



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

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

July 8, 2015

Exemption No. 11367A
Regulatory Docket No. FAA-2015-0106

Mr. Brian Young
Vice President of Claims Department
ADM Crop Risk Services, Inc.
350 North Water Street
Decatur, IL 62523

Dear Mr. Young:

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 March 13, 2015, you petitioned the Federal Aviation Administration (FAA) on behalf of ADM Crop Risk Services, Inc. (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 Precision Hawk Lancaster Hawkeye Mk-III.

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. 11367 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. 11367 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 Phantom 2 Vision and Precision Hawk Lancaster Hawkeye Mk-III 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

May 13, 2015

United States Department of Transportation
Docket Management System
1200 New Jersey Ave., SE
West Building Ground Floor Room W12-140
Washington, DC 20590

RE: Amendment to Exemption No. 11367, Regulatory Docket No. FAA-2015-0106

Dear Sir or Madam:

We are writing pursuant to the FAA Modernization and Reform Act of 2012 and the procedures contained in 14 C.F.R. 11, to request that ADM Crop Risk Services, Inc. ("ADMCRS"), an already FAA approved owner and operator of small unmanned aircraft to add another aircraft to its crop scouting operations. We appreciate the FAA for approving our petition to operate the DJI Phantom 2 and now we ask to operate the Precision Hawk Lancaster Hawkeye Mk-III to enhance and grow our offerings to our customers. We see a great advantage operating this fixed wing UAS as it will add greater operational capabilities to our portfolio of services. We respectfully write that the FAA approve our request.

Name and Address of Applicant is:

ADM Crop Risk Services
Attn: Brian Young, Vice President Claims Department
350 North Water Street
Decatur IL 62523
Main Office 1-888-523-6277
Fax 1-217-451-7829
Email: byoung@admcrs.com

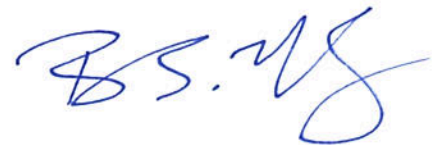
Our request is similar in all material respects to relief previously requested in Grant of Exemption Nos. 11345 and 11274 for PrecisionHawk Inc. and USAA respectively. ADMCRS has a vested interest to operate and maintain these aircraft per the specifications outlined by PrecisionHawk Inc. in the manual. ADMCRS personnel will be trained by PrecisionHawk Inc. on how to operate and maintain

the Hawkeye Mk-III. We will operate within all of the 31 guidelines as outlined by the conditions and limitations section of PrecisionHawk's exemption no. 11345. These would include, but are not limited to:

- Hawkeye Mk-III Weight less than 55 pounds
- UAS operation not exceeded 87 knots (100 miles per hour)
- UAS operation at altitude under 400 feet above ground level
- UAS operated within visual line of sight (VLOS)
- Operations always utilizing a visual observer (VO)
- Pre-flight and post-flight inspections performed on UAS
- No operation within 5 nautical miles of an airport
- UAS operations will remain clear and give way to all manned aviation activities

ADMCRS respectfully requests that the FAA grant its request to operate the PrecisionHawk Hawkeye MK-III. Thank you for your timely consideration.

Sincerely,



Brian Young, Vice President of Claims
ADM Crop Risk Services