

UAV/UAS Commercial Operations and Authorizations

Federal Aviation
Administration (FAA)

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Federal Aviation
Administration

Common Types of Commercial UAS Operations

- Package Delivery
- Agricultural Operations
- Aerial Data Collection
- Long Linear Inspections
- Drone Light Shows
- Motion Picture and Television Filming
- Security



Authorizations

- Small UAS (less than 55 lbs) may conduct commercial operations without specific authorizations if in compliance with 14 CFR Part 107
- Many operators require a waiver to parts of 107 to enable more complex operations:
 - Operating beyond visual line of sight;
 - Multiple aircraft controlled by one pilot; and
 - Operations above 400 feet AGL.
- The 107 Waiver process - Applicant submits an application electronically through AVS Hub (<https://aviationsafetyportal.faa.gov/>)
- A request for a certificate of waiver must contain [Part 107 Waiver Safety Explanation Guidelines and Guiding Questions](#).

Authorizations Outside of Part 107

- Larger unmanned aircraft (55 lbs. and above) must operate under traditional FAA regulations Part 61, 91, 135 (package delivery) and 137 (agricultural operations).
- The unmanned aircraft (UA) requires an airworthiness certificate or otherwise may conduct commercial operations under a 49 U.S.C. § 44807 if authorized to do so.
- Almost all UAS operations with UA 55lbs and above require relief from the regulations they can not comply with. To obtain this relief, the operator must petition for an exemption.



Additional Authorizations

- UAS operations may require authorization into certain airspace. Often this is through an Airspace Certificate of Authorization (COA) issued by the FAA's Air Traffic Organization to access airspace.
- Package Delivery operations require a Part 119 Air Carrier Certificate.
- Agricultural Operations require a Part 137 Agricultural Aircraft Operator Certificate.
- The FAA has issued 1,909 UAS Agricultural Aircraft Operator Certificates.
- The FAA has issued seven Part 119 certificates to UAS operators who operate as standard Part 135 Air Carriers. These seven UAS air carriers are authorized to deliver packages with UAS.



Future Rulemaking Framework

- **Working on a new operating part for low altitude BVLOS Operations (Part 108)**
 - Uniform regulatory approach for BVLOS operations
 - Intended to provide safety and economic benefits by providing a predictable and clear pathway for operators to safely conduct routine and scalable operations.
 - Focus on organizational responsibility model – Operator, Manufacturer
 - Two levels of operations:
 - Operating Permits – Lowest risk, certain operating limitations apply
 - Operating Certificates – Higher requirements, but fewer operating limitations

Questions?

