



U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

February 18, 2016

Exemption No. 11066C
Regulatory Docket No. FAA-2014-0353

Mr. Treggon Owens
Aerial MOB, LLC
2236 Rutherford Road, #115
Carlsbad, CA 92008

Dear Mr. Owens:

This letter is to inform you that we have granted your petition for an amendment. It explains the basis for our decision, describes its effect, and lists any changes to the original conditions and limitations.

By letter dated August 17, 2015, you petitioned the Federal Aviation Administration (FAA) on behalf of Aerial Mob LLC (hereinafter petitioner or operator) for an amendment to your current exemption. That exemption from §§ 61.23(a) and (c), 61.101(e)(4) and (5), 61.113(a), 61.315(a), 91.7(a), 91.119(c), 91.121, 91.151(a)(1), 91.405(a), 91.407(a)(1), 91.409(a)(1) and (2), and 91.417(a) and (b) of Title 14, Code of Federal Regulations (14 CFR) allows the petitioner to operate a UAS to perform closed-set motion picture and television filming. You requested an amendment to add the Freefly Alta and DJI Inspire 1¹.

In your petition, you indicate that there has been no change in the conditions and reasons relative to public interest and safety that were the basis for granting the original exemption.

The FAA has determined that good cause exists for not publishing a summary of the petition in the Federal Register because the requested amendment to the exemption would not set a precedent, and any delay in acting on this petition would be detrimental to the petitioner. The unmanned aircraft authorized in the original grant are comparable in type, size, weight, speed and operating capabilities to those in this petition.

¹ The petitioner also proposed to operate the Aerial MOB Mini Racer, Aerial MOB Light Lifter Mark II, Aerial MOB Long Endurance, and Aerial MOB Heavy Lifter Mark II UAS. The FAA must conduct an assessment on these aircraft, which also includes a finding that the proposed UAS meet the conditions in Section 333 of Public Law 112-95. When the FAA completes its review, we will proceed accordingly and no further action will be required by the petitioner.

Airworthiness Certification

In accordance with the statutory criteria provided in Section 333 of Public Law 112–95 in reference to 49 U.S.C. § 44704, and in consideration of the size, weight, speed, and limited operating area associated with the aircraft and its operation, the Secretary of Transportation has determined that this aircraft meets the conditions of Section 333. Therefore, the FAA finds that relief from 14 CFR part 21, *Certification procedures for products and parts, Subpart H—Airworthiness Certificates*, and any associated noise certification and testing requirements of part 36, is not necessary.

Our Decision

The FAA has determined that the justification for the issuance of Exemption No. 11066B remains valid and is in the public interest. Therefore, under the authority contained in 49 U.S.C. 106(f), 40113, and 44701, delegated to me by the Administrator, the operator is granted an amendment to add new aircraft to its UAS operations.

The operator shall add this amendment to its original exemption.

Conditions and Limitations

All conditions and limitations within Grant of Exemption No. 11066B remain in effect except as follows. Condition No. 1 has been updated to reflect the additional aircraft.

Failure to comply with any of the conditions and limitations of this grant of exemption will be grounds for the immediate suspension or rescission of this exemption.

1. Operations authorized by this grant of exemption are limited to the Freefly Alta DJI Inspire 1, HexaCrafter HC-1100, Aeronavics SkyJib 8 Heavy Lifter, Aerial MOB Discovery Pro Light Lifter, the Aerial MOB Halo 8 Heavy Lifter, and DJI Phantom 2 when weighing less than 55 pounds including payload. Proposed operations of any other aircraft will require a new petition or a petition to amend this exemption.

This exemption terminates on September 30, 2016, unless sooner superseded or rescinded.

Sincerely,

/s/

John S. Duncan
Director, Flight Standards Service