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U.S. Department
of Transportation

**Federal Aviation
Administration**

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

January 11, 2016

Exemption No. 12101A
Regulatory Docket No. FAA−2015−0988

Mr. Nate Steier
Flight Operations Manager
Top Intel Advanced Aerial Imaging, Inc
29675 Coldwater Avenue
Honey Creek, IA 51542

Dear Mr. Steier:

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 posted to the public docket on October 27, 2015, you petitioned the Federal Aviation
Administration (FAA) on behalf of Top Intel Advanced Aerial Imaging, 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 SenseFly eBee Ag and DJI
Phantom 3 Professional and an amendment to the section 333 blanket COA.[1]

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.

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[1] After receiving a grant of exemption, petitioners who want to fly outside blanket parameters will be eligible to
apply for a separate COA specific to the airspace required for their operation. Applications MUST be submitted
through the UAS Civil COA Portal. DO NOT submit the COA application to the public docket. The FAA will
ONLY accept and process complete COA applications.

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, C*ertification 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. 12101 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. 12101 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+, DJI Spreading Wings S900, RoboFlight RF-70, SenseFly eBee Ag, and DJI Phantom 3 Professional 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 July 31, 2017, unless sooner superseded or rescinded.

Sincerely,
/s/
John S. Duncan
Director, Flight Standards Service