



FAA UAS SYMPOSIUM

Public Aircraft Operations (Governmental Entities)

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Federal Aviation
Administration



#UAS2017

Workshop 9: Public Aircraft Operations (Governmental Entities)



- **Lead: Scott Gardner**, Acting Manager, Emerging Technologies Integration Directorate, Mission Support Services, FAA Air Traffic Organization
- **Karen Petronis**, Senior Attorney for Regulations, FAA Office of the Chief Counsel
- **Joe Morra**, Manager, Safety and Operations Branch, FAA UAS Integration Office
- **James Viola**, Manager, General Aviation and Commercial Division, FAA Flight Standards Service

Public vs. Civil Aircraft Operations



Public

- More up front work results in more airspace access
- Self certify airworthiness, pilot
- ATC Services Specified in COA
- Requires letter from Attorney General
- Requires detailed concept of operations, which speeds up coordination later

Civil

(14 CFR Part 107)

- Less up-front work
- Requires aircraft registration & operator certification
- No authorization required in Class G airspace
- Requires separate waivers for operations outside of rule

Public Aircraft Requirements

49 USC §40102(a)(41) (Public Aircraft Definition)

- An aircraft owned and operated by the federal government, U.S. military or government of a State
- State governments that lease aircraft have an additional statutory limitation of minimum lease length (90 continuous days)

49 USC §40125 (Restrictions on Operations)

- No public aircraft operations (PAO) may be for a commercial purpose (compensation)
- Each PAO must have a governmental function as defined by the statute (Activity by a government, such as national defense, intelligence, firefighting, search and rescue, law enforcement)

Current UAS Options



	Aircraft Requirements*	Pilot Requirements	Airspace Requirements	Types of Operation
Part 107	UAS < 55 lbs.	Part 107 remote pilot certificate with small UAS rating	Airspace waiver or authorization for Class B, C, D, E airspace	VLOS, daytime, Class G, 400 ft., not over people OR waiver provisions
Section 333	As specified in exemption	Part 61 airman certificate	Blanket COA or Standard COA for specific airspace	UAS > 55 lbs.
Experimental Aircraft	Experimental Special Airworthiness Certificate	Part 61 airman certificate	Standard COA for specific airspace	Research and development, crew training, and market survey
Type Certificated Aircraft	Restricted type or special class certification	Part 61 airman certificate	Part 91 airspace requirements	Specified in operating authorization
Public Aircraft	Self-certification by public agency	Self-certification by public agency	Blanket COA or Standard COA for specific airspace	Public Aircraft Operations (AC 00-1.1A); UAS Test Site operations
Part 101 Model Aircraft	UAS < 55 lbs.	Community-based organization (CBO) standards	Notification requirement within 5 miles of an airport	Hobby or recreational, VLOS, Part 101 operating rules, CBO standards

*Note: All UAS greater than 0.55 pounds must be registered (see part 47 and part 48 requirements)

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Airspace Authorizations Required



Public

- Certificate of Authorization or Waiver (COA) for any airspace
 - Blanket COA for Class G
 - Jurisdictional COA Site Specific COA

Civil

(14 CFR Part 107)

- Authorization under 107.41 for controlled airspace
- Future-Low Altitude Authorization and Notification Capability (LAANC)

- Can't mix public and Part 107 operation – it's either one or the other

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Scott Gardner, Acting Manager, FAA Emerging Technologies Integration Directorate, FAA Mission Support Services



Scott Gardner is an Air Traffic Specialist for the UAS Integration Office. He is responsible for processing and coordinating DoD requests for operating UAS in the national airspace system. Mr. Gardner has been with the Federal Aviation Administration for approximately 4 years and with the UAS Integration Office since January. Previously, he was an Air Traffic Security Specialist in the FAA's Domestic Events Network (DEN), coordinating the FAA's response to domestic real-time aviation security events.

Mr. Gardner is a retired Colonel with the Air Force Reserve, serving as an Emergency Preparedness Liaison Officer (EPLO) with the National Security Emergency Program (NSEP). He also served as an Air Traffic Control Officer in both the active Air Force and the Air National Guard.

Mr. Gardner earned a Master of Business Administration from Boston University, a bachelor's degree in business administration from the University of Maine-Augusta, and an associate's degree from Plymouth State College in Plymouth, NH.

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Karen Petronis, Senior Attorney for Regulations, FAA Office of the Chief Counsel

Karen Petronis is Senior Attorney for Regulations in the FAA's Office of the Chief Counsel, Regulations Division. She has been with the FAA since 1988.

She is the agency's sole counsel for public aircraft operations, manned and unmanned. Ms. Petronis is also the agency's legal counsel on matters of aircraft noise and emissions, and flight recorders.

Ms. Petronis is a graduate of The American University Washington College of Law.



Joseph Morra, Manager, Safety and Operations Branch, FAA UAS Integration Office



Joe Morra is a Branch Manager with the Federal Aviation Administration's (FAA) Unmanned Aircraft Systems (UAS) Integration Office; AUS-430 (Safety & Operations) located at FAA Headquarters offices in Washington, DC. This branch is an enterprise-wide conduit for UAS initiatives serving as a liaison for safety, operational and security initiatives between responsible organizations both within the FAA and external stakeholders.



Before joining the UAS Integration Office, Mr. Morra was a General Aviation Operations Inspector for the Flight Standards District Office (FSDO) in Teterboro, New Jersey and more recently, served as a Subject Matter Expert in the Flight Standards Headquarters General Aviation and Commercial Division. Prior to working for the FAA, Mr. Morra owned and managed flight training and other small businesses for over 10 years.

Mr. Morra is a flight instructor and maintains his airline transport pilot (ATP) Certificate.

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James Viola, Manager, General Aviation and Commercial Division, FAA Flight Standards Service



James A. Viola is the Federal Aviation Administration's (FAA) Manager of the General Aviation and Commercial Division, where he is responsible for regulations and policy recommendations governing training, certification, inspection, and surveillance of general aviation (GA) airmen, flight instructors, GA air agencies (pilot schools), commercial operations, and public aircraft operations. Previously, Mr. Viola was the Army Aviation Division Chief for the Headquarters Department of the Army's Current Army Aviation Operations.



Mr. Viola holds a master's degree in strategic studies from the United States (U.S.) Army War College in Carlisle, PA; a master's degree in international relations from Auburn University in Montgomery, AL; a master's degree in military operational art and science from Air University in Maxwell AFB, AL; and a Bachelor of Science from East Stroudsburg University in East Stroudsburg, PA.

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