



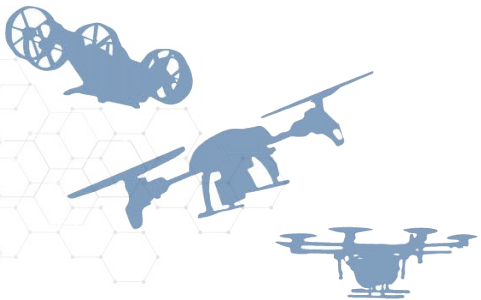
**Federal Aviation
Administration**



UAS Webinar for ICAO NAAC & SAM States

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John Meehan, FAA Flight Standards Service



What rules do Non-Military UAS fly under in the USA?

Exception for
Limited Rec
Flyers
(49 USC 44809)

Title 14 of the US
Code of Federal
Regulations

General Operating
and Flight Rules
(Part 91)

All Public UAS
Civil UAS 55 pounds (25kg) or more
And more...

Small UAS
Operating Rules
(Part 107)

Civil UAS up to 55 pounds (25kg)

Commuter and On-
Demand Operations
(Part 135)

BVLOS UAS Cargo delivery
Across US State Lines



Federal Aviation
Administration

Why Part 107?

From the preamble to the Final Rule Part 107

- For reasons of potential societal benefits from small UAS, the FAA sought to incorporate the operation of these systems into the national airspace system (NAS) **since 2008**
- Congress directed the FAA in the **2012** to find a way to safely accommodate small UAS operations in the NAS
- The FAA had previously accommodated non-recreational small UAS use through various (legacy-manned) mechanisms, such as special airworthiness certificates, exemptions, and certificates of waiver or authorization (COAs)
 - Lengthy processes not well suited for low-risk emerging technology



Part 107

- **Part 107 was the logical next (lower risk) phase of integrating small UAS into the NAS**
- In February 2015, the FAA issued a Notice of Proposed Rulemaking and received over 4600 comments
- Part 107 Final rule was published in 2016
- **Written to allow small unmanned aircraft systems (small UAS) to operate for non-hobby and non-recreational purposes**

		Impact		
		Low	Medium	High
Probability	High	low	medium	high
	Medium	low	medium	medium
	Low	low	low	low

Part 107 = Low, light, and slow



Part 107

- Enables certain small UAS operations to commence upon adoption of this rule and **accommodate technologies as they evolve and mature**
- Allows small UAS operations for many different non-recreational purposes, such as the ones discussed previously, **without requiring airworthiness certification, exemption, or a Certificate of Waiver/Authorization (COA)**



Civil Small UAS Rules (Part 107)

- Applies to small UAS up to 55 pounds (25 kg), flown as a “civil” (not “public”) aircraft
- Uncontrolled airspace
- Daylight
- Up to 400’ (122m)
- No Hazardous Materials (HAZMAT)
- Visual Line Of Sight (VLOS)
- Requires Visual Observer (VO) if using First Person View (FPV)
- All drones flown under Part 107 must be registered and marked



Part 107 Waivers

- Waiver requests provide insight to rulemaking activities
- Most frequent waiver granted is 107.29 Daylight (to allow night ops)
- Most current waiver requests are denied due to failure to address published guidelines or inadequate safety mitigations
 - More work is needed to educate applicants

Top 5 Requested Provisions	Requests Submitted	Waivers Approved
Night Operations	16,803	4,269
Operations over People	6,284	158
BVLOS Operations	4,045	81
Operational Limitation: Altitude	2,765	96
Operations from a Moving Vehicle	1,831	6

As of 31 July 2020



Summary

- Part 107 was the first of many regulatory steps
- Enabled low risk, high benefit operations and learning
- Sometimes requires rethinking existing (legacy) systems and processes
- Performance based regulations allow for innovation



al infinito y más allá...

ao infinito e além...

To infinity
and beyond...

