



A short list of **FAA UAS Integration Webinar Pre-Event References** is provided below. Some of these terms and regulatory references will be used during FAA webinar presentations should you be interested in reviewing them prior to the webinar.

FAA Website UAS Link: <https://www.faa.gov/uas/>

https://www.faa.gov/uas/research_development/information_papers/

https://www.faa.gov/uas/research_development/remote_id/

Drone Advisory Committee (DAC) - The FAA's Drone Advisory Committee (DAC) (PDF) is a broad-based, long-term Federal advisory committee that provides the FAA with advice on key UAS integration issues by helping to identify challenges and prioritize improvements. The committee helps to create broad support for an overall integration strategy and vision. Membership (PDF) is comprised of CEO/COO-level executives from a cross-section of stakeholders representing the wide variety of UAS interests, including industry, research and academia, retail, and technology.

All DAC meetings are open to the public, except as provided by section 10(d) of the Federal Advisory Committee Act (FACA). All meeting materials are publically available subject to the Freedom of Information Act. Members of the public may present a written statement to the committee at any time. Please email the UAS Integration Office.

Part 107 - The Federal Aviation Administration (FAA) rules for small unmanned aircraft (UAS) operations other than model aircraft – Part 107 of FAA regulations – cover a broad spectrum of commercial and government uses for drones weighing less than 55 pounds

Part 91 - Part 91 regulations are a set of defined conditions under which all aircraft must operate within the United States.

Part 121 and Part 135 - The Federal Aviation Administration (FAA) grants the authority to operate scheduled air service in the form of a Federal Aviation Regulations (FAR) 121 certificate. Part 135 is for non-scheduled charter and air taxi operations

UAS Integration Pilot Program (IPP) - Beginning in 2017, the Unmanned Aircraft System (UAS) Integration Pilot Program (IPP) has brought state, local, and tribal governments together with private sector entities, such as UAS operators or manufacturers, to test and evaluate the integration of civil and public drone operations into our national airspace system. The program is assisting the U.S. Department of Transportation (USDOT) and Federal Aviation Administration (FAA) craft new rules that support more complex low-altitude operations by

- Identifying ways to balance local and national interests related to drone integration
- Improving communications with local, state and tribal jurisdictions
- Addressing security and privacy risks
- Accelerating the approval of operations that currently require special authorizations.

The program has created a meaningful dialogue on the balance between local and national interests related to drone integration, and provide actionable information to the USDOT on expanded and universal integration of drones into the National Airspace System.

The IPP Lead Participants are evaluating a host of operational concepts, including night operations, flights over people and beyond the pilot's line of sight, package delivery, detect-and-avoid technologies and the reliability and security of data links between pilot and aircraft. Fields that could see immediate opportunities from the program include commerce, photography, emergency management, agricultural support and infrastructure inspections.

UTM Pilot Program (UPP) - Small Unmanned Aircraft Systems (sUAS) operators are continuously exercising new applications for sUAS, including goods delivery, infrastructure inspection, search and rescue, and agricultural monitoring. Previously, there was limited infrastructure available to manage the widespread expansion of sUAS operations within the National Airspace System (NAS). In response to this need, the Federal Aviation Administration (FAA) Extension, Safety and Security Act of 2016 (PDF) established the UTM Pilot Program (UPP) to define an initial set of industry and FAA capabilities required to support UTM operations.