

FAA Part 107 rules

The FAA Modernization Act of 2012, mandates a standardized and permanent system for governing commercial sUAS (small unmanned aerial vehicle system) in the national airspace. The FAA Part 107 rules will be a new option other than the 333 Exemption that is the only current system for commercial sUAS compliance.

An extra VO (Visual Observer) is not required for flights Unless using FPV (First Person View) goggles.



No need for Air Traffic Control clearance in class G airspace except within 5 miles of an airport.

Training: Pass an initial aeronautical knowledge test and recurrent test every 24 months. The FAA has not yet released curriculum or study material for the Part 107 knowledge test. Training Cost \$150.00.

Medical Certificate: Self reporting (Driver's License)

Crew Size: One Person unless using FPV then you require a VO

Flight Restrictions:	Must not operate in: 1. Class A airspace (18,000 feet and above) 2. Prohibited or restricted areas 3. Temporary/Permanent Flight Restricted Areas Special permission needed when in controlled airspace (Class B, C, D and airport Class E)
Time of Day:	Only between official sunrise and sunset
Weight Limit:	<55 lbs.
Speed Limit:	<100 MPH
Weather:	3 mile visibility, 400 feet below clouds, 2000 feet horizontally away from clouds
Height Limit:	<400 feet AGL
Visual Line of Sight:	Must be able to see the UAS (~1/2 mile)
Aircraft Reg.	Requires (https://registermyuas.faa.gov) \$5.00
FAA NOTAM:	not required (Notice to Airmen)
Incident reporting:	Required

Respecting Privacy

Although the new rule does not specifically deal with privacy issues in the use of drones, and the FAA does not regulate how UAS gather data on people or property, the FAA is acting to address privacy considerations in this area. The FAA strongly encourages all UAS pilots to check local and state laws before gathering information through remote sensing technology or photography.

As part of a privacy education campaign, the agency will provide all drone users with recommended privacy guidelines as part of the UAS registration process and through the FAA's B4UFLy mobile app. The FAA also will educate all commercial drone pilots on privacy during their pilot certification process; and will issue new guidance to local and state governments on drone privacy issues.

Below is a list and **operations that would not fall into the 107 category** but would need to be authorized via a Public COA or Section 333 exemption.

- Beyond Visual Line of Sight
 - Power line inspections in those really remote areas
 - SAR
- Night Operations
 - SAR
 - Firefighting
 - Inspections using thermal equipment in hot environments
 - Cinematography for tv/movie scenes
 - Inspections on critical time/sensitive material (example: turbidity monitoring for dredging operations)
 - Sports

- 55 pounds and heavier
 - Package delivery
 - Crop dusting
 - Firefighting retardant delivery
 - High-end LIDAR to monitor crops such as lumber. The LIDAR is used to detect the diameter of the wood so the loggers know which forest to harvest first.
 - Cinematography (Dual Red Epics for 3d filming or full Arri Alexa with lens and large stack of batteries for extra flight time.)
- 500ft and higher
 - Large radio towers
 - Large bridges (Gold Gate Bridge is 746 feet above the water)
 - Large buildings (Inspecting the facade of large buildings and also the towers on top of the buildings).
- 100 mph and faster
 - Survey large areas fast
 - Fast package/medical delivery

- Operation Over Persons
 - Concerts
 - Live News Events
 - Sports
- Operations from a moving vehicle
- Aircraft conducting an external load operation (carrying stuff outside the fuselage).
 - Life preserver
 - Medical supplies
 - Tree lifting
 - Supply dropping
- Any aircraft towing another aircraft or object
 - Banner tower
 - Glider tower