



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

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

April 1, 2015

Exemption No. 11265
Regulatory Docket No. FAA-2014-0732

Mr. Mark Fischer
The City of Roswell Coalition
122 Will Rogers Road, Building 1166
Roswell, NM 88203

Dear Mr. Fischer:

This letter is to inform you that we have granted your request for exemption. It transmits our decision, explains its basis, and gives you the conditions and limitations of the exemption, including the date it ends.

The Basis for Our Decision

By letter posted to the public docket on September 19, 2014, you petitioned the Federal Aviation Administration (FAA) on behalf of The City of Roswell Coalition (hereinafter petitioner or operator) for an exemption. The exemption would allow the petitioner to operate an unmanned aircraft system (UAS) to perform research, development and validation of a formal UAS training curriculum.

See Appendix A for the petition submitted to the FAA describing the proposed operations and the regulations that the petitioner seeks an exemption.

Discussion of Public Comments:

A summary of the petition was published in the Federal Register on October 7, 2014, (79 FR 60572). One comment was received.

In support of the petition, the Small UAV Coalition (Coalition) stated the petitioner has proposed to abide by stronger safety measures than hobby and modeler groups operating

similar aircraft. The Coalition stated that it does not believe that heightened safety measures should be required for the petitioner simply because of the commercial nature of its operations. The Coalition urged the FAA to adopt an evaluation framework for UAS operations under Section 333 of Public Law 112–95 that weighs the relative safety issues and risks of UAS by class and operational circumstances, rather than adopting artificial distinctions among unmanned aerial vehicles based on commercial and noncommercial operations. The petitioner’s UAS pose considerably less safety risk than larger UAS. The Coalition asserted that because UAS operations like the petitioner’s pose minimal risk to safety, they should be subject to minimal and appropriate regulations.

The Coalition noted the FAA is to consider the seven factors¹ in Section 333 as a minimum. The Coalition stated the petition shows the FAA should consider factors other than those specified in Section 333, such as location, altitude of its UAS, and proven experience of the SkyRanger UAS. The Coalition maintained that the petitioner’s proposed operations satisfy the seven factors in Section 333 and include several additional mitigating factors to ensure the safety and security of the proposed UAS operations. The Coalition emphasized the FAA must evaluate each factor within the context of the petitioner’s proposed UAS operations.

The Coalition also commented that the FAA should grant relief from the requirement to hold an airman’s certificate. The Coalition further stated that if an airman certificate is require, then, at a minimum, the FAA should provide an exception from the training and testing requirements that pertain to UAS commercial operations pertinent to the aircraft and operation proposed. The Coalition also asserted that in section 333 Congress intended for the FAA to consider national security with respect to the operation as opposed to addressing it through pilot certification.

The FAA notes that, as discussed in the grant of exemption to Trimble Navigation Ltd. (Exemption No. 11110), neither section 333, nor the FAA’s exemption authority² allows the FAA to exempt pilots from the statutory requirement to hold an airman certificate as prescribed in 49 USC § 44711.

The Coalition commented that a visual observer (VO) should not be required for all small UAS operations. The Coalition further asserted that the presence of one or more VOs may allow the UAS to be operated beyond VLOS of the PIC and that the petitioner’s proposal to operate the UA within VLOS of the PIC and/or VO should be permitted. The FAA notes that one of the determinations for operations under Section 333 is operation within visual line of sight. As the PIC is determined to be in command of the UA, he must maintain VLOS while operating the UA. The FAA also notes that a visual observer complements the PICs

¹ Section 333(b) of P.L. 112 95 states, in part: “In making the determination under subsection (a), the Secretary shall determine, at a minimum-- (1) which types of unmanned aircraft systems, if any, as a result of their size, weight, speed, operational capability, proximity to airports and populated areas, and operation within visual line of sight do not create a hazard to users of the national airspace system or the public or pose a threat to national security; ...”

² 49 USC § 44701(f)

capability to see and avoid other aircraft, including when the PIC may be momentarily attending to other flying tasks. The VO provides an additional level of operational safety.

Airworthiness Certification

The UAS proposed by the petitioner is an Aeryon SkyRanger.

The petitioner requested relief from 14 CFR part 21, *Certification procedures for products and parts, Subpart H—Airworthiness Certificates*. 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 the requested relief from 14 CFR part 21, and any associated noise certification and testing requirements of part 36, is not necessary.

The Basis for Our Decision

You have requested to use a UAS for aerial data collection. The FAA has issued grants of exemption in circumstances similar in all material respects to those presented in your petition. In Grants of Exemption Nos. 11062 to Astraeus Aerial (*see* Docket No. FAA–2014–0352), 11109 to Clayco, Inc. (*see* Docket No. FAA–2014–0507), 11112 to VDOS Global, LLC (*see* Docket No. FAA–2014–0382), and 11213 to Aeryon Labs, Inc. (*see* Docket No. FAA–2014–0642), the FAA found that the enhanced safety achieved using an unmanned aircraft (UA) with the specifications described by the petitioner and carrying no passengers or crew, rather than a manned aircraft of significantly greater proportions, carrying crew in addition to flammable fuel, gives the FAA good cause to find that the UAS operation enabled by this exemption is in the public interest.

Having reviewed your reasons for requesting an exemption, I find that—

- They are similar in all material respects to relief previously requested in Grant of Exemption Nos. 11062, 11109, 11112, and 11213;
- The reasons stated by the FAA for granting Exemption Nos. 11062, 11109, 11112, and 11213 also apply to the situation you present; and
- A grant of exemption is in the public interest.

Our Decision

In consideration of the foregoing, I find that a grant of exemption is in the public interest. Therefore, pursuant to the authority contained in 49 U.S.C. 106(f), 40113, and 44701, delegated to me by the Administrator, The City of Roswell Coalition is granted an exemption from 14 CFR §§ 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), to the extent necessary to allow the petitioner to operate a UAS to perform aerial data collection. This exemption is subject to the conditions and limitations listed below.

Conditions and Limitations

In this grant of exemption, The City of Roswell Coalition is hereafter referred to as the operator.

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 Aeryon SkyRanger 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.
2. Operations for the purpose of closed-set motion picture and television filming are not permitted.
3. The UA may not be operated at a speed exceeding 87 knots (100 miles per hour). The exemption holder may use either groundspeed or calibrated airspeed to determine compliance with the 87 knot speed restriction. In no case will the UA be operated at airspeeds greater than the maximum UA operating airspeed recommended by the aircraft manufacturer.
4. The UA must be operated at an altitude of no more than 400 feet above ground level (AGL). Altitude must be reported in feet AGL.
5. The UA must be operated within visual line of sight (VLOS) of the PIC at all times. This requires the PIC to be able to use human vision unaided by any device other than corrective lenses, as specified on the PIC's FAA-issued airman medical certificate or U.S. driver's license.
6. All operations must utilize a visual observer (VO). The UA must be operated within the visual line of sight (VLOS) of the PIC and VO at all times. The VO may be used to satisfy the VLOS requirement as long as the PIC always maintains VLOS capability. The VO and PIC must be able to communicate verbally at all times; electronic messaging or texting is not permitted during flight operations. The PIC must be designated before the flight and cannot transfer his or her designation for the duration of the flight. The PIC must ensure that the VO can perform the duties required of the VO.
7. This exemption and all documents needed to operate the UAS and conduct its operations in accordance with the conditions and limitations stated in this grant of exemption, are hereinafter referred to as the operating documents. The operating

documents must be accessible during UAS operations and made available to the Administrator upon request. If a discrepancy exists between the conditions and limitations in this exemption and the procedures outlined in the operating documents, the conditions and limitations herein take precedence and must be followed.

Otherwise, the operator must follow the procedures as outlined in its operating documents. The operator may update or revise its operating documents. It is the operator's responsibility to track such revisions and present updated and revised documents to the Administrator or any law enforcement official upon request. The operator must also present updated and revised documents if it petitions for extension or amendment to this grant of exemption. If the operator determines that any update or revision would affect the basis upon which the FAA granted this exemption, then the operator must petition for an amendment to its grant of exemption. The FAA's UAS Integration Office (AFS-80) may be contacted if questions arise regarding updates or revisions to the operating documents.

8. Any UAS that has undergone maintenance or alterations that affect the UAS operation or flight characteristics, e.g. replacement of a flight critical component, must undergo a functional test flight prior to conducting further operations under this exemption. Functional test flights may only be conducted by a PIC with a VO and must remain at least 500 feet from other people. The functional test flight must be conducted in such a manner so as to not pose an undue hazard to persons and property.
9. The operator is responsible for maintaining and inspecting the UAS to ensure that it is in a condition for safe operation.
10. Prior to each flight, the PIC must conduct a pre-flight inspection and determine the UAS is in a condition for safe flight. The pre-flight inspection must account for all potential discrepancies, e.g. inoperable components, items, or equipment. If the inspection reveals a condition that affects the safe operation of the UAS, the aircraft is prohibited from operating until the necessary maintenance has been performed and the UAS is found to be in a condition for safe flight.
11. The operator must follow the UAS manufacturer's maintenance, overhaul, replacement, inspection, and life limit requirements for the aircraft and aircraft components.
12. Each UAS operated under this exemption must comply with all manufacturer safety bulletins.
13. Under this grant of exemption, a PIC must hold either an airline transport, commercial, private, recreational, or sport pilot certificate. The PIC must also hold a current FAA airman medical certificate or a valid U.S. driver's license issued by a state, the District of Colombia, Puerto Rico, a territory, a possession, or the Federal

government. The PIC must also meet the flight review requirements specified in 14 CFR § 61.56 in an aircraft in which the PIC is rated on his or her pilot certificate.

14. The operator may not permit any PIC to operate unless the PIC demonstrates the ability to safely operate the UAS in a manner consistent with how the UAS will be operated under this exemption, including evasive and emergency maneuvers and maintaining appropriate distances from persons, vessels, vehicles and structures. PIC qualification flight hours and currency must be logged in a manner consistent with 14 CFR § 61.51(b). Flights for the purposes of training the operator's PICs and VOs (training, proficiency, and experience-building) and determining the PIC's ability to safely operate the UAS in a manner consistent with how the UAS will be operated under this exemption are permitted under the terms of this exemption. However, training operations may only be conducted during dedicated training sessions. During training, proficiency, and experience-building flights, all persons not essential for flight operations are considered nonparticipants, and the PIC must operate the UA with appropriate distance from nonparticipants in accordance with 14 CFR § 91.119.
15. UAS operations may not be conducted during night, as defined in 14 CFR § 1.1. All operations must be conducted under visual meteorological conditions (VMC). Flights under special visual flight rules (SVFR) are not authorized.
16. The UA may not operate within 5 nautical miles of an airport reference point (ARP) as denoted in the current FAA Airport/Facility Directory (AFD) or for airports not denoted with an ARP, the center of the airport symbol as denoted on the current FAA-published aeronautical chart, unless a letter of agreement with that airport's management is obtained or otherwise permitted by a COA issued to the exemption holder. The letter of agreement with the airport management must be made available to the Administrator or any law enforcement official upon request.
17. The UA may not be operated less than 500 feet below or less than 2,000 feet horizontally from a cloud or when visibility is less than 3 statute miles from the PIC.
18. If the UAS loses communications or loses its GPS signal, the UA must return to a pre-determined location within the private or controlled-access property.
19. The PIC must abort the flight in the event of unpredicted obstacles or emergencies.
20. The PIC is prohibited from beginning a flight unless (considering wind and forecast weather conditions) there is enough available power for the UA to conduct the intended operation and to operate after that for at least five minutes or with the reserve power recommended by the manufacturer if greater.
21. Air Traffic Organization (ATO) Certificate of Waiver or Authorization (COA). All operations shall be conducted in accordance with an ATO-issued COA. The

exemption holder may apply for a new or amended COA if it intends to conduct operations that cannot be conducted under the terms of the attached COA.

22. All aircraft operated in accordance with this exemption must be identified by serial number, registered in accordance with 14 CFR part 47, and have identification (N-Number) markings in accordance with 14 CFR part 45, Subpart C. Markings must be as large as practicable.
23. Documents used by the operator to ensure the safe operation and flight of the UAS and any documents required under 14 CFR §§ 91.9 and 91.203 must be available to the PIC at the Ground Control Station of the UAS any time the aircraft is operating. These documents must be made available to the Administrator or any law enforcement official upon request.
24. The UA must remain clear and give way to all manned aviation operations and activities at all times.
25. The UAS may not be operated by the PIC from any moving device or vehicle.
26. All Flight operations must be conducted at least 500 feet from all nonparticipating persons, vessels, vehicles, and structures unless:
 - a. Barriers or structures are present that sufficiently protect nonparticipating persons from the UA and/or debris in the event of an accident. The operator must ensure that nonparticipating persons remain under such protection. If a situation arises where nonparticipating persons leave such protection and are within 500 feet of the UA, flight operations must cease immediately in a manner ensuring the safety of nonparticipating persons; and
 - b. The owner/controller of any vessels, vehicles or structures has granted permission for operating closer to those objects and the PIC has made a safety assessment of the risk of operating closer to those objects and determined that it does not present an undue hazard.

The PIC, VO, operator trainees or essential persons are not considered nonparticipating persons under this exemption.

27. All operations shall be conducted over private or controlled-access property with permission from the property owner/controller or authorized representative. Permission from property owner/controller or authorized representative will be obtained for each flight to be conducted.
28. 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.

If this exemption permits operations for the purpose of closed-set motion picture and television filming and production, the following additional conditions and limitations apply.

29. The operator must have a motion picture and television operations manual (MPTOM) as documented in this grant of exemption.
30. At least 3 days before aerial filming, the operator of the UAS affected by this exemption must submit a written Plan of Activities to the local Flight Standards District Office (FSDO) with jurisdiction over the area of proposed filming. The 3-day notification may be waived with the concurrence of the FSDO. The plan of activities must include at least the following:
 - a. Dates and times for all flights;
 - b. Name and phone number of the operator for the UAS aerial filming conducted under this grant of exemption;
 - c. Name and phone number of the person responsible for the on-scene operation of the UAS;
 - d. Make, model, and serial or N-Number of UAS to be used;
 - e. Name and certificate number of UAS PICs involved in the aerial filming;
 - f. A statement that the operator has obtained permission from property owners and/or local officials to conduct the filming production event; the list of those who gave permission must be made available to the inspector upon request;
 - g. Signature of exemption holder or representative; and
 - h. A description of the flight activity, including maps or diagrams of any area, city, town, county, and/or state over which filming will be conducted and the altitudes essential to accomplish the operation.
31. Flight operations may be conducted closer than 500 feet from participating persons consenting to be involved and necessary for the filming production, as specified in the exemption holder's MPTOM.

Unless otherwise specified in this grant of exemption, the UAS, the UAS PIC, and the UAS operations must comply with all applicable parts of 14 CFR including, but not limited to, parts 45, 47, 61, and 91.

This exemption terminates on April 30, 2017, unless sooner superseded or rescinded.

Sincerely,

/s/

John S. Duncan

Director, Flight Standards Service

September 2014

U.S. Department of Transportation
Docket Management System
1200 New Jersey Ave., SE
Washington, DC 20590

Re: Exemption Request under Section 333 of the FAA Reform Act and Part 11 of the Federal Aviation Regulations

Dear Sir or Madam:

Pursuant to Section 333 of the FAA Modernization and Reform Act of 2012 (the "Reform Act") and 14 C.F.R. Part 11, the City of Roswell Coalition (The Coalition) utilizing the Aeryon Labs' SkyRanger small Unmanned Aircraft Systems ("sUAS") seeks an exemption from the Federal Aviation Regulations ("FARs") listed below and discussed in Appendix A. The Coalition is a community based organization whose mission is to promote the responsible emergence of UAS industry in the area and encourage the preparation of the work force to attract this industry. Details of the SkyRanger sUAS and its OEM are described in Appendix B. A summary of this request is attached as Appendix C.

The Coalition members are comprised of Chaves County, NM, 4 municipalities including Roswell, NM, Roswell International Air Center, New Mexico Military Institute and Eastern New Mexico University – Roswell (ENMUR). The New Mexico Attorney General has affirmed the coalition as a public entity (Appendix D). The mission of the coalition is to promote the growth of the UAS industry in their Central New Mexico location and foster professional preparation of that work force. To that end, the Coalition is working with Strategic-Aerospace International, INC, a contractor, and member ENMUR to conduct an Instructional System Design for a quad-copter and fixed wing curriculum (Strat-Aero will develop curriculum and the university will submit for NM university system approval and then collegiate accreditation). Strat-Aero will further develop the majority of these courses as web-based CBT. The courses will be packaged and delivered by ENMUR to award a technical certificate or an Associate's degree in aviation science with a UAS specialty. ENMUR intends to deliver instruction of certain of these courses for credit hours with other academic institutions' degree programs through articulation agreements. In addition, member New Mexico Military Institute intends to offer this curriculum to its junior college students. Further, the Coalition intends to create an educational Center of Excellence at Roswell dedicated to the responsible introduction of UAS operations into American industry. ENMUR has the infrastructure needed for this initiative to include the physical plant (classrooms, dormitories, dining facilities, etc.) and academic network (faculty, administration, organization – part of the state university system, Aviation Science department, etc.). Roswell, New Mexico provides an ideal location in terms of climate, available facilities, and perhaps most important broad-based, enthusiastic community support for the introduction of UAS industry activities.

The requested exemption would permit T h e Coalition operation of Aeryon's SkyRanger (see details in Appendix B), which weighs 6 lbs. with imaging payload, to perform research, development and validation of a formal UAS training curriculum that includes training in various mission applications of

sUAS vehicles to include aerial surveys, mapping, and inspections that consist of still photographs, video, and other data taken by onboard sensors. The SkyRanger produces high quality imagery and data that can be used independently - or in the case of surveying and modelling, can be combined to produce precision digital point clouds, triangle models, and contour maps of the surveyed area. Applications for these sUASs include inspection of sensitive infrastructure including oil and gas well heads, pipelines and flare stacks, power lines and towers, solar panel arrays, wind turbines, and surveying tasks such as precision agriculture, mining, transportation, and forestry. Also, law enforcement agencies can apply these technologies if they are coupled with new approaches to the use of data analysis to tactical situations. Use of the SkyRanger for these inspection and surveying applications reduces the need to operate conventional aircraft, providing data more quickly, accurately, economically, safely, and with reduced environmental impact.

The requested exemption would address an insidious, imbedded problem with the current introduction of UAS activity into the NAS. The sales of UAV's in the US have been quite robust and numerous different UAS models have been procured by a variety of new owners. Where have these new owners been trained and how comprehensive has their training been? Have they been trained to just maneuver the UAV or have they been educated properly using a well-developed, formal curriculum in the operation and application of the UAS in an operational context? A sampling of OEM training indicates that new owners are taught the very rudimentary elements of maneuvering the machine only, and from an ad hoc course of instruction. All of this suggests that latent accidents have already been introduced into the system. Strat-Aero International Inc., the Coalition partner designated to provide UAS flying services operating the SkyRanger, has in depth experience with formal curriculum development in both PART 121 training environment to include major US air carrier Advanced Qualification Programs as well as the Part 141/142 and ICAO Ab Initio training arena to include Multi-Crew Pilot License programs. In the absence of regulatory guidance for training programs and in an effort to work with the FAA as it develops appropriate FAA guidance in this area, Strat-Aero and Eastern New Mexico University Roswell wish to formally develop a UAS training curriculum that meets the standards established for courses within the university system and that meets the accreditation requirements of regional educational accrediting bodies. Our intent would be to create a training program that would be certified as a Part 141 program as soon as available. In the meantime, we would develop a training program that is substantiated and would introduce safe, professional operators into the fledgling UAS industry in the US. Such a program could serve as a model for other such programs and an invaluable FAA resource.

Operations under the exemption will be subject to strict operating requirements and conditions to ensure at least an equivalent level of safety to currently authorized operations using manned aircraft and under conditions as may be modified by the FAA as required by Section 333.

Aeryon has filed a similar exemption request on its own behalf. Aeryon has encouraged its customers to file exemption applications that would allow us to operate the SkyRanger in operations at our own facilities and other sites that require aerial data for inspections and surveys. Wherever possible, those filings will be substantially similar to the Aeryon exemption application.

As described more fully below, the requested exemption would authorize The Coalition to perform research, development and delivery of formally constructed training curricula to include applications like operations of aerial inspections and surveys using the SkyRanger¹, which at 6 lbs., is small in

¹ Aeryon and its customers have been granted many flight operation certificate to operate the Aeryon SkyRanger, and its predecessor the Aeryon Scout - including Special Flight Operation Certificates in Canada for commercial use, and Certificates of Waiver or Authorization (COA) in the US for public agency use.

size and powered electrically by battery. The SkyRanger will be operated under controlled conditions at low altitude in airspace that is limited in scope, as described more fully herein; it will have automated control features, as described below. The Aeryon SkyRanger is designed to be operated by one person but flight operations generally involve two people: an operator and an observer. The operator is responsible for flying the sUAS, monitoring its status and flight dynamics while maintaining visual line of sight, and keeping the flight within the specified factory limits (in terms of wind, flight range, battery life, etc.) to ensure safe operation of the sUAS itself. The observer is responsible for monitoring the airspace for other aircraft and hazards and instructing the operator before and during flight as necessary to ensure safe separation/de-confliction with these aircraft and hazards. The operator also will be an individual who has passed an FAA approved or equivalent ground training exam and authorized Aeryon training program for the SkyRanger. Finally, the airspace in which the SkyRanger will operate will be disclosed to and approved, as needed, by the FAA in advance.

The Coalition respectfully submits that because this small, unmanned aerial system – the SkyRanger – will be used by competently trained operators in lieu of comparatively hazardous operations now conducted with fixed wing and rotary conventional aircraft, the FAA can have confidence that the operations will achieve at least an equivalent level or greater level of safety. Approval of this exemption would thereby enhance safety and fulfill the Secretary of Transportation's (the FAA Administrator's) responsibilities under Section 333(c) of the Reform Act to "establish requirements for the safe operation of such aircraft systems in the national airspace system."

The name and address of the applicant are:

The Roswell Coalition.

Attn: Mark Fischer

Ph: 575-740-72216

Fax: 519-347-2234

Email: mfischer@matrixgrp.net

Address: 122 Will Rogers Road, Bldg 1166

Roswell, NM 88203

The primary contact for this application is:

Jonathan Adams – jon@strat-aero.com, 518 224 5759

The regulations from which the exemption is requested are as follows:

14 C.F.R. Part 21;

14 C.F.R. 45.23(b);

14 C.F.R. 61.113(a) & (b);

14 C.F.R. 61.133(a);

14 C.F.R. 91.7(a);

14 C.F.R. 91.9(b)(2) & (c);

14 C.F.R. 91.103;

14 C.F.R. 91.109(a);

14 C.F.R. 91.119;14

C.F.R. 91.151(a);

14 C.F.R. 91.203(a) & (b);

14 C.F.R. 91.405(a);

14 C.F.R. 91.407(a)(1);

14 C.F.R. 91.409(a)(2);

14 C.F.R. 91.417(a).

THE APPLICABLE LEGAL STANDARD UNDER SECTION 333

The Coalition and Aeryon submit that grant of this exemption application for use of the SkyRanger in research and development of formally constructed training curricula to include applications like surveying, mapping and inspection operations will advance the Congressional mandate in Section 333 of the Reform Act to accelerate the introduction of sUASs into the national airspace system ("NAS") if it can be accomplished safely. This law directs the Secretary of Transportation to consider whether certain sUASs may operate safely in the NAS before completion of the rulemaking required under Section 332 of the Reform Act. In making this determination, the Secretary is required to determine which types of sUASs do not create a hazard to users of the NAS or the public or pose a threat to national security in light of the following:

- The sUAS's size, weight, speed, and operational capability;
- Operation of the sUAS in close proximity to populated areas; and
- Operation of the sUAS within visual line of sight of the operator.

Reform Act § 333(a)(1). If the Secretary determines that such vehicles "may operate safely in the national airspace system, the Secretary shall establish requirements for the safe operation of such aircraft in the national airspace system." *Id.* §333(c) (emphasis added).²

The Federal Aviation Act expressly grants the FAA the authority to issue exemptions. This statutory authority, by its terms, includes exempting civil aircraft, as the term is defined under §40101 of the Act, from the requirement that all civil aircraft must have a current airworthiness certificate and those regulations requiring commercial pilots to operate aircraft in commercial service:

The Administrator may grant an exemption from a requirement of a regulation prescribed under subsection (a) or (b) of this section or any of sections 44702-44716 of this title if the Administrator finds the exemption is in the public interest.

49 U.S.C. §44701(f). See *also* 49 USC §44711(a); 49 USC §44704; 14 CFR §91.203(a)(1).

The grant of the requested exemption is in the public interest based on the clear direction in Section 333 of the Reform Act; the additional authority in the Federal Aviation Act, as amended; the strong equivalent level of safety surrounding the proposed operations; and the significant public benefit, including enhanced safety and cost savings associated with responsibly transitioning to sUASs for aerial surveying, mapping and inspection applications. Accordingly, the applicant respectfully requests that the FAA grant the requested exemption without delay.

Airworthiness of the SkyRanger

A critical element of the exemption application involves evidence of the airworthiness of Aeryon sUAS including the SkyRanger. Aeryon believes that it has shown compliance through a history of granted

² Applicant submits that this provision places a duty on the Administrator to not only process applications for exemptions under Section 333, but for the Administrator, if he deems the conditions proposed herein require modification in order to allow approval, to supply conditions for the safe operation of the sUAS. Aeryon welcomes the opportunity to consult with FAA staff in order to address any issues or concerns that this proposal may raise that they believe may require modification.

flight operations and successful flights - including many operations with public agencies. The list of granted applicants includes: Michigan State Police, US Navy Spawar, Mass Development (Joint Base Cape Cod), Unmanned Experts (NIJ Partnership), Western Washington University, Aetos (via Northwest Michigan College), University of Alaska Fairbanks, University of New Mexico, Kansas State University, and Virginia Tech University. The SkyRanger has also successfully completed the Department of Homeland Security RAPS Trial in 2013. In Canada, Aeryon has obtained 19 Special Flight Operations Certificates (SFOCs) from Transport Canada over 5 years and its customers have received multiple certificates to perform demonstration, research and development, public and commercial operations. The criteria set forth in the certificates granted specify the substantive showings of the device's safety and fitness for operation to ensure that the FAA has sufficient basis to evaluate the aircraft's safety³. The SkyRanger also has a significant set of automated features to ensure safe takeoff, flight and landing in many conditions, further details of operation can be found in Appendix B.

Mandatory Operating Conditions

Grant of the exemption to The Coalition will be subject to the following mandatory conditions, which are based upon operating conditions set forth for operation of sUAS by public entities pursuant to Certificates of Authorization, with additional restrictions:

- Operations to avoid congested or populated areas, which are depicted in yellow on VFR charts.
- Operations to be conducted over private or controlled access property.
- Permission from land owner/controller required before commencing any flight.
- Operations to occur during Visual Flight Rules Meteorological Conditions (VMC).
- Aircraft to remain within Visual Line of Sight (VLOS).
 - VLOS guaranteed with a cylinder of operation around operator not to exceed the remain in sight of operator/observer distance and the boundaries of the authorized location.
- Operations to occur during daylight hours.
- Above Ground Level (AGL) altitude to be restricted to 400 feet.
- All operations conducted in vicinity of airport to remain within the boundaries of authorized location and so as to adhere to any conditions set forth in that authorization.
- Operator will file a NOTAM and/or notify ATC prior to each flight as per conditions of authorization.
- All required permissions and permits will be obtained from territorial, state, county or city jurisdictions, including local law enforcement, fire, or other appropriate governmental agencies.
- All operations will include one pilot for flight control and one observer for VLOS enhancement of surrounding area near the aircraft

Operator Requirements

Both The Coalition and Aeryon respectfully propose that operator requirements should take into account the characteristics of the particular sUAS. Certain sUASs, such as the Aeryon SkyRanger, are characterized by a high degree of pre-programmed control and various built-in technical capabilities that limit the potential for operation outside of the operating conditions set forth above. The SkyRanger sUAS also provides many built-in functional and safety features to assist the operator

³ The Coalition can submit under confidentiality the following documents in support of this exemption application for the SkyRanger: 1) Aeryon SkyRanger User Guide which includes Safety and Preflight Checklists; and 2) SkyRanger UAS Operating Manual.

in safe and reliable operation.⁴

The Aeryon SkyRanger provides two semi-autonomous flight modes using a point-and-click map and video interface. The user clicks on a map to direct the SkyRanger to fly to the point on the map where the operator is pointing, or programmed flight plans may be entered for a series of waypoints or grid-based area. Additional navigation aids including landing zones and flight areas may be designated to ensure the SkyRanger operates only within user-specified flight parameters (electric fence). All flight operations are GPS controlled making the system easy to navigate, and the flight control system also employs a variety of sensors including sonar, barometric pressure, temperature, wind speed and others to ensure the high stability and reliability in challenging weather conditions. At all times during flight operations, the operator can intervene with a programmed flight and take immediate control.

Additional automated safety functions and safety enhancing features of the SkyRanger include the following:

- Automated pre-flight system performance checks
- User pre-flight checklist
- Automated condition or fault detection, warnings, and pre-defined responses to a number of flight and system conditions.
 - High winds with system and user defined safety thresholds
 - Low battery with system and user defined safety thresholds
 - High temperature or other system safety thresholds
 - Lost-link communication
- Pre-defined responses include behavior such as attempting to re-establish radio communication, return to home position and hover, return to home position and land, or land in current position
- In the case of lost GPS, a manual user flight mode is enabled which allows the operator to provide manual navigation inputs to assist in landing the vehicle.

Given these safety features, The Coalition proposes that operators of the SkyRanger should not be required to hold a commercial or private pilot certification. Instead, operators should be required to:

- have successfully completed, at a minimum, FAA private pilot ground instruction and passed the FAA Private Pilot written examination or FAA-recognized equivalents including commercial or private license and ground school issued from an ICAO recognized country;
- have completed Aeryon's authorized training program for operation and maintenance of the sUAS.

Aeryon notes that the FAA has found that safety factors permitted operation of sUASs by operators with these qualifications in the case of operations pursuant to public COAs when the mandatory operating conditions specified above were present. See Federal Aviation Administration, Notice N-8900.227, Unmanned Aircraft Systems (UAS) Operational Approval, at 20-21 (July 30, 2013). The FAA has the statutory authority to grant exemptions to the requirements for and privileges associated with the grant of airmen's certificates. 49 USC §44701 (f).

⁴ As of July 2014, Aeryon staff and customers have performed over 5681 flights, logging 623 hours of flight time with the SkyRanger with both development and release versions. The previous generation product, Scout, achieved over 7197 flights and 839 hours of flight time globally by Aeryon and its customers. This is a significant amount of flight time collected to understand and refine the Aeryon sUAS products.

In summary, applicant seeks an exemption from the FARs set forth above and in Appendix C to allow research, development and delivery of a formal UAS training curriculum of a small unmanned vehicle in surveying, mapping and inspection operations.

Approval of the exemption allowing research, development and delivery of a formal UAS training curriculum of the SkyRanger for surveying, mapping and inspection operations will enhance safety by reducing risk. Conventional aerial survey and inspection operations using manned aircraft involve very heavy aerial vehicles carrying significant quantities of combustible fuels, and a multi-person crew in piloting and observation roles. These operations require transit to and from the location of the activity, and often take place in congested environments including proximity to physical obstacles and/or presence of the general public. By contrast, the SkyRanger weighs 6 lbs. including payloads and uses a battery for power, is carried to/from the area of activity, removes the need for airborne pilots/observers, and poses less risk to people and infrastructure on the ground. And the proper development of curricula through an instructional system design process will insure safe future operators of UAS for these tasks.

Additionally, no national security issue is raised by the grant of the requested exemptions. Given the size, load carrying capacity, speed at which it operates, and the fact that it carries no explosives or other dangerous materials, the SkyRanger poses no threat to national security.

The operation of the SkyRanger by the Coalition for research, development and delivery of a formal UAS training curriculum for surveying, mapping and inspection operations in accordance with the strict conditions outlined above, will provide an equivalent level of safety supporting the grant of the exemptions requested herein, including exempting The Coalition from the requirements of Part 21.

The Coalition utilizing the SkyRanger satisfies of the criteria set forth in Section 333 of the Reform Act—size, weight, speed, operating capabilities, lack of proximity populated areas, operation within visual line of sight, and national security – and its showing of an equivalent level of safety as it may relate to the requirement for a pilot's license, provide more than adequate justification for the grant of the requested exemptions allowing The Coalition to proceed as requested.

Very truly yours,

Mark Fischer
The City of Roswell Coalition

APPENDIX A

EXEMPTION REQUEST AND EQUIVALENT LEVEL OF SAFETY SHOWINGS UNDER APPLICABLE RULES SUBJECT TO EXEMPTION

Aeryon requests an exemption from the following regulations as well as any additional regulations that may technically apply to the operation of the SkyRanger:

14 C.F.R. Part 21, Subpart H: Airworthiness Certificates 14 CFR § 91.203(a)(1)

Section 91.203(a)(1) requires all civil aircraft to have a certificate of airworthiness. Part 21, Subpart H, entitled Airworthiness Certificates, establishes the procedural requirements for the issuance of airworthiness certificates as required by FAR § 91.203(a)(1). Given the size of the aircraft (6 lbs.) and the limited operating area associated with its utilization, it is unnecessary to go through the certificate of airworthiness process under Part 21 Subpart H to achieve or exceed current safety levels.

Such an exemption meets the requirements of an equivalent level of safety under Part 11 and Section 333 of the Reform Act. The Federal Aviation Act and Section 333 of the Reform Act both authorize the FAA to exempt aircraft from the requirement for an airworthiness certificate, upon consideration of the size, weight, speed, operational capability, and proximity to airports and populated areas of the sUAS involved.

In this case, an analysis of these criteria demonstrates that the SkyRanger operated without an airworthiness certificate, under the conditions proposed herein, will be at least as safe, or safer, than a conventional aircraft (fixed wing or rotorcraft) with an airworthiness certificate. The SkyRanger weighs 6 lbs. fully loaded. It will not carry a pilot or passenger, will not carry flammable fuel, and will operate exclusively within an area pre-disclosed and in compliance with conditions set forth herein. Operations under this exemption will be tightly controlled and monitored by both the operator, pursuant to the conditions set forth above, and by local public safety requirements. The FAA will have advance notice of all operations through the filing of NOTAMs. Receipt of the prior permission of the land owner, the size of the aircraft, the lack of flammable fuel, and the fact that the aircraft is carried to the location and not flown there all establish the equivalent level of safety. The SkyRanger provides at least an equivalent, and most likely exceeds⁵, level of safety to that of such operations being conducted with conventional aircraft that would be orders-of-magnitude larger and would be carrying passengers, cargo, and flammable fuel. The automated safety features including redundant sensor systems as described in Appendix B and throughout this document highlight the design intentions towards safety and reliability on SkyRanger.

⁵ An Aeryon internal report compares the crash kinetic energy dissipation rate of a commercial airline versus the Aeryon SkyRanger. The report found the MTTF of SkyRanger needs to only be > 2.3 hours to equal the energy dissipation of the gold standard commercial aircraft. Transport Canada, has issued a report on low energy RPA and determined the Aeryon Scout, at a typical max kinetic energy of 1.45J/cm², to be well below the recommended peak energy level of 12J/cm² on impact, since the SkyRanger is similar in construction it could be considered to be below this threshold as well.

14 C.F.R. § 45.23 & 91.9(c): Marking of the Aircraft

Regulation 45.23 provides:

- (a) Each operator of an aircraft must display on that aircraft marks consisting of the Roman capital letter “N” (denoting United States registration) followed by the registration number of the aircraft. Each suffix letter used in the marks displayed must also be a Roman capital letter.
- (b) When marks include only the Roman capital letter “N” and the registration number is displayed on limited, restricted or light-sport category aircraft or experimental or provisionally certificated aircraft, the operator must also display on that aircraft near each entrance to the cabin, cockpit, or pilot station, in letters not less than 2 inches nor more than 6 inches high, the words “limited,” “restricted,” “light-sport,” “experimental,” or “provisional,” as applicable.

Regulation 91.9(c) provides:

No person may operate a U.S.-registered civil aircraft unless that aircraft is identified in accordance with part 45 of this chapter.

The SkyRanger has no entrance to the cabin, cockpit, or pilot station on which the markings can be placed. Given the size of the sUAS, two-inch lettering will be impossible. Official marking systems for small UAS have not yet been established for operations inside the NAS. The SkyRanger is currently marked with a fixed label containing Aeryon Labs SkyRanger measuring 1.5” x 0.5” as well as a serial number located under the removable camera payload. Aeryon is prepared to mark the inspection system with the name of the organization and location or origin and fulfill any other request by the FAA to this topic in accordance to § 45.29(f) where the pilot, observer, and others working with the sUAS will see the identification of the sUAS.

The FAA has issued the following exemptions to this regulation, see Exemption Nos. 8738, 10167, 10167A and 10700.

14 C.F.R. § 61.113(a) & (b); 61.133(a): Private Pilot Privileges and Limitations; Pilot in Command; Commercial Pilot Privileges and Limitations.

Section 61.113(a) & (b) limit private pilots to non-commercial operations. Unlike a conventional aircraft that carries a pilot, passengers, and cargo, the SkyRanger in this case is remotely controlled with no passengers or property of others on board. Section 61.133(a) requires an individual with a commercial pilot's license to be pilot in command of an aircraft for compensation or hire. Aeryon respectfully proposes that operator requirements should take into account the characteristics of the particular sUAS. Aeryon's SkyRanger has a high degree of pre-programmed control and various built-in technical capabilities that strictly limit the potential for operation outside of the operating conditions set forth in the exemption application.

The SkyRanger has an all-digital software platform with advanced features previously restricted to full size unmanned aircraft. Automated features and advanced fly-safe controls enable safe, reliable operation, as well as advanced networking capabilities and system extensibility.

- Plan your flight or fly ad-hoc: The system can autonomously fly a programmed flight path or fly in manual mode
- Smart batteries and charger: Flight time and battery minutes are displayed at all times. The system will return home and land automatically if user-configurable limits are reached.

Flight safety is a priority, no matter the operating environment or project. The SkyRanger offers superior safety over manned aircraft by removing the need for people to be onboard in potentially dangerous situations. With multiple built-in safety features, the Aeryon platform leads other sUAS with respect to safety.

- Intelligent fault handling: The system automatically detects potential issues - with configurable automated response behavior such as a return-home-and-land routine
- Automatic pre-flight checks: The system self-calibrates all of its sensors and performs self-tests prior to takeoff to check for errors
- No-fly zones: The system has the ability to set up visual no-fly zones
- Self-monitoring: Monitoring battery levels, in-flight wind speeds, and other system and environmental conditions are automatically handled by the system
- Battery communication: Battery minutes and flight time are displayed at all times. The system will return home and land automatically if user-configurable limits are reached.

Additional automated safety functions and safety enhancing features of the SkyRanger include the following:

- Auto detection of lost GPS warns the pilot and initiates an immediate landing.
- Low battery on the SkyRanger triggers a Non Fatal Warning alarm to return home, land and replace the battery
- Very low battery on the SkyRanger triggers an Fatal Error alarm and initiates an emergency high speed descent landing.
- If the SkyRanger detects a lost-link to the basestation the vehicle will perform its pre-defined Non-Fatal Condition Response.

Given these safety features, The Coalition proposes that operators of the SkyRanger should not be required to hold a commercial or private pilot certification. Instead, operators should be required to:

- have successfully completed, at a minimum, FAA private pilot ground instruction and passed the FAA Private Pilot written examination or FAA-recognized equivalents including ICAO issued commercial, private license and ground school;
- have completed Aeryon's training program for operation of the sUAS.

The Coalition notes that the FAA has found that safety factors permitted operation of sUASs by operators with these qualifications in the case of operations pursuant to public COAs where the mandatory operating conditions specified above are present. See Federal Aviation Administration, Notice N-8900.227, Unmanned Aircraft Systems (UAS) Operational Approval, at 20-21 (July 30, 2013). The FAA has the statutory authority, granted at 49 U.S.C. § 44701(f) to waive the pilot requirements for commercial operations.

Given these conditions and restrictions, an equivalent level of safety will be provided by allowing operation of the SkyRanger without a private pilot's certificate or a commercial pilot's certificate, under the conditions set forth herein.

The risks associated with the operation of the SkyRanger (given its size, speed, operational capabilities, and lack of combustible fuel) are so diminished from the level of risk associated with private pilot operations or commercial operations contemplated by Part 61 with conventional aircraft (fixed wing or rotorcraft), that allowing operations of the sUAS as set forth above meets or exceeds the present level of safety provided under 14 C.F.R. § 61.113(a) & (b) and does not rise to the level of requiring a commercial pilot to operate the aircraft under § 61.133(a).

14 C.F.R. § 91.7(a): Civil aircraft airworthiness.

This regulation requires that no person may operate a civil aircraft unless it is in airworthy condition. Should the exemption be granted allowing commercial operation of the SkyRanger without an airworthiness certificate, no standard will exist for airworthiness of the SkyRanger. Given the size of the aircraft and the previous COAs issued for Aeryon's Scout and SkyRanger, an equivalent level of safety will be achieved by ensuring compliance with the Aeryon manuals prior to each flight.

14 C.F.R. § 91.9(b)(2): Civil Aircraft Flight Manual in the Aircraft.

The regulation provides:

No person may operate a U.S.-registered civil aircraft ...

(2) For which an Airplane or Rotorcraft Flight Manual is not required by §21.5 of this chapter, unless there is available in the aircraft a current approved airplane or Rotorcraft Flight Manual, approved manual material, markings, and placards, or any combination thereof.

Given the size and configuration of the SkyRanger, it has no ability or place to carry such a flight manual on the aircraft, not only because there is no pilot on board, but because there is no room or capacity to carry such an item on the aircraft.

The equivalent level of safety will be achieved by keeping the flight manual (see, e.g., User Guide, Exhibit 1) at the ground control point where the pilot flying the sUAS will have immediate access to it. The FAA has issued to others the following exemptions to this regulation: Exemption Nos. 8607, 8737, 8738, 9299, 9299A, 9565, 9565B, 10167, 10167A, 10602, 32827, and 10700.

14 C.F.R. § 91.103: Preflight action

This regulation requires each pilot in command to take certain actions before flight to insure the safety of flight. As FAA approved rotorcraft flight manuals will not be provided for the aircraft an exemption will be needed. An equivalent level of safety will be provided as set forth in the SkyRanger User Manual (exhibit 1) under the 'Getting Ready to Fly' section. The PIC will take all actions including reviewing weather, flight battery requirements, landing and takeoff distances and aircraft performance data before initiation of flight.

14 C.F.R. § 91.109(a) & 91.319(a)(1): Flight Instruction

These regulations provide that no person may operate a civil aircraft (except a manned free balloon) that is being used for flight instruction unless that aircraft has fully functioning dual controls.

The SkyRanger is a remotely piloted aircraft and by design, does not have fully functional dual controls. Flight control is accomplished through the use of a control box that communicates with the aircraft via radio communications. The flight plan is either manually controlled through point-and-click touchscreen navigation or pre-programmed as way points or an AutoGrid into the auto pilot before or during flight and only in unusual circumstances will the pilot input control functions to alter the pre-programmed flight. If instruction is accomplished through a training program, as set forth in Exhibit 2, an equivalent level of safety will be assured. The FAA has approved exemptions for flight training without fully

functional dual controls for a number of aircraft and for flight instruction in experimental aircraft. See Exemption Nos. 5778K & 9862A. The equivalent level of safety will be achieved by the manufacturer providing the training as outlined, for example, in Exhibit 2 and through the use of experienced and qualified pilots familiar with the SkyRanger.

14 CFR § 91.119: Minimum Safe Altitudes

Section 91.119 establishes safe altitudes for operation of civil aircraft. Specifically, 91.119(c) limits aircraft flying over areas other than congested areas to an altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure.

As set forth herein, the SkyRanger will never operate at higher than 400 feet AGL. It will, however, be operated to avoid congested or populated areas that are depicted in yellow on VFR sectional charts. Because aerial survey, mapping and inspection work must be accomplished at relatively low altitudes and at altitudes less than 500 feet AGL, an exemption from Section 91.119(c) is needed.

The equivalent level of safety will be achieved given the size, weight, speed, and material with which the SkyRanger is built. Also, no flight will be taken without the permission of the land owner or those who control the land. Because of the advance notice to the landowner, all affected individuals will be aware of the flights. Compared to aerial survey operations conducted with aircraft or rotorcraft weighing far more than 6 lbs. and carrying flammable fuel, any risk associated with these operations will be far less than those currently allowed with conventional aircraft operating at or below 500 feet AGL. Indeed, the low-altitude operations of the sUAS will maintain separation between these sUAS operations and the operations of conventional aircraft that must comply with Section 91.119.

14 C.F.R. § 91.151(a): Fuel Requirements for Flight in VFR Conditions

This regulation prohibits an individual from beginning “a flight in an airplane under VFR conditions unless (considering wind and forecast weather conditions) there is enough fuel to fly to the first point of intended landing and, assuming normal cruising speed – (1) During the day, to fly after that for at least 30 minutes; or (2) At night, to fly after that for at least 45 minutes.”

The SkyRanger batteries provide approximately 50 minutes of powered flight. Without an exemption from § 14 CFR 91.151, the sUAS's flights would be limited to approximately 20 minutes in length. Given the limitations on its proposed operations and the location of those proposed operations, a longer time frame for flight in daylight VFR conditions is reasonable.

The Coalition believes that an exemption from 14 CFR § 91.151(a) is safe and within the scope of a prior exemption. See Exemption 10673 (allowing Lockheed Martin Corporation to operate without compliance with 91.151(a)). Operating the sUAS, without 30 minutes of reserve fuel does not engender the type of risks that Section 91.151(a) was meant to prevent given the size and speed at which the sUAS operates. The fact that it carries no pilot, passenger, or cargo also enhances its safety. Additionally, limiting SkyRanger flights to 20 minutes would greatly reduce their utility. In the unlikely event that the SkyRanger should run out of fuel, it would simply land. Given its weight and construction material, the risks are less than contemplated by the current regulation.

The Coalition believes that an equivalent level of safety can be achieved by maintaining 10 minutes of reserve fuel, which, allowing 40 minutes of flight time, would be more than adequate to return the sUAS to its

planned landing zone from anywhere in its operating area.

The FAA has granted similar exemptions to others, including Exemptions 2689F, 5745, 10673 and 10808.

14 C.F.R. § 91.203 (a) & (b): Carrying Civil Aircraft Certification and Registration

This regulation provides as follows:

- (a) ... no person may operate a civil aircraft unless it has ... an appropriate and current airworthiness certificate.
- (b) No person may operate a civil aircraft unless the airworthiness certificate required by paragraph (a) of this section or a special flight authorization issued under §91.715 is displayed at the cabin or cockpit entrance so that it is legible to passengers or crew.

The SkyRanger fully loaded weighs approximately 6 lbs. As such, there is no ability or place to carry certification and registration documents or to display them on the sUAS. In addition, there is no pilot on board the aircraft.

An equivalent level of safety will be achieved by keeping these documents at the ground control point where the pilot flying the sUAS will have immediate access to them. The FAA has issued numerous exemptions to this regulation. A representative sample of other exceptions includes Exemption Nos. 9565, 9665, 9789, 9789A, 9797, 9797A, 9816A, and 10700.

14 C.F.R. § 91.405(a); 407(a)(1); 409(a)(2); 417(a): Maintenance Inspections

Section 91.405(a) requires that an aircraft operator or owner “shall have that aircraft inspected as prescribed in subpart E of this part and shall between required inspections, except as provided in paragraph (c) of this section, have discrepancies repaired as prescribed in part 43 of this chapter ...” Section 91.407 similarly makes reference to requirements in Part 43; Section 91.409(a)(2) requires an annual inspection for the issuance of an air worthiness certificate. Section 91.417(a) requires the owner or operator to keep records showing certain maintenance work that has been accomplished by certificated mechanics, under Part 43, or licensed pilots and records of approval of the aircraft for return to service.

The SkyRanger is nearly maintenance free, it performs automatic pre-flight checks and the failure of any check will prevent take-off. Checks which cannot be done by the system will be performed by a qualified person prior to each flight and at predefined intervals as part of the Maintenance Schedule in the User Manual (see Exhibit 1).

Pre-flight checklist includes:

- 1. Visual inspection of the airframe
- 2. Visual inspections of rotor integrity
- 3. Check charge of all batteries (aerial vehicle, command station, radio repeater station)

An equivalent level of safety will be achieved because the sUAS is small in size, will carry no external payload, will operate only in restricted predetermined areas and is not a complex mechanical devise. As provided in the attached User Guide (System Maintenance section), the operator of SkyRanger will ensure that the sUAS is in working order prior to initiating flight, perform required maintenance, and

keep a log of any maintenance that is performed. Moreover, the operator is the person most familiar with the aircraft and is best suited to maintain the aircraft in an airworthy condition and to ensure an equivalent level of safety.

The SkyRanger's Maintenance guidelines ensure an equivalent level of safety to the maintenance requirements in Part 91. In addition, any component failure detectable by the system will be reported to the control station and will cause the UAV to perform a Fatal Condition Response (FCR) or Non-Fatal Conditioned Response (NFCR), depending on the type of failure.

APPENDIX B

SMALL UNMANNED AERIAL SYSTEM DESCRIPTION

Aeryon Corporate Overview: Aeryon Labs, Inc. is a Canadian company located in Waterloo Ontario. Aeryon is focused on providing micro unmanned aerial system and is globally recognized as the market and technology leader in this space. Key customers range from military organizations such as Canadian Special Operations and US Special Operations; key government agencies such as NOAA, Environment Canada and the US Coast Guard; world leading universities in the unmanned space such as University of Alaska Fairbanks and Kansas State University; police agencies such as the RCMP and OPP; and global enterprises such as BP, UK Power Networks and Fortune 500 companies in the chemical, oil/gas and security markets. Aeryon systems have accumulated over 5000 hours in global flight operations. This number does not include military flight hours which increase the numbers further.

Aeryon systems have been approved by the FAA for research COAs and have a demonstrated safety track record. The Aeryon sUAS platforms were the first to officially fly at one of the FAA's UAS Test Sites (UAF Alaska). Many customers from military, to education to police and even commercial operations have been given approval to fly in US, Canada, UK, Australia, Japan, and others airspaces.

SkyRanger Overview: Aeryon unmanned systems have been used to fight terrorism in Iraq, Afghanistan and Nigeria, monitor hostile borders between Saudi Arabia and Yemen, ensure the safety of world leaders at the G50 Nuclear Summit in Seoul, escort a fuel tanker and ice breaker into a remote Alaskan community, monitor wildlife on the Aleutian Islands, map remote communities in South America, keep our highways clear and safe; and provide volumetric analysis for open pit mines.

The Aeryon SkyRanger can carry payloads up to 600 g. The SkyRanger flies with a maximum wind threshold of 40 M.P.H. for sustained winds and wind gusts up to 55 M.P.H.. What is unique about the Aeryon SkyRanger is the system automatically compensates for wind versus relying on the operator's 'sense of feel' for what the impact of the wind is at the altitude the system is flying. The end result is a system capable of gathering high quality aerial intelligence at much higher wind thresholds. A trait that is imperative for many aerial inspection operations.

The SkyRanger has an operational range of up to 3 km (1.6 NM) with the standard offering and up to 5 km (2.7 NM).

All flight operations are GPS controlled making the system extremely easy to navigate. At any point if the operator is not explicitly commanding the system to move, the system automatically holds its GPS position (i.e. GPS hold for reliable location hover). Camera positioning is also GPS controlled allowing for the most sophisticated camera targeting available. The flight control system employs not only GPS positioning but a variety of sensors including sonar, barometric pressure, temperature, wind speed and others to ensure the most stability of any system in its class-regardless of the wind.

The Aeryon SkyRanger can be operated in both semi and fully autonomous flight modes. Creating preplanned flight paths to fly in autonomous mode is as simple as clicking on the map to create a preplanned flight path. In semi-autonomous mode, the operator clicks on the map and the Aeryon SkyRanger automatically flies to the point on the map where the operator is pointing. Pre-mission waypoints, Landing zone points and flight area dimensions can all be entered during preflight ensuring the SkyRanger operates only within specified parameters.

The Aeryon SkyRanger includes many advanced safety features that makes the SkyRanger the safest choice for both urban and non-urban environments. Built-in intelligent fault handling allows the SkyRanger to detect a system fault while in the air, and to automatically fly back to its take-off location and land. Faults that can be detected include: loss of communication; pre-set wind thresholds exceeded; and low battery levels. In addition, the operator can create no fly zones or maximum flight ranges and altitudes so the system cannot enter areas deemed unsafe or unnecessary to fly over. And before every take-off automated flight checks ensure the system is flight ready before it takes off.

The Aeryon SkyRanger can be operated entirely by a touch-screen, map based interface. This means The operator only needs to command the system where to go, and the system does all the flying for the operator. Maps can be saved and flight plans can be made or recalled with no internet connection required.

SkyRanger UAS Operating Manual - System user manual available upon request.

Physical Characteristics

Measurements – 40” diameter deployed, 20x10” folded

Weight (without payload) – 2.4kg (5.3 lbs)

Fuel – Lithium polymer batteries are self-contained high duration systems with “SMART” intelligence on-board. This includes cycle charge times, locations, GPS antenna, chemical management, and real-time data feeds to ensure maximum flight duration and sub-system safety processes. Charging is done in the included Aeryon Battery charger and can be charged via standard wall outlet, or via a vehicle.

Landing style/type – Autonomous vertical lift

Propulsion System

- Engines – The SkyRanger is powered by 4 electric brushless DC motors.
- Batteries – Lithium polymer batteries are self-contained high duration systems with SMART intelligence on-board. This includes cycle charge times, locations, GPS antenna, chemical management, and real-time data feeds to ensure maximum flight duration and sub-system safety processes. Charging is done in the included Aeryon Battery charger and can be charged via standard wall outlet, or via a vehicle.

Performance Characteristics

- Maximum Altitude – 1500 ft.
- Maximum Endurance – 50 minutes
- Maximum Range – 3 km
- Weather Minimums -
- Winds Maximum – 40 MPH sustained, 55 mph gusts
- Minimum ceiling: 500 ft
- Minimum visibility: 1 SM
- Icing conditions – no icing conditions
- Precipitation – no visible moisture

Maintenance – The UAS is nearly maintenance free, it performs automatic pre-flight checks and the

failure of any check will prevent take-off. Checks which cannot be done by the system will be performed by a qualified person prior to each flight.

Pre-flight checklist includes:

- Visual inspection of the airframe
- Visual inspections of rotor integrity
- Check charge of all batteries (aerial vehicle, command station, radio repeater station)

Reliability – The system is designed for maximum reliability and to maintain performance over its life. The only components experience routine wear are rotors, batteries, motors, and legs. Battery and motor conditions are monitored by the system with deviations reported to the operator.

Contact with other objects during flight may cause other components, particularly rotors, and motor arms, to become damaged. Damaged components are likely to be detected during the full visual inspection of the airframe performed before each flight. Structural damage affecting flight characteristics will be detected by on-board sensors.

The UAV system detects numerous conditions which may make flying unsafe, such as reduced GPS accuracy, magnetic anomalies, low battery charge, battery cell imbalances, temperature fluctuations. Automatic pre-flight checks prevent the UAV from taking off if such conditions are present; or, if the condition is detected during flight, the system will trigger a Fatal Conditioned Response.

Fault Tolerance - The key feature of the UAV fault tolerance is its mechanical simplicity. It uses four fixed pitched rotors, each mounted on a separate motor. No control surfaces or other actuators are required for the UAS to fly. Any component failure detectable by the system will be reported to the control station and will cause the UAV to perform a Fatal Condition Response (FCR) or Non-Fatal Conditioned Response (NFCR), depending on the type of failure.

Command and Control Systems

The SkyRanger Ground Control station allows the operator simultaneous control over aircraft and payloads. The touch screen control allows for quick navigation and data entry while the display screen provides all essential flight data to the operator. Telemetry data is transmitted to the command station at least once per second.

Displayed on GCS:

- UAS Position
- Navigation Route
- UAS Tail Number
- UAS Position
- UAS Altitude
- UAS Heading
- North Seeking Arrow
- Range to Target
- Calculated target position
- Date/time
- Sensor heading and orientation relative to UAS

On-board Flight Instruments – The UAV is equipped with an Inertial Navigation System (3-axis gyroscope, 3-axis magnetometer, GPS receiver, and static pressure sensor) and a sonar sensor for precision AGL altitude measurement.

On-board computer systems – The UAS is equipped on-board computer systems to monitor (sensors, battery, etc.), control (speeds, altitude, position, etc.), and communicate (control, telemetry, etc.).

On-board guidance and navigation equipment – The UAS can operate autonomously; it does not require any input from ground-based equipment, or from the pilot to hover in place.

Frequency Allocations – 900 MHz, 2.4 GHz, 5.8 GHz, custom

Flight termination link – to prevent a “fly away” or other potentially dangerous situation a flight termination link is available to the operator at the GCS.

Takeoff and Landing – The SkyRanger has vertical lift autonomous launch and recovery. A Landing Zone “LZ” is designated by the operators and identified in the GCS software. For launch procedures the aircraft will takeoff and hover 3 meters directly above the LZ and hold until further operator instruction is given. The aircraft will automatically adjust for wind during this period.

Navigation System – Specific maps can be downloaded to the display screen (such as air sectional and geographic maps) which are overlaid with GPS positional data. Waypoints can be created before and during flight operation creating specific locations and sequences for the aircraft.

Redundant Systems – The UAS combines the input from a multitude of sensors. Even though the data from all sensors is required for optimal system performance, a single sensor malfunction is likely to result in degraded performance rather than leading to a catastrophic failure.

Emergency Procedures and System Failures

Failure Handling – The UAS has extensive failure detection and handling capabilities. All failures are deemed to be either fatal or non-fatal. Failures classified as fatal result in a Fatal Condition Response (FCR); and failures classified as non-fatal result in a Non-Fatal Condition Response (NFCR).

Sensor Failure – Failure of on-board flight instruments/sensors will degrade the UAS performance and will result in either a FCR or a NFCR, depending on their severity. If the UAS becomes unstable due to sensor failure, it will stop all four motors and free fall to avoid a fly away condition.

Motor Failure – The UAS flight performance will degrade significantly if one or more motors fails.

Airframe Failure – If airframe is damaged in ways that impacts flight characteristics, the UAS will behave similar to if an on-board flight instrument failed.

Navigation System Failure – In a navigation system failure, degraded GPS will result in FCR or NFCR 's depending on failures.

Power Failure – A complete battery failure which results in power loss to the UAS will result in degraded flight performance.

Low Battery Condition – Operator will be alerted of a low battery condition and will land the aircraft as soon as able.

Low Battery Condition – Operator will be alerted of a low battery condition and will land the aircraft as

soon as able.

Line-of-Sight Loss – All flight operations will be conducted with the UAS within visual sight of the pilot. If the pilot's view becomes obstructed and line-of-sight is lost, the pilot may instruct the UAS to hover in place until line-of-sight is reestablished, to return to the take-off position, or to land at the current position.

Security

The system and communication links are encrypted by the manufacturers proprietary software.

APPENDIX C

SUMMARY OF AERYON SECTION 333 EXEMPTION REQUEST

Aeryon hereby provides pursuant to Part 11 a summary of its exemption application to allow commercial operation of the SkyRanger small unmanned system in market research, precision aerial survey work, mapping and inspections. An exemption is requested from the following regulations:

14 C.F.R. Part 21;
14 C.F.R. 45.23(b);
14 C.F.R. 61.113(a) & (b);
14 C.F.R. 61.133(a);
14 C.F.R. 91.7(a);
14 C.F.R. 91.9(b)(2) & (c);
14 C.F.R. 91.103;
14 C.F.R. 91.109(a);
14 C.F.R. 91.119;
14 C.F.R. 91.151(a);
14 C.F.R. 91.203(a) & (b);
14 C.F.R. 91.405(a);
14 C.F.R. 91.407(a)(1);
14 C.F.R. 91.409(a)(2);
14 C.F.R. 91.417(a)

one of these governments, except as provided in Section 40125(b).

(D) An aircraft exclusively leased for at least 90 days continuous days by the government of a State, the District of Columbia, or a territory or possession of the United States or a political subdivision of one of these governments except as provided in Section 40125(b).

APPENDIX D

P.O. Drawer 1508 Santa Fe, New Mexico 87504 (505) 827-6000 www.nmhs.org



Attorney General of New Mexico
GARYK.KING Attorney

General ALBERT J. LAMA
Chief Deputy Attorney General

April 22, 2014

Sent via Electronic Mail: randy. willis@faa.gov byron.ctr.chew@faa.gov

Federal Aviation Administration
490 L'Enfant Plaza, SW Suite 3200
Washington, DC 20024

Re: Public aircraft status of City of Roswell Unmanned Aerial Systems (UAS) Coalition unmanned aircraft systems

To the Federal Aviation Administration:

The New Mexico Attorney General hereby affirms that the City of Roswell Unmanned Aerial Systems (UAS) Coalition is a political subdivision of the State of New Mexico and that unmanned aircrafts systems operated by UAS, including those operated through the Roswell International Air Center, qualify as "public aircraft" under 49 USC 40102(a).

The pertinent portions of 49 USC 40102(a) that define public aircraft are as follows: (41) public aircraft means -

(C) An aircraft owned and operated by the government of a State, the District of Columbia, or a territory or possession of the United States or a political subdivision of one of these governments, except as provided in Section 40125(b).

(D) An aircraft exclusively leased for at least 90 days continuous days by the government of a State, the District of Columbia, or a territory or possession of the United States or a political subdivision of one of these governments except as provided in Section 40125(b).

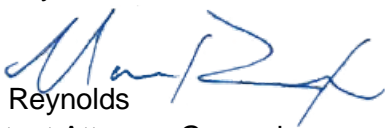
The UAS membership consists entirely of municipalities, state educational institutions, and a county. It is well settled under New Mexico law that all such entities are political subdivisions of the state under

applicable state statutes and constitutional provisions. Further, we are aware of no case law or other authority that questions the status of the UAS or its membership organizations as political subdivisions of the state.

The unmanned aircraft systems operated by the Roswell UAS Coalition will either be owned outright or leased beyond 90 days, depending on the platform selected and duration of operations planned. Additionally, we understand that 40125(b) limits the scope of UAS operations for commercial purposes.

Thank you for your attention to this matter. Should the FAA need further information from the New Mexico Attorney General's Office, please feel free to contact the undersigned at 505-827-7416.

Sincerely,



Mark Reynolds
Assistant Attorney General

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