



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

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

February 2, 2015

Exemption No. 11066A  
Regulatory Docket No. FAA-2014-0353

Mr. Steve Blizzard  
Member  
Aerial MOB, LLC  
2236 Rutherford Road, #115  
Carlsbad, CA 92008

Dear Mr. Blizzard:

This letter is to inform you that we have granted your petition to amend Exemption No. 11066. It explains the basis for our decision, describes its effect, and lists any changes to the original conditions and limitations.

### **The Basis for Our Decision**

By letter dated October 28, 2014, you petitioned the Federal Aviation Administration (FAA) on behalf of Aerial MOB LLC (Aerial MOB) for an amendment to Exemption No. 11066. That exemption from §§ 61.113(a) and (b); 91.119(c); 91.121; 91.151(a); 91.405(a); 91.407(a)(1); 91.409(a)(1) and (2); and 91.417(a) and (b) of Title 14, Code of Federal Regulations (14 CFR) allows Aerial MOB to operate unmanned aircraft systems (UAS) for the purpose of scripted, closed-set filming for the motion picture and television industry. The amendment requested would add two additional UAS: The Aerial MOB Discovery Pro, a six rotor and six motor Light Lifter and the Aerial MOB Halo 8, an eight rotor, eight motor Heavy Lifter that are similar in configuration to the UAS approved in Aerial MOB's grant of exemption No. 11066 (the HexaCrafter HC-1100, a six rotor, six motor UAS, and Aeronavics SkyJib 8 v.2 Heavy Lifter, an eight rotor, eight motor octocopter).

In your petition, you indicate that there has been no change in the conditions and reasons relative to public interest and safety that were the basis for granting the original exemption.

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

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comparison of the unmanned aircraft from the original grant to those in this amendment finds that they are comparable in type, size, weight, speed and operating capabilities.

Further, in accordance with the statutory criteria provided in Section 333 of Pub. L. 112-95 in reference to 49 USC § 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 these aircraft meet the conditions of Section 333. Therefore, the FAA finds that the requested relief from 14 CFR part 21, Subpart H, and any associated noise certification and testing requirements of part 36, is not necessary.

### **Our Decision**

The FAA has determined that the justification for the issuance of Exemption No. 11066 remains valid with respect to this exemption and is in the public interest. Therefore, under the authority provided by 49 U.S.C. 106(f), 40113 and 44701, which the FAA Administrator has delegated to me, Aerial MOB, LLC. is granted an amendment to its exemption that added two additional UAS: the Aerial MOB Discovery Pro Light Lifter and the Aerial MOB Halo 8 Heavy Lifter (Version: Original), subject to the following conditions and limitations listed below.

In addition to the operator's manual in Exemption No. 11066, this petition for amendment and the following supporting documents are hereinafter appended to the operator's manual from the original grant:

- 1) Aerial MOB Light Lifter Flight Operations and Procedures Manual
- 2) Aerial MOB Heavy Lifter Flight Operations and Procedures Manual (Version: Original)

The operator shall add this amendment to the original Exemption No. 11066.

### **Conditions and Limitations**

All conditions and limitations within Grant of Exemption No. 11066 remain in effect except as follows. Number 1 below replaces number 1 in the original grant, and number 2 below replaces number 35 in the original grant.

1. The UA must weigh less than 55 pounds (25 Kg), including energy source(s) and equipment. Operations authorized by this grant of exemption are limited to the following aircraft described in the proprietary operator's manual: HexaCrafter HC-1100, Aeronavics SkyJib 8 v.2 Heavy Lifter, Aerial MOB Discovery Pro Light Lifter, and the Aerial MOB Halo 8 Heavy Lifter (Version: Original). Proposed operations of any other aircraft will require a new petition or a petition to amend this grant.
2. Any incident, accident, or flight operation that transgresses the lateral or vertical boundaries of the operational area as defined by the applicable COA must be reported to the FAA's UAS Integration Office (AFS-80) within 24 hours. Accidents must be reported

to the National Transportation Safety Board (NTSB) per instructions contained on the NTSB Web site: [www.nts.gov](http://www.nts.gov).

This exemption terminates on September 30, 2016, unless sooner superseded or rescinded.

Sincerely,

/s/

John Barbagallo

Acting Deputy Director, Flight Standards Service