Speedbird is authorized by ANAC to operate over areas with a population density of up to 5,000 people / km² (12,950 people/sq mi).

- **The decision places Brazil — through Speedbird and ANAC (Brazil's National Civil Aviation Agency) — at the forefront of drone logistics.**
- **The DLV-2 A25 model is now authorized to operate over areas with a population density of up to 5,000 people per square kilometer (12,950 people per square mile).**

Brazil, March 2026 – The decision, signed by ANAC's Director-President, Tiago Chagas Faierstein, and now released, authorizes Speedbird Aero to operate its models in areas with defined population density, significantly expanding the scope of beyond visual line of sight (BVLOS) operations in Brazil.

"With these measures, Brazil is making consistent progress in the drone logistics and delivery sector. Unlike the previous scenario — in which each route required individual approval — the country is now adopting a framework that supports scale, predictability, and sustainable growth for the industry" - said Roberto Honorato, ANAC's Superintendent of Airworthiness. - "These regulatory measures enable Speedbird to implement advanced logistics models that are pioneering on a global scale."

"This step creates real conditions for drone logistics to advance in a responsible, planned, and sustainable way," - says Manoel Coelho, CEO of Speedbird. - "What began as a pioneering authorization in 2025 becomes, in 2026, a solid model for the future of drone logistics in the country, with Speedbird Aero at the forefront of this progress."

These regulatory measures were based on the safety performance of Speedbird's equipment, as well as the application of an internationally consolidated methodology, SORA (Specific Operations Risk Assessment), developed by JARUS (Joint Authorities for Rulemaking on Unmanned Systems) and also adopted by the European Union Aviation Safety Agency (EASA).

Within the same SORA methodology, ANAC had already approved Speedbird's operations at one of the highest safety levels — Specific Assurance and Integrity Level III (SAIL III) — for a specific route in the state of Sergipe. This represented the recognition of an advanced safety standard compatible with beyond visual line of sight (BVLOS) flights and operations in populated areas.

One of the pillars of this approval was the formal recognition of the parachute system of Speedbird Aero's multirotor DLV-2 model as a mechanism capable of significantly reducing the energy and impact of an uncontrolled descent.

ANAC's recent decisions show a clear evolution: first, proving that the operation is safe at an advanced level; then, allowing that model to be replicated and expanded on a national scale.

From Pilot Project to National Model

The decision now granted to Speedbird Aero represents the next step in this evolution. Based on technical evidence, operational experience, and previously issued authorizations, ANAC is no longer treating the operation as an isolated case and is instead authorizing an operational model valid nationwide. This represents a structural shift:

- Instead of route-by-route authorizations, Speedbird Aero can now operate its drones under a set of general rules previously approved;
- New routes can be implemented without the need for individual exemption requests from the standard rule that prohibits flying drones over people, as long as they follow the same safety criteria;
- The regulatory focus shifts from 'authorizing each individual flight' to authorizing a safe operational standard applicable at the national level.

Clear limits for safe operations

The December decision objectively defines where drones may operate. The DLV-2 A25 model is authorized to fly over areas with a population density of up to 5,000 people per square kilometer (12,950 people per square mile) — equivalent to that found in established residential neighborhoods. This quantitative limit provides predictability, legal certainty, and enables the planning of real drone-based logistics operations without compromising safety. The decision also covers the other variants of the DLV-2 and DLV-1 Neo models, which are now authorized to operate over areas with a population density of up to 500 people per square kilometer (1,295 people per square mile).

What this changes in practice

Logistics depends on repetition and predictability. Trucks, aircraft, and ships operate under general rules—they do not require special authorization for every journey. With the decisions of 2025 and January 2026, drones begin to follow the same path. For Speedbird Aero, this means the ability to:

- Build continuous logistics networks;
- Repeat operations safely;
- Integrate drones into real logistics supply chains, rather than isolated pilot projects.

About Speedbird

Speedbird Aero is a global company with headquarters in Brazil and Portugal, specializing in unmanned aerial logistics. The company develops, manufactures, and operates drone delivery systems and is currently the only company in Brazil certified to operate BVLOS (Beyond Visual Line of Sight) flights with two drone models approved for cargo delivery. Speedbird Aero has successfully completed close to 40,000 commercial drone missions, demonstrating the maturity and reliability of its operations across real-world logistics use cases. With technology already present in 14 countries, the company is focused on making drone logistics safe, scalable, and viable for large-scale deployment. Speedbird also offers its solution through an integrated “Drone as a Service (DaaS)” model, supporting customers with aircraft manufacturing, operations, and regulatory compliance.