The operator and / or pilot of the RPAS must operate during the official hours between sunrise and sunset, unless the RPAS operator obtains special approval from the Aeronautical Authority for night flights in accordance with numeral 8 of this Official Mexican Standard.

4.7.12. The RPAS pilot must at all times and without exception grant the right-of-way to any manned aircraft, unless the remotely piloted aircraft and the other aircraft are under positive control by the Air Traffic Services.

4.7.13. The RPAS pilot must not operate from moving vehicles, unless the vehicle is moving on water and this is essential for proper operation.

4.7.14. RPAS operations that cause accidents or incidents must be reported by the RPAS operator to the command of the nearest airport in as much detail as possible, within a period not exceeding 5 calendar days of occurrence. The commanders have an official format to be filled by the RPAS pilot.

4.7.15. The RPAS pilot must not operate more than one RPA at the same time.

4.7.16. The observer of the RPAS must not watch more than one RPA at the same time.

4.7.17. RPAS with foreign registration or registration or operated by foreign RPAS operators for scientific purposes, must request permission from the Ministry of National Defense in compliance with article 29 section XVIII of the Organic Law of the Federal Public Administration.

4.7.18. A RPAS with foreign registration or registration or operated by foreign RPAS operators, other than those mentioned in paragraph 4.7.17 of this Official Mexican Standard , may not operate in Mexico , unless there is a bilateral agreement between the Aeronautical Authority and the Civil Aviation Authority of the registration / registration status.

4.7.19. The RPAS operator must comply with the maintenance and with the continuous airworthiness information and instructions of the RPAS manufacturer.

4.7.20. The RPAS operator in any category or type of use that wishes to carry out operations outside the indicated requirements and limitations, must submit his / her request attaching as much information as possible to the type of operation that is intended to be carried out, including a comprehensive risk mitigation analysis. , in order to carry out the corresponding evaluation and proceed to issue the night operation approval by the Aeronautical Authority.

4.8. Responsibilities .

4.8.1. The operator and / or pilot of the RPAS is responsible for its operation, use and in case of incident or accident, of the damages and / or injuries caused by it.

4.8.2. The RPAS operator is responsible for the use given to the information obtained during the operation of the aircraft.

4.8.3. The operator and / or pilot of the RPAS is responsible for respecting all Laws, Regulations and Norms of a Federal or Local nature, related to National Security, Public Security, protection of privacy, intellectual property, among others.

4.8.4. The RPAS pilot must not operate the RPA while intoxicated or under the influence of narcotics, psychotropic or unnerving drugs.

5. Requirements and limitations of the RPAS Micro

5.1. For private recreational use of the RPAS Micro.

5.1.1. The RPAS operator that operates or intends to operate in this category and use, must comply with the following requirements and limitations, as long as it does not operate within the aerodrome and heliport areas specified in numbers 5.1.2 and 5.1.3 of the present Official Mexican Standard.

- a) Record the registrations, cancellations and changes of the RPAS with a maximum take-off weight greater than 0.250 kg. , on the website of the SCT / DGAC;
- b) Operate the RPA at a maximum height of 122 meters (400 ft), except as required in paragraph d) of this section;
- c) Do not operate the RPA beyond a horizontal distance of 457 meters (1500 ft.) from the pilot;
- d) Operate the RPA at a maximum altitude of 100 meters (328 ft), in the area between the circle of 5 MN and the circle of 10 MN around the aerodromes listed in number I.1 of Appendix I of this Official Mexican Standard;
- e) Do not exceed the flight speed of RPAS " multir rotores (two or more rotors) " indicated in the table below according to its maximum takeoff weight:

Peso Máximo de Despegue (Kg)	Velocidad Operacional Máxima (Km/hr)	Peso Máximo de Despegue (Kg)	Velocidad Operacional Máxima (Km/hr)	Peso Máximo de Despegue (Kg)	Velocidad Operacional Máxima (Km/hr)
0.001	55.00	0.6	38.14	1.4	24.97
0.01	55.00	0.7	35.31	1.5	24.12
0.1	55.00	0.8	33.03	1.6	23.36
0.2	55.00	0.9	31.14	1.7	22.66
0.3	53.04	1	29.54	1.8	22.02
0.4	48.71	1.1	28.17	1.9	21.43
0.5	41.78	1.2	26.97	2	20.89
0.6	38.14	1.3	25.91		

- f) Do not exceed the flight speed of the RPAS fixed wing in maximum power in straight and level flight of 161 Km / hr or the speed established by the RPAS manufacturer, whichever is less;
- g) Operate at a height of at least 10 meters (32 feet) above people;
- h) Maintain a horizontal distance with people not related to the operation, of at least 10 meters;
- i) Not operate the RPA in the corridors in which the helicopters operated by the Visual Charters of the PIA of Mexico operate ;
- j) Count at the control station with a simple copy of the RPAS record, issued by the Aeronautical Authority .

5.1.2. The RPAS operator of this category and uses, to operate within the area of the 5 MN around the aerodromes, requires compliance with paragraph 5.1.1 of this Official Mexican Standard, additionally the RPAS must have automatic devices that allow to know its location and that limit it to a certain height above ground level, in order to obtain a Special Approval from the Aeronautical Authority , operating it at a maximum height of:

- a) 30 meters, in the area between the circles of 3.7 km (2 NM) and 5.6 km (3 NM) around the aerodrome;
- b) 50 meters, in the area between the circles of 5.6 Km (3 NM) and 7.4 Km (4 NM) around the aerodrome;
- c) 75 meters, in the area between the circles of 7.4 Km (4 NM) and 9.2 Km (5 NM) around the aerodrome;
- d) Operations within the circle of 3.7 km (2 NM) around the aerodromes are prohibited.

5.1.3. The RPAS operator of this category and uses, to operate within the area of the 900 meters around the heliports, requires compliance with paragraph 5.1.1 of this Official Mexican Standard , in addition the RPAS must have an automatic tracking device , in order to obtain a Special Approval from the Aeronautical Authority, operating it at a maximum height of:

- a) 30 meters, in the area between the 0.2 km (0.1 MN) and 0.6 km (0.3 MN) circles around the heliport;
- b) 50 meters, in the area between the 0.6 km (0.3 MN) and 0.9 km (0.5 NM) circles around the heliport;
- c) Operations within the circle of 0.2 km (0.1 MN) around the heliports are prohibited.

5.1.4. The RPAS operator must operate the RPA to visual line, without the help of any other device than the corrective lenses, so the RPAS operator must be able to see the RPA throughout the flight in order to know its location, attitude , altitude, direction, the existence of other aerial traffic or other hazards and determine that the RPA does not endanger the physical integrity or the life of the people or damage to the property.

5.2. For Private Non Commercial and Commercial use of RPAS Micro.

5.2.1. The RPAS operator that operates or intends to operate in this category and uses, must comply with all the Requirements and limitations of the micro RPAS for private recreational use in accordance with section 5.1 of this Official Mexican Standard; Additionally, it must comply with the following requirements and limitations:

- a) Have a Civil Liability Insurance policy for damages to third parties, for an amount in accordance with articles 72 and 74 of the Civil Aviation Law; however, in the provisions of the first paragraph of Article 74, the approval of the insurance contract by the Aeronautical Authority will not be required ;
- b) Keep in the control station during the RPAS operation with the following documents in simple copy:
 1. Proof of RPAS registration;
 2. Civil liability insurance policy;
 3. Authorization of SEDENA and INEGI to show them to the authority that is required in case of application, in accordance with clause c) or d) of this numeral.
- c) The RPAS operator of this category and uses, which uses it for aerial photography, aerotopography and orographic survey, must have authorization from the Ministry of National Defense, in compliance with article 27, section III, clause d) of the Regulation of the Civil Aviation Law;
- d) The RPAS operator of this category and uses, to capture aerial photographs with metric or reconnaissance cameras and other images by remote perception within the national airspace, requires authorization from the General Directorate of Geography and Environment of the National Institute of Statistics and Geography (INEGI), in compliance with articles 60 and 61 of the Law of the National System of Statistical and Geographical Information.

6. Requirements and Limitations of the Small RPAS

6.1. For Private Recreational use of the Small RPAS.

6.1.1. The RPAS operator that operates or intends to operate in this category and use, must comply with the following requirements and limitations:

- a) Register the registrations, cancellations and changes of the RPAS on the website of the SCT / DGAC;
- b) Operate within Aeromodelling Clubs approved by the Aeronautical Authority, having to comply with the operating requirements and limitations under which said club is governed and in defined airspaces for use by the same club;
- c) Do not operate at a maximum power speed in straight and level flight of 161 km / hr or the speed established by the RPAS manufacturer, whichever is less;
- d) Operate the RPA at a maximum height of 122 meters (400 ft);
- e) Do not operate the RPA beyond a horizontal distance of 457 meters (1500 ft.) from the pilot;
- f) Operate the RPA at a maximum altitude of 100 meters (328 ft), in the area between the circle of 5 MN and the circle of 10 MN around the aerodromes listed in the numeral I.1 of Appendix I of this Official Mexican Standard;
- g) Maintain a separation distance of the RPAS with respect to clouds, greater than:
 1. 150 meters vertical distance below the cloud, and
 2. 600 meters horizontal distance away from the cloud.
- h) Maintain a minimum visibility of 5 km from the location of the control station, before starting the operation of the RPA;
- i) Do not operate on people, unless they participate directly in the operation of the RPA or are located under a structure that provides them with reasonable protection in the event of a collapse of the RPA;
- j) Maintain a horizontal distance of perimeter security with respect to persons not related to the operation of:
 1. At least 30 meters, for RPAS with a maximum take-off weight exceeding 2,001 kg and up to 10,000 kg;
 2. At least 50 meters, for RPAS with a maximum take-off weight greater than 10,001 Kg and up to 25,000 Kg.

6.1.2. The RPAS operator must operate the RPA to visual line, without the help of any other device that

corrective lenses, so the RPAS operator must be able to see the RPA throughout the flight in order to know its location, attitude, altitude, direction, the existence of other aerial traffic or other hazards and determine that the RPA does not endanger the physical integrity or the life of the people or damage to the property.

6.2. For Commercial and Private Non-Commercial use of the Small RPAS.

6.2.1. The RPAS operator that operates or intends to operate in this category and use must comply with the following requirements and limitations:

- a) Register the RPAS with the Mexican Aeronautical Registry;
- b) Have an Operation Approval issued by the Aeronautical Authority, in accordance with numeral 6.2.5 of this Official Mexican Standard;
- c) Do not operate at a maximum power speed in straight and level flight of 161 km / hr or the speed established by the RPAS manufacturer, whichever is less;
- d) Operate the RPA at a maximum height of 122 meters (400 ft) above ground level;
- e) Do not operate the RPA beyond a horizontal distance of 457 meters (1500 ft.) from the pilot;
- f) Operate the RPA at a maximum altitude of 100 meters (328 ft) above ground level, in the area between the circle of 5 MN and the 10 NM circle around the aerodromes listed in the numeral I. 1 of Appendix I of this Official Mexican Standard;
- g) Maintain a separation distance of the RPAS with respect to clouds, greater than:
 1. 150 meters vertical distance below the cloud, and
 2. 600 meters horizontal distance.
- h) Maintain a minimum visibility of 5 km from the location of the control station, before starting the operation of the RPA;
- i) Do not operate on people, unless they participate directly in the operation of the RPA or are located under a structure that provides them with reasonable protection in the event of a collapse of the RPA;
- j) Maintain a horizontal distance of perimeter security with respect to persons not related to the operation of:
 1. At least 30 meters, for RPAS with a maximum take-off weight greater than 2,001 Kg and up to 10,000 Kg;
 2. At least 50 meters, for RPAS with a maximum take-off weight greater than 10,001 Kg and up to 25,000 Kg.
- k) Not operate the RPA in the corridors in which the helicopters published in the Visual Charters of the PIA of Mexico operate ;
- l) Have a Civil Liability Insurance policy for damages to third parties, for an amount in accordance with articles 72 and 74 of the Civil Aviation Law; however, in the provisions of the first paragraph of Article 74, the approval of the insurance contract by the Aeronautical Authority will not be required ;
- m) The RPAS operator of this category and uses, must have at the control station with:
 1. Copy of the Operation Manual approved by the Aeronautical Authority (refer to numeral 6.2.5.2 subsection d) of this Official Mexican Standard);
 2. Copy of the current Operation Approval;
 3. Copy of the RPAS record, issued by the Aeronautical Authority;
 4. Logbook;
 5. Copy of the Civil Liability Insurance Policy for damages to third parties in force;
 6. Pilot approval of the current RPAS;
 7. Authorization of SEDENA and INEGI to show them to the authority that is required in case of application, in accordance with subsection n) and / or o) of this numeral.
- n) The operator of the RPAS of this category and uses, which uses it for aerial photography, aerotopography and orographic survey, must have authorization from the Ministry of National Defense, in compliance with article 27, section III, clause d) of the Regulation of the Civil Aviation Law;
- o) The RPAS operator of this category and uses, to capture aerial photographs with metric or reconnaissance cameras and other images by remote perception within the national airspace, requires authorization from the General Directorate of Geography and Environment of the National Institute of Statistics and Geography (INEGI), in compliance with articles 60 and 61 of the Law of the National System of Statistical and Geographical Information.

6.2.2. The RPAS operator of this category and uses, to operate it within the area of the 5 MN around the aerodromes, in addition to having an Operation Approval issued by the Aeronautical Authority, requires obtaining a Special Approval from the Aeronautical Authority and the same way to comply with subsection a) or subsections b) and c) below:

- a) Have automatic devices in the RPAS that allow knowing their location and that limit them to a certain height and operate it at a maximum height of:
 1. 30 meters, in the area between the circles of 3.7 km (2 NM) and 5.6 km (3 NM) around the aerodrome;
 2. 50 meters, in the area between the circles of 5.6 Km (3 NM) and 7.4 Km (4 NM) around the aerodrome;
 3. 75 meters, in the area between the circles of 7.4 Km (4 NM) and 9.2 Km (5 NM) around the aerodrome;
 4. Operations within the 3.7 km (2 NM) circle around the aerodromes are prohibited.
- b) That the RPAS, in addition to having the devices indicated in paragraph a) of this numeral, must have the equipment required by the manned aircraft to operate in airspace D, have type approval and before each flight, the strict and previous coordination with the Air Traffic Services and the control tower (if any), to operate at heights greater than those indicated in paragraph a) of this section;
- c) Coordinate before each flight, with the Air Traffic Services and the control tower (if they are available).

6.2.3. The RPAS operator of this category and uses, to operate them within the area of 0.9 Km (0.5 MN) around the heliports, in addition to complying with the requirements indicated to obtain the operation approval issued by the Aeronautical Authority, requires:

- a) That the RPAS has an automatic device that limits it to a certain height, having to operate it at a maximum height of:
 1. 30 meters, in the area between the 0.2 km (0.1 MN) and 0.6 km (0.3 MN) circles around the heliport;
 2. 50 meters, in the area between the 0.6 km (0.3 MN) and 0.9 km (0.5 NM) circles around the heliport;
 3. Operations within the circle of 0.2 Km (0.1 MN) around the heliports are prohibited.

6.2.4. The RPAS operator must operate the RPA to visual line, without the help of any other device than the corrective lenses, so the RPAS operator must be able to see the RPA throughout the flight in order to know its location, attitude, altitude, direction, the existence of other aerial traffic or other hazards and determine that the RPA does not endanger the physical integrity or the life of the people or damage to the property.

6.2.5. To obtain the Operation Approval of the Small RPAS for Commercial and Private Non-Commercial Use.

6.2.5.1. All RPAS operators for this category and use must operate according to the operating limitations included in the operation approval issued by the Aeronautical Authority.

6.2.5.2. Every RPAS operator to obtain the approval of Operation issued by the Aeronautical Authority for this category and use must have:

- a) General Information of the RPAS and Operator of the RPAS;
- b) Identification label of conformity to numeral 6.2.5.3 of this Official Mexican Standard ;
- c) Pilot approval of the RPAS;
- d) RPAS Operation Manual;
- e) Aeronautical Study of Security and Risk Management;
- f) Copy of a Civil Liability Insurance policy for damages to third parties;
- g) Copy of authorization from SEDENA (for aerial photography, aerotopography and orographic survey) if applicable;
- h) Copy of INEGI authorization (to capture aerial photographs with metric or reconnaissance cameras and other images by remote perception) if applicable.

6.2.5.3. All RPAS for this category and use, must be identified with a label of weather resistant material, containing the manufacturer, model, serial number and record sheet of the RPAS, which in turn will be indicated in the operation approval.

7. Requirements and Limitations of the Large RPAS

7.1. For Private Recreational use of the RPAS Grande.

7.1.1. The RPAS operator that intends to operate in this category and use, must comply with the following requirements and limitations:

- a) Register the RPAS with the Mexican Aeronautical Registry;
- b) Operate within Aeromodelism Clubs authorized by the Aeronautical Authority in accordance with Article 60 of the Civil Aviation Law Regulations, having to comply with the operating requirements and limitations under which said club is governed and in defined airspaces for use from the same club;
- c) Do not operate at a maximum power speed in straight and level flight of 161 km / hr or the speed established by the RPAS manufacturer, whichever is less;
- d) Operate the RPA at a maximum height of 122 meters (400 ft) above ground level;
- e) Do not operate the RPA beyond a horizontal distance of 457 meters (1500 ft.) from the pilot;
- f) Operate the RPA at a maximum altitude of 100 meters (328 ft) above ground level, in the area between the circle of 5 MN and the 10 NM circle around the aerodromes listed in the numeral I. 1 of Appendix I of this Official Mexican Standard;
- g) Maintain a separation distance of the RPAS with respect to clouds, greater than:
 1. 150 meters vertical distance below the cloud, and
 2. 600 meters horizontal distance.
- h) Maintain a minimum visibility of 5 km from the location of the control station, before starting the operation of the RPA;
- i) Do not operate on people, unless they participate directly in the operation of the RPA or are located under a structure that provides them with reasonable protection in the event of a collapse of the RPA;
- j) Maintain a horizontal distance of perimeter security with respect to people not related to the operation of at least 50 meters.

7.1.2. The RPAS operator must operate the RPA to visual line, without the help of any other device than the corrective lenses, so the RPAS operator must be able to see the RPA throughout the flight in order to know its location, attitude, altitude, direction, the existence of other aerial traffic or other hazards and determine that the RPA does not endanger the physical integrity or the life of the people or damage to the property.

7.2. For commercial and private non-commercial use of the RPAS Grande.

7.2.1. The RPAS operator that intends to operate in this category and use must comply with the following requirements and limitations:

- a) Register the RPAS in the Mexican Aeronautical Registry;

- b) Obtain Type approval of the RPAS issued by the Aeronautical Authority in accordance with section 7.2.3 of this Official Mexican Standard;
- c) Have an Operation Approval issued by the Aeronautical Authority, in accordance with section 7.2.4 of this Official Mexican Standard;
- d) Do not operate at a speed that exceeds the maximum established by the RPAS manufacturer;
- e) Operate the RPA at a maximum height above ground level, according to the equipment installed by the type of operation to be carried out;
- f) Maintain a separation distance of the RPAS with respect to the clouds, greater than:
 1. 150 meters vertical distance below the cloud, and
 2. 600 meters horizontal distance.
- g) Maintain a minimum visibility of the RPAS operator's flight, as observed from the location of the control station, must be no less than 5 km;
- h) The pilot of the RPAS must have appropriate aeronautical knowledge to operate it;
- i) Not operate on people, unless they are located under a structure that provides reasonable protection for the fall of the RPA;
- j) The RPAS operator, at all times, must operate in class G airspace, unless there is special approval of the Aeronautical Authority to navigate in higher airspaces, as well as prior coordination with the Air Traffic Services;
- k) Not operate in the corridors in which the helicopters published in the Visual Charters of the PIA of Mexico operate ;
- l) The RPAS operator of this category and uses, must have a Civil Liability Insurance policy , approved by the Aeronautical Authority, for damages to third parties for an amount in accordance with articles 72 and 74 of the Civil Aviation Law;
- m) The operator of the RPAS of this category and uses, which uses it for aerial photography, aerotopography and orographic survey, must have authorization from the Ministry of National Defense, in compliance with article 27, section III, clause d) of the Regulation of the Civil Aviation Law;
- n) The RPAS operator of this category and uses, to capture aerial photographs with metric or reconnaissance cameras and other images by remote perception within the national airspace, requires Authorization from the General Directorate of Geography and Environment of the National Institute of Statistics and Geography (INEGI), in compliance with articles 60 and 61 of the Law of the National System of Statistical and Geographical Information;
- o) Maintain a horizontal distance of perimeter security with respect to persons not related to the operation of at least 50 meters;
- p) Comply with all applicable Airworthiness Directives, issued by the Civil Aviation Authority of the state of design / manufacture of the RPAS and / or by the Aeronautical Authority;
- q) The RPAS operator of this category and uses, must have at the control station with:
 1. Copy of the Operation Manual approved by the Aeronautical Authority;
 2. Copy of the current Operation Approval;
 3. Logbook;
 4. Certificate of current registration;
 5. Current Airworthiness Certificate;
 6. Copy of the Civil Liability Insurance policy for damages to third parties in force;
 7. Current RPAS Pilot License;
 8. Copy of authorization from SEDENA (for aerial photography, aerotopography and orographic survey) if applicable;
 9. Copy of INEGI authorization (to capture aerial photographs with metric or reconnaissance cameras and other images by remote perception) if applicable.

7.2.2. The RPAS operator of this category and uses, to operate it within the area of the 10 MN around the aerodromes, in addition to having an Operation Approval issued by the Aeronautical Authority , requires:

- a) Have the required equipment for the manned aircraft to operate in airspace D;
- b) Coordinate before each flight, with the Air Traffic Services and the control tower (if available).

7.2.3. To obtain the Type Approval of the RPAS Grande.

7.2.3.1. All RPAS operators to obtain Type approval issued by the Aeronautical Authority

For this category and use you must have:

- a) Approval Plan in accordance with Appendix D of this Official Mexican Standard;
- b) General Information in accordance with Appendix A of this Official Mexican Standard;
- c) Assurance of airworthiness in accordance with Appendix B of this Official Mexican Standard ;
- d) Applicable manuals (Flight, Maintenance, Parts Manual, etc.);
- e) Compliance with the Airworthiness Standards issued by the Design State or any other equivalent document;
- f) Equipment required according to the type of operation to be performed. The Aeronautical Authority will define this equipment case by case.

7.2.4. To obtain the Operation Approval of the Large RPAS for Commercial and Private Non- Commercial Use.

7.2.4.1. All RPAS operators for this category and use must operate according to the operating limitations included in the operation approval issued by the Aeronautical Authority.

Note: The use of RPAS in sites not established for its operation or outside the limits in accordance with its operation approval require an adequate evaluation of that site by the air operator and submit it for review and approval by the Aeronautical Authority before beginning. operations.

7.2.4.2. Every RPAS operator to obtain the approval of Operation issued by the Aeronautical Authority for this category and use must have:

- a) General Information of the RPAS and Operator of the RPAS;
- b) Enrollment through the Mexican Aeronautical Registry;
- c) Identification of conformity to numeral 7.2.4.3 of this Official Mexican Standard;
- d) RPAS Operation Manual;

- e) Aeronautical Study of Security and Risk Management;
- f) Civil Liability Insurance Policy for damages to third parties;
- g) RPAS pilot license;
- h) Approval of Type or its validation;
- i) Airworthiness Certificate.

7.2.4.3. The RPAS operator must ensure that the RPA has the nationality and registration marks and the national flag painted in a visible place; It must also be identified with a plate of non-flammable material, containing the manufacturer, model, serial number and record sheet of the RPAS in the Mexican Aeronautical Registry, which in turn will be indicated in the operation approval.

7.2.4.4. To obtain the Certificate of Airworthiness of the large RPAS.

7.2.4.4.1. All RPAS operators of this category and uses must obtain their Certificate of Airworthiness issued by the Aeronautical Authority in accordance with the applicable legal system for obtaining the certificate; ensuring:

- a) Compliance with the specifications of the type certificate corresponding to the aircraft, engine (s) and propeller (s), as applicable, issued by the Civil Aviation Authority of the importing State or in case of not having it, document issued by the Civil Aviation Authority of the State;
- b) The control of the Airworthiness Directives of the glider or main components (if applicable);
- c) The control of the service bulletins of the glider or main components (if applicable);
- d) Control of components limited by time (if applicable);
- e) That there is a copy of the definitive registration assignment document issued by the Mexican Aeronautical Registry ;
- f) Maintenance services released to the aircraft by an authorized aeronautical workshop or, where appropriate, by aeronautical technical personnel (provided that it is authorized by the Aviation Directorate attached to the Deputy General Directorate of Aviation of the General Directorate of Civil Aviation); also in case the manufacturer indicates that the maintenance will be controlled by flight hours or calendar time, he must submit the corresponding Flight Log.

8. Requirements for Night Operations with RPAS.

8.1. For private recreational use of RPAS micro, small and large.

8.1.1. These types of operations are not allowed for the RPAS of these categories and uses.

8.2. For commercial and private non-commercial use micro, small and large.

8.2.1. The owners of RPAS for commercial and private non-commercial use that need to operate at night, must comply with the requirements according to their category to operate during the day and additionally they must comply with the requirements established in the following table:

Requirements for night operations.	
RPAS Micro	1. Have the Operation Approval; refer to numeral 6.2.5 of this Official Mexican Standard; 2. Have pilot approval with capacity for night flights; 3. Have the position lights installed in the RPAS; 4. Operation procedures during the night.
RPAS Small	1. Have pilot approval with capacity for night flights; 2. Have the position lights installed in the RPAS; 3. Operation procedures during the night.
RPAS Large	1. Pilot License with capacity for night flights; 2. Type approval of the RPAS certifying that it can carry out night operations ; 3. Position lights installed in the RPAS; 4. Operation procedures during the night.

9. Requirements for National RPAS Manufacturers

9.1. The manufacturers of RPAS Micro and Pequeños, to market them in Mexico, must ensure that the RPAS have:

- a) A device that automatically does not allow the RPA to fly beyond a horizontal distance from the pilot;
- b) A device that automatically does not allow the RPA to fly beyond a height.

9.2. Manufacturers of RPAS Grandes, to market them in Mexico, must ensure that RPASs have:

- a) A device that allows its automatic identification;
- b) Approval of Type or Type Certificate, issued by the Aeronautical Authority.

10. Requirements for the import of RPAS

10.1. For the import of RPAS Micro and Pequeños to Mexico, RPAS must have:

- a) A device that automatically does not allow the RPA to fly beyond a horizontal distance from the pilot;
- b) A device that automatically does not allow the RPA to fly beyond a height.

10.2. For the import of large RPAS to Mexico, RPAS must have:

- a) A device that allows its automatic identification;
- b) Import Motion;
- c) Type Certificate, issued by the Civil Aviation Authority of the design state of the RPAS
- d) Certificate of Airworthiness, issued by the Civil Aviation Authority of the state of registry of the RPAS.

11. Requirements for the Marketing of RPAS

For the commercialization of RPAS in Mexico, the RPAS in its sales packaging must show the warning information, addressed to the buyer of the RPAS, for its corresponding registration on the website of the SCT / DGAC, as well as compliance with this Official Mexican Standard.

12. Degree of agreement with international criteria, policies, norms and guidelines and with Mexican standards taken as a basis for its elaboration

12.1. There are no Mexican standards that have served as the basis for its preparation.

13. Bibliography

13.1. Circular 328 AN / 190 of the year 2011 of the International Civil Aviation Organization (ICAO) " Unmanned Aircraft Systems (UAS) " .

13.2. Order 8130.34C dated August 2, 2013 from the Federal Aviation Administration of the United States of America (FAA) " Certification of Airworthiness of Unmanned Aircraft Systems (UAS) " .

13.3. CAP 722 dated August 2012 from the United Kingdom Civil Aviation Authority (CAA) " Operations of Unmanned Aircraft Systems in the United Kingdom " .

13.4. Policy Statement E.Y013-01 dated August 25, 2009 from the European Aviation Safety Agency (EASA) " Unmanned Aircraft Systems (UAS) " .

13.5. NPRM, dated February 15, 2015 from the Federal Aviation Administration of the United States of America (FAA) " Operation and Certification of a Small Unmanned Aircraft System (UAS) " .

13.6. Document 10019 AN / 507 of the year 2015 of the International Civil Aviation Organization (ICAO) " Manual on Remote Piloted Aircraft Systems (RPAS) " .

13.7. FAR 48 dated December 21, 2015 from that of the Federal Aviation Administration of the United States of America (FAA) " Registration and marking requirements for a small Unmanned Aircraft (UAS) " .

13.8. FAR 107 dated September 29, 2016 from the Federal Aviation Administration of the United States of America (FAA) " Small Unmanned Aircraft System (UAS) " .

14. Observance of this rule

14.1. Monitoring of compliance with this Official Mexican Standard corresponds to the Aeronautical Authority .

15. In the conformity assessment

15.1. It is the authority of the Aeronautical Authority to verify compliance with administrative and regulatory provisions, both national and international, that guarantee the operational safety of civil aircraft, as well as its ability to verify compliance with the specifications and technical procedures of this Norma Oficial Mexicana, which establishes the requirements to operate a remotely piloted aircraft system (RPAS) .

15.2. The RPAS operator will be subject to conformity assessment, through the registration or approval of RPAS operation, based on its use and category in accordance with this Official Mexican Standard .

15.3. When the RPAS Operator requests the formulation of the conformity assessment for the corresponding registration of the RPAS on the website, according to paragraphs 5.1.1 a); 6.1.1 subsection a) must register the RPAS on the website of the SCT / DGAC in accordance with Appendix K of this Official Mexican Standard.

Note 1: When the RPAS pilot in the categories of micro and small RPAS for private recreational use , is a minor, the registration must be done by a person of legal age who will be the legal responsible for the operation of the RPA.

Note 2: The information required for this registration is that indicated in Appendix K Norm of this Official Mexican Standard.

15.4. When the RPAS Operator requests the formulation of the conformity assessment for:

- a) Registration of the RPAS before the aeronautical registry belonging to the Aeronautical Authority, according to the numerals 6.2.1 subsection a); 7.1.1 a) and 7.2.1 a);
- b) Approval of Operation in accordance with paragraphs 6.2.5 or 7.2.4;
- c) Special approval to operate within the area of the 5 MN around the aerodromes in accordance with paragraphs 5.1.2 and 6.2.2;
- d) Special approval to operate within the area of the 900 meters around the heliports according to numerals 5.1.3 and 6.2.3;
- e) Special approval to operate within the area of the 10 MN around the aerodromes in accordance with numerals 7.2.2;
- f) Type approval of the RPAS in accordance with section 7.2.3;
- g) Certificate of Airworthiness of the RPAS Type according to numeral 7.2.4.4;
- h) Enrollment through the Mexican Aeronautical Registry in accordance with number 7.2.4.2; subsection b);
- i) Approval of night operations of the RPAS in accordance with numeral 8.

15.5. You must submit a written request to the Aeronautical Authority stating the following:

- a) Place and date of issue of the document;
- b) Name, denomination or business name of who or who promotes the conformity assessment , if applicable, the legal representative;
- c) Directed to the Mexican Aeronautical Registry of the General Directorate of Civil Aeronautics for subsections a) and h); to the Deputy General Directorate of Aviation for subsections b) to f) and i); and the Air Safety Sub-Directorate for subparagraph g); the aforementioned paragraphs of section 15.4 of the Mexican Official Standard;
- d) A section where the conformity assessment is requested in accordance with subparagraphs a), b), c), d), e), f), g) and h) of paragraph 15.4 of this Official Mexican Standard;
- e) The facts or reasons that give rise to the petition;
- f) Address to receive notifications;
- g) Name of the person or persons authorized to receive notifications;
- h) Signature of the interested party or his legal representative, unless he does not know or can not sign, in which case , his fingerprint must be printed.

Legal basis: 15 and 15-A of the Federal Law of Administrative Procedure.

15.6. With the aforementioned document, in accordance with numeral 15.4 of this Official Mexican Standard, the RPAS Operator must present the following:

- a) For registration of the RPAS with the Aeronautical Authority:

1. RPAS registration made by the owner, in accordance with appendix " K " of this Official Mexican Standard;
2. To:
 - i. Moral Person: the name or corporate name and the articles of incorporation with their modifications, registered in the Public Registry of Commerce; or
 - ii. For Physical Person: official identification with photo in simple copy.
3. If applicable, power of the legal representative granted before notary public, as well as the designation of the persons authorized to hear and receive all kinds of notifications:
4. Importation certificate with clearance stamp in original or certified copy;
5. Permit that proves the type of service that is intended to be provided;
6. Invoice in original or copy with its respective translation into Spanish and apostille or legalization;
7. Notification of the foreign authority of the cancellation of registration or in its case of non-registration of the RPA that is intended to be registered or registered in the Country; if it applies.

b) For the approval of the RPAS Operation:

1. RPAS Small:
 - i. General Information in accordance with Appendix A of this Official Mexican Standard ;
 - ii. Pilot approval of the RPAS in accordance with Appendix C of this Official Mexican Standard ;
 - iii. Operation Manual in accordance with Appendix F of this Official Mexican Standard ;
 - iv. Aeronautical Study of Safety and Risk Management in accordance with Appendix G of this Official Mexican Standard;
 - v. Civil Liability Insurance Policy for damages to third parties, for an amount in accordance with article 72 of the Civil Aviation Law.
2. Large RPAS:
 - i. General Information of the RPAS and RPAS Operator in accordance with Appendix A of this Official Mexican Standard;
 - ii. Registration through the Mexican Aeronautical Registry in accordance with section 7.2.4.2 subsection b);
 - iii. Operation Manual in accordance with Appendix F of this Official Mexican Standard ;
 - iv. Aeronautical Study of Safety and Risk Management in accordance with Appendix G of this Official Mexican Standard;
 - v. Civil Liability Insurance Policy for damages to third parties, for an amount in accordance with article 72 of the Civil Aviation Law;
 - saw.** RPAS pilot license in accordance with Appendix C of this Official Mexican Standard ;
 - vii.** Type Approval or its validation;
 - viii.** Airworthiness certificate in accordance with the applicable legal system for obtaining the certificate.

NOTE 1: The validity of the Operation approval is 2 years. However, it may be suspended, canceled or revoked by the Aeronautical Authority, if any non-compliance with the stipulations of said approval is found.

NOTE 2: The natural or legal person to whom the operation approval is granted will be subject to verification by the Aeronautical Authority, in order to verify that the airworthiness conditions of the equipment are maintained and its operation maintains an acceptable level of safety.

- c) Special approval to operate within the 5 MN or 10 MN area around aerodromes; 900 meters around heliports according to the numerals 5.1.2, 5.1.3, 6.2.2, 6.2.3 and 7.2.2;
 1. Safety Aeronautical Study and Risk Management of the area in particular to operate, in accordance with Appendix G of this Official Mexican Standard.

d) RPAS Type Approval;

1. Approval Plan in accordance with Appendix D of this Official Mexican Standard;
2. General Information in accordance with Appendix A of this Official Mexican Standard;
3. Assurance of airworthiness in accordance with Appendix B of this Official Mexican Standard ;
4. Applicable manuals (Flight, Maintenance, Parts Manual, etc.);
5. Compliance with the Airworthiness Standards accepted by the Aeronautical Authority for Type Design;

6. Equipment required according to the type of operation to be performed. The Aeronautical Authority will define this equipment case by case.

NOTE 1: The validity of the Type Approval of a RPAS will be indefinite, and any change in the characteristics of its design will require a revision or issuance of a supplement to the standard certificate.

NOTE 2: After the aeronautical authority performs the documentary evaluation and it has been satisfactory, the applicant must coordinate the verification visits based on the Approval Plan, accepted by the Aeronautical Authority. For each verification visit, the Aeronautical Authority will indicate, by trade, the missing observations or requirements or, as the case may be, will elaborate and grant the Type Approval .

NOTE 3: The interested party must coordinate the availability of the RPAS and of the support systems for any inspection that is coordinated for the purpose of verifying the airworthiness and operation of the RPAS to obtain the Type Approval in compliance with the requirements indicated in Appendices A and B.

NOTE 4: The test area is proposed by the manufacturer in accordance with the following considerations:

All RPA flight tests must be limited to the assigned flight test area. This is required until the RPA shows to be controllable through the normal range of speeds and the execution of all maneuvers. In addition, the aircraft must not have shown any design characteristics or risky operation .

1. The shape of the perimeter may be a polygon. The interested party must provide the coordinates in the WGS 84 system, of latitude and longitude for the flight test area, showing them in an aeronautical or topographic chart;

2. The applicant must ensure that the selected flight test area is depopulated and with the least amount of properties to reduce possible risks. The description of the area selected by the applicant must be reviewed and if it is accepted by the Aeronautical Authority.
- e) Approval of night operations of the RPAS for commercial and private non-commercial use, in accordance with number 8 of this Official Mexican Standard;
1. RPAS Micro:
 - i. Operation approval of the small RPAS. Refer to numeral 6.2.5 of this Official Mexican Standard;
 - ii. Operation manual including operating procedures during the night.
 2. RPAS Small:
 - i. Approval of RPAS operation;
 - ii. Operation manual including operating procedures during the night.
 3. Large RPAS:
 - i. Approval of RPAS operation;
 - ii. Operation manual including operating procedures during the night.

15.7. When the RPAS marketer requests the formulation of the conformity assessment for the corresponding RPAS registration on the internet site, according to number 11.1, the RPAS must be registered on the SCT / DGAC website.

Note: The information required for this registration is that indicated in Appendix J Norm of this Official Mexican Standard.

15.8. Response time:

Three months counted from the date on which the duly integrated application was filed.

If at the end of the maximum response period, the Authority has not responded, it will be understood that the request was resolved in a negative sense to the promoter.

Legal basis: Article 17 of the Federal Law of Administrative Procedure.

If necessary, the Aeronautical Authority has a maximum period of 30 calendar days to from the date of presentation of the request to request the promoter the missing information. Likewise, the petitioner has 10 business days counted from the date on which the notice has taken effect to correct said omissions; after the corresponding deadline without venting the prevention, the procedure will be rejected .

Legal basis: 17-A of the Federal Law of Administrative Procedure.

16. Validity

This Official Mexican Standard will come into force 60 calendar days after its publication in the Official Gazette of the Federation.

Mexico City, September 1, 2017.

Appendix "A" Regulations: General Information.

This Appendix describes the documentation to be delivered by the RPAS operator, for its corresponding operation approval or type approval as appropriate:

A1. Formato DGAC-107-01 Información General del Solicitante.

Datos del RPAS:

Fabricante: _____ Modelo: _____
Matrícula de la aeronave pilotada a distancia: _____
Fabricante del motor: _____ Modelo del motor: _____
Fabricante de la hélice: _____ Modelo de la hélice: _____
Número de Serie: _____ Año de Fabricación: _____
Descripción de la aeronave pilotada a distancia: _____
Uso: Privado Recreativo Privado No Comercial Comercial
Peso máximo de despegue: _____ Factura No. _____
Otro: _____ Fecha de compra (DD/MM/AAAA) _____ Precio _____

Datos del Propietario: (Persona Física mayor de 18 años)

Nombre: _____
Nombre(s) Apellido Paterno Apellido Materno _____
Nacionalidad _____ Fecha de Nacimiento (DD/MM/AAAA): _____
Dirección:
Calle: _____ No. Ext: _____ No. Int.: _____
Colonia: _____ Municipio/Delegación: _____
Estado: _____ CP: _____
Tel. Fijo: _____ Tel. Móvil: _____
Correo electrónico: _____

Datos del Comprador: (Persona Moral)

Razón o Denominación Social: _____
Dirección:
Calle: _____ No. Ext: _____ No. Int.: _____
Colonia: _____ Municipio/Delegación: _____
Estado: _____ CP: _____
Tel. Fijo: _____ Tel. Móvil: _____
Correo electrónico: _____

Notice of consent, acceptance, terms and conditions for the protection and dissemination of personal data

The personal data collected will be protected, incorporated and treated in the RPAS Electronic Registry of the Mexican Aeronautical Registry, in accordance with the General Law of Transparency and Access to Public Information; Federal Law on Transparency and Access to Public Information, and the Guidelines for the Protection of Personal Data; and other applicable regulations, in order to guarantee the protection, protection and transmission of personal data provided through this electronic registry, and whose purpose is to allow access to your data, in addition to adopting the necessary measures to guarantee the integrity, reliability, confidentiality and availability of

personal data, and no data transmission is contemplated, except for the transmissions foreseen in the applicable legislation, for which you are informed that your data may be disseminated if requested under the aforementioned legal regulations.

Likewise, it accepts under penalty of truthfulness and is aware of the penalties incurred by persons who declare falsely before an authority other than the judicial authority, under the terms of article 247, section I of the Federal Criminal Code, that the The information contained in the present application is true and the documents annexed to it are authentic.

Finally, you are informed that you may exercise the rights of access, rectification, cancellation and opposition, as well as revocation of consent in the Mexican Aeronautical Registry under the General Directorate of Civil Aeronautics, located on Blvd. Adolfo López Mateos 1990, Los Alpes, Alvaro Obregón, C. P. 01010 Mexico City, Mexico. Telephone 57 23 93 00 (ext 18113, 18111, 18115).

I have read the terms and conditions of the notice of consent, acceptance, terms and conditions for the protection and dissemination of personal data.

Name: _____

First Name Last Name Maternal Last Name Maternal

A.2. Flight phases.

- a) Pre-flight / taxiing operational procedures;
- b) Launch / take-off procedures;
- c) Procedures during the Flight;
- d) Landing / recovery procedures;
- e) Procedures after the flight.

A.3. Flight Manual issued by the Manufacturer.

A.4. System configuration of all equipment on the ground and on board the aircraft.

TO 5. Security procedures for flight termination and link loss.

A.6. Description of the Control Stations and RPAS Operation Commands.

A.7. Frequencies used by the RPAS.

Appendix "B" Regulations: Ensuring airworthiness.

This appendix contains considerations to evaluate the risks of the Remote Piloted Aircraft System (RPAS), and to obtain Type Approval, so additional information may be required during the evaluation process .

B.1. CHARACTERISTICS OF THE RPA.

a) Structure of the RPA.

1. Structure Describe in detail the physical characteristics of the RPA. Include the diagrams, diagrams, photographs, plan of three views of the RPA with dimensions;
2. Composition Describe the materials and where they were used in the construction of the RPA. Include details of manufacturing and construction processes and procedures;
3. Describe the capacity of the aircraft structure to support flight loads and provide the data or analysis that shows no structural loads out of limits in the flight envelope, including any load or stress analysis that demonstrates positive safety margins during the flight;
4. Identify and describe any unique design features, such as a hydraulic system, environmental control system, parachute or brakes;
5. Dimensions:
 - i. Wingspan;
 - ii. Alar Surface;
 - iii. Length, width and height of the fuselage;
 - iv. Diameter of the rotors (if applicable).
6. Weight:
 - i. Empty;
 - ii. Maximum takeoff;
 - iii. Zero fuel (if applicable).

b) Performance Characteristics.

1. Maximum altitude;
2. Maximum autonomy;
3. Maximum range;
4. Speed:
 - i. Cruise;
 - ii. Never exceed;
 - iii. Collapse;
 - iv. Maneuver.
5. Rate of ascent and descent;
6. Maximum banking angle;
7. Turning ratio limits;
8. Performance limitations due to environmental and meteorological conditions:
 - i. Wind:
 - to. Front Wind;
 - b. Crosswind;
 - c. Of burst.
 - ii. Minimum Visibility Conditions;
 - iii. Restrictions due to Turbulence;
 - iv. External Temperature Limits (OAT);
 - v. Ice formation:
 - to. What indications are provided to the pilot of the RPAS concerning the existence of ice conditions?
 - b. How is RPAS operated under ice conditions?
 - c. Describe any ice protection capacity of the RPA.

c) Propulsion system. Describe the propulsion system and its ability to reliably and sufficiently provide the thrust for takeoff, ascent and to maintain flight at operating altitudes.

1. Fuel-based propulsion systems:
 - i. Type, manufacturer and model of the engine that will be used;
 - ii. Type and capacity of the fuel;
 - iii. How are motor parameters monitored? What indications and emergency messages are provided to the pilot?
 - iv. Describe the most critical failure modes of the propulsion system and their impact on its operation;
 - v. How does the system respond and what safety measures are in place to reduce the risk of engine power loss for each of the following causes?
 - saw. Lack of fuel;
 - vii. Fuel contamination;
 - viii. Failure of signal reception from the control station;
 - ix. Engine control failure;
 - x. Does the engine have the ability to re-start in flight? If so, describe the manual and automatic characteristics of this capability.
2. Electric propulsion systems:
 - i. Type, manufacturer and model of the engine that will be used;

- ii. Motor output power;
 - iii. Range of motor current consumption;
 - iv. Does the system have an auxiliary power source? If not, how is the power supply of the RPA managed ?
- d) Fuel System. Describe the fuel system and how it allows proper control of fuel delivery to the engine and allows the pilot to determine the amount of fuel remaining. Provide a system diagram that shows your location in the RPA and the path of the fuel flow;
- e) Electrical System;
1. Describe the electrical system and how it describes the adequate energy to cover the power supply requirements of the systems. Provide a system diagram that shows the distribution of electrical energy along the RPA.
- f) Flight control surfaces and actuators;
1. Describe the design and operation of flight control surfaces and servo / actuators. Include a diagram that shows your location in the RPA;
 2. Indicate any potential failure mode and how to mitigate it;
 3. Describe the response of the system to the failure of a servo;
 4. Describe the indications that alert the pilot of a servo malfunction.
- g) Payload;
1. Describe the equipment to support the payload that the aircraft will carry on board;
 2. Describe all possible configurations of the RPA that change the weight and balance, electric, or dynamic and flight charges;
 - i. Internal;
 - ii. External.

B.2. COMMUNICATIONS, CONTROL AND COMMANDS.

- a) Avionics. Provide all the diagrams of the system, including the location of all sensors, antennas, radios and navigation equipment;
- b) Navigation;
1. How does the RPAS determine its position? How do you navigate towards your destination?
 2. How does the RPAS pilot respond to the following indications from the ATC ?;
 - i. Change of course;
 - ii. Change of altitude
 3. What are the causes and effects of loss of course or altitude?
 4. Describe the testing procedures of the altimetric system;
 5. Data frequencies and control frequencies;
 6. Navigation control and orientation.
- c) Flight Controls of the RPA;
1. Describe how the control surfaces respond to the commands of the flight computer ;
 2. Describe how the pilot provides an input signal to the control surfaces. (For example, through an external box, entry point, rudder and pedals);
 3. Flight control computer;
 - i. Does the flight computer interface with the auxiliary controls that may cause unintended action?
 - ii. Describe the interfaces required by the flight control computer to determine the flight situation and issue the appropriate commands.
- d) Autopilot;
1. The autopilot system, does it meet any standard? If so, indicate which one ;
 2. Is the autopilot a commercial product? If so, indicate the type and manufacturer;
 3. Describe the procedures that were used to install the autopilot. How is its correct installation demonstrated? The applicant must reference any document or procedure provided by the manufacturer and / or if it was an own development;
 4. Does the autopilot use input parameters to keep the aircraft within structural limits? If so, provide a table of those limits. How were those limits validated?
 5. How does the autopilot execute the commands once they have been entered by the pilot?
 6. What kind of software and hardware in simulations have been used? What was the result of the simulations?
- e) Link between the Control Station and the RPA;
1. How do you know the probability limit of unplanned loss of communication between the pilot and the RPA? because:
 - i. Radio frequency or other interference;
 - ii. Range of communications beyond the flight;
 - iii. Antenna coverage during turns and pitch angles;
 - iv. Loss of functionality of the control station;
 - v. Loss of functionality of the RPA;
 - saw. Atmospheric attenuation;
 - vii. Loss of link;
 - viii. Loss of eye contact with the RPA.
 2. What are the potential sources of radio frequency interference within the proposed area to operate and how are they monitored, managed and / or mitigated ?;
 3. What frequency spectrum will be used for the control link? How will the use of this spectrum be coordinated?
 4. What type of processed signal and / or security link is used?

5. For satellite links, estimate the latent communications system associated with the use of satellite links for the control of the aircraft and CTA communications;
 6. What is the margin of the link in terms of the total balance of the link to the maximum anticipated distance from the control station? How was it determined?
 7. Do you use the system of redundant communication links? If so, how are they?
 8. Is there a powerful radio signal and / or indicator or a similar screen for the pilot? How is the value of the signal power determined? and What are the threshold values that represent a critical degraded signal?
 9. Is there an intercommunication system that allows communication between the pilot, ground support personnel and observers?
 10. What procedures have been established in an intercommunication failure event?
- f) Emergencies and flight recovery;
1. Describe emergency recovery systems, if they exist;
 2. How do you know that the emergency recovery system is operational?
 3. Under what conditions are the manual and automatic modes of the return to base operation activated ?
 4. What is the point of return to the base? How is that point selected? How is that point entered?
 5. How is the navigation of the RPAS in the operation back to the base?
 6. Describe flight recovery systems (FRS), if any;
 7. Under what conditions are the flight recovery systems (FRS) activated ?;
 8. What happens to the aircraft when the flight recovery systems (FRS) are activated ? for example, does the engine run temporarily? Does it become unstable or does RPAS lose control ?;
 9. How do you know if the flight recovery systems (FRS) are operational?
 10. Provide a fault tree diagram, starting with the initial normal flight condition, showing the conditions under which the flight recovery systems (FRS) will be executed ;
 11. If activated, can flight recovery systems (FRS) be turned off if they are not needed ?;
 12. If the flight recovery systems (FRS) fail, is there a secondary or emergency flight recovery system (FRS) to ensure there are no additional risks when it is introduced into the operational area?
 13. Describe how the aircraft reacts during takeoff, ascent, cruising, descent and landing, in a link loss event;
 14. Describe the operational procedures in a link loss event;
 15. Describe the emergency sites, which should be in non-populated areas.
- g) Control station.
1. Describe the configuration diagram of the control station;
 2. How is the control station powered ?;
 3. What procedures are those on the ground control station referring to loss of primary and secondary food ?;
 4. Does the pilot have a start screen for each flight phase?
 5. Is there another program running on the ground control computer?
 6. What are the possible conditions that could cause a blockage of controls?
 7. In what operating system is the primary flight control ?;
 8. What alarms or warnings does the system provide to the pilot (eg, low fuel, low battery, critical failure of the systems, takeoff from operational limit) ?;
 9. How can the pilot / observer accurately determine the altitude and position of the RPA?
 10. What unnoticed input can the pilot / observer enter to cause an undesirable result (for example, accidentally using the engine stop command in flight)?

B.3. EQUIPMENT OF SUPPORT IN EARTH.

Describe all support equipment on land used, including any launch or recovery systems , ground terminal data, generators and emergency power.

B.4. PROCEDURES AND PROCESSES.

- a) Configuration management;
1. What procedures are on the ground to configure a change of Management? Are they documented ?;
 2. Describes the procedures used to control drag, test procedures and engineering changes;
 3. Describe the quality assurance of the system, including methods and procedures used and the structure within the organization.
- b) Software management:
1. Broadly speaking, was software designed by the applicant? if so, identify Which areas of the systems contain purchased software?
 2. What software is in the process of development, which should have been used in the development of the software components for the aircraft and the control station, and what data of the software life cycle are available for review ?;
 3. How will the system software update (including commercial software)?
 4. Provide a description of the software requirements and the functional assignment between the hardware and the software;
 5. How is the software verified, validated and tested by the system?
 6. How is the development of purchased software inspected?
 7. How is the software load control implemented for the system, ensuring the correct loading of the software components on the system?
 8. Are there quality assurance processes for the software? How are they used in the development of the system software? If the software was purchased, the address of the factory is required;

9. What procedures are in place to manage a configuration change ? How many of these are documented? document all procedures.

c) Specific characteristics of the human-machine interface:

1. General awareness of the situations that could arise during the flight;
2. Give a brief description of the parameters deployed against the minimization of human errors;
3. Color code and its relation to the criterion of manned aircraft;
4. The nature of flight safety related to the parameters that will be deployed;
5. Warning indications, including handling of emergency procedures;
6. The consequence of a failure condition of the work data load of the RPAS crew .

B.5. MAINTENANCE.

a) Provide the Maintenance and Inspection Program:

1. Description of the program. Describes the maintenance and inspection program that will be used to maintain the aircraft and related systems, including ground stations and / or other support system;
2. Required documentation. Provide a copy of the applicable manuals, weight and balance report and equipment list.

Appendix "C" Regulations: Training of pilot operating personnel and / or observer of the RPA and requirements to obtain / revalidate / validate and / or recover the pilot authorization of the small RPAS and / or the pilot license of the large RPAS.

C.1. PILOT TRAINING AND / OR THE OBSERVER OF THE DISTANCE PILOTED AIRCRAFT (RPA).

a) Training of RPAS pilots and / or observers. Describe the internal training program in an Authorized Training Center.

C.2. REQUIREMENTS TO OBTAIN THE PILOT AUTHORIZATION OF THE SMALL RPAS.

- a) Request in writing in accordance with the provisions of Article 15 of the Federal Law of Administrative Procedure;
- b) Be at least 18 years of age;
- c) Document that proves to be Mexican by birth, stating under protest to tell the truth that he has not acquired another nationality;
- d) Format corresponding card provided by the Aeronautical Authority duly completed ;
- e) medical certificate of good health (physical and mental) issued by an institution of government health;
- f) Proof of payment of corresponding rights, in accordance with the Federal Law of Rights in force;
- g) Document accrediting the submission and approval of the theoretical-practical exams established by the Aeronautical Authority for the type of authorization requested;
- h) Certificate issued within two months prior to the date of the application with which he / she certifies to have approved the course for unmanned aircraft in its theoretical and practical phase, according to the type of unmanned aircraft to operate;
- i) Have approved the course for unmanned aircraft in its theoretical and practical phase, according to the type of unmanned aircraft to operate, such as: fixed wing, helicopter, multirotor or airship, as well as its type of operation, such as visual sight (VLOS) or beyond visual sight (BVLOS), provided that previously have been coordinated the realization of such operation DINC;
- j) Have a minimum of 13 flight hours registered in your flight log (exclusive for unmanned aircraft) ; which will include a minimum of:
 1. 7 hours of dual instruction flight in unmanned aircraft in the presence of a duly authorized Instructor , including all the maneuvers and skills required for unmanned aircraft, who will endorse the performance of such practices in the logbook, by means of their name, number of instructor's permit and autograph signature;
 2. 5 hours of flight alone, accredited by an Authorized Instruction Center, through its stamp printed in the binnacle or through the issuance of the corresponding document;
 3. 1 hour flight for exam;
 4. Three flight hours registered in your flight log, within two months prior to the date of the request.

C.3. REQUIREMENTS TO OBTAIN THE PILOT LICENSE OF THE LARGE RPAS.

- a) Request in writing in accordance with the provisions of Article 15 of the Federal Law of Administrative Procedure;
- b) Be at least 18 years of age;
- c) Document that proves to be Mexican by birth, stating under protest to tell the truth that he has not acquired another nationality;
- d) Correspondence card forms provided by the Aeronautical Authority duly completed ;
- e) Proof of payment of corresponding rights, in accordance with the Federal Law of Rights in force;
- f) Document that proves having submitted and approved the theoretical-practical exams, established by the Aeronautical Authority;
- g) Certificate issued within the two months prior to the date of the application with which it certifies to have approved the course for unmanned aircraft in its theoretical and practical phase, according to the type of unmanned aircraft to operate;
- h) Have approved the course for unmanned aircraft in its theoretical and practical phase, according to the type of unmanned aircraft to operate, such as: fixed wing, helicopter, multirotor or airship, as well as its type of operation, such as visual direct visibility (VLOS) or beyond visual direct visibility (BVLOS), provided that, previously , this type of operation has been coordinated with the DINC, and / or must have at least approved theoretical pilot training private, be it by plane or helicopter or the military equivalent;
- i) Must have at least the valid psychophysical aptitude test applicable to private pilot, according to article 22 of the Regulation of the Service of Preventive Medicine in Transportation;
- j) The pilot must have at least 50 flight hours in the Remote Piloted Aircraft System (RPAS), which must be documented in the flight log of the aircraft, fulfilling at least the following:
 1. 21 hours of dual instruction flight in unmanned aircraft in the presence of a Instructor duly authorized, including all maneuvers and skills required for unmanned aircraft, who will endorse the carrying out of such practices in the log, by means of his name, instructor's permit number and autograph signature;
 2. 15 hours of flight alone, accredited by an Authorized Instruction Center through its stamp printed in the binnacle or through the issuance of the corresponding document;

3. 1 hour flight test, with authorized instructor.

C.4. ANY INTERESTED IN OBTAINING THE SMALL RPAS PILOT AUTHORIZATION AND ALREADY HAVING ANY TYPE OF AIRCRAFT PILOT LICENSE , MUST:

- a) Submit a free document stating that it knows the requirements and limitations for the operation of this type of aircraft established in this Official Mexican Standard;
- b) Have the required flight experience in C.2. subsection j, of this Official Mexican Standard to obtain a small RPAS Pilot Authorization;
- c) Present and pass a theoretical exam and a practical one before an Authorized Instruction Center.

C.5. THE INTERESTED IN REVALING A PILOT AUTHORIZATION OF THE SMALL RPAS MUST SUBMIT TO THE AERONAUTICAL AUTHORITY, AS FOLLOWS:

- a) Request in writing in accordance with the provisions of Article 15 of the Federal Law of Administrative Procedure;
- b) Medical certificate of good health status (physical and mental) issued by Government Health Institution (Example, IMSS, ISSSTE, SSA, etc.);
- c) Flight log in which you have registered a minimum of two flight hours in the last two months of the period of validity of the authorization or six hours during the last semester;
- d) Proof of payment of corresponding rights, in accordance with the Federal Law of Rights;
- e) Three color child-size photographs in front.

C.6. THE INTERESTED IN RECOVERING A PILOT AUTHORIZATION FROM THE SMALL RPAS MUST SUBMIT TO THE AERONAUTICAL AUTHORITY, AS FOLLOWS:

- a) Certificate of recovery course for remotely piloted aircraft issued by an Approved Instruction Center by the Aeronautical Authority, with a minimum duration of eight hours, of which five hours will be flight practice duly recorded and validated by the Authorized Instruction Center, two of theory and one hour of examination with satisfactory result in the practical phase with authorized instructor and passing grade (minimum of 80%) in the theoretical.

C.7. REQUIREMENTS TO OBTAIN THE CAPACITY TO CARRY OUT NIGHT-TIME OPERATIONS IN THE SMALL RPAS PILOT AUTHORIZATION:

- a) Request in writing in accordance with the provisions of Article 15 of the Federal Law of Administrative Procedure;
- b) Proof of payment of corresponding rights , in accordance with the Federal Law of Rights;
- c) Copy of the current RPA Pilot Authorization;
- d) The applicant must have a training course in an Authorized Instruction Center and previously this type of operation has been coordinated with the DINC;
- e) The course must consider:
 - 1. Instruction of theoretical knowledge;
 - 2. At least 3 hours of night flight in aircraft piloted at a small distance; Y
 - 3. At least 2 hours of dual instruction in small distance piloted aircraft, with a duly authorized instructor.

Appendix "D" Regulations: Contents of the approval plan.

D.1. The approval plan is the primary document in the approval process, used by the applicant and the Aeronautical Authority as a checklist and as an official record of compliance. The applicant must prepare the approval plan and establish its content with the agreement with the Engineering, Standards and Certification Department.

D.2 . The approval plan must have the following information:

- a) A detailed breakdown of the certification bases (standards on which they were based for the design and manufacture of the product);
- b) The identification of the voluntary compliance standards sections;
- c) The proposed compliance methods for each article (test, analysis, inspection or a combination of these or find an equivalent level of security);
- d) The lists of the tests that will be carried out including the flight tests;
- e) The identification of the verification reports to be entered (as proof of compliance);
- f) The identification of responsible persons to make compliance results;
- g) The level of involvement of the Directorate of Engineering, Standards and Certification and the applicant in the results of compliance with the tests on the ground and in flight; Y
- h) The calendar of the change project, including the relevant points of the applicant and when the final approval is expected.

Appendix "E" Regulations: Pre-flight inspection and previous actions for the operation of the RPAS.

E.1. BEFORE THE FLIGHT THE RPAS PILOT MUST:

- a) Evaluate the operating environment, taking into account the risks for people and goods in the immediate vicinity, both on the surface and in the air. This evaluation should include:
 - 1. The local climatic conditions;
 - 2. Local airspace and flight restrictions;
 - 3. The location of people and goods on the surface; Y
 - 4. Other ground hazards.
- b) Ensure that all persons involved in the operation of the RPAS receive an information session that includes the operating conditions, emergency and contingency procedures, duties and responsibilities and the possible risks;
- c) Ensure that all links between the ground control station and the RPAS are working correctly; Y
- d) Ensure that sufficient energy is available for the RPAS to operate during the anticipated operating time and to operate after that for at least another five minutes .

E.2. Everyone involved in the operation must carry out the tasks assigned by the pilot of RPAS.

Appendix "F" Regulations: Guide to the contents of the operating manual for RPAS.

The following table provides a guide to the areas and the respective details that the operator should consider in the operation manual, including all the information and instructions necessary for the person responsible for operating the equipment to carry out its functions safely and effectively. The guide can be adjusted, as necessary, to suit each operator and the characteristics of the RPAS.

Section	Title	Orientation
Part A		
Introduction.		
1	Content.	List of contents of the manual.
2	Introductory statement, including the type of operations to be carried out.	Include a statement of compliance with any approval and with the requirement that the operational instructions contained in the manual are understood by all personnel involved in the operation.
3	Definitions.	Include any definition and common acronym, if necessary.
4	Control of revisions and amendment processes .	To ensure that the operations manual remains in force and that previous versions are not used. The amendments must be sent to the Aeronautical Authority for approval. It is required to include the revision number and date of preparation on the cover of said manual.
Organization.		
5	Structure of the organization and management lines.	It must include an organization chart and a brief description.
6	Crew.	As appropriate, pilot example of the RPAS.
7	Functions and Responsibilities of the RPAS pilot.	It must include its functions and responsibilities as stipulated in this Official Mexican Standard.
8	Functions and Responsibilities of personnel on the ground.	Operators may request personnel on the ground to assist with the operation of the aircraft. It must include the description of its functions and responsibilities.
9	A Technical Description of the Remote Piloted Aircraft System (RPAS), including model and series of the aircraft, engines, propellers and control station.	A full technical description can be included in this section or as an appendix.
10	Operation Area.	Geographical scope, etc., as areas of operation, for example sites with buildings, territorial limits, roads, etc.
eleven	Limitations and operating conditions .	The maximum and minimum operating conditions in compliance with the provisions of this Official Mexican Standard .
Operational control.		
12	Supervision of RPAS operations .	A description of any system to monitor the operations of the RPAS pilot.
13	Accident prevention and flight safety program .	Include any requirement for reports.

Section	Title	Orientation
14	Composition of the crew.	Procedure for the composition of the crew depending on the type of operation, complexity, type of aircraft, etc.
fifteen	Operation of multiple types of RPAS.	Any limitation considered appropriate for the numbers and types of RPAS that the pilot can operate if appropriate.
16	Qualification requirement .	Detail of any of the qualifications, experience or training required for the pilot or crew support for the types of RPAS and the functions of the employees.
17	Psychophysical aptitudes of the crew.	The pilot of the small RPAS must have proof of good health status issued by a Government Health Institution . The pilot of the large RPAS must have a psychophysical aptitude test applicable to a private pilot.
18	Book of Bitácora.	The logbook must contain what is indicated in Appendix H of this Official Mexican Standard.

Part B		
Operating Procedures		
1	Flight planning / preparation.	
1.1	Determination of the proposed tasks and their feasibility.	Description of the tasks to be performed during the planning and preparation of the flight.
1.2	Operation Sites and their evaluation.	The type of airspace and the specific provisions (Controlled Airspace); Other aircraft operations (local aerodromes or operation sites); Risks associated with industrial sites or activities such as shooting exercises with firearms, gas vents, high intensity emissions from radio transmissions. Local laws; Obstructions (Cables, poles, buildings, etc.); Extraordinary restrictions such as segregated airspace around prisons or similar, nuclear facilities (adequate permit is necessary). Residential and recreational areas;

		Access to the Public; Permission to land; Probable site of operation and alternative sites; Climatic conditions for the planned flight. Using available information, for example aeronautical charts .
1.3	Risk analysis.	Hazard identification, risk analysis, mitigation procedures .
1.4	Communications	Contact numbers with other RPAS of local operation.

Section	Title	Orientation
1.5	Pre-notification	If the flight is performed within the aerodrome traffic zone, or near an aerodrome, or aircraft operation site, then contact data must be obtained and notified of the flight / operation plan before takeoff. It is necessary to notify / inform the local police of the operation / flight plan to avoid interruptions or problems with the public.
1.6	Site permission.	Documents confirming permission by the owner of the land.
1.7	Ambient.	Methods to obtain the meteorological / climate report. Consider the limitations of the RPAS.
1.8	Preparation and utility of the RPAS equipment.	Pre-use of checks and maintenance.
2	On-site procedures and preflight checks.	
2.1	Site evaluation	Visual verification of the area of operation and identification of risks and hazards.
2.2	Selection of the operation area and alternates.	Size, Shape, Surroundings, Surface, Slope, Landing zone for an automatic return to the starting point must be identified and cleared.
2.3	Informative meeting of the crew.	To review tasks, responsibilities, emergencies, duties, etc.
2.4	Cord procedure .	Adhesion to the separation criterion.
2.5	Communications	With the authorities of air traffic or control tower and / or local authorities (police, civil protection, municipal).
2.6	Climate checks.	Limitations and considerations of operation.
2.7	Replenishment	Change and recharge of batteries or fuel.
2.8	Landing equipment	Equipment safety and the recovery system.
2.9	Preparation and correction of RPAS assembly.	According to the manufacturer's instructions.
2.10	Verifications preflight RPAS and equipment.	Comply with what is indicated in Appendix " E " of this Official Mexican Standard .
3	Flight procedures.	
3.1	Switched on.	These procedures must cover everything necessary for turning on the RPAS.
3.2	Takeoff.	These procedures must cover everything necessary for the takeoff of the RPAS.
3.3	In flight.	These procedures must cover everything necessary for the flight of the RPAS.
3.4	Landing.	These procedures must cover everything necessary for the RPAS landing.
3.5	Off.	These procedures must cover everything necessary to shut down the RPAS.
4	Emergency procedures.	
4.1	Control system appropriate to the RPAS.	Consider all events that may cause failure or termination of the RPAS flight. Security of the radio-control links and provisions for the completion in the event of failure of any critical system, will have to be considered.
4.2	Fire.	Risks and preventive measures must be considered relevant for the type of energy and / or fuel used by the RPAS.
4.3	Accidents	Considerations, answers.

Section	Title	Orientation
4.4	Loss of control of data link .	These procedures must cover everything necessary to regain control of the RPAS due to the loss of data link control.
Part C		

Training		
1	Details of the operator training program .	Training and verification requirements for pilots / observer, as determined by the operator for initial training, updating and conversion of curricula.
Part D		
Appendices		
1	Copy of the Operation Authorization Issued by the Aeronautical Authority. (Once it is issued).	This provides an immediate reference to the operating conditions under which the operations are carried out.
2	Other documents.	As deemed necessary.

Appendix "G" Regulations: Aeronautical study of safety and risk management.

G.1. RISK EVALUATION IN OPERATIONS WITH PILOTED AIRCRAFT AT DISTANCE .

In RPAS operations, operators must conduct an aeronautical safety and risk management study to assess the level of safety of the activity that is to be developed, that is, in which risk field (not tolerable, tolerable or acceptable) , it is found, and the mitigating measures of risk that it will have to adopt so that the level of risk is acceptable.

Therefore, a risk analysis, evaluation and mitigation process must be described.

consider the following, without limitation:

- a) Develop and maintain a formal process for risk management, which ensures the identification, analysis, evaluation, elimination or mitigation and control of risks at an acceptable level ;
- b) The risks of the consequences of each identified hazard must be analyzed in terms of probability and severity of occurrence, and evaluated for their tolerance;
- c) The RPAS operator will define the operational safety controls to be implemented for each risk assessed as intolerable, as well as the mitigation actions that allow the activity to be developed within an ACCEPTABLE risk level at all times.

G.2 IN THE EVALUATION SYSTEM IT MUST BE CONSIDERED: MEANS, ENVIRONMENT AND PEOPLE.

- a) Infrastructure of the flight zone;
- b) Obstacles;
- c) Performance and equipment of the aircraft;
- d) Take-off / landing trajectory to avoid obstacles;
- e) Flight procedures;
- f) Communications and overflight zone;
- g) Command and control " LINK " data transmission ;
- h) Training and Training;
- i) Pilots;
- j) Safety people on the ground.

G.3. EVALUATION OF RISKS.

For the evaluation of the risks, the Aviation Authority considers it acceptable for the RPAS operator to use the methodology described in Official Mexican Standard NOM-064-SCT3-2012, which establishes the specifications of the Safety Management System (SMS: Safety Management System) published on January 7, 2013 in the Official Gazette of the Federation.

The operator can present to the Aeronautical Authority an alternative method of compliance with the aeronautical study of safety and risk management for RPAS operations, by means of which it demonstrates and guarantees with clarity the risks generated by the operation and the actions that mitigate them to a acceptable level .

Appendix "H" Regulations: Contents of the RPAS logbook .

H.1. GENERAL INFORMATION.

- a) Nationality marks and full registration of the aircraft (only large RPAS);
- b) Make and model of the aircraft;
- c) Date;
- d) Name of the air operator;

- e) Each sheet of the log book must have a folio number and be made up of an original and the number of copies required, for updating the records and controls of the maintenance and operations areas, the copies will be the same format and must contain the same information as the original, being able to differentiate by colors.

H.2. REGISTRATION OF OPERATIONAL PARAMETERS, IRREGULARITIES OR INCIDENTS IN THE OPERATION .

- a) Full name of the RPAS pilot;
- b) Full name of the RPAS observer (if applicable);
- c) Place of departure;
- d) Place of arrival;
- e) Time of departure;
- f) Arrival time;
- g) Flight time;
- h) Type of Operation (Operation in the pilot line of sight (VLOS), operation beyond the pilot's line of sight (BVLOS), Operation VFR, IFR Operation);
- i) Signature of the pilot in command of the aircraft;
- j) Onboard fuel or fuel load (if applicable);

- k) Flight time allowed by the battery (s) (if applicable);
- l) Number of the defect or failure.

H.3. MAINTENANCE REGISTRY .

- a) Number of the defect or failure;
- b) Defects or failures of components / parts or systems of the aircraft;
- c) Name, signature of the RPAS pilot and the date on which the defect or failure is recorded;
- d) Maintenance actions, including inspections carried out, scheduled maintenance services , deferred tasks according to the Minimum Equipment List (if applicable);
- e) Name, signature of the maintenance personnel and the date on which the maintenance actions are carried out ;
- f) List of components / parts removed and installed that include unit name, part number and serial number (if applicable).

H.4. REGISTRATION OF MOTORS PROPELLED BY FUEL, IF APPLICABLE.

- a) Oil load to engines.

Appendix "I" Regulations: Aerodromes.

I.1 . THE AERODROMES LISTED IN THIS NUMBER, ARE PART OF THE PIA SECTION AD 2. THE CENTER OF EACH ONE OF THEM IS IN THE COORDINATES INDICATED IN THE NEXT TABLE. RPAS OPERATING IN THE CIRCULAR AREA EXISTING BETWEEN 10 NM AND 5 MN AROUND THEM, SHOULD DO SO AT A MAXIMUM HEIGHT OF 100 METERS ABOVE THE SOIL LEVEL.

Aerodrome	DGAC Code	Coordinates of the Aerodrome Center
Acapulco	HERE	16 ° 45 ' 25.5512 " N, 099 ° 45 ' 13.7525 " W
Aguascalientes	AGU	21 ° 42 ' 19.7529 " N, 102 ° 19 ' 04.4297 " W
Cancún	CUN	21 ° 02 ' 33.87 " N, 086 ° 52 ' 23.52 " W
Chihuahua	CUU	28 ° 42 ' 08.38 " N, 105 ° 57 ' 46.67 " W
Carmen City	CME	18 ° 39 ' 07.0717 " N, 091 ° 47 ' 58.3557 " W
Juarez City	CJS	31 ° 38 ' 10.8961 " N, 106 ° 25 ' 43.5439 " W
Ciudad Obregón	CEN	27 ° 23 ' 34.9637 " N, 109 ° 50 ' 00.1824 " W
Victoria City	CVM	23 ° 42 ' 12.35 " N, 098 ° 57 ' 23.20 " W
Cozumel	CZM	20 ° 31 ' 19.43 " N, 086 ° 55 ' 45.40 " W
Culiacán	CUL	24 ° 45 ' 54.2156 " N, 107 ° 28 ' 30.5471 " W
Guadalajara	GDL	20 ° 31 ' 18.61 " N, 103 ° 18 ' 40.12 " W
Guaymas	GYM	27 ° 58 ' 09.5689 " N, 110 ° 55 ' 25.3820 W
Hermosillo	HMO	29 ° 05 ' 43.96 " N, 111 ° 03 ' 07.44 " W
Ixtapa-Zihuatanejo	ZIH	17 ° 36 ' 05.84 " N, 101 ° 27 ' 37.98 " W
Peace	LAP	24 ° 04 ' 21.8895 N, 110 ° 21 ' 45.1500 W
Lion	BJX	20 ° 59 ' 35.9033 " N, 101 ° 28 ' 51.4721 " W
The Mochis	LMM	25 ° 41 ' 09.9202 " N, 109 ° 04 ' 52.3225 " W
Manzanillo	ZLO	19 ° 08 ' 41.15 N, 104 ° 33 ' 30.51 " W
Matamoros	MAM	25 ° 46 ' 15.02 " N, 097 ° 31 ' 26.06 " W
Mazatlan	MZT	23 ° 09 ' 41.3446 N, 106 ° 15 ' 52.4196 " W
Merida	MID	20 ° 55 ' 48.09 " N, 089 ° 38 ' 43.90 " W
Mexico	MEX	19 ° 26 ' 11.027 " N, 099 ° 04 ' 19.098 " W
Mexicali	MXL	32 ° 37 ' 50.4875 " N, 115 ° 14 ' 30.8811 " W
Monterrey	MTY	25 ° 46 ' 33.09 " N, 100 ° 06 ' 25 " W
Morelia	MLM	19 ° 50 ' 59.53 " N, 101 ° 01 ' 31.35 " W
Nuevo Laredo	NLD	27 ° 26 ' 36.1139 " N, 099 ° 34 ' 11.7097 " W
Oaxaca	OAX	16 ° 59 ' 54.9148 " N, 096 ° 43 ' 33.7459 " W
Puebla	PBC	19 ° 09 ' 29.2995 " N, 098 ° 22 ' 17.4080 " W
Vallarta Port	PVR	20 ° 40 ' 48.2614 " N, 105 ° 15 ' 15.1228 " W
Querétaro	QRO	20 ° 37 ' 02.5485 " N, 100 ° 11 ' 08.3827 " W
Reynosa	REX	26 ° 00 ' 30.9102 " N, 098 ° 13 ' 41.6969 " W
Saltillo	SLW	25 ° 32 ' 46.01 " N, 100 ° 55 ' 47.32 " W
San Jose del Cabo	SJC	23 ° 09 ' 07.46 " N, 109 ° 43 ' 14.69 " W
San Luis Potosi	SLP	22 ° 15 ' 15.3422 " N, 100 ° 55 ' 50.7378 " W
Tampico	TAM	22 ° 17 ' 23.3587 " N, 097 ° 51 ' 51.8921 " W
Tapachula	TAP	14 ° 47 ' 39.6641 " N, 092 ° 22 ' 11.8888 " W
Tijuana	TIJ	32 ° 32 ' 27.8059 " N, 116 ° 58 ' 11.8547 " W
Toluca	TLC	19 ° 20 ' 13.5067 " N, 099 ° 33 ' 57.7269 " W
Keep	CRT	25 ° 33 ' 50.27 " N, 103 ° 24 ' 30.27 " W
Tuxtla Gutierrez	TGZ	16 ° 33 ' 42.5578 " N, 93 ° 01 ' 33.8931 " W
Veracruz	SEE	19 ° 08 ' 35.64 " N, 096 ° 11 ' 20.87 " W
Beautiful villa	VSA	17 ° 59 ' 49.2607 " N, 92 ° 48 ' 53.3329 " W

I.2. THE AERODROMES LISTED IN THIS NUMBER ARE PART OF THE PIA SECTION AD 2. THE CENTER OF EACH ONE OF THEM, IS IN THE COORDINATES INDICATED IN THE NEXT TABLE.

Aerodrome	DGAC Code	Coordinates of the Aerodrome Center
------------------	------------------	--

Apatzingán	AZG	19 ° 06 ' N, 102 ° 22 ' W
Atizapán	JJC	19 ° 34 ' 29.34 " N, 099 ° 17 ' 10.20 " W
Huatulco bays	HUX	15 ° 46 ' 31.1832 " N, 096 ° 15 ' 45.1993 " W
Cabo San Lucas	CSL	22 ° 56 ' 53.9654 " N, 109 ° 56 ' 17.9732 " W
Campeche	CPE	19 ° 49 ' 00.5003 " N, 090 ° 30 ' 01.1090 " W
Celaya	CYW	20 ° 33 ' N, 100 ° 54 ' W
Constitution City	CCB	25 ° 03 ' 30 " N, 111 ° 36 ' 30 " W
Colima	CLQ	19 ° 16 ' 37.26 " N, 103 ° 34 ' 39.36 W
Cuernavaca	CVJ	18 ° 50 ' 04.2388 " N, 099 ° 15 ' 41.7307 " W
Chetumal	CTM	18 ° 30 ' 16.6918 " N, 088 ° 19 ' 36.4694 " W
Chichen Itza	CZA	20 ° 38 ' 28.8234 " N, 088 ° 26 ' 46.3809 " W
From North	DNA	25 ° 51 ' 56.18 " N, 100 ° 14 ' 13.96 " W
Durango	DGO	24 ° 07 ' 33.7224 " N, 104 ° 31 ' 38.8606 " W
Cove	THAT	31 ° 47 ' 41 " N, 116 ° 36 ' 03 " W
Black Warrior	GRN	28 ° 01 ' 36.84 " N, 114 ° 01 ' 20.33 " W
Jalapa	JAL	19 ° 28 ' 30.2015 " N, 096 ° 47 ' 51.0259 " W
Lazaro Cardenas	LZC	18 ° 00 ' 06 " N, 102 ° 13 ' 13 " W
Loreto	LTO	25 ° 59 ' 23.5632 " N, 111 ° 20 ' 49.0876 " W
Minatitlán	MTT	18 ° 05 ' 12.0335 " N, 094 ° 34 ' 50.2134 " W
Monclova	LOV	26 ° 57 ' 19.80 " N, 101 ° 28 ' 15.74 " W
Nogales	NOT, G	21 ° 13 ' 35 " N, 110 ° 58 ' 36 " W
New Big Houses	NCG	30 ° 24 ' N, 107 ° 53 ' W
Pachuca	PCA	20 ° 04 ' 25 " N, 098 ° 47 ' 00 " W
Palenque	PQM	17 ° 31 ' 58.8556 " N, 092 ° 00 ' 56.1249 " W
Piedras Negras	PDS	28 ° 37 ' 38.5322 " N, 100 ° 32 ' 03.8607 " W
rich pool	PEACE	20 ° 36 ' 07.54 " N, 097 ° 27 ' 38.14 " W
Puerto Cortés	PTC	24 ° 29 ' N, 111 ° 50 ' W
hidden port	PXM	15 ° 52 ' 36.9009 " N, 097 ° 05 ' 20.7001 " W
Rocky Point	PPE	31 ° 21 ' 03.24 " N, 113 ° 18 ' 00.90 " W
Punta Colorada	PCO	23 ° 34 ' N, 109 ° 32 ' W
Punta Pescadero	PPC	23 ° 47 ' 53 " N, 109 ° 42 ' 20 " W
San Felipe	SFH	30 ° 55 ' 53 " N, 114 ° 48 ' 32 " W
Tamuín	TSL	22 ° 02 ' 18.54 " N, 098 ° 48 ' 28.61 " W
Tehuacán	TCN	18 ° 30 ' 00 " N, 97 ° 25 ' 00 " W
Tepic	TPQ	21 ° 25 ' 09.9425 " N, 104 ° 50 ' 33.2310 " W
Terán	TGM	16 ° 44 ' 23.9261 " N, 093 ° 10 ' 23.6463 " W
Uruapan	UPN	19 ° 23 ' 47.23 " N, 102 ° 02 ' 19.99 " W
Zacatecas	ZCL	22 ° 53 ' 50.6227 " N, 102 ° 41 ' 08.7722 " W
Zamora	ZMM	20 ° 02 ' 40 " N, 102 ° 16 ' 32 " W

Appendix J Regulations: Register of RPAS commercialized in Mexico.

J.1. THE MARKETER OF RPAS IN THE UNITED MEXICAN STATES, SHOULD COMPLETE THE FOLLOWING FORMAT, FOR EACH RPAS WITH A MAXIMUM PESO OF DEPUTY OF MORE THAN 250 GRAMS THAT SELLS. YOU MUST REGISTER THIS INFORMATION ON THE INTERNET SITE OF THE SCT / DGAC.

Merchant Data :

Name: _____

Address:

Street: _____ No. Ext: _____ No. Int.: _____

Colonia: _____ Municipality / Delegation : _____

Status: _____ CP: _____

Branch: _____

Address:

Street: _____ No. Ext: _____ No. Int. *: _____

Colonia: _____ Municipality / Delegation: _____

Status: _____ CP: _____

RPAS data :

Manufacturer: _____ Model: _____

Serial Number : _____ Year of Manufacture: _____

Use: Private Recreational Private Non-Commercial Commercial

Invoice No. : _____ Date of sale (DD / MM / YYYY): _____

Maximum Takeoff Weight: _____

Buyer Information (Physical Person over 18 years of age):

Name: _____

Name (s) Apellido Paterno Maternal Surname
Nationality _____ Date of Birth (DD / MM / YYYY): _____
Address:
Street: _____ No. Ext: _____ No. Int.: _____
Colonia: _____ Municipality / Delegation: _____
Est: _____ CP: _____
You I. Fixed: _____ Mobile Phone: _____
Email: _____

Buyer Information : (Moral Person)

Reason or Social Name: _____

Address:
Street : _____ No. Ext: _____ No. Int.: _____
Colonia: _____ Municipality / Delegation: _____
Status: _____ PC: _____
Tel. Fixed: _____ Mobile Phone: _____
Email: _____

Notice of consent, acceptance, terms and conditions for the protection and dissemination of personal data

The personal data collected will be protected, incorporated and treated in the RPAS Electronic Registry of the Mexican Aeronautical Registry, in accordance with the General Law of Transparency and Access to Public Information; Federal Law on Transparency and Access to Public Information, and the Guidelines for the Protection of Personal Data; and other applicable regulations, in order to guarantee the protection, protection and transmission of personal data provided through this electronic registry, and whose purpose is to allow access to your data, in addition to adopting the necessary measures to guarantee the integrity, reliability, confidentiality and availability of personal data, and no data transmission is contemplated, except for the transmissions foreseen in the applicable legislation, for which you are informed that your data may be disseminated if requested under the aforementioned legal regulations.

Likewise, it accepts under penalty of truthfulness and is aware of the penalties incurred by persons who declare falsely before an authority other than the judicial authority, under the terms of article 247, section I of the Federal Criminal Code, that the information contained in the present application is true and the documents annexed to it are authentic.

Finally, you are informed that you may exercise the rights of access, rectification, cancellation and opposition, as well as revocation of consent in the Mexican Aeronautical Registry under the General Directorate of Civil Aeronautics, located on Blvd. Adolfo López Mateos 1990, Los Alpes, Álvaro Obregón, CP 01010 City of Mexico, Mexico. Telephone 57 23 93 00 (ext 18113, 18111, 18115).

I have read the terms and conditions of the notice of consent, acceptance, terms and conditions for the protection and dissemination of personal data.

Name: _____

Appendix "K" Regulations: Registration of RPAS by owners.

K.1. The owner of RPAS, must fill in the following format, for each RPAS with a maximum takeoff weight greater than 250 grams, to operate it in Mexican airspace, if this is different from that registered as a buyer. Before operating it, you must register this information on the website of the SCT / DGAC.

RPAS data :

Manufacturer: _____ Model: _____
Serial Number: _____ Year of Manufacture: _____
Use: Private Recreational Private Non-Commercial Commercial
Weight imo takeoff: _____ Factura No. _____

Other: _____ Date of purchase (DD / MM / YYYY) _____ Price _____

Owner's Information : (Physical Person over 18 years of age)

Name : _____

First Name Last Name Maternal Last Name Maternal

N ationality _____ Date of Birth (DD / MM / YYYY): _____

Address.

Street: _____ No. Ext: _____ No. Int.: _____
C olonia: _____ Municipality / Delegation: _____
Status: _____ CP: _____
Phone: _____ Mobile Phone: _____
Email: _____

Buyer Information : (Moral Person)

Reason or Social Name: _____

Address:
Street: _____ No. Ext: _____ No. Int.: _____
Colonia: _____ Municipality / Delegation: _____
Status: _____ PC: _____
Tel. Fixed: _____ Mobile Phone: _____
Email: _____

Notice of consent, acceptance, terms and conditions for the protection and dissemination of personal data

The personal data collected will be protected, incorporated and treated in the RPAS Electronic Registry of the Mexican Aeronautical Registry, in accordance with the General Law of Transparency and Access to Public Information; Federal Law on Transparency and Access to Public Information, and the Guidelines for the Protection of Personal Data; and other applicable regulations in order to ensure the protection, safeguarding and transmission of personal data provided through of the electronic record, and whose purpose is to allow access to your data, as well as take the necessary measures to ensure the integrity, reliability, confidentiality and availability of personal data, and no data transmission is contemplated, except for the transmissions foreseen in the applicable legislation, for which you are informed that your data may be disseminated if requested under the aforementioned legal regulations.

Likewise, it accepts under penalty of truthfulness and is aware of the penalties incurred by persons who declare falsely before an authority other than the judicial authority, under the terms of article 247, section I of the Federal Criminal Code, that the information contained in the present application is true and the documents annexed to it are authentic.

Finally, you are informed that you may exercise the rights of access, rectification, cancellation and opposition, as well as revocation of consent in the Mexican Aeronautical Registry under the General Directorate of Civil Aeronautics, located on Blvd. Adolfo López Mateos 1990, Los Alpes, Álvaro Obregón, CP. 01010 Mexico City, Mexico. Telephone 57 23 93 00 (ext 18113, 18111, 18115).

I have read the terms and conditions of the notice of consent, acceptance, terms and conditions for the protection and dissemination of personal data.

Name: _____

First Name Last Name Maternal Last Name Maternal

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