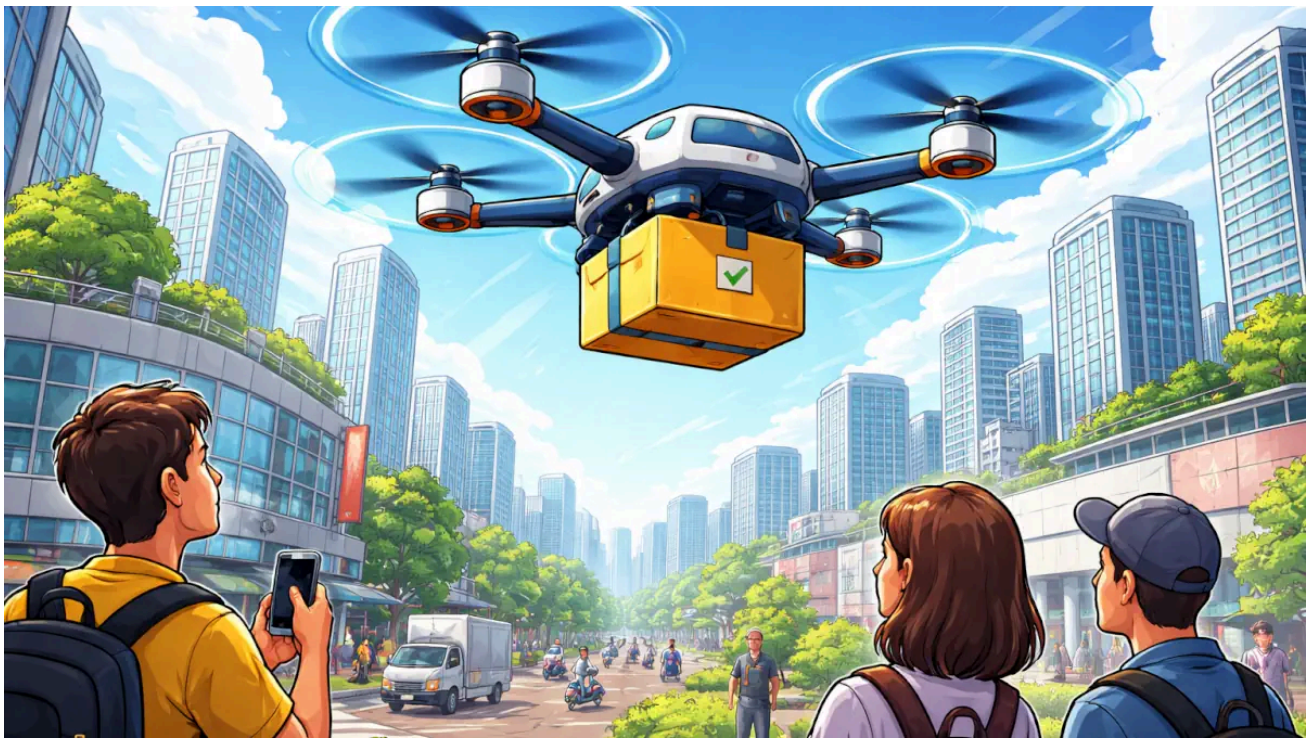




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March 24, 2026 by [Edoardo Sorani](#)

For years, drone delivery has evolved with a pattern of small and large successes, but also some inevitable mistakes and reversals. What's coming from **Brazil**, however, represents a real turning point in the sector, significantly **streamlining bureaucracy and potentially accelerating the sector's development**, setting an example for other countries as well.

On March 16, [Brazil's Civil Aviation Authority \(ANAC\)](#) authorized [Speedbird Aero](#) to operate its **DLV-2 A25** drone over urban areas with densities of up to 12,950 people per square mile. The real news? **It will no longer be necessary to request a separate authorization for each individual route.**

A period full of achievements for the Brazilian company, which we recently talked about on the occasion of the [first authorized SAIL III flight in Italy](#).

First: each flight was a case in itself

Until now, the system had an extremely fragmented approach: **each new route required its own approval**. It wasn't enough to be certified or operate in the same city; each route had to be authorized individually.

An unsustainable model, especially for those aiming to build an efficient and scalable delivery network. As ANAC Superintendent **Roberto Honorato** explained, the new regulatory framework aims to foster *"scale, predictability, and sustainable growth"*. In other words, the previous system slowed down the sector's real development.

Il nuovo modello: si certifica l'operatore, non la singola rotta

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In sostanza, se l'operatore dimostra di rispettare i requisiti di sicurezza e certificazione può operare liberamente senza dover chiedere autorizzazioni continue, il che si traduce in tempi e complessità operative ridotte.

DLV-2 A25: il drone al centro della svolta

Il protagonista di questa evoluzione è il **DLV-2 A25**, piattaforma principale di Speedbird per le operazioni commerciali.

Si tratta di un multirottore capace di trasportare fino a poco meno di 6kg, con un peso massimo al decollo di circa 25 kg e un'autonomia di circa 40 km. Può operare giorno e notte, anche con pioggia leggera, in modalità BVLOS (oltre la linea visiva del pilota). Un elemento chiave per ottenere l'approvazione è stato il sistema di paracadute di emergenza, validato da ANAC come parte del caso di sicurezza.

Questo sistema è stato determinante per autorizzare il volo sopra aree urbane densamente popolate.

Dai test industriali alle consegne reali

Speedbird ha ormai una consolidata esperienza in questo genere di operazioni, visto che negli ultimi anni ha accumulato esperienza concreta sul campo.

Ad esempio nel sito minerario di Carajás, nel nord del Brasile, ha utilizzato una variante più grande del drone per trasportare campioni minerali su una distanza di circa 41 km. Risultato? Il volo ha richiesto solo 45 minuti, contro le 4 ore necessarie via terra. Una differenza che dimostra il potenziale operativo dei droni in contesti complessi.

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I nuovi progetti prevedono collegamenti tra centri commerciali e condomini residenziali nell'area metropolitana di San Paolo. Tra le iniziative più curiose, anche una consegna in diretta nella casa del reality Big Brother Brazil, seguita da circa 40 milioni di spettatori.



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Una flotta in evoluzione

Speedbird sviluppa diverse piattaforme per coprire esigenze operative differenti.

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Goal: international expansion

Speedbird is looking beyond Brazil. The company has already obtained a SAIL III operating authorization in Italy, following tests conducted at Rome's Fiumicino Airport.

This standard is based on the **SORA framework**, the same one used for Brazilian approval, making it easier to recognize transactions internationally. The next step is the North American market, where BVLOS regulation is still being defined.

Brazil is essentially transforming years of experimentation into a concrete operational model, a system that aims to make drone deliveries scalable and sustainable. Now the focus shifts to other countries: will they follow the same approach or maintain slower and more complex models?

Read Also:



Brazil: Is it time for drone delivery?



Drone delivery, the Trojan horse that will let us fly around the city. But how long are we really going to get there?



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From the world of drones



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