Drone Advisory Committee  
Public Meeting  

September 16, 2016

PUBLIC MEETING ANNOUNCEMENT  
Read by: Designated Federal Official Victoria Wassmer  
Drone Advisory Committee  
September 16, 2016

In accordance with the Federal Advisory Committee Act, this Advisory Committee meeting is OPEN TO THE PUBLIC.

Notice of the meeting was published in the Federal Register on:  
September 1st, 2016.

Attendance is open to the interested public.

With the approval of the Chairman, members of public may present oral or written statements at the meeting.

Persons wishing to present or obtain information should coordinate with RTCA Program Director – Al Secen and the Chairman – Brian Krzanich
Overview of RTCA & Federal Advisory Committees
DAC Meeting

September 16, 2016

FACA Guidelines & Principles

- Promote Openness, Accountability, Balanced Viewpoints
- Membership Balanced Representation from Community
- Competing Interests Welcome
- Potential Conflicts of Interest Must Be Disclosed
- Limit FAA Membership, Serve as Ex-officio Members
- Committee Meetings Open to the Public
- Agenda in Federal Register 15 Days Prior to Meeting
- Agendas, Meeting Minutes & Materials Posted on Web
- All WG Recommendations Vetted through Parent Comm
- Parent Committee Not a “Rubber Stamp” of Subcomm
- Non-member Allowed to Speak with Prior Approval
Consensus Process

- Consensus is the Essence of the Value that RTCA Brings to the Aviation Community
- Role Of Chairman is to Ensure Consensus
- Opportunity for All Voices to Be Heard
- Analytical Basis for Decisions
- Transparent Process
  - Documentation captures discussion & resolution
- Consensus is not Always 100% Agreement
- Members “Can Live With” & Support the Results

Dissenting Opinion

- If an issue cannot be resolved in timely manner, dissenter encouraged to document non-concur
- Dissenting opinion presented to FAA along with committee’s consensus
- Committee leadership document why the committee believes its position is the superior one
Key Committee Positions

A Minimum of Three Key Roles Must be Filled:
- Chair(s)
- Designated Federal Official
- Secretary

Terms of Reference:
Charter for the Committee

Committee Leadership
- Membership Makeup
- Tasking
- Operating Norms
- Oversight
- Conduct of Meetings
- External Coordination

Background
Purpose and Scope
Structure of Committee
Responsibilities
Envisioned Use of Deliverables
Operating Norms

- Guide, Track & Report Progress of WGs & Task Groups
- DAC - Coordinate Products for Submittal to the FAA
- Term limits
- Consensus and Non-concurs
- 3 Plenary Meetings per Year
- ~6 DACSC Meetings
- Potential for Work Groups and Task Groups

Guidelines for Recommendations

- Advance UAS Integration into the NAS
- Increase Safety, Security, Capacity and Efficiency Of NAS
- Be Consensus-based and Articulate Required Resources
- Define Requirements for Public/Private Partnership Activities
- Be Actionable With Specific Outcome
- Articulate Assumed Capabilities, Policies, Ops Concepts and FAA’s Role
- Address Whether Conops are Flexible Enough
- Address Whether Conops Impact Safety, Security or Efficiency?
- Address Whether Recommendations Require and Inform New Performance Standards?
- Address Interoperability Issues?
- Include Duration of Proposed Recommendation
- Address Whether Recommendation Require Rulemaking?
FAA Response to DAC Recommendations

● Could lead to:
  • Additional Tasks
  • New WGs or TGs formed
  • Tasks to other groups such as ARCs
  • Tasks to Standards Committees
  • Tasks to Research Organization

Expectations of Committee Members

● Prepare for meetings
● Show up to meeting
● Listen and Learn
● Contribute to products
● Commit to recommendations
Collaboration Workspace

RTCA maintains a “Go To” place for members only

- Meeting/Attendance information
- Calendar
- Agenda
- Meeting Summary
- Committee Papers
- Documents
- Doc commenting tool

RTCA

transparency

objectivity

consensus

commitment

trust

inclusiveness

accountability

MEASURABLE

EXCELLENCE

LISTENING
Drone Advisory Committee

Overview of DAC Objectives

Presented by: Hoot Gibson, FAA Senior Advisor to the Deputy Administrator on UAS Integration
Presented to: Drone Advisory Committee
Date: September 16, 2016

Objectives for the First Meeting

• Develop a functioning team
• Understand Federal Advisory Committee Act (FACA) rules
• Review current UAS landscape
• Discuss UAS activities in FAA Reauthorization
• Review survey results and through discussion, drive toward focus areas for subcommittee work
Objectives for the First Year

- Maintain working knowledge of FAA’s UAS integration strategy and its constraints
- Advise the Administrator on gaps in the FAA UAS integration strategy & provide recommendations
- Provide a consensus position on the FAA’s five-year UAS CONOPS and its priorities
- Given FAA UAS integration plan advise on legislative strategy and priorities

Drone Advisory Committee Meeting

Overview of the UAS Landscape

Presented by: Earl Lawrence, Director, UAS Integration Office
Presented to: Drone Advisory Committee
Date: September 16, 2016
Current Regulatory Environment

- General Public
- Volume of New Entrants
- Law Enforcement Agencies
- Federal Rulemaking Process
- Local / State Governments
- Existing NAS Users
- Diversity of Industry Interests
- Security Concerns
- Pace of Technology Change
- Legislative Mandates

Growing Stakeholder Community

- Remote Pilots
- Service Providers
- Existing NAS Users
- Manufacturers
- Local Governments
- Congress
- Law Enforcement
- Tribal Governments
- General Public
Unmanned vs. Manned Aircraft Registration

2,000+ UAS registrations PER DAY

550,000+ UAS users registered in 9 months

Dec 2015 - Sept 2016

Unmanned Aircraft

Manned Aircraft

Part 107 Progress

Remote Pilot Knowledge Tests Taken (cumulative)

Total Passed: 5,080 Pass Rate: 89%

Airspace Authorization Requests (cumulative)

Total Received: 600

Top 5 Waiver Requests

Total Received: 404
**Remote Pilot Forecast**

First 3 weeks of 2016: 12,000+ Remote Pilots

**Small UAS (non-model) Fleet**

Reality is somewhere in here...
UAS Strategic Priorities

**Safety:** Enable safe UAS operations within the NAS

**Adaptability:** Create an environment where emergent technology can be safely and rapidly introduced into the NAS

**Global Leadership:** Shape the global standards and practices for UAS through international collaboration

FAA UAS Integration Strategy

- Small UAS / low energy output
- Large UAS / high energy output

- Full UAS Integration
- Small Cargo / Passenger Operations
- Non-Segregated Operations
- Expanded Operations
- Operations Over People
- Part 107 Operations
- Operations by Exemption

- Low-risk, Isolated
- Within VLOS or isolated operating area
- Beyond VLOS or populated operating area
- Aeronautical Information Infrastructure for UAS
- Automated Low Altitude Authorization

*Federal Aviation Administration*

www.faa.gov/uas

9/26/2016
Building the Regulatory Framework

- Interaction with ATC
- Safety achieved via compliance to conventional aircraft operating principles
- Expand Part 107 to facilitate low altitude operations through Airworthiness certification
- Routine Focus Area Pathfinder 2 and 3 operations
- Expand Part 107 to incorporate standards for flight over non-participating people
- Routine Focus Area Pathfinder 1 operations
- Regulatory framework for routine sUAS operations
- Safety achieved through VLOS and operating limitations
- Case-by-case exemptions granted to existing regulations
- Enables non-recreational UAS operations before final Part 107 rulemaking
- Safety achieved with operating conditions and limitations

Key 2016 Milestones

- **ASSURE Program Management Review**
- **UAS CoE Research Expo**
- **Proposed UAS EC Research Review**
- **UTM Transition Team Kick off**
- **UAS Symposium**
- **AUDIT Symposium**
- **FAA/NASA UAS EC Research Review**
- **FAA/NASA UAS EC Research Review**
- **Final Implementation Plan**
- **2017 Business Plans Start**
- **Draft EVLOS**
- **Final Detect and Avoid (DAA) MOPS**
- **Begin Part 107 Waiver Processing**
- **Micro UAS NPRM**
- **Begin Part 107 Waiver Processing**
Key 2017-18 Milestones

Consensus-Building is Key to Speed
Final thoughts…

Drone Advisory Committee
Survey Results

Al Secen
DAC Secretary
Overview

- A survey was created to gain insight into members’ priorities, sensitivities, and organizational goals
  - Expectations
  - Concerns
- Prioritization of the DAC recommendations starts with identification of issues
- Rating these priorities is the next step
- The following charts review the survey responses

Overview (continued)

The survey asked members to provide information on:

- Top Priority Issues
  - First Year
  - Longer-term
- Top Technical Issues
- Top Policy Issues
- Top Perception Issues
- Expectations
  - Timing of Integrated Ops
  - Pace of UAS Integration
- Member Demographics
  - Applications
  - Domain
- Understand my Place in FAA Strategy?
- Open-ended questions
  - Info from FAA
  - What Industry Can Do
  - What FAA Can Do
  - 5-year Goals
## Problem Space Boundaries

<table>
<thead>
<tr>
<th>DOMAIN</th>
<th>PERCEPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Altitude BVLOS</td>
<td>Privacy</td>
</tr>
<tr>
<td>Low Altitude VLOS</td>
<td>Armed drones</td>
</tr>
<tr>
<td>Model/Hobby</td>
<td>Interdiction (unfriendly drones)</td>
</tr>
<tr>
<td>Public Use Operations</td>
<td>Law enforcement use</td>
</tr>
<tr>
<td>Full UAS Integration into the NAS</td>
<td>Noise</td>
</tr>
<tr>
<td>Certification</td>
<td>Safety and reliability</td>
</tr>
<tr>
<td>CNS MOPS</td>
<td>Understand FAA UAS plans/strategy</td>
</tr>
<tr>
<td>Performance Testing</td>
<td>Use case/operational concept</td>
</tr>
<tr>
<td>Spectrum</td>
<td>REGULATORY/POLICY</td>
</tr>
<tr>
<td>SW/HW Development, Testing, Cert.</td>
<td>Pre-emption</td>
</tr>
<tr>
<td>Security</td>
<td>Performance Standards</td>
</tr>
<tr>
<td>Privacy</td>
<td>Policy/Inter-agency collaboration</td>
</tr>
<tr>
<td>TECHNOLOGY</td>
<td>Interdiction (cybersecurity?)</td>
</tr>
<tr>
<td>Big Data Management</td>
<td>Privacy</td>
</tr>
<tr>
<td>Collision Avoidance</td>
<td>Regulatory enforcement</td>
</tr>
<tr>
<td>Cybersecurity</td>
<td>Regulatory Flexibility</td>
</tr>
<tr>
<td>Electronic Signatures and Identification</td>
<td>Safety</td>
</tr>
<tr>
<td>Spectrum</td>
<td></td>
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</tbody>
</table>

As expected, the boundaries for this committee’s use are very broad and far-reaching.

## SURVEY RESULTS
**Member Domain**

**Question:**

In what domain is your business involved (select all that apply)?

**Result:**

There is a broad range of organizations representing the many facets that UAS operations will impact. This implies reaching a consensus may be challenging.

**Expectations**

**Question:**

If you are involved in manufacturing or operating drones, how quickly do you foresee being able to operate in the airspace on a routine basis without waivers?

**Result:**

There is a fairly even split between members who build or fly UAVs and those who don’t. Most of those whose organizations do, are expecting quick access for their products and services.
### Speed of Integration

**Question:**
Choose the statement that most accurately reflects your position [on speed of UAS integration]:

**Result:**
There is almost an even split of those who feel the integration effort is **too slow** and those that feel it is **appropriately** paced. This indicates an area where bridging to reach consensus will be required.

### Intended Use

**Question:**
If you are involved in manufacturing or operating drones, what is (are) your intended applications?

**Result:**
Wide range of possible uses implies a good cross-section of industry operators. Determining priorities, though, could be a challenge.
Operational Priority

Question:
Order the following UAS domain topics in order you think the DAC should address them:

Result:
The range of priority interests is broad, but there is a slightly greater interest in BVLOS, low-altitude VLOS, and Full Access to the Airspace operations.

Public Perception

Question:
What is the biggest public perception issue facing UAS integration?

Result:
Members believe the public is primarily concerned about safety and privacy. The committee is close to consensus in this area.
**Regulatory Concern**

**Question:**
What is your biggest regulatory / policy concern?

**Result:**
While there is a broad array of concerns on the regulatory front, safety ranks high by the members. Agreement on regulatory concerns will influence mitigating priorities.

**Technological Concern**

**Question:**
What is your biggest technological concern?

**Result:**
Collision avoidance is deemed a highly pressing technological concern. Another area where consensus is close, but other opinions must be addressed. Consensus here will also influence priorities.
**FAA UAS Integration**

**Question:** I understand where my interests fit in the FAA’s UAS integration strategy.

**Result:** Most members believe they understand how their goals can be supported by UAS integration. This aids in focusing consensus building by highlighting the benefits to the organizations of the recommendations they will deliver.

**Top Three Issues**

**Question:** Select the top three topics you think the DAC should address during its first year.

**Result:** A wide array of responses indicates work for the DAC in setting priorities. Broad responses indicate consensus could be a challenge. More data (from subgroup work) can assist in refining these results to identify the “must haves”.

**Top three Issues**

- PRIVACY
- AUTONOMOUS OPS
- CONOPS FOR BVLOS
- SOFTWARE/HARDWARE
- SPECTRUM ALLOCATION
- MOPS FOR CNS
- PERFORMANCE TESTING/RATING
- CERTIFICATION
Top Three Issues

Results:
The analysis indicates a close ranking of the top 5 issues. The ranking does not reveal a mandate on industry’s view of what needs to be addressed. Criteria must be developed and agreed upon that can gauge the value gained/cost incurred for each alternative.

Once the criteria are developed, then evaluation by the DAC of the issues against those criteria should drive out the top candidates.

Summarizing Results

There is near consensus on
- Perceived public concerns
- FAA strategic plan alignment
- Technological concerns for industry

Consensus yet to be reached on
- Pace of integration efforts
- Focus of priorities going forward
- Top three issues facing UAVs in the airspace

The team believes they understand public concerns, what the hardest technical challenge is and how their organizations will benefit from UAS integration: build on this mutual creed to forge consensus on priorities.

The wide variety of domains and intended uses for UAVs expressed by the members will naturally lead to a wide variety of priorities. Research, data, and discussion will drive the committee to consensus for priorities on which the FAA should focus.
Drone Advisory Committee  
September 16, 2016  

LUNCH 12:00 PM – 1:00 PM

**Analyzing Results**

<table>
<thead>
<tr>
<th>Consensus exists</th>
<th>Leading Issues</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>BVLOS</td>
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<tr>
<td>FAA Alignment</td>
<td>Certification</td>
</tr>
<tr>
<td>Collision Avoidance</td>
<td>Autonomous Ops</td>
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<td></td>
<td>Software/ Hardware</td>
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<td></td>
<td>MOPS for CNS</td>
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Can we determine from this early result, a recommendation that the FAA can use to focus resources and effort?

And in so doing, how soon (realistically) do these recommendations have to be enacted to consider them successful?
What Did You Say?

- **Access** to Airspace is a Priority
- **Safety** if Essential and Must be Addressed
- Drone Applications are Many and Diverse
- Operational Priorities: Low Altitude BVLOS, VLOS
- Public Perception Issues: Safety, Privacy
- Broad Array of Regulatory Concerns, with Safety Assurance High
- Technology: Collision Avoidance Ranked #1
- Access in 6 months to one Year
- Pace is between Appropriate and too Slow

Given All That, What Should the DAC Take On?
- Certification
- BVLOS Conops
- Performance Standards
- Software/Hardware
- Autonomous Operations

Can We Unpack That?

- **What is Included in:**
  - Certification
  - BVLOS
  - Performance Standards
  - SW/HW Development, Testing and Certification
  - Autonomous Operations?

- **What is Missing?**
Next Steps

- Establish DAC Subcommittee
  - Representative for each DAC member
  - Additional members organizations from pool of DAC applicants
  - Others as appropriate to address high priority issues
- Schedule first meeting of DAC-SC by end of October

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Example: The NextGen Advisory Committee (34)

<table>
<thead>
<tr>
<th>Designated Federal Official</th>
<th>Victoria Wassmer, Dep Asst Admin, FAA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operators</td>
<td>Richard Anderson, Delta Air Lines, Inc.</td>
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<td></td>
<td>Mark Baker, President &amp; CEO, AOPA</td>
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<td>Ed Bolen, President &amp; CEO, NBAA</td>
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<td></td>
<td>Jim Bowman, SVP, FedEx Express</td>
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<td>Jeff Martin, EVP, JetBlue Airways</td>
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<td>Russell Childs, President, SkyWest, Inc.</td>
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<tr>
<td>(Regional Airline Association Chairman)</td>
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<tr>
<td>International</td>
<td>Florian Guillermet, Executive Director, SESAR Joint Undertaking</td>
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<td></td>
<td>Frank Brenner, Director General, Eurocontrol</td>
</tr>
<tr>
<td>Airports</td>
<td>Mario Diaz, Director of Aviation, City of Houston Department of Aviation</td>
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<td></td>
<td>Ginger Evans, City of Chicago</td>
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<tr>
<td>DOD</td>
<td>Martin Whelan, Director of Future Operations, United States Air Force</td>
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<tr>
<td>FFRDC</td>
<td>Lillian Ryals, Senior Vice President, MITRE Corporation/General Manager, MITRE CAASD</td>
</tr>
<tr>
<td>RTCA</td>
<td>Margaret Jenny, President, RTCA</td>
</tr>
<tr>
<td>Aircraft Manufacturer</td>
<td>Per Noren, VP, Digital Aviation, Boeing</td>
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<td></td>
<td>T. Allan McArtor, Chairman, Airbus Americas</td>
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<td></td>
<td>Pete Bunce, President &amp; CEO, General Aviation Manufacturers Association</td>
</tr>
<tr>
<td>ATC Automation</td>
<td>David Melcher, President, Aerospace Industries Assn</td>
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<tr>
<td></td>
<td>Pete Dumont, President, Air Traffic Control Assn</td>
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<tr>
<td></td>
<td>Vicki Schmanske, Vice President Operations, Lockheed Martin IS&amp;GS Civil, Defense &amp; Intel</td>
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<tr>
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<td>John Harris, Vice President, Raytheon</td>
</tr>
<tr>
<td>ATC Infrastructure Avionics</td>
<td>Carl D’Alessandro, Harris Corporation</td>
</tr>
<tr>
<td>Environment</td>
<td>Carl Esposito, Honeywell Aerospace</td>
</tr>
<tr>
<td></td>
<td>Brad Pierce, NOISE – Aurora City Council</td>
</tr>
<tr>
<td>FAA</td>
<td>Eduardo Angeles, Assoc Admin for Airports</td>
</tr>
<tr>
<td></td>
<td>Teri Bristol, Chief Operating Officer Air Traffic Org</td>
</tr>
<tr>
<td></td>
<td>Jim Eck, Assistant Administrator, NextGen</td>
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<tr>
<td></td>
<td>John Hickey, Dep Assoc Admin for Aviation Safety</td>
</tr>
<tr>
<td></td>
<td>Rich Swayze, Assistant Administrator, International Aviation and Policy</td>
</tr>
<tr>
<td>Unmanned Aircraft Systems</td>
<td>Ryan Hartman, President and CEO of Insitu</td>
</tr>
<tr>
<td>NASA</td>
<td>Dr. Jaiwon Shin, Assoc Admin, NASA</td>
</tr>
</tbody>
</table>
Example: NACSC - ~75 members

- Industry Co-Chairs, Operators – Carriers and GA
- Operators 13
- International 4
- Airports 4
- DOD
- Labor 5
- Aircraft Manufacturers 4
- ATC Automation 11
- Provides 9
- Environment
- UAS

- All NAC Members have Representation on SubComm
- Others in each category included to:
  - Give voice to more who want to participate
  - Expand expertise
  - Alternates allowed (provided they are up to speed)

DAC Subcommittee: Task # 1

- Start with Priorities Identified Today
- Flesh Out What is Included in Each Issue
- Develop 5-6 criteria to select among issues alternatives, e.g.:
  - DAC preferences
  - How essential is it to successful drone integration
  - Cost indices and risk values
  - Number of users/operators benefitting from the alternative
  - Others?
- Rank and weight the criteria
- Apply criteria to list of alternative issues
- Output rank-ordered list of issues/alternative
- Apply reason & subject matter expertise to list
- Perform sensitivity analysis with different criteria rankings
- Develop recommendation for DAC
Analyzing Results

Detect and Avoid

Consensus exists

Safety
FAA Alignment
Collision Avoidance

Safety and Collision Avoidance are complimentary – What should the FAA do to advance certification of a Detect and Avoid capability for all UAVs?

Leading Issues

BVLOS
Certification
Autonomous Ops
Software/ Hardware
MOPS for CNS
Analyzing Results

BVLOS Operations

Consensus exists

Safety
FAA Alignment
Collision Avoidance

Leading Issues

BVLOS
Certification
Autonomous Ops
Software/ Hardware
MOPS for CNS

BVLOS is the precursor activity to Autonomous Operations. How should the FAA approach BVLOS with an ultimate goal of being an enabler to AutoOps?

Analyzing Results

Certification and Verification

Consensus exists

Safety
FAA Alignment
Collision Avoidance

Leading Issues

BVLOS
Certification
Autonomous Ops
Software/ Hardware
MOPS for CNS

Does software and hardware that enables routine operations in all airspace need to be certified and verifiable? – How can the FAA energize efforts that allow developers and engineers to operationalize their work in this area?
## Analyzing Results

### Other Areas?

<table>
<thead>
<tr>
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</tbody>
</table>

What other opportunities exist to assist the FAA in setting organization goals and boundaries to enable UAS integration?

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**RTCA**
**Remote Pilot Knowledge Tests Taken (cumulative)**

- Total Passed: 4,850
- Pass Rate: 88%

**Remote Pilot Applications Processed (cumulative)**

- Total: 12,579

**Top 5 Waiver Requests**

- Operating Limitations: Altitude
- Operations from a Moving Vehicle
- VLOS Operations
- Operations over Popele
- Daylight Operations

**Total Received:** 480
PART 107

The Small UAS rule adds a new part 107 to Title 14 Code of Federal Regulations (14 CFR) to allow for routine civil operation of small Unmanned Aircraft Systems (UAS) in the National Airspace System (NAS) and provide safety rules for those operations. The rule became effective on August 29, 2016.

PART 107 WAIVERS

Because UAS operations evolve rapidly, a key provision of this rule is a waiver mechanism to allow individual operations to deviate from many of the operational restrictions of the rule if the Administrator finds that the proposed operation can safely be conducted under the terms of a certificate of waiver.

RECREATIONAL OPERATIONS

Recreational operators, including radio-controlled (RC) aircraft, may choose to operate under Part 107, or must satisfy all the criteria specified in Section 336 of Public Law 112-95 (which will now be codified in 14 CFR part 101), including the stipulation they be operated only for hobby or recreational use and in accordance with community-based safety guidelines.

REMOTE PILOTS

- Must be 16 years old
- Must be able to read, write, and understand English
- Must pass an aeronautical knowledge exam
- Must undergo TSA Security Check

MAJOR PROVISIONS

- Unmanned aircraft must weigh less than 55 lbs. (25 kg)
- Aircraft must remain within visual line-of-sight (VLOS) of the pilot*
- No operation over persons not directly participating in the operation*
- Daylight-only or civil twilight (with appropriate anti-collision lighting) operations only*
- Maximum groundspeed of 100 mph (87 knots)*
- Maximum altitude of 400 feet or within 400 feet of a structure*
- Minimum weather visibility of 3 miles from control station*
- Remain 500 feet from clouds (no ceiling requirement)*
- Operations in Class B, C, D, and Class E surface areas require ATC approval
- Operations in Class G airspace are allowed without ATC permission
- Pilot must perform pre-flight check
- No operation from a moving vehicle unless the operation is over a sparsely populated area*
- No carriage of hazardous materials

*Subject to waiver
<table>
<thead>
<tr>
<th>FESSA Section</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>2202 Identification Standards</td>
<td>The Administrator, in consultation with DOT, RTCA, and NIST, will convene industry stakeholders to facilitate development of consensus standards for UAS, including remote identification and a publicly accessible database of UAS operators.</td>
</tr>
<tr>
<td>2203 Safety Statements</td>
<td>The Administrator must develop language and guidance for safety standards that all manufacturers must include with the UAS.</td>
</tr>
<tr>
<td>2204 Interagency Cooperation for UAS in support of firefighting operations and utility restoration</td>
<td>The FAA will enter into agreements with Secretaries of Agriculture, Interior, and Energy (and any other relevant agency) to facilitate the expeditious authorization of UAS for firefighting and utility restoration.</td>
</tr>
<tr>
<td>2205 Interference with wildfire suppression, law enforcement, or emergency response effort by operation of UAS</td>
<td>New language added to US Code that penalizes UAS use near wildfires.</td>
</tr>
<tr>
<td>2206 Pilot project for airport safety and airspace hazard mitigation</td>
<td>The Administrator shall establish a pilot program for airspace hazard mitigation at airports and other critical infrastructure.</td>
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<tr>
<td>2207 Emergency exemption process</td>
<td>The Administrator shall publish guidance for emergency exemptions and/or COAs for civil and public operators to respond to disaster or emergency situations.</td>
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<tr>
<td>2208 UAS UTM</td>
<td>The Administrator shall coordinate with NASA administrator to continue development of research plan for UAS UTM.</td>
</tr>
<tr>
<td>2209 Application for designation</td>
<td>The Secretary of Transportation must develop a process to allow applicants to petition the FAA to prohibit or restrict aircraft, including UAS, operations near a fixed site facility.</td>
</tr>
<tr>
<td>2210 Operations associated with critical infrastructure</td>
<td>The Administrator must create an application process for UAS operators to apply to use a UAS for critical infrastructure projects, in particularly allowing for BVLOS and nighttime ops.</td>
</tr>
<tr>
<td>2211 Unmanned aircraft systems research and development roadmap</td>
<td>FAA, NASA, and stakeholders in industry and academia shall develop a roadmap of the estimates, schedules, and benchmarks for integrating UAS into the NAS; amends Section 332, which still requires annual roadmap updates.</td>
</tr>
<tr>
<td>2212 Unmanned aircraft systems-manned aircraft collision research</td>
<td>The Administrator and NASA shall develop a program to conduct testing or modeling of collisions between manned and unmanned aircraft.</td>
</tr>
<tr>
<td>2213 Probabilistic metrics research and development study</td>
<td>The Administrator will enter into an arrangement with the National Academies to study the potential use of probabilistic assessments of risk by the FAA to streamline the integration of UAS into the NAS.</td>
</tr>
</tbody>
</table>
REGISTRATION TASK FORCE

In October 2015, the FAA announced the UAS Registration Task Force Aviation Rulemaking Committee (ARC) to develop recommendations for a small UAS registration process. The Task Force was comprised of 25 members representing a range of stakeholder viewpoints, interests and knowledge of the objectives and scope. The Task Force met for three days in November 2015 and delivered its final recommendation report on November 20, 2015.

RULE OVERVIEW

- UAS between 0.55 and 55 lbs. and flown outdoors must be registered
- Registrants must be at least 13 years old and provide a full name, physical and email addresses
- UAS must be marked with the registration number
- Registration costs $5 and is valid for 3 years

Unmanned vs. Manned Aircraft Registration

<table>
<thead>
<tr>
<th>Week</th>
<th>UAS</th>
<th>Manned</th>
</tr>
</thead>
<tbody>
<tr>
<td>Week 1</td>
<td>108,343</td>
<td>299,797</td>
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<tr>
<td>Week 3</td>
<td>299,797</td>
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</tr>
<tr>
<td>Week 5</td>
<td>371,976</td>
<td>371,976</td>
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<tr>
<td>Week 7</td>
<td>405,245</td>
<td>405,245</td>
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<tr>
<td>Week 9</td>
<td>431,885</td>
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<tr>
<td>Week 11</td>
<td>454,868</td>
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<tr>
<td>Week 13</td>
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<td>478,054</td>
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<tr>
<td>Week 15</td>
<td>502,467</td>
<td>502,467</td>
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<tr>
<td>Week 17</td>
<td>523,690</td>
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<tr>
<td>Week 19</td>
<td>550,748</td>
<td>550,748</td>
</tr>
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</table>

Dec 2015 - Sept 2016