



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

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

June 23, 2014

Exemption No. 11311A
Regulatory Docket No. FAA-2014-1055

Mr. Albert J. Pucciarelli
Counsel for Next Generation Aviation Services, L.L.C.
McElroy, Deutsch, Mulvaney & Carpenter, LLP
40 West Ridgewood Avenue
Ridgewood, NJ 07450

Dear Mr. Pucciarelli:

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 April 23, 2015, you petitioned the Federal Aviation Administration (FAA) on behalf of Next Generation (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 aerial data collection. You requested an amendment to add the DJI Inspire 1 T600.

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(s) authorized in the original grant are comparable in type, size, weight, speed and operating capabilities to those in this petition.

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. 11311 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. 11311 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 DJI S1000+ and DJI Inspire 1 T600 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 April 30, 2017, unless sooner superseded or rescinded.

Sincerely,

/s/

John S. Duncan
Director, Flight Standards Service

McELROY, DEUTSCH, MULVANEY & CARPENTER, LLP

ATTORNEYS AT LAW

40 West Ridgewood Avenue
Ridgewood, NJ 07450
(201) 445-6722
FACSIMILE (201) 445-5376

DEPARTMENT OF
TRANSPORTATION
FEDERAL AVIATION
ADMINISTRATION

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ALBERT J. PUCCIARELLI
Direct dial: (201) 493-3718
apucciarelli@mdmc-law.com

April 23, 2015

U.S. Department of Transportation
Federal Aviation Administration
Docket Management System
1200 New Jersey Ave., SE
Washington, D.C. 20590

Re: Amendment to Exemption No. 11311 issued pursuant to Section 333 of the FAA Reform Act and Part 11 of the Federal Aviation Regulations in Regulatory Docket No. FAA-2014-1055

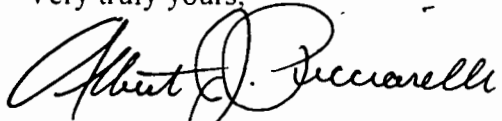
Dear Sirs/Madams:

Next Generation was issued Exemption number 11311 (hereinafter the "Exemption") using the DJI S1000+ Premium Unmanned Aircraft System. At this time, Next Generation respectfully requests that the Exemption be amended to permit its use of an additional unmanned aircraft system ("UAS") platform, specifically, the DJI Inspire 1 model T600 quadcopter. The DJI Inspire 1 model T600 falls within all the operating limitations in our approved Exemption and therefore Next Generation will also be using the same Operations and Safety Manual submitted as confidential documents under the original approved Exemption.

Attached hereto and submitted as a confidential document is the Inspire 1 User Manual that will be used in conjunction with Next Generation's Operations and Safety Manual to maintain full compliance with the terms of the Exemption.

As this is an amendment to an existing exemption, it is Next Generation's position that good cause for the amendment exists and that notice of the requested amendment does not have to be published in the Federal Register. All operations of the additional UAS will be in full compliance with the terms of the Exemption.

Very truly yours,



Albert J. Pucciarelli

AJP:gdm

Cc: Frank R. Galella, III