NYADO FY2017-001

New York Airports District Office
Information Bulletin
Federal Aviation Administration
Eastern Region
New York Airports District Office
1 Aviation Plaza
Jamaica, NY 11434

Subject: UAS Detection Testing Letter at Federally Obligated Airports
Issue Date: Nov. 15, 2016
Prepared by: Ybrahina Cohen
Point of Contact: David Carlin
Action Required: Contact the NYADO for additional guidance
Attachments: UAS Detection Testing Letter

NYADO FY2017-001
Re: UAS Detection Testing Letter

Dear Airport Sponsor,

The purpose of this communication is to give notice of the FAA published guidelines for Unmanned Aircraft Systems (UAS) Detection and Counter Measures Technology Demonstrations at airports.

Recently, the FAA published guidelines for Unmanned Aircraft Systems (UAS) Detection and Counter Measures Technology Demonstrations at airports (please see attached letter). Should your airport be contacted to participate in these types of activities, please contact the NYADO before entering into any agreement to conduct UAS detection of counter measure evaluations or demonstration. The NYADO will work with the FAA Office of Airport Safety and Standards and the FAA UAS Integration Office to provide a timely response to the airport regarding the request.

Additionally, the FAA recently published new UAS rules, otherwise known as Part 107, which outlines requirements for UAS operations in the National Airspace System (NAS). It is important to become familiar with these guidelines as UAS operations are now permissible within virtually all airspace classifications including Class B, C, D, and E airspace with proper ATC permission. Additionally, UAS operations are allowed in Class G airspace without any ATC permission. Given the popularity with drones and the increasing number of users entering into the NAS, it is important that the airport proactively engage on this subject so everyone understands the operating parameters, both UAS operators and Pilots.

It is also important to point out that UAS operations are not currently specified in general NOTAM searches. However, they are included in Nextgen Briefings provided by 1800wxbrief; the official source of weather data and preflight information provided by Lockheed Martin. It is recommended that pilots and users of the airport obtain the latest information about UAS operations directly from the 1800wxbrief website at https://www.1800wxbrief.com/Website/home#!/ or by contacting a briefing specialist at 1-800-WX-BRIEF. UAS operations are depicted on maps similar to Temporary Flight Restrictions (TFR’s) and the attached example illustrates what users can expect to see when obtaining a Nextgen briefing. The example is a planned flight from FRG to DKK and identifies the location and time of UAS operations which are shaded in purple with a corresponding description located to the left. Again, this information will not appear in general NOTAM searches.

For more information on Part 107 rules and other useful links such as the B4UFLY App, registration requirements, etc., please visit:
https://my.faa.gov/org/linebusiness/avs/offices/aus.html

Should you have any questions regarding this information please do not hesitate to contact David Carlin at 718-995-5762

Thank you.
October 26, 2016

Dear Airport Sponsor:

This letter provides guidance on Unmanned Aircraft Systems (UAS) Detection and Countermeasures Technology Demonstrations / Evaluations at airports.

**Background:** The United States Congress charged the Federal Aviation Administration (FAA), under Section 2206 of Public Law 114-190 (July 15, 2016), to “establish a pilot program for airspace hazard mitigation at airports and other critical infrastructure using unmanned aircraft detection systems” in cooperation with the Department of Defense (DOD), Department of Homeland Security (DHS) and other federal agencies. After completion of the pilot program, the FAA “may use unmanned aircraft detection systems to detect and mitigate the unauthorized operation of an unmanned aircraft that poses a risk to aviation safety.” In addition, recognizing the FAA’s long-standing authority, Section 2206 requires consultation with the heads of other agencies to “ensure that technologies that are developed, tested, or deployed by [other agencies] to mitigate threats posed by errant or hostile unmanned aircraft system operations do not adversely impact or interfere with safe airport operations, navigation, air traffic services, or the safe and efficient operation of the national airspace system.”

The FAA UAS Integration Office is working through Cooperative Research and Development Agreements (CRDAs) with UAS detection manufacturers to evaluate the small UAS detection and identification capabilities, using different methodologies and systems on and near airports. The FAA is also partnering with DHS, DOD and other federal agencies interested in this research, as outlined in Section 2206. These activities have taken place at selected airports around the country, and the agencies are planning additional evaluations later this year and next year.

**Issue:** Recently, technology vendors contacted several U.S. airports, proposing to conduct demonstrations and evaluations of their UAS detection and countermeasure systems at those airports. In some cases, the airport sponsors did not coordinate these assessments and demonstrations with the FAA in advance. It is important that federally obligated airports understand that the FAA has not authorized any UAS detection or countermeasure assessments at any airports other than those participating in the FAA’s UAS detection program through a CRDA, and airports allowing such evaluations could be in violation of their grant assurances.
Unauthorized UAS detection and counter measure deployments can create a host of problems, such as electromagnetic and Radio Frequency (RF) interference affecting safety of flight and air traffic management issues. Additionally, current law may impose barriers to the evaluation and deployment of certain unmanned aircraft detection and mitigation technical capabilities by most federal agencies, as well as state and local entities and private individuals. There are a number of federal laws to consider, including those that prohibit destruction or endangerment of aircraft and others that restrict or prohibit electronic surveillance, including the collection, recording or decoding of signaling information and the interception of electronic communications content.

Any federally obligated airport that is contacted by a vendor requesting to demonstrate evaluate and deploy any UAS detection or counter measure technology on or near the airport should first contact their local FAA Airport District Office (ADO) before entering into any agreement to conduct UAS detection or counter measure evaluations or demonstrations at their airport. The ADO will then work with the FAA Office of Airport Safety and Standards and the FAA UAS Integration Office to provide a timely response to the airport.

Further information on the FAA’s UAS detection efforts can be found at: https://www.faa.gov/uas/programs_partnerships/uas_detection_initiative/

Sincerely,

Michael J. O’Donnell, A.A.E.
Director of Airport Safety and Standards
UAS Operating Area (UOA). This section of the briefing contains UAS Operating Areas listed on the 1M Brief Web Portal and UAS operations issued via NOTAM.

All published NOTAMs are available in the Notices to Airmen Publication (NTAP).

### Summary:
- UOA start is Nov 02, 1000Z, end is Nov 02, 2359Z.
- Maximum altitude: 400 feet AGL.
- UOA active while flight estimated to traverse area (1400Z to 1400Z).

### Details 1
- NOTAM UAS Operating Area ISP_04/141 DEFINED AS 1 NM RADIUS OF 404226N073100W (5.1 NM SW ISP) SFC-400FT AGL DLY 1000-2359 1623302259.

### Details 2
- UAS Operating Area DEFINED AS 1NM RADIUS OF 404800N07332500W (4.3NM NNE FRG) SFC-400FT AGL SUN SAT SS 1608211010-1612182128.

### Details 3
- UAS Operating Area DEFINED AS 2NM RADIUS OF 404014N07358350W (3.8NM SSW 6N7) SFC-400FT AGL 1611052115-1611052230.

### Details 4
- UAS Operating Area DEFINED AS 0.5NM RADIUS OF 404400N07418000W SFC-400FT AGL 1611051600-1611061359.

### Details 5
- NOTAM UAS Operating Area MIV_10/182 DEFINED AS .5NM RADIUS OF 403736N0743140W (9NM W NOT) SFC-400FT AGL DLY 1200-2100 1611012120-1611020100.

### Details 6
- NOTAM UAS Operating Area BDR_10/128 DEFINED AS 60NM RADIUS OF SYR SFC 10000FT AGL 1610271850-1611231239.

### Details 7
- NOTAM UAS Operating Area ISP_10/143 DEFINED AS 60NM RADIUS OF SYR SFC-10000FT AGL 1610271852-1611229239.