



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

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

February 10, 2016

Exemption No. 11493A  
Regulatory Docket No. FAA-2015-0315

Mr. Gene Payson  
President  
Troy Built Models, Inc.  
100 Cattlemen Road  
Sarasota, FL 34232

Dear Mr. Payson:

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 June 25, 2015, you petitioned the Federal Aviation Administration (FAA) on behalf of Troy Built Models, 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 the 3D Robotics Aero, 3D Robotics Aero-M, 3D Robotics Iris, 3D Robotics Solo, 3D Robotics Spektr, 3D Robotics X8+, AEE AP10, AEE F50, AeroVironment Puma, AirRobot AR 180, AirRobot AR200, Altavian Nova F6500, Altavian Nova R8400, AR Drone 2.0, Blade 350 QX, C9D-BD Butterfly Dragon, C-Astral Bramor gEO, DJI Inspire, DJI Phantom 3, DJI Spreading Wings S1000, DJI S800, DJI Spreading Wings S900, E-flight Apprentice, Flyzone Sensei, Cinestar 8, Hubsan Spyhawk, MLB Company Super Bat, Parrot Bebop Drone, PrecisionHawk Hawkeye Mk-III, PrecisionHawk Lancaster MK3, Roboflight RF70, Sensefly Ebee, TBM ISR 2.6, TBM ISR 3.0, TBM Skyhunter, TBM Skysurfer, Trigger Composites Pteryx, Penguin B UAV, Walkera Scout X4, Walkera Voyager 3, Walkera X350, Xfold Cinema HeavyLifter MultiRoter, Xfold Dragon, Xfold SPY, Xfold Travel, and Yuneec Typhoon.

The FAA notes that the petitioner requested authority to conduct UAS training in the initial petition for exemption. At this time, the FAA is unable to authorize UAS operations for training until a further assessment is completed. When the FAA completes its review, we will proceed accordingly and no further action will be required by the petitioner. However, the

petitioner is permitted to train its own pilot in commands and visual observers in accordance with condition no. 14 and the other conditions and limitations in this exemption.

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.

### **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. 11493 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. 11493 remain in effect except as follows. Condition No. 1 has been updated to reflect the additional aircraft, and Condition No. 2 has been updated to permit closed-set motion picture and television filming.

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 3D Robotics Aero, 3D Robotics Aero-M, 3D Robotics Iris, 3D Robotics Solo, 3D Robotics Spektre, 3D Robotics X8+, AEE AP10, AEE F50, AeroVironment Puma, AirRobot AR 180, AirRobot AR200, Altavian Nova F6500, Altavian Nova R8400, AR Drone 2.0, Blade 350 QX, C9D-BD Butterfly Dragon, C-Astral Bramor gEO, DJI Inspire, DJI Phantom

3, DJI Phantom 2 Vision+, DJI Spreading Wings S1000, DJI S800, DJI Spreading Wings S900, E-flight Apprentice, Flyzone Sensei, Cinestar 8, Hubsan Spyhawk, MLB Company Super Bat, Parrot Bebop Drone, PrecisionHawk Hawkeye Mk-III, PrecisionHawk Lancaster MK3 , Roboflight RF70, Sensefly Ebee, TBM ISR 2.6, TBM ISR 3.0, TBM Skyhunter, TBM Skysurfer, Trigger Composites Pteryx, Penguin B UAV, Walkera Scout X4, Walkera Voyager 3, Walkera X350, Xfold Cinema HeavyLifter MultiRoter, Xfold Dragon, Xfold SPY, Xfold Travel, and Yuneec Typhoon 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 May 31, 2017, unless sooner superseded or rescinded.

Sincerely,

/s/

John S. Duncan  
Director, Flight Standards Service

Enclosure