Exemption No. 15005

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, DC 20591

| | |
|---|---|
| In the matter of the petition of<br><br>**THOMAS R. GUILMETTE**<br><br>for an exemption from part 21, and §§ 45.23(b), 61.113(a) and (b), 91.7(a), 91.9(b)(2) and (c), 91.103, 91.109, 91.119(c), 91.121, 91.151(a), 91.203(a) and (b), 91.405(a), 91.407(a)(1), 91.409(a), and 91.417(a) and (b) of Title 14, Code of Federal Regulations | **Regulatory Docket No. FAA−2015–5829** |

## GRANT OF EXEMPTION

By letter dated August 24, 2015, Mr. Thomas R. Guilmette (hereinafter petitioner or operator), 2405 Franklin Crossing Road, Franklin, MA 02038, petitioned the Federal Aviation Administration (FAA) for an exemption from part 21, and §§ 45.23(b), 61.113(a) and (b), 91.7(a), 91.9(b)(2) and (c), 91.103, 91.109, 91.119(c), 91.121, 91.151(a), 91.203(a) and (b), 91.405(a), 91.407(a)(1), 91.409(a), and 91.417(a) and (b) of Title 14, Code of Federal Regulations. The exemption would allow the petitioner to operate an unmanned aircraft system (UAS) to conduct aerial photography, videography, and inspections.

**The petitioner supports its request with the following information:**

The petition for exemption describing the proposed operation and the regulations from which the petitioner seeks exemption is posted to the docket. To view the petition, visit http://www.regulations.gov, enter the regulatory docket number found on the first page of this document into the search box and click "Search," then click on the "Open Docket Folder" link next to a result associated with the docket number.

The petitioner has provided operational material under separate cover along with its petition to support its request for an exemption. The petition and the operational material supplied are hereinafter referred to as the operating documents.

**The FAA's analysis is as follows:**

The FAA has organized its analysis into four sections: (1) Unmanned Aircraft Systems (UAS), (2) the UAS pilot in command (PIC), (3) the UAS operating parameters, and (4) the public interest.

Unmanned Aircraft System (UAS)

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 the aircraft identified by the petitioner 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 petitioner proposed to use UAS that have been previously approved by the Secretary of Transportation under Section 333 of the FAA Modernization and Reform Act of 2012. UAS that have been previously approved by the Secretary, including the aircraft proposed by the petitioner, are found on the List of Approved Unmanned Aerial Systems (UAS) under Section 333. The list, which is updated monthly, is posted at www.regulations.gov under docket number FAA-2007-3330. The petitioner is also authorized to operate any UAS on that list, when weighing less than 55 pounds including payload while this exemption is valid.

The Section 333 determination made by the Secretary of Transportation and the risk mitigations established through the Conditions and Limitations contained in each exemption ensure that the authorization of all aircraft on this list will not have an adverse impact on safety.

Regarding the petitioner's requested relief from 14 CFR § 45.23(b) *Display of marks*, this marking is reserved for aircraft that are limited, restricted or light-sport category aircraft or experimental or provisionally certificated aircraft. The petitioner's UAS will not be certificated as limited, restricted or light-sport category aircraft or experimental or provisionally certificated aircraft therefore this marking is not required. Since the petitioner's UAS will not be certificated under § 21, a grant of exemption for § 45.23(b) is not necessary. Markings required by 14 CFR part 45, Subpart C, must be as large as practicable.

The petitioner requested relief from the following sections 14 CFR §§ 91.405(a) *Maintenance required*, §§ 91.407(a)(1), *Operation after maintenance, preventative maintenance, rebuilding, or alteration*, and 91.409(a)(2) *Inspections*. Relief from 91.409(a)(1) is also

necessary, because it is an alternate inspection requirement of 91.409(a)(2). The petitioner also requested relief from §§ 91.417(a) *Maintenance records.* The FAA has determined that relief from §§ 91.417(b), *Maintenance records* is also necessary. Prior UAS specific relief has been granted in Grant of Exemption No. 11213 to Aeryon Labs, Inc. Therefore the FAA finds that exemption from 14 CFR §§ 91.405(a), 91.407(a)(1), 91.409(a)(1) and (2), and 91.417(a) and (b) is warranted subject to the conditions and limitations below.

Additionally, we have added a condition to this exemption stating that, consistent with existing law, the operator will need to obtain a Foreign Aircraft Permit pursuant to 14 CFR § 375.41 if it will be using foreign civil aircraft[1] in its operations.

UAS Pilot in Command (PIC)

In Exemption No. 11213 to Aeryon Labs, Inc., the FAA compared the aeronautical knowledge requirements of the commercial and private pilot certificates to the recreational and sport pilot certificates to determine how they differed and what would be required for a UAS pilot. The FAA determined that the UAS PIC must hold either an airline transport, commercial, private, recreational, or sport pilot certificate along with a current FAA airman medical certificate or a valid U.S. driver's license. Therefore, as in Exemption No. 11213, the petitioner's pilots that will serve as PICs under operations conducted under this exemption may hold any of those pilot certificates.

14 CFR §1.1 defines a PIC as the person who has final authority and responsibility for the operation and safety of the flight, has been designated as pilot in command before or during the flight, and holds the appropriate category, class, and type rating, if appropriate for the conduct of the flight. Accordingly, based on the petitioner's request, the FAA grants relief from § 61.113(a) and (b), to allow a PIC holding a private pilot certificate to operate a UAS for compensation and hire, subject to the conditions and limitations below.[2] Although the petitioner did not request relief from §§ 61.101(e)(4) and (5), Recreational pilot privileges and limitations, the FAA is granting relief to permit holders of recreational pilot certificates to act as PIC for compensation or hire under this grant of exemption. The FAA is also granting relief from § 61.315(a) as previously determined in Exemption No. 11213, to permit the holder of a sport pilot certificate to act as the PIC of UAS operated under this exemption.

Additionally, the PIC must hold either a medical certificate issued under 14 CFR part 67 or a U.S. issued driver's license as previously determined in Exemption No. 11213. The PIC must also comply with 14 CFR § 61.53, *Prohibition on operations during medical deficiency*. *See* Exemption 11213 (Aeryon Labs) for relief granted from *Medical certificates: Requirement and duration* § 61.23(a) and § 61.23(c).

[1] *Foreign civil aircraft* means (a) an aircraft of foreign registry that is not part of the armed forces of a foreign nation, or (b) a U.S.-registered aircraft owned, controlled or operated by persons who are not citizens or permanent residents of the United States. 14 CFR §375.1.

[2] Similar relief from § 61.315(c)(2) and (3) is not necessary because these limitations on sport pilot certificate privileges only apply to light-sport aircraft (LSA). The UAS being operated under this exemption are not LSA.

The FAA also considered medical certificate requirements for a visual observer. As in Exemption No. 11213, the FAA determined that this is not necessary subject to the conditions and limitations below. In particular, the UA must never be operated beyond the actual visual capabilities of the VO, and the VO, any student manipulating the controls, and the PIC must have the ability to maintain VLOS with the UA at all times with vision unaided by any device other than corrective lenses.. It is the responsibility of the PIC to be aware of the VO's visual limitations and limit operations of the UA to distances within the visual capabilities of both the PIC and VO.

UAS Operating Parameters

The petitioner has requested relief from 14 CFR § 91.7(a), *Civil aircraft airworthiness*. While the petitioner's UAS will not require an airworthiness certificate, the FAA has determined that for the purposes of this exemption the pilot must determine the aircraft is in an airworthy condition prior to flight. The FAA's regulations state that the PIC of a civil aircraft is responsible for determining whether the aircraft is in a condition for safe flight. Therefore, relief from § 91.7(a) is granted.

The petitioner requested relief from 14 CFR § 91.9(b)(2): *Civil aircraft flight manual, marking, and placard requirements* and § 91.203(a) and (b): *Civil aircraft: Certifications required.* The FAA has previously determined that relief from these sections is not necessary. *See* Exemption No. 11062. Relevant materials may be kept in a location accessible to the PIC in compliance with the regulations.

Regarding the petitioner's requested relief from 14 CFR § 91.103 *Preflight Action,* the petitioner requires each PIC to take certain actions before flight to ensure the safety of the flight. Although there will be no approved Airplane or Rotorcraft Flight Manual available, as described in 14 CFR § 91.103(b)(1), the FAA believes that the petitioner can comply with the other applicable requirements in § 91.103(b)(2). The procedures outlined in the operating documents address the FAA's concerns regarding compliance with § 91.103(b). The PIC will take all actions including reviewing weather, flight power requirements, landings, and takeoff distances and aircraft performance data before initiation of flight. The FAA has imposed stricter requirements with regard to visibility and distance from clouds; this is to keep the UA from departing the VLOS. The FAA also notes the risks associated with sun glare; the FAA believes that the PIC's and VO's ability to still see other air traffic, combined with the PIC's ability to initiate a return-to-home sequence, are sufficient mitigations in this respect. The PIC will also account for all relevant site-specific conditions in their preflight procedures. Therefore, the FAA finds that exemption from 14 CFR § 91.103 is not necessary.

Regarding the petitioner's requested relief from 14 CFR § 91.109 *Flight instruction,* the petitioner did not describe training scenarios in which a dual set of controls would be utilized

or required, i.e. dual flight instruction that would require to have fully functioning dual controls. Rather, the petitioner intends to accomplish training through the procedures referenced in the operating documents. Furthermore, the FAA is requiring the PIC to possess at least a sport pilot certificate, and conduct training operations only during dedicated training sessions. Thus, the FAA finds an equivalent level of safety will be achieved by the petitioner's training program. As such, the FAA finds that the petitioner can conduct its operations without the requested relief from § 91.109 in accordance with the conditions and limitations below.

Regarding the petitioner's requested relief from 14 CFR § 91.119, the FAA finds that:

a. Relief from § 91.119(a), which requires operating at an altitude that allows a safe emergency landing if a power unit fails, is not granted. The FAA expects the petitioner to be able to perform an emergency landing without undue hazard to persons or property on the surface if a power unit fails.
b. Relief from § 91.119(b), operation over congested areas, is not applicable, because this grant of exemption prohibits operations over congested or densely populated areas.
c. Relief from § 91.119(c) is necessary because the aircraft will be operated at altitudes below 500 feet AGL. Section 91.119(c) states that no person may operate an aircraft below the following altitudes: *over other than congested areas*, an altitude of 500 feet above the surface, except over open water or sparsely populated areas. The FAA finds operations conducted in compliance with the conditions and limitations in this grant of exemption warrant relief from § 91.119(c).
d. Relief from § 91.119(d) is not necessary. Although this section allows operations below the minimums set forth for helicopters in the other paragraphs of § 91.119, the conditions and limitations below control operations under this exemption.

The petitioner requested relief from 14 CFR § 91.121, *Altimeter settings*. When the UA is equipped with a barometric altimeter, relief from § 91.121 is not necessary. When the UA is not equipped with a barometric altimeter, an alternate means for measuring and reporting UA altitude is necessary, such as global positioning system (GPS). As stated in the conditions and limitations below, the FAA requires altitude be reported in feet AGL. The petitioner may choose to set the altitude indicator to zero feet AGL rather than local barometric pressure or field altitude before flight. Considering the limited altitude of the proposed operations, relief from 14 CFR § 91.121 is granted to the extent necessary to comply with the applicable conditions and limitations stated below.

The petitioner has requested relief from 14 CFR § 91.151(a), Fuel requirements for flight in VFR conditions. Prior UAS specific relief has been granted in Exemption Nos. 8811, 10808,

and 10673 for daytime, Visual Flight Rules (VFR) conditions. The conditions and limitations below prohibit the PIC from beginning a UAS flight unless (considering wind and forecast weather conditions) there is enough available power for UAS to operate for the intended operational time and to operate after that for at least five minutes or with the reserve power recommended by the manufacturer if greater. The FAA finds that this provides sufficient reason to grant relief from 14 CFR § 91.151(a)(1) to the extent necessary and in accordance with the conditions and limitations below for all UAS found on the List of Approved Unmanned Aerial Systems (UAS) under Section 333..

The FAA Air Traffic Organization (ATO) reviews all proposed UAS operations and evaluates the safety of these operations relative to the requested airspace through the existing COA process. The majority of current UAS operations occurring in the NAS are being coordinated through air traffic control (ATC) by the issuance of a COA. This process not only makes local ATC facilities aware of UAS operations, but also provides ATC the ability to consider airspace issues that are unique to UAS operations.

The FAA has issued a COA to this operator, which is attached to this exemption. The COA sets the requirements for alerting other users of the NAS to the UAS activities being conducted. The conditions and limitations below prescribe the requirement for the petitioner to follow the terms of a COA. If the petitioner intends to conduct operations outside of the parameters of what is permitted under the attached COA it may apply to the ATO for a new or amended COA.

In previous exemptions, the FAA limited UAS operations to outside 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 (LOA) with that airport's management is obtained or otherwise permitted by a COA issued to the exemption holder. In order to maintain operational safety in the vicinity of airports, particularly as it affects Class B, C, or D airspace, instead of contacting the airport management, the petitioner must apply to the ATO for a new or amended COA. The ATO will coordinate an LOA with local air traffic management via the COA process. The FAA finds that this approach facilitates consistency between the exemption and the COA.

Public Interest

The FAA finds that a grant of exemption is in the public interest. The enhanced safety and reduced environmental impact achieved using a 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.

The following table summarizes the FAA's determinations regarding the relief sought by the petitioner:

| **Relief considered (14 CFR)** | **FAA determination (14 CFR)** |
|---|---|
| 21 | Relief not necessary |
| 45.23(b) | Relief not necessary |
| 61.23(a) and (c) | Relief granted with conditions and limitations |
| 61.101(e)(4) and (5) | Relief granted with conditions and limitations |
| 61.113(a) and (b) | Relief granted with conditions and limitations |
| 61.315(a) | Relief granted with conditions and limitations |
| 91.7(a) | Relief granted with conditions and limitations |
| 91.9(b)(2) | Relief not necessary |
| 91.103 | Relief not granted |
| 91.109 | Relief not necessary |
| 91.119(a) | Relief not granted |
| 91.119(b) and (d) | Not applicable; not necessary |
| 91.119(c) | Relief granted with conditions and limitations |
| 91.121 | Relief granted with conditions and limitations |
| 91.151(a)(1) | Relief granted with conditions and limitations |
| 91.203(a) and (b) | Relief not necessary |
| 91.405(a) | Relief granted with conditions and limitations |
| 91.407(a)(1) | Relief granted with conditions and limitations |
| 91.409(a)(1) and (2) | Relief granted with conditions and limitations |
| 91.417(a) and (b) | Relief granted with conditions and limitations |

**The FAA's 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, Thomas R. Guilmette 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[3]. This exemption is subject to the conditions and limitations listed below.

**Conditions and Limitations**

In this grant of exemption**,** Thomas R. Guilmette 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. The operator is authorized by this grant of exemption to use any aircraft identified on the List of Approved Unmanned Aerial Systems (UAS) under Section 333 at regulatory docket FAA-2007-3330 at www.regulations.gov, when weighing less than 55 pounds including payload. Proposed operations of any aircraft not on the list currently posted to the above docket will require a new petition or a petition to amend this exemption.

2. If operations under this exemption involve the use of foreign civil aircraft,[4] the operator must obtain a Foreign Aircraft Permit pursuant to 14 CFR § 375.41 prior to conducting any commercial air operations under the authority of this exemption. Application instructions are specified in 14 CFR § 375.43. Applications should be submitted by electronic mail to the DOT Office of International Aviation, Foreign Air Carrier Licensing Division. Additional information can be obtained at https://cms.dot.gov/policy/aviation-policy/licensing/foreign-carriers

3. 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

[3] 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.

[4] *Foreign civil aircraft* means (a) an aircraft of foreign registry that is not part of the armed forces of a foreign nation, or (b) a U.S.-registered aircraft owned, controlled or operated by persons who are not citizens or permanent residents of the United States. 14 CFR § 375.1.

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.

4. Operations for the purpose of closed-set motion picture and television filming are not permitted.

5. The UA may not be operated at a speed exceeding 87 knots (100 miles per hour). The operator 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.

6. 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.

7. 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.

8. 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.

9. This exemption, the List of Approved Unmanned Aerial Systems (UAS) under Section 333 at regulatory docket FAA-2007-3330 at www.regulations.gov, 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. If this is the case, then the operator must petition for an amendment to its grant of exemption. The FAA's UAS Integration Office may be contacted if questions arise regarding updates or revisions to the operating documents.

10. 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.

11. The operator is responsible for maintaining and inspecting the UAS to ensure that it is in a condition for safe operation.

12. 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.

13. The operator must follow the UAS manufacturer's maintenance, overhaul, replacement, inspection, and life limit requirements for the aircraft and aircraft components.

14. Each UAS operated under this exemption must comply with all manufacturer safety bulletins.

15. 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.

16. 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.

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, interfering with the operation.

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 registered in accordance with 14 CFR parts 47 or 48, and have identification markings in accordance with 14 CFR part 45, Subpart C or part 48. For applicability and implementation dates of part 48 see 80 FR 78594 (Dec. 16, 2015).

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 a person with the legal authority to grant access. Permission 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.

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 March 31, 2018, unless sooner superseded or rescinded.

Issued in Washington, DC, on February 26, 2016.

/s/
John Barbagallo
Deputy Director, Flight Standards Service