



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

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

February 2, 2015

Exemption No. 11067A
Regulatory Docket No. FAA-2014-0357

Mr. Tom Hallman
President
Pictorvision, Inc.
16238 Raymer Street
Van Nuys, CA 91406

Dear Mr. Hallman:

This letter is to inform you that we have granted your petition to amend Exemption No. 11067. It explains the basis for our decision, describes its effect, and lists any changes to the original conditions and limitations.

The Basis for Our Decision

By letter dated October 30, 2014, you petitioned the Federal Aviation Administration (FAA) on behalf of Pictorvision, Inc. (Pictorvision) for an amendment of Exemption No. 11067. That exemption from part 21; §§ 45.23(b); 61.113(a) and (b); 91.7(a); 91.9(b)(2); 91.103; 91.109; 91.119; 91.121; 91.151(a); 91.203(a) and (b); 91.405(a); 91.407(a)(1); 91.409(a)(2); and 91.417(a) and (b) of Title 14, Code of Federal Regulations (14 CFR) allows Pictorvision to operate unmanned aircraft systems (UAS) for the purpose of scripted, closed-set filming for the motion picture and television industry. The amendment requested would add two additional variations of the PV-14817 Multi-Rotor UAS: the PV-HL1 and the PV-HL2.

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 of the exemption would not set a precedent, and any delay in acting on this petition would be detrimental to Pictorvision. A comparison of the unmanned aircraft from the original grant to those in this amendment finds that they are comparable in type, size, weight, speed and operating capabilities.

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Further, in accordance with the statutory criteria provided in Section 333 of Pub. L. 112-95 in reference to 49 USC § 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 these aircraft meet the conditions of Section 333. Therefore, the FAA finds that the requested relief from 14 CFR part 21, Subpart H, 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. 11067 remains valid with respect to this exemption and is in the public interest. Therefore, under the authority provided by 49 U.S.C. §§ 106(f), 40113, and 44701, which the FAA Administrator has delegated to me, Pictorvision, Inc. is granted an amendment to its exemption that adds two additional variations of the PV-14817 Multi-Rotor UAS: the PV-HL1 and the PV-HL2, subject to the following conditions and limitations.

In addition to the operator's manual in Exemption No. 11067, this petition for amendment and the following supporting documents are hereinafter appended to the operator's manual from the original grant:

- 1) Flight Operation Manual Multi Rotor No. 14817
- 2) Pictorvision Flight Operations Manuals, PV-HL1
- 3) Pictorvision Flight Operations Manual PV-HL2

The operator shall add this amendment to the original Exemption No. 11067.

Conditions and Limitations

All conditions and limitations within Grant of Exemption No. 11067 remain in effect except as follows. Number 1 below replaces number 1 in the original grant, and number 2 below replaces number 35 in the original grant.

1. The UA must weigh less than 55 pounds (25 Kg), including energy source(s) and equipment. Operations authorized by this grant of exemption are limited to the following aircraft described in the proprietary operating documents: PV- 14817, PV-HL1 and PV-HL2. Proposed operations of any other aircraft will require a new petition or a petition to amend this grant.
2. Any incident, accident, or flight operation that transgresses the lateral or vertical boundaries of the operational area as defined by the applicable COA must be reported to the FAA's UAS Integration Office (AFS-80) within 24 hours. Accidents must be reported to the National Transportation Safety Board (NTSB) per instructions contained on the NTSB Web site: www.nts.gov.

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

Sincerely,

/s/

John S. Duncan

Director, Flight Standards Service