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

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

September 25, 2015

Exemption No. 13031
Regulatory Docket No. FAA−2015−2613

Mr. Matthew Boone Caughey
New Flight, LLC
43824 West Paul Lake Drive
Perham, MN 56573

Dear Mr. Caughey:

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.

By letter dated June 12, 2015, you petitioned the Federal Aviation Administration (FAA) on behalf of New Flight, LLC (hereinafter petitioner or operator) for an exemption. The petitioner requested to operate an unmanned aircraft system (UAS) to conduct aerial photography and videography, inspections, monitoring, mapping, and training[1].

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

The FAA has determined that good cause exists for not publishing a summary of the petition in the Federal Register because the requested exemption would not set a precedent, and any delay in acting on this petition would be detrimental to the petitioner.

Airworthiness Certification

The UAS proposed by the petitioner is a DJI Phantom 3 Professional.

[1] The petitioner requested authority to conduct UAS training. 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 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.

The Basis for Our Decision

You have requested to use a UAS for aerial data collection[2]. 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, New Flight, LLC 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.

[2] Aerial data collection includes any remote sensing and measuring by an instrument(s) aboard the UA. Examples include imagery (photography, video, infrared, etc.), electronic measurement (precision surveying, RF analysis, etc.), chemical measurement (particulate measurement, etc.), or any other gathering of data by instruments aboard the UA.

Conditions and Limitations

In this grant of exemption, New Flight, LLC 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 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.

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 Columbia, 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.ntsb.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 September 30, 2017, unless sooner superseded or rescinded.

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

Enclosures

New Flight, LLC

AERIAL PHOTOGRAPHY SERVICES

June 12, 2015

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

Re: Exemption Request Pursuant to Section 333 of the FAA Modernization & Reform Act of 2012

Dear Sir or Madam,

Pursuant to the FAA Modernization and Reform Act of 2012 and the procedures contained within 14 C.F.R. Part 11, New Flight, LLC (NF) hereby requests exemption from the Federal Aviation Regulations (FARs) listed below and any additional regulations as deemed necessary to conduct commercial Unmanned Aerial Systems (UAS) operations as described. The requested exemption would permit NF to pursue safe, professional, commercial UAS services using an Unmanned Aircraft (UA) known as the DJI Phantom 3 Professional.

Background

Matthew Caughey founded NF in 2015 to produce aerial photography and videography for his own use as well as for third party clients using a UA. Mr. Caughey is an entrepreneur and amateur RC operator with 10+ years of experience safely operating radio controlled vehicles. Mr. Caughey is also a private pilot with proven knowledge of standard aviation operation procedures as well as safety attitudes and requirements within the aviation industry. This background, along with the procedures and training prescribed herein, will enable him to safely and reliably control the UA in the manner proposed.

Safe integration of the UA into the national airspace without interference or hazard to people and property, including manned aircraft, is our top priority. The proposed services are offered with the intent to operate safely with a reduced environmental impact, both factors that should benefit the public. Manned aircraft operations can pose a much greater risk of personal injury and or death and extensive property damage in certain applications.

The aircraft to be utilized is a DJI Phantom 3 Professional quad-rotor aircraft. It is an advanced UA with state of the art safety features, GPS lock, altitude and position hold stabilization, smart mode, and return to home mode. The ground station has telemetry with altitude, groundspeed, GPS location, and battery life indicators. This UA has the ability to link with a smartphone or tablet for video link controls separate from the manual controls if needed.

The Unmanned Aircraft

DJI Phantom 3 Professional:

Weight (including battery)	1280 g
Height	185 mm
Width	289.5 mm
Depth	289 mm
Max. Ascent Speed	5 m/s
Max. Descent Speed	3 m/s
Max. Speed	16 m/s (ATTI mode, no wind)
Max. Flight Altitude (PIC programmed)	400 ft
Max. Flight Time	Approximately 23 minutes
Operating Temperature Range	0-40° C
GPS	GPS/GLONASS

Intelligent Flight Battery:

Capacity	4480 mAh
Voltage	15.2 V
Battery Type	LiPo 4S
Energy	68 Wh
Net Weight	365 g
Operating Temperature	- 10°C to 40°C
Max. Charging Power	100 W

Ground Station Equipment

Primary controller, hand-held remote control:

Operating Frequency	2.400 GHz-2.483 GHz
Max. Transmission Distance	2 km (outdoors and unobstructed)
Video Output Port	USB
Operating Temperature Range	0°C to 40°C
Battery	6000 mAh LiPo 2S
Mobile Device Compatibility	listed iOS and Android tablets and smartphones
Transmitter Power (EIRP)	Fcc: 20 dbm; CE: 16 dbm
Working Voltage	1.2 A @ 7.4 V

Ground Crew

Pilot In Command (PIC):

The PIC will have at least a valid private pilot license and current class III medical.

Visual Observer (VO):

The VO will be present to provide additional situational awareness during all UAS operations. The VO will maintain direct verbal communication with the PIC during flight.

Operational Parameters

- The UAS will weigh less than 55 lbs.
- Flights will be operated within Visual Line of Sight (VLOS) of the operator.
- Flights will be conducted at least 500 feet from all nonparticipating persons, vessels, vehicles, and structures unless:
  - Barriers or structures are present that sufficiently protect nonparticipating persons from the UA and/or debris in the event of an accident. The operator will 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 will cease immediately in a manner ensuring the safety of nonparticipating persons; and
  - 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.
- Flight will be aborted in the event of unpredicted obstacles or emergencies, and the UA will return to the point of departure if it loses communications or GPS signal.
- Flights will not begin unless there is enough battery power to conduct the intended operation and then operate for at least five more minutes.
- Flights will be operated at an altitude of no more than 400 feet AGL. Unless a specific COA (Certificate of Authorization) is obtained, the limit will be according to the blanket COA of 200 feet AGL.
- The crew for each operation shall consist of the UAS PIC and a VO.
- The UAS pilot PIC will be an FAA licensed airman with a valid pilot's certificate, medical, and drivers license. Prior to commercial UAS operations, PIC will have completed operator and safety training from NF, and logged at least 25 hours total time as a UAS rotorcraft pilot including at least 10 hours logged as a UAS pilot with a multi-rotor UAS and 5 hours in the same make and model of UAS proposed under this exemption request.

- Written and/or verbal permission will be obtained from the property owner(s) over which UAS operations will be conducted.
- The PIC and VO will be able to communicate by voice at all times during UAS operations.
- The UAS will only be operated during daytime hours in VFR weather conditions.
- UAS operations will not be conducted aboard a moving device or vehicle
- The UA will not be operated within 5 nautical miles of an airport unless a letter of agreement with that airport's management is obtained or otherwise permitted by a COA issued to the operator.

Pre-Flight Checklist

1) Review and become familiar with the Phantom 3 Professional User Manual, Quick Start Guide, Intelligent Battery Safety Guidelines, and Safety Guidelines prior to any flight operations.
2) Inspect the aircraft and ensure that you are using only genuine parts and that all parts are in good working condition.
2) Inspect the remote controller, Intelligent Flight Battery, and mobile device to ensure they are in good working condition and all batteries are fully charged.
3) Ensure that there is no foreign object stuck to the camera lens, the micro-SD card has been inserted into the camera, and the gimbal can rotate freely before powering it on.
4) Ensure the propellers are securely mounted onto the motors, and the motors can start and function normally.
5) Follow the on-screen instructions to calibrate the compass.
6) Ensure the DJI Pilot app and aircraft's firmware have been upgraded to the latest version.
7) Ensure that your flight area is outside the No-Fly Zones and flight conditions are suitable for flying the aircraft.
8) Be sure that you are NOT flying under the influence of alcohol, drugs or any substance that may impair your cognitive abilities.
9) Be familiar with the selected flight mode and understand all safety functions and warnings.
10) Be sure to observe all local regulations, obtain appropriate authorizations, and understand the risks.

REMEMBER: It is your responsibility to comply with all flight regulations.

Documentation

The most current Phantom 3 Professional User Manual, Quick Start Guide, Intelligent Battery Safety Guidelines, and Safety Guidelines are attached. These documents are also available for download at the DJI website as follows:

- User Manual, version 1.2: http://download.dji-innovations.com/downloads/phantom_3/en/Phantom_3_Professional_User_Manual_v1.2_en.pdf
- Quick Start Guide, version 1.0: http://download.dji-innovations.com/downloads/phantom_3/en/Phantom_3_Professional_Quick_Start_Guide_en.pdf
- Intelligent Battery Safety Guidelines, version 1.0: http://download.dji-innovations.com/downloads/phantom_3/en/Intelligent_Flight_Battery_Safety_Guidelines_en.pdf
- Safety Guidelines and Disclaimer, version 1.0: http://download.dji-innovations.com/downloads/phantom_3/en/Safety_Guidelines_Disclaimer_en.pdf

Specific Exemptions Sought

14 CFR part 61.113 Private Pilot Privileges, Pilot in Command Section (a). The petitioner is a private pilot will act as NF's primary operator and PIC. The petitioner may also wish to utilize other FAA qualified pilots to conduct operations with the UAS. In the Grant of Exemption No. 11062 to Astraeus Aerial (Astraeus), the FAA determined that a PIC with a private pilot certificate operating the Astraeus UAS would not adversely affect operations in the NAS or present a hazard to persons or property on the ground. This petitioner requests the same consideration and limitations as previously granted.

14 CFR part 91.7(a) Civil Aircraft Airworthiness. As no Airworthiness Certificate is available for this UAS the petitioner requests exemption under this part utilizing a preflight inspection and the manufacturers documents for determining compliance of the UAS airworthiness. The petitioner warrants compliance to part 91.7(b) in that the operation will only be conducted after a thorough preflight and pre-mission planning inspection is completed, to include current and forecast weather, airspace, NOTAMs, area of operations, and notice issued to non-participating persons in local proximity. The petitioner will utilize the DJI User Manual, Quick Start Guide and Pre-Flight Checklist to determine the UAS airworthiness.

14 CFR part 91.119(c) Minimum Safe Altitudes. The petitioner requests exemption from Section (c) with the following conditions and limitations. The petitioner requests the exemption due to the scope of the operations to be performed and the requirement to operate below 400 feet AGL.

14 CFR Part 91.121, Altimeter settings. The UAS will not have a typical barometric altimeter onboard the aircraft, the petitioner intends to operate the UA within VLOS and at or below 400 feet AGL, combined with the petitioner's intention to limit the altitude of the UAS through the altitude limiting function. This has been previously ruled to be a

sufficient method for ensuring the UAS operations do not adversely affect safety. The altitude information will be generated by GPS equipment installed onboard the aircraft, and/or a static pressure sensor (barometer), which aids in estimating the altitude.

14 CFR Part 91.151, Fuel requirements for flight in VFR conditions. Prior relief has been granted for manned aircraft to operate at less than the prescribed minimums, including Exemption Nos. 2689, 5745, and 10650. In addition, similar UAS-specific relief has been granted an Exemption Nos. 8811, 10808, and 10673 for daytime, Visual Flight Rules (VFR) conditions. The petitioner's UAS provides low battery warnings that indicate the PIC must command the UA's return to the launch point when low battery capacity voltage is reached. The UAS also provides a secondary warning at increased intensity for critical low battery warnings. The petitioner warrants that the UAS operations will not initiate unless there is enough battery power to conduct operations plus operate for at least 5 more minutes.

14 CFR Subpart E (§§ 91.401-417),) Maintenance required, 91.407(a)(1) Operation after maintenance, preventive maintenance, rebuilding, or alteration, 91.409(a)(1) and (2) Inspections, and 91.417(a) and (b) Maintenance records. These regulations require 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...," and others shall inspect or maintain the aircraft in compliance with part 43. Given that the sections and Part 43 apply only to aircraft with an airworthiness certificate, these sections will not apply to the petitioner. Maintenance will be accomplished by the operator pursuant to the User's Manual. An equivalent level of safety will be achieved because these small UAS are very limited in size and will carry a small payload and operate only in restricted areas for limited periods of time. If mechanical issues arise, the UAS can land immediately and will be operating from no higher than 400 feet AGL. The operator will ensure that the UAS is in good working condition prior to initial flight, perform required maintenance and keep a log of any maintenance performed. The petitioner is familiar with the UAS and well suited to maintain the UAS in an airworthy condition to provide the equivalent level of safety. The FAA issued exemption to these regulations in Exemption No. 11062.

Summary for the Federal Register

New Flight, LLC seeks relief from the requirements of 14 C.F.R. §§ 61.113(a) and (b); 14 C.F.R. § 91.7(a); 14 C.F.R. § 91.119(c); 14 C.F.R. § 91.121; 14 C.F.R. § 91.151(a); 14 C.F.R. § 91.405(a); 14 C.F.R. § 91.407(a)(1); 14 C.F.R. §§ 91.409(a)(1) and (2); 14 C.F.R. §§ 91.417(a) and (b) in order to *operate small unmanned aircraft systems for aerial photography and videography, inspections, monitoring, mapping, and training.*

Thank you for your consideration of this request. Please contact me for additional information you may require or with any questions or concerns.

Respectfully,

Matthew Boone Caughey
New Flight, LLC
43824 W. Paul Lake Dr.
Perham, MN 56573
Phone: (218) 234-9001