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*"Rummaging in the government's attic"*

Description of document: Federal Aviation Administration (FAA) letters, e-mails, or other written or electronic warning / cease and desist communications re: use of unmanned aerial vehicles, 2012-2014

Request date: 04-January-2014  
2<sup>nd</sup> request date: 28-September-2014

Released date: 19-August-2014  
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Posted date: 08-September 2014  
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Note: Material released Feb 2015 begins on PDF page 37

Source of document: FOIA Coordinator  
Federal Aviation Administration  
National Freedom of Information Act Office, AFN-140  
800 Independence Avenue, SW  
Washington, DC 20591  
Fax: (202) 493-5032  
[Online FOIA Request Form](#)

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U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

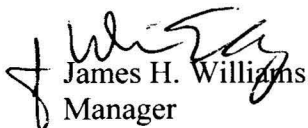
**AUG 19 2014**

**Re: Freedom of Information Act (FOIA) request 2014-2170**

This letter responds to your January 4, 2014 Freedom of Information Act (FOIA) request seeking “copies of any letters, e-mails, or other written or electronic communications requesting or demanding individuals and organizations cease and desist, stop operating, or stop advertising unmanned aerial vehicles.”

A search was conducted in the Federal Aviation Administration’s (FAA) Unmanned Aircraft Systems (UAS) Integration Office, AFS-80. This office located a copy of 17 records of warning letters and e-mails sent out by the Federal Aviation Administration (FAA) regional offices to individuals responsive to your request.

Sincerely,

A handwritten signature in black ink, appearing to read "James H. Williams".

James H. Williams  
Manager

UAS Integration Office, AFS-80



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Western-Pacific Region  
Flight Standards Division Manager

P. O. Box 92007  
Los Angeles, CA 90009-2007

July 5, 2012

CERTIFIED MAIL No. 7003 2260 0003 7299 2774

Mr. Devin Hendrick  
Hover Effect, LLC  
505 Nevada ST.  
Sausalito, CA 94965

Dear Mr. Hendrick:

My name is Brad Howard, I am the regional Unmanned Aircraft System (UAS) specialist for the Federal Aviation Administration (FAA) Western-Pacific Region. I recently viewed your company's internet website describing your use of a UAS for the purpose of commercial cinematography and other aerial photography. While I applaud your innovative use of the UAS, I must inform you the FAA has taken steps to ensure the public safety regarding all UAS operations. These initial steps take a "do no harm" approach to preserve the world's safest air transportation system. Currently, the FAA authorizes UAS operations by three means.

1. **Certificate of Authorization (COA).** This authorization allows public entities, i.e., federal, state, and municipal government related organizations, to self certify their aircraft. The FAA reviews the operation to ensure it is in the public interest, safe, and does not significantly impact the safety of other air traffic or persons on the ground. To issue a COA normally takes about 60 business days.
2. **Experimental Certification.** For civil operators, the FAA can issue an experimental aircraft certificate in accordance with Title 14 of the Code of Federal Regulations (14 CFR) Part 21. This allows for experimentation and development of the aircraft, market development, and training of prospective clients. An aircraft issued an experimental airworthiness certificate may not be used to carry passengers or cargo for compensation or hire.
3. **Recreational hobbyists.** This group is comprised of those individuals who use UAS only for recreational enjoyment in accordance with Advisory Circular 91-57. This generally applies to operations away from airports, persons, and buildings, below 400 feet above ground level, and within visual line of sight.

The restrictions associated with UAS operations in the national airspace system are necessary at this time to permit the FAA to fully access the technical development of the UAS and put into effect some regulatory bounds to ensure the public safety since most of the UAS currently available are not manufactured and maintained to the standards of manned aircraft. Similarly, most pilots wishing to fly UASs are not trained, certified, or familiar with the rules of the air to ensure the safety of others.

Moreover, the liability implications of such operations without proper authorization from the FAA could be devastating to the person operating the UAS should an unfortunate accident occur.

Based on my review of your company's web site "hovercraft.com", it appears you are currently using a UAS for compensation or hire to produce commercial videos along with still photographs of residential and commercial real estate without proper authorization.

I must insist you to immediately cease these operations until you have the proper authorization, failure to do so could subject you and/or hovercraft to enforcement action by our agency. As I mentioned earlier, some civil operators have been granted experimental certificates for UAS operations, I recommend you to follow suit.

More information regarding UAS use can be found at the FAA Unmanned Aircraft Program Office's website, located at the following URL: <http://www.faa.gov/about/initiatives/uas/> or if you have any questions, I can be contacted at 310-725-7266.

Sincerely,

Brad Howard  
Aviation Safety Inspector

**From:** Alvin A Brunner  
**To:** skeveball.frank@gmail.com  
**Cc:** Wayne C Radicke  
**Bcc:** Joan M Seward  
**Subject:** RC Helicopters vs UAS Information  
**Date:** 09/25/2012 08:32 AM

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Dear Mr. Frank,

My name is Alvin Brunner, and I am the regional Unmanned Aircraft Systems (UAS) specialist for the Federal Aviation Administration (FAA). An article from the Villages of Park Glen Neighborhood Association newsletter was handed to me, which caught my attention. The article mentions your interest in the use of remote control helicopters (UAS) for aerial photography. I must inform you the FAA has taken steps to ensure the public safety regarding all UAS operations. It appears, based on the article, that you may intend to use UAS without proper authorization, and possibly for commercial purposes. If so, this is in violation of FAA mandates for UAS. UAS are unable to comply with the Code of Federal Regulations (CFR) and need specific FAA authorization. I must advise you to use your UAS in a legal and responsible manner to ensure public safety.

The FAA has the requirement for the regulation and safe operation of the National Airspace System which covers all navigable airspace in the US. Currently, the FAA authorizes UAS operations by three means:

1. Certificate of Authorization (COA)

This authorization is an approved exemption that allows recognized public entities, i.e. federal, state, and municipal government related agencies and organizations, to self certify their aircraft, and conduct operations in accordance with the COA. The FAA reviews the operation to ensure it is in the public interest, safe, is operated only by the proponent, and does not significantly impact the safety of other air traffic or persons on the ground.

2. Special Authorization Certificate in the Experimental Category

For civil operators, the FAA can issue an experimental aircraft certificate in accordance with 14 CFR Part 21. This allows for testing and development of the aircraft, market development, and training of pilots and crewmembers for prospective clients. Any other uses under this certificate are prohibited. The experimental certificate application process is spelled out in FAA Order 8130.34B. If you have any additional questions about the Special Airworthiness Certificate or petition process, please contact Thomas Rampulla at [thomas.rampulla@faa.gov](mailto:thomas.rampulla@faa.gov).

3. Advisory Circular 91-57 for Recreational hobbyists

Those who use UAS only for recreational enjoyment, operate in accordance with Advisory Circular 91-57. This generally applies to operations in remotely populated areas away from airports, persons and buildings, below 400 feet Above Ground Level, and within visual line of sight. On February 6, 2007 the FAA published UAS guidance in the Federal Register, **14 CFR Part 91 / Docket No. FAA-2006-25714 / Unmanned Aircraft Operations in the National Airspace System**. Toward the end of the docket it says, "The FAA recognizes that people and companies other than modelers might be flying UAS with the mistaken understanding that they are legally operating under the authority of AC 91-57. AC 91-57 only applies to modelers, and thus specifically excludes its use by persons or companies for business purposes."

UAS use has grown exponentially and most are not certified, manufactured, or maintained to the standards of manned aircraft. Similarly, most operating UASs are not pilot trained, certified, or familiar with 14 CFR to ensure the safety of others. Since the FAA currently does not authorize any UAS operation to be conducted for commercial purposes, the liability implications of such operations without authorization could be devastating to the person operating the UAS should an unfortunate accident occur.

More information regarding UAS use can be found at the following website:

[www.faa.gov/about/initiatives/uas/](http://www.faa.gov/about/initiatives/uas/)

The FAA is working diligently to incorporate UAS into the National Airspace, and has been directed by Congress to integrate UAS by September 2015. For your safety, and the safety of others, please do not engage in any commercial UAS operations.

Please contact me at 817-222-5246 with any questions during normal business hours.

Alvin Brunner  
Aviation Safety Inspector  
NextGen Branch, UAS & AWOPM  
817-222-5246  
alvin.a.brunner@faa.gov

Any comments you may have on services provided are appreciated.

Please email feedback to:

[http://www.faa.gov/about/office\\_org/headquarters\\_offices/avs/stakeholder\\_feedback/afs/regional/](http://www.faa.gov/about/office_org/headquarters_offices/avs/stakeholder_feedback/afs/regional/)



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

**MAY 16 2013**

**CERTIFIED MAIL – RETURN RECEIPT REQUESTED**

Reed Timmer  
Tornado Videos.net/TVNWeather  
4060 Nicole Pl  
Norman OK 73072

Dear Mr. Timmer,

Our office recently became aware of your web site, [www.tornadovideos.net](http://www.tornadovideos.net) advertising the use of a quadcopter or Unmanned Aircraft System (UAS) for the civil and commercial purposes of selling videos and conducting tornado research.

The Federal Aviation Administration (FAA) has the requirement for the regulation and safe operation of the National Airspace System which covers all navigable airspace in the US. Private land owners do not have any jurisdiction over the airspace above their property and cannot prohibit or allow aviation operations over their land. Unmanned Aircraft are unable to comply with Title 14, Code of Federal Regulations (14 CFR) and need a specific FAA authorization. The purpose of this letter is to inform you the FAA has taken steps to ensure the public safety regarding all UAS operations. Currently, the FAA authorizes UAS operations by three means:

1. Certificate of Authorization (COA)

This authorization is an approved exemption that allows recognized public entities, i.e. federal, state, and municipal government related agencies and organizations, to self-certify their aircraft and conduct operations in accordance with the certificate after approval. The FAA reviews the operation to ensure it is in the public interest, safe, is operated by only the proponent, and does not significantly impact the safety of other air traffic or persons on the ground. To issue a COA normally takes about 60 business days once the proponent completes application and verifies its status as a public entity.

2. Special Authorization Certificate in the Experimental Category

For civil operators, the FAA can issue an experimental aircraft certificate in accordance with 14 CFR Part 21. This allows for testing and development of the aircraft, market development, and training of pilots and crewmembers for prospective clients.

3. Advisory Circular 91-57 for Recreational hobbyists

Those who use UAS only for recreational enjoyment and not for compensation or hire, operate in accordance with Advisory Circular (AC) 91-57. This generally applies to operations in remotely populated areas away from airports, persons and buildings, below 400 feet Above Ground Level, and within visual line of sight. The FAA recognizes that people and companies other than modelers might be flying UAS with the mistaken understanding that they are legally operating under the authority of AC 91-57. AC 91-57 only applies to modelers, and thus specifically excludes its use by persons or companies for business or research purposes.

The three means of UAS operations above are necessary due to the technical pace of UAS development and the proliferation of aircraft in our National Airspace System. UAS use has grown exponentially and most are not certified, manufactured, or maintained to the standards of manned aircraft. As a result, the FAA has put guidelines into effect to ensure public safety. Similarly, most wishing to operate UASs are not pilot trained, certified, or familiar with the Code of Federal Regulations to ensure the safety of others. While the FAA currently does not allow any UAS operation to be conducted for commercial purposes, the liability implications of such operations without authorization could be devastating to the person operating the UAS should an unfortunate accident occur.

It appears, based on your website, that you are currently using UAS without proper authorization and for civil or commercial purposes. This is in violation of FAA guidance for UAS. If this is true, I must advise you to cease operations until you have the proper authorization and safety is ensured. Proper authorization as a public entity can be obtained with a COA. If you are not certified to conduct public operations, you would be required to operate under the second option described above. The petition to 14 CFR Section 21.191 and the petition to 14 CFR Section 91.319 are not easily granted, you may go completely through the process and not receive the experimental certificate or the exemption. Also, please be advised that the application for an experimental certificate will require technical diagrams of your aircraft and radio control equipment. The experimental certificate application process is spelled out in FAA Order 8130.34B. If you have any additional questions about the Special Airworthiness Certificate or petition process, please contact Thomas Rampulla at [thomas.rampulla@faa.gov](mailto:thomas.rampulla@faa.gov).

More information regarding UAS program use can be found at the following websites:

- [www.faa.gov/about/initiatives/uas/](http://www.faa.gov/about/initiatives/uas/)
- [www.faa.gov/about/initiatives/uas/reg/](http://www.faa.gov/about/initiatives/uas/reg/)

The FAA is working diligently to incorporate UAS into the National Airspace (NAS) and has been directed by Congress to integrate UAS by September 2015. For your safety and the safety of others, we require you to cease UAS operations as indicated by your website.

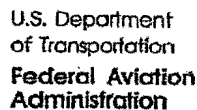
Please contact Alvin Brunner, UAS Aviation Safety Inspector, at 817-222-5246 with any questions during normal business hours.

Sincerely,



Alvin A. Brunner III  
Aviation Safety Inspector





Copy

[illegible]

Dear Mr. Light,

The FAA has the requirement for the regulation and safe operation of the National Airspace System which covers all navigable airspace in the US. Currently, the FAA authorizes UAS operations by three means:

This authorization is an approved exemption that allows recognized public entities, i.e. federal, state, and municipal government related agencies and organizations, to self certify their aircraft, and conduct operations in accordance with the COA. The FAA reviews the operation to ensure it is in the public interest, safe, is operated only by the proponent, and does not significantly impact the safety of other air traffic or persons on the ground.

For civil operators, the FAA can issue an experimental aircraft certificate in accordance with 14 CFR Part 21. This allows for testing and development of the aircraft, market development, and training of pilots and crewmembers for prospective clients. Any other uses under this certificate are prohibited. The experimental certificate application process is spelled out in FAA Order 8130.34B. If you have any additional questions about the Special Airworthiness Certificate or petition process, please contact Thomas Rampulla at [thomas.rampulla@faa.gov](mailto:thomas.rampulla@faa.gov).

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Those who use UAS only for recreational enjoyment, operate in accordance with Advisory Circular 91-57. This generally applies to operations in remotely populated areas away from airports, persons and buildings, below 400 feet Above Ground Level, and within visual line of sight. On February 6, 2007 the FAA published UAS guidance in the Federal Register, **14 CFR Part 91 / Docket No. FAA-2006-25714 / Unmanned Aircraft Operations in the National Airspace System**. Toward the end of the docket it says, "The FAA recognizes that people and companies other than modelers might be flying UAS with the mistaken understanding that they are legally operating under the authority of AC 91-57. AC 91-57 only applies to modelers, and thus specifically excludes its use by persons or companies for business purposes."

UAS use has grown exponentially and most are not certified, manufactured, or maintained to the standards of manned aircraft. Similarly, most operating UASs are not pilot trained, certified, or familiar with 14 CFR to ensure the safety of others. Since the FAA currently does not authorize any UAS operation to be conducted for commercial purposes, the liability implications of such operations without authorization could be devastating to the person operating the UAS should an unfortunate accident occur.

More information regarding UAS use can be found at the following websites:

- [www.faa.gov/about/initiatives/uas/](http://www.faa.gov/about/initiatives/uas/)
- [www.faa.gov/about/initiatives/uas/reg/](http://www.faa.gov/about/initiatives/uas/reg/)

The FAA is working diligently to incorporate UAS into the National Airspace, and has been directed by Congress to integrate UAS by September 2015. For your safety and the safety of others, we require you to cease any commercial UAS operations as indicated by your website.

Please contact me at 817-222-5246 with any questions during normal business hours.

Sincerely,



Alvin A. Brunner III  
Aviation Safety Inspector



U.S. Department  
of Transportation  
Federal Aviation  
Administration

Copy

September 12, 2012

**CERTIFIED MAIL – RETURN RECEIPT REQUESTED**

Mark La Boyteaux  
Hawkeye Media  
3036 Thicket Bend Ct,  
Fort Worth, TX 76244

Dear Mr. La Boyteaux,

Our office recently became aware of your services and website advertising the use of remote control helicopters, or unmanned aircraft systems (UAS) for commercial purposes, specifically, aerial photography. This letter is to inform you the Federal Aviation Administration (FAA) has taken steps to ensure the public safety regarding all UAS operations. It appears, based on your website and a complaint of your operation, that you are currently using UAS without proper authorization, and for commercial purposes. If so, this is in violation of FAA mandates for UAS. UASs are unable to comply with the Code of Federal Regulations (CFR) and need specific FAA authorization. I must advise you, and Hawkeye Media, to cease all UAS commercial operations to ensure public safety.

The FAA has the requirement for the regulation and safe operation of the National Airspace System which covers all navigable airspace in the US. Currently, the FAA authorizes UAS operations by three means:

1. Certificate of Authorization (COA)

This authorization is an approved exemption which allows recognized public entities, i.e. federal, state, and municipal government related agencies and organizations, to self certify their aircraft, and conduct operations in accordance with the COA. The FAA reviews the operation to ensure it is in the public interest, safe, is operated only by the proponent, and does not significantly impact the safety of other air traffic or persons on the ground.

2. Special Authorization Certificate in the Experimental Category

For civil operators, the FAA can issue an experimental aircraft certificate in accordance with Title 14, Code of Federal Regulations (14 CFR) Part 21. This allows for testing and development of the aircraft, market development, and training of pilots and crewmembers for prospective clients. Any other uses under this certificate are prohibited. The experimental certificate application process is spelled out in FAA Order 8130.34B. If you have any additional questions about the Special

Airworthiness Certificate or petition process, please contact Thomas Rampulla at [thomas.rampulla@faa.gov](mailto:thomas.rampulla@faa.gov).

3. Advisory Circular 91-57 for Recreational hobbyists

Those who use UAS only for recreational enjoyment, operate in accordance with Advisory Circular 91-57. This generally applies to operations in remotely populated areas away from airports, persons and buildings, below 400 feet above ground level, and within visual line of sight. On February 6, 2007, the FAA published UAS guidance in the Federal Register, 14 CFR Part 91 / Docket No. FAA-2006-25714 / Unmanned Aircraft Operations in the National Airspace System. Toward the end of the docket it says, "The FAA recognizes that people and companies other than modelers might be flying UAS with the mistaken understanding that they are legally operating under the authority of AC 91-57. AC 91-57 only applies to modelers, and thus specifically excludes its use by persons or companies for business purposes."

UAS use has grown exponentially and most are not certified, manufactured, or maintained to the standards of manned aircraft. Similarly, most operating UASs are not pilot trained, certified, or familiar with 14 CFR to ensure the safety of others. Since the FAA currently does not authorize any UAS operation to be conducted for commercial purposes, the liability implications of such operations without authorization could be devastating to the person operating the UAS should an unfortunate accident occur.

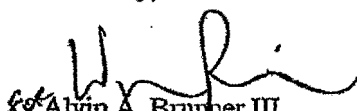
More information regarding UAS use can be found at the following websites:

- [www.faa.gov/about/initiatives/uas/](http://www.faa.gov/about/initiatives/uas/)
- [www.faa.gov/about/initiatives/uas/reg/](http://www.faa.gov/about/initiatives/uas/reg/)

The FAA is working diligently to incorporate UAS into the National Airspace, and has been directed by Congress to integrate UASs by September 2015. For your safety and the safety of others, we require you to cease any commercial UAS operations as indicated by your website.

Please contact me at 817-222-5246 with any questions during normal business hours.

Sincerely,

  
for Alvin A. Brunner III  
Aviation Safety Inspector



U.S. Department  
of Transportation  
Federal Aviation  
Administration

COPY

April 10, 2013

**CERTIFIED MAIL – RETURN RECEIPT REQUESTED**

Mr. Jack Quirk  
KJ Productions  
309 N. Harrison, Enid, OK 73703

Dear Mr. Quirk,

Our office recently came across the Enid News article on April 7th, and subsequently your web site, [www.kjproductions.com](http://www.kjproductions.com), publicizing the use of a hexacopter unmanned aircraft systems (UAS) for the commercial purposes of aerial photography. The purpose of this letter is to inform you the FAA has taken steps to ensure the public safety, regarding all UAS operations, and to warn you against unauthorized use of UAS.

The Federal Aviation Administration (FAA) has a requirement for the regulation and safe operation of the National Airspace System which covers all navigable airspace in the US. Private land owners do not have any jurisdiction over the airspace above their property and cannot prohibit or allow aviation operations over their land. Unmanned Aircraft are unable to comply with the Code of Federal Regulations (CFR) and need a specific FAA authorization. Currently, the FAA authorizes UAS operations by three means:

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This authorization is an approved exemption which allows recognized public entities, i.e. federal, state, and municipal government related agencies and organizations, to self-certify their aircraft and conduct operations in accordance with the certificate after approval. The FAA reviews the operation to ensure it is in the public interest, safe, is operated by only the proponent, and does not significantly impact the safety of other air traffic or persons on the ground. To issue a COA normally takes about 60 business days once the proponent completes application and verifies its status as a public entity.

2. Special Authorization Certificate in the Experimental Category

For civil operators, the FAA can issue an experimental aircraft certificate, in accordance with Code of Federal Regulations (CFR) Part 21. This allows for testing and development of the aircraft, market development, and training of pilots and crewmembers for prospective clients.

3. Advisory Circular 91-57 for Recreational hobbyists

Those who use UAS only for recreational enjoyment, and not for compensation or hire, may operate UAS in accordance with Advisory Circular 91-57. This generally applies to operations in remotely populated areas away from airports, persons and buildings, below 400 feet Above Ground Level, and within visual line of sight. The FAA recognizes people and companies other than modelers might be flying UAS with the mistaken understanding they are legally operating under the authority of AC 91-57. AC 91-57 only applies to modelers, and thus specifically excludes its use by persons or companies for business purposes.

CONCURRENCES
ROUTING SYMBOL ASW-220
INITIALS/SIG ABrunner
DATE 4-10-13
ROUTING SYMBOL ASW-290A
INITIALS/SIG ASrebeck
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ROUTING SYMBOL ASW-220
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The three means of UAS operations above are necessary due to the technical pace of UAS development and the proliferation of aircraft in our National Airspace System. UAS use has grown exponentially and most are not certified, manufactured, or maintained to the standards of manned aircraft. As a result, the FAA has put guidelines into effect to ensure public safety. Similarly, most wishing to operate UASs are not pilot trained, certified, or familiar with the Code of Federal Regulations to ensure the safety of others. The FAA currently does not allow any UAS operation to be conducted for commercial purposes. The liability implications of such operations without authorization could be devastating to the person operating the UAS, should an unfortunate accident occur.

It appears, based on the Enid News article and your website, that you are currently using a UAS without proper authorization and for commercial purposes. This is in violation of FAA guidance. If this is true, I must advise you to cease operations until you have the proper authorization and safety is ensured. Proper authorization as a public entity can be obtained with a Certificate of Authorization (COA). If you are not certified to conduct public operations, you would be required to operate under the second option described above. The petition to 14 CFR 21.191 and the petition to 14 CFR 91.319 are not easily granted, you may go completely through the process and not receive the experimental certificate or the exemption. Also, please be advised the application for an experimental certificate will require technical diagrams of your aircraft and radio control equipment. The experimental certificate application process is spelled out in FAA Order 8130.34B. If you have any additional questions about the Special Airworthiness Certificate or petition process, please contact Thomas Rampulla at [thomas.rampulla@faa.gov](mailto:thomas.rampulla@faa.gov).

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- [www.faa.gov/about/initiatives/uas/reg/](http://www.faa.gov/about/initiatives/uas/reg/)

The FAA is working diligently to incorporate UAS into the National Airspace (NAS) and has been directed by Congress to integrate UAS by September 2015. For your safety and the safety of others, we require you to cease UAS operations as indicated by your website.

Please contact Alvin Brunner, UAS Aviation Safety Inspector, at 817-222-5246 with any questions during normal business hours.

Sincerely,



Alvin A. Brunner III  
Aviation Safety Inspector



COPY

Phil Jackson  
Price-Edwards & Co.  
210 Park Ave Ste 1000, Oklahoma City OK 73102

Our office recently came across a news article in *The Oklahoman* highlighting the use of a quadcopter or unmanned aircraft systems (UAS) for civil or commercial purposes of aerial photography and survey.

### 1. Certificate of Authorization (COA)

## 2. Special Authorization Certificate in the Experimental Category

### **3. Advisory Circular 91-57 for Recreational hobbyists**

Those who use UAS only for recreational enjoyment and not for compensation or hire, operate in accordance with Advisory Circular (AC) 91-57. This generally applies to operations in remotely populated areas away from airports, persons and buildings, below 400 feet Above Ground Level, and within visual line of sight. The FAA recognizes that people and companies other than modelers might be flying UAS with the mistaken understanding that they are legally operating under the authority of AC 91-57. AC 91-57 only applies to modelers, and thus specifically excludes its use by persons or companies for business purposes.

[illegible]

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It appears, based on the article, that you are currently using UAS without proper authorization and for civil or commercial purposes. This is in violation of FAA guidance for UAS. If this is true, I must advise you to cease operations until you have the proper authorization and safety is ensured. Proper authorization as a public entity can be obtained with a Certificate of Authorization (COA). If you are not certified to conduct public operations, you would be required to operate under the second option described above. The petition to 14 CFR section 21.191 and the petition to 14 CFR section 91.319 are not easily granted, you may go completely through the process and not receive the experimental certificate or the exemption. Also, please be advised that the application for an experimental certificate will require technical diagrams of your aircraft and radio control equipment. The experimental certificate application process is spelled out in FAA Order 8130.34B. If you have any additional questions about the Special Airworthiness Certificate or petition process, please contact Thomas Rampulla at [thomas.rampulla@faa.gov](mailto:thomas.rampulla@faa.gov).

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- [www.faa.gov/about/initiatives/uas/reg/](http://www.faa.gov/about/initiatives/uas/reg/)

The FAA is working diligently to incorporate UAS into the National Airspace (NAS) and has been directed by Congress to integrate UAS by September 2015. For your safety and the safety of others, we require you to cease UAS operations as indicated by your website.

Please contact Alvin Brunner, UAS Aviation Safety Inspector, at 817-222-5246 with any questions during normal business hours.

Sincerely,



Alvin A. Brunner III  
Aviation Safety Inspector





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

**Northwest Mountain Region**  
Colorado, Idaho, Montana,  
Oregon, Utah, Washington,  
Wyoming

**Flight Standards Regional Office**  
1601 Lind Ave SW., Suite 560  
Renton, Washington 98057

June 11, 2013

Adrian Frothingham  
Drones West LLC  
119 91<sup>st</sup> Ave SW  
Suite#14-B  
Lake Stevens, WA 98258

Mr. Frothingham:

Your company's Unmanned Aircraft System (UAS) operation, described on your DronesWest LLC website has been brought to the attention of the Federal Aviation Administration (FAA), Flight Standards Division, Next Generation Branch, ANM-220. During our conversation on, June 6, 2013, you provided information on your operation that includes flying uncertified small UAS helicopters for hire for aerial photography.

The following steps are in place to ensure the public safety regarding all UAS operations in the National Airspace System (NAS)

Currently, the FAA authorizes UAS operations in the NAS by **three** means:

1. **Certificate of Authorization (COA).** This authorization is an approved exemption that allows recognized public entities, i.e. federal, state, and municipal government related agencies and organizations, to self certify their aircraft and conduct operations in accordance with the certificate after approval. The FAA reviews the operation to ensure it is in the public interest, safe, is operated by only the proponent, and does not significantly impact the safety of other air traffic or persons on the ground. To issue a COA normally takes about 60 business days once the proponent completes application and verifies its status as a public entity.
2. **Special Authorization Certificate in the Experimental Category.** For civil operators, the FAA can issue an experimental aircraft certificate in accordance with the Code of Federal Regulations (CFR) Part 21. This allows for testing and development of the aircraft, market development, and training of pilots and crewmembers for prospective clients. *Airworthiness Certification under the experiential category does not allow for commercial operations per CFR 91.319 (a) (2)*
3. **Advisory Circular 91-57** for recreational hobbyists. Those who use UAS only for recreational enjoyment and not for compensation or hire, operate in accordance with Advisory Circular 91-57. This generally applies to operations in remotely populated areas away from airports, persons and buildings, below 400 feet AGL and within visual line of sight. The FAA Reauthorization Act of 2012, now Public Law 112-95, Section 336, also defines Model Aircraft and their allowed uses, restricting their operation to visual line of sight operations and to hobby or recreational purposes.

Based on your described UAS operations, you are currently using a UAS without proper authorization and for commercial purposes. This is in violation of FAA policy and guidance for UAS. You are requested to utilize a manned asset for your operations until the FAA can be assured of the safety of your operation and that you have the proper authorization. If you can declare yourself as a public entity, you may make a formal on-line application for a COA by contacting Mr. Randy Willis, (202) 385-4661, to set up an on-line application account if you desire. If you are not certified to conduct public operations and would like to consider a Special Authorization Certificate, we can put you in touch with the program office in Washington, DC for consideration. If you intend to operate your aircraft for recreational purposes, you must comply with AC-91-57 and Public Law 112-95 and operate in a remote, unpopulated area.

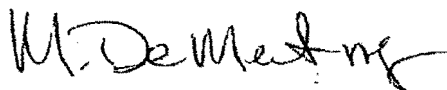
More information regarding UAS use can be found at the FAA UAS Integration Office's website: <http://www.faa.gov/about/initiatives/uas/>. The programs and policy page may also be of interest to you: Unmanned Aircraft Systems (UAS) - Regulations & Policies.

The FAA is working diligently to incorporate UAS into the NAS and has been directed by Congress to integrate UAS by September 2015.

Thank you for your cooperation and understanding in this manner, it is greatly appreciated.

If you have any questions, please contact me by phone (425) 917-6566 or email me at [Micheal.DeMent-Myers@faa.gov](mailto:Micheal.DeMent-Myers@faa.gov).

Sincerely,



Michael DeMent-Myers  
Aviation Safety Inspector  
ANM220 NextGen

Michael Harris

Your Unmanned Aircraft System (UAS) operation, described on your Elevated Work s website has been brought to the attention of our office. In our conversation today you provided information on your operation that includes flying uncertified small UAS helicopters for hire as an aerial photographer.

Several attached documents from your website confirm your commercial UAS activity.

<http://www.elevatedwork.com>

The following steps are in place to ensure the public safety regarding all UAS operations in the National Airspace System (NAS)

Currently, the FAA authorizes UAS operations in the NAS by three means:

1. Certificate of Authorization (COA). This authorization is an approved exemption that allows recognized public entities, i.e. federal, state, and municipal government related agencies and organizations, to self certify their aircraft and conduct operations in accordance with the certificate after approval. The FAA reviews the operation to ensure it is in the public interest, safe, is operated by only the proponent, and does not significantly impact the safety of other air traffic or persons on the ground. To issue a COA normally takes about 60 business days once the proponent completes application and verifies its status as a public entity.
2. Special Authorization Certificate in the Experimental Category. For civil operators, the FAA can issue an experimental aircraft certificate in accordance with the Code of Federal Regulations (CFR) Part 21. This allows for testing and development of the aircraft, market development, and training of pilots and crewmembers for prospective clients. See the attached FAA Order 8130.34B, *Airworthiness Certification of Unmanned Aircraft Systems and Optionally Piloted Aircraft*. However, obtaining a Experimental Certification does not allow for commercial operations per CFR 91.319 (a) (2)
3. Advisory Circular 91-57 for recreational hobbyists. Those who use UAS only for recreational enjoyment and not for compensation or hire, operate in accordance with Advisory Circular 91-57. This generally applies to operations in remotely populated areas away from airports, persons and buildings, below 400 feet AGL and within visual line of sight. The FAA Reauthorization Act of 2012, now Public Law 112-95, Section 336, also defines Model Aircraft and their allowed uses, restricting their operation to visual line of sight operations and to hobby or recreational purposes.

These restrictions for UAS operations are necessary at this time due to the technical pace of UAS development and the proliferation of aircraft in NAS. Their potential use has grown exponentially. This has caused the FAA to put into effect some regulatory

limits to ensure the public safety since most of the UAS currently available are not certified, manufactured, or maintained to the standards of manned aircraft. Similarly, most pilots wishing to fly UASs are not trained, certified, or familiar with the Code of Federal Regulations to ensure the safety of others. While FAA policy currently does not allow any UAS operation to be conducted for commercial purposes, the liability implications of such operations without authorization could be devastating to the person operating the UAS should an unfortunate accident occur.

Based on your described UAS operations, you are currently using a UAS without proper authorization and for commercial purposes. This is in violation of FAA policy and guidance for UAS. You are requested to utilize a manned asset for your operations until the FAA can be assured of the safety of your operation and that you have the proper authorization. If you can declare yourself as a public entity, you may make a formal on-line application for a COA by contacting Mr. Randy Willis, 202-385-4661 to set up an on-line application account if you desire. If you are not certified to conduct public operations and would like to consider a Special Authorization Certificate, we can put you in touch with the program office in Washington, DC for consideration. If you intend to operate your aircraft for recreational purposes, you should comply with AC-91-57 and Public Law 112-95 and operate in a remote, unpopulated area.

More information regarding UAS use can be found at the FAA UAS Integration Office's website: <http://www.faa.gov/about/initiatives/uas/>. The programs and policy page may also be of interest to you: Unmanned Aircraft Systems (UAS) - Regulations & Policies.

The FAA is working diligently to incorporate UAS into the NAS and has been directed by Congress to integrate UAS by September 2015.

Please contact our office any questions.

Sincerely,

Michael Dement-Myers  
ANM220 NextGen  
425.917.6566

Tim Walker  
Elevated Work

Mr. Walker:

Your Unmanned Aircraft System (UAS) operation, described on your Elevated Work s website has been brought to the attention of our office. In our conversation today you provided information on your operation that includes flying uncertified small UAS helicopters for hire as an aerial photographer.

Several attached documents from your website confirm your commercial UAS activity.

<http://www.elevatedwork.com>

The following steps are in place to ensure the public safety regarding all UAS operations in the National Airspace System (NAS)

Currently, the FAA authorizes UAS operations in the NAS by **three** means:

1. Certificate of Authorization (COA). This authorization is an approved exemption that allows recognized public entities, i.e. federal, state, and municipal government related agencies and organizations, to self certify their aircraft and conduct operations in accordance with the certificate after approval. The FAA reviews the operation to ensure it is in the public interest, safe, is operated by only the proponent, and does not significantly impact the safety of other air traffic or persons on the ground. To issue a COA normally takes about 60 business days once the proponent completes application and verifies its status as a public entity.
2. Special Authorization Certificate in the Experimental Category. For civil operators, the FAA can issue an experimental aircraft certificate in accordance with the Code of Federal Regulations (CFR) Part 21. This allows for testing and development of the aircraft, market development, and training of pilots and crewmembers for prospective clients. See the attached FAA Order 8130.34B, *Airworthiness Certification of Unmanned Aircraft Systems and Optionally Piloted Aircraft*. However, obtaining a *Experimental Certification* does not allow for commercial operations per CFR 91.319 (a) (2)
3. Advisory Circular 91-57 for recreational hobbyists. Those who use UAS only for recreational enjoyment and not for compensation or hire, operate in accordance with Advisory Circular 91-57. This generally applies to operations in remotely populated areas away from airports, persons and buildings, below 400 feet AGL and within visual line of sight. The FAA Reauthorization Act of 2012, now Public Law 112-95, Section 336, also defines Model Aircraft and their allowed uses, restricting their operation to visual line of sight operations and to hobby or recreational purposes.

These restrictions for UAS operations are necessary at this time due to the technical pace of UAS development and the proliferation of aircraft in NAS. Their potential use has grown exponentially. This has caused the FAA to put into effect some regulatory limits to ensure the public safety since most of the UAS currently available are not certified, manufactured, or maintained to the standards of manned aircraft. Similarly, most pilots wishing to fly UASs are not trained, certified, or familiar with the Code of Federal Regulations to ensure the safety of others. While FAA policy currently does not allow any UAS operation to be conducted for commercial purposes, the liability implications of such operations without authorization could be devastating to the person operating the UAS should an unfortunate accident occur.

Based on your described UAS operations, you are currently using a UAS without proper authorization and for commercial purposes. This is in violation of FAA policy and guidance for UAS. You are requested to utilize a manned asset for your operations until the FAA can be assured of the safety of your operation and that you have the proper authorization. If you can declare yourself as a public entity, you may make a formal on-line application for a COA by contacting Mr. Randy Willis, 202-385-4661 to set up an on-line application account if you desire. If you are not certified to conduct public operations and would like to consider a Special Authorization Certificate, we can put you in touch with the program office in Washington, DC for consideration. If you intend to operate your aircraft for recreational purposes, you must comply with AC-91-57 and Public Law 112-95 and operate in a remote, unpopulated area.

More information regarding UAS use can be found at the FAA UAS Integration Office's website: <http://www.faa.gov/about/initiatives/uas/>. The programs and policy page may also be of interest to you: Unmanned Aircraft Systems (UAS) - Regulations & Policies.

The FAA is working diligently to incorporate UAS into the NAS and has been directed by Congress to integrate UAS by September 2015.

Tim, thank you for your cooperation and understanding in this manner, it is greatly appreciated.

Please contact our office any questions.

Sincerely,

Michael DeMent-Myers  
ANM220 NextGen  
425.917.6566

Mr. Matt Gunn  
Gunn Photography Services, LLC  
6940 Roswell Road  
Sandy Springs, GA 30328

Dear Mr. Gunn,

My name is Mike Wilson and, along with my colleague Bruce LaCour, we are the Unmanned Aircraft System (UAS) specialists and Aviation Safety Inspectors within the Federal Aviation Administration (FAA). We are charged with the responsibility of oversight, monitoring, and enforcement of UAS issues and investigations in the Southern Region.

We recently came across your web site, Gunn Photography Services, LLC, advertising the use of the T-Rex 600 Unmanned Aircraft Helicopter for commercial purposes in and around the Atlanta area. While your innovative use of the UAS may be well-intended, I must inform you the FAA has taken steps to ensure the public safety regarding all UAS operations. The FAA currently does not allow any UAS operation to be conducted for commercial purposes. It appears, based on your website, that you are currently using the T-Rex 600 UAS Helicopter without proper authorization and for commercial purposes. This is in violation of FAA guidance for UAS. I must advise you to cease operations until the FAA can be assured of the safety of your operation and you have the proper authorization.

Currently, the FAA authorizes UAS operations by three means:

1. **Certificate of Authorization (COA).** This authorization is an approved exemption that allows recognized public entities, i.e. federal, state, and municipal government related agencies and organizations, to self certify their aircraft and conduct operations in accordance with the certificate after approval. The FAA reviews the operation to ensure it is in the public interest, safe, is operated by only the proponent, and does not significantly impact the safety of other air traffic or persons on the ground. To issue a COA normally takes about 60 business days once the proponent completes application and verifies its status as a public entity.
2. **Special Airworthiness Certificate in the Experimental Category.** For civil operators, the FAA can issue an experimental aircraft certificate in accordance with Code of Federal Regulations (CFR) Part 21. This allows for testing and development of the aircraft, market development, and training of pilots and crewmembers for prospective clients.
3. **Advisory Circular 91-57 for Recreational hobbyists.** Those who use UAS only for recreational enjoyment and not for compensation or hire, operate in accordance with Advisory Circular 91-57. This generally applies to operations in

remotely populated areas away from airports, persons and buildings, below 400 feet Above Ground Level, and within visual line of sight.

These restrictions for UAS operations are necessary at this time due to the technical pace of UAS development and the proliferation of aircraft. Their potential use has grown exponentially. This has caused the FAA to put into effect some regulatory limits to ensure the public safety since most of the UAS currently available are not certified, manufactured, or maintained to the standards of manned aircraft. Similarly, most pilots wishing to fly UASs are not trained, certified, or familiar with the Code of Federal Regulations to ensure the safety of others. While the FAA currently does not allow any UAS operation to be conducted for commercial purposes, the liability implications of such operations without authorization could be devastating to the person operating the UAS should an unfortunate accident occur.

If you can declare yourself as a public entity, you may make a formal on-line application for a COA by contacting Mr. Randy Willis, 202-385-4661 to set up an on-line application account if you desire. If you are not certified to conduct public operations and would like to consider a Special Authorization Certificate, we can put you in touch with the program office in Washington, DC for consideration. If you intend to operate your aircraft recreationally, you must comply with AC-91-57 and operate in a remote, unpopulated area.

More information regarding UAS use can be found at the FAA Unmanned Aircraft Program Office's website: <http://www.faa.gov/about/initiatives/uas/>

The FAA is working diligently to incorporate UAS into the National Airspace (NAS) and has been directed by Congress to integrate UAS by September 2015. For your safety and the safety of others, we require you to cease operations as indicated by your website. Please contact myself, Bruce LaCour (Bruce.Lacour@faa.gov), or any one of us at the Regional office with any questions.

Regards,

Michael K. Wilson  
UAS Program Manager  
FAA Southern Region  
404.305.6038  
Mike.Wilson@faa.gov





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Orlando FSDO-15  
Citadel Int'l, Suite 500  
5950 Hazelhine National Drive  
Orlando, Florida 32822-5023  
(407) 812-7765; Fax: (407) 812 7710

May 21, 2012

SkyGolf Productions  
13115 Via Roma Court  
Jacksonville, FL 32224

Gentlemen,

My name is Richard Scheibel and I am the Unmanned Aircraft System (UAS) specialists and Aviation Safety Inspector within the Federal Aviation Administration (FAA). I am in charge with the responsibility of oversight, monitoring, and enforcement of UAS issues and investigations in the Orlando FSDO area.

We recently came across your web site, SkyGolf Productions, LLC, advertising the use of An Unmanned Aircraft Helicopter for commercial purposes in and around the Jacksonville Area. While your innovative use of the UAS may be well-intended, I must inform you the FAA has taken steps to ensure the public safety regarding all UAS operations. The FAA currently does not allow any UAS operation to be conducted for commercial purposes. It appears, based on your website, that you are currently using a UAS Helicopter without proper authorization and for commercial purposes. This is in violation of FAA guidance for UAS. I must advise you to cease operations until the FAA can be assured of the safety of your operation and you have the proper authorization.

Currently, the FAA authorizes UAS operations by three means:

1. Certificate of Authorization (COA). This authorization is an approved exemption that allows recognized public entities, i.e. federal, state, and municipal government related agencies and organizations, to self certify their aircraft and conduct operations in accordance with the certificate after approval. The FAA reviews the operation to ensure it is in the public interest, safe, is operated by only the proponent, and does not significantly impact the safety of other air traffic or persons on the ground. To issue a COA normally takes about 60 business days once the proponent completes application and verifies its status as a public entity.
2. Special Airworthiness Certificate in the Experimental Category. For civil operators, the FAA can issue an experimental aircraft certificate in accordance with Code of Federal Regulations (CFR) Part 21. This allows for testing and development of the aircraft, market development, and training of pilots and crewmembers for prospective clients.
3. Advisory Circular 91-57 for Recreational hobbyists. Those who use UAS only for recreational enjoyment and not for compensation or hire, operate in accordance with Advisory Circular 91-57. This generally applies to operations in remotely populated areas away from airports, persons and buildings, below 400 feet Above Ground Level, and within visual line of sight.

These restrictions for UAS operations are necessary at this time due to the technical pace of UAS development and the proliferation of aircraft. Their potential use has grown exponentially. This has caused the FAA to put into effect some regulatory limits to ensure the public safety since most of the UAS currently available are not certified, manufactured, or maintained to the standards of manned aircraft. Similarly, most pilots wishing to fly UASs are not trained, certified, or familiar with the Code of Federal Regulations to ensure the safety of others. While the FAA currently does not allow any UAS operation to be conducted for commercial purposes, the liability implications of such operations without authorization could be devastating to the person operating the UAS should an unfortunate accident occur.

If you can declare yourself as a public entity, you may make a formal on-line application for a COA by contacting Mr. Randy Willis, 202-385-4661 to set up an on-line application account if you desire. If you are not certified to conduct public operations and would like to consider a Special Authorization Certificate, we can put you in touch with the program office in Washington, DC for consideration. If you intend to operate your aircraft recreationally, you must comply with AC-91-57 and operate in a remote, unpopulated area.

More information regarding UAS use can be found at the FAA Unmanned Aircraft Program Office's website: <http://www.faa.gov/about/initiatives/uas/>. The FAA is working diligently to incorporate UAS into the National Airspace (NAS) and has been directed by Congress to integrate UAS by September 2015. For your safety and the safety of others, we require you to cease operations as indicated by your website.

If you have any questions you may contact me at the above number.

Sincerely,

Richard F Scheibel  
Aviation Safety Inspector

Q:\TYPING\UNIT1\scheibel/uas/skygolf



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Flight Standards Division  
901 Locust St.  
Kansas City, MO 64106

August 30, 2012

REGULAR and CERTIFIED MAIL-RETURN RECEIPT REQUESTED  
Certificate No. 7006 0100 0001 7196 2697

Mr. Neil Crosby  
PhotoPlay Aerials  
3225 Old Knoxville Hwy  
Maryville, TN 37804

Mr. Crosby,

I am the Unmanned Aircraft System (UAS) Specialist for the Federal Aviation Administration (FAA), Central Region based in Kansas City, Missouri. A recent Knoxville News Sentinel news article, dated August 23, 2012, was brought to our attention. The article features your use of a UAS helicopter for aerial photography.

The FAA has taken steps to ensure the public safety regarding all UAS operations. These initial steps take a "do no harm" approach to preserve the world's safest air transportation system. Currently, the FAA authorizes UAS operations by three means.

1. Certificate of Authorization (COA). This authorization allows public entities, i.e., federal, state, and municipal government related organizations, to self-certify their aircraft. The FAA reviews the operation to ensure it is in the public interest, safe, and does not significantly impact the safety of other air traffic or persons on the ground. To issue a COA normally takes about 60 business days.
2. Experimental Certification. For civil operators, the FAA can issue an experimental aircraft certificate in accordance with Code of Federal Regulations (CFR) Part 21.191. CFR 21.191 addresses special airworthiness certificates in the experimental category. Experimental certificates are issued to UAS only for the purposes of research and development, crew training and market survey.

You may petition for an exemption to 14 CFR 21.191. You would also need to petition for an exemption to 14 CFR 91.319 because no person may operate an aircraft that has an experimental certificate for compensation or hire. Petition for exemptions can be submitted on-line at <http://www.faa.gov/regulations/policies/rulemaking/petition/>. If you just want to sell your aircraft, you can do this with an experimental under market survey. In this case you wouldn't need the two exemptions.

Exemption under 14 CFR 21.191 and 14 CFR 91.319 are not easily granted. Please be advised that the application for an experimental certificate will require technical diagrams of your aircraft and radio control equipment. Commercial UAS operations require the operator to hold a FAA pilot certificate with the appropriate ratings. The experimental certificate application process is spelled out in FAA Order 8130.34B ([www.faa.gov/go/uas](http://www.faa.gov/go/uas) - go to the regulations & policies link).

3. Recreational hobbyists. This group is comprised of those individuals who use UAS only for recreational enjoyment in accordance with FAA Advisory Circular 91-57. This generally applies to operations away from airports, persons, and buildings, below 400 feet above ground level, and within visual line of sight.

These limited restrictions for UAS operations are necessary. The technical pace of UAS development, and the proliferation of their potential use, has grown exponentially. This growth has caused the FAA to put into effect some regulatory requirements to ensure the public safety.

These requirements are necessary because most of the UAS currently available are not manufactured and maintained to the standards of manned aircraft. Similarly, most operators wishing to fly UASs are not trained, certified, or know the rules of the air to ensure the safety of others both in the air and on the ground.

More information regarding UAS use can be found at the FAA Unmanned Aircraft Program Office's website, <http://www.faa.gov/about/initiatives/uas/>.

Based on your company's website, you are currently operating a UAS for commercial use without proper authorization. Operations of this kind may be in violation of the Federal Aviation Regulations and result in legal enforcement action. The options available to you are:

- 1) To cease operations;
- 2) To make application for the proper authorization so that the FAA can be assured of the safety of your operation.

As stated earlier, civil operators have been granted experimental certificates for UAS operations. You are invited to make application for the proper authorization. The instructions for making application can be found at <https://ioeaaa.faa.gov/oeaaa/Portal.do>.

For questions, please do not hesitate to contact me.

Sincerely,



Christopher L. Grotewohl  
Aviation Safety Inspector  
UAS Specialist  
NextGen Branch, ACE-220



**aerial photography**  
Christopher Grotewohl  
ACE-220, Nextgen Branch to: Info

06/06/2013 08:02 AM

To Whom this may concern:

The Federal Aviation Administration (FAA) has received notification that your company, Hybird Video LLC, is utilizing a Quadcopter UAS for commercial purposes. The use of a Quadcopter UAS for aerial photography is prohibited without proper authorization.

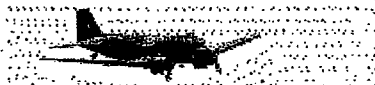
As a FAA Unmanned Aircraft System (UAS) Inspector, I want to share the three possible ways of operating the UA.

1. **Certificate of Authorization (COA).** This authorization allows public entities, i.e., federal, state, and municipal government related organizations, to self-certify their aircraft. The FAA reviews the operation to ensure it is in the public interest, safe, and does not significantly impact the safety of other air traffic or persons on the ground. To issue a COA normally takes about 60 business days.
2. **Experimental Certification.** For civil operators, the FAA can issue an experimental aircraft certificate in accordance with Code of Federal Regulations (CFR) Part 21.191. CFR 21.191 addresses special airworthiness certificates in the experimental category. Experimental certificates are issued to UAS only for the purposes of research and development, crew training and market survey. Not allowed for aerial photography or for hire.
3. **Recreational hobbyists.** This group is comprised of those individuals who use UAS only for recreational enjoyment in accordance with FAA Advisory Circular 91-57. This generally applies to operations away from airports, persons, and buildings, below 400 feet above ground level, and within visual line of sight.

Based on your website and Facebook page, you are operating a UAS for commercial use without proper authorization. Operations of this kind may be in violation of the Federal Aviation Regulations and result in legal enforcement action. The options available to you are 1) to cease operations, or 2) to make application for the proper authorization so that the FAA can be assured of the safety of your operation.

The Grandview and local law enforcement agencies will be notified of this operation.

Sincerely,



**Chris Grotewohl**

**ACE-220 Nextgen Branch UAS**

**901 Locust Street, Room 332**

**Kansas City, MO 64106**

**T 816-329-3273**

**F 816-329-3208**

July 10, 2013

**REGULAR and CERTIFIED MAIL-RETURN RECEIPT REQUESTED**  
Certificate No. 7006 0100 0001 7196 2772

University of Missouri  
Missouri School of Journalism  
Administrative Offices  
120 Neff Hall  
Columbia, MO 65211-1200

To whom this may concern:

<http://www.missouridronejournalism.com/category/drones/> was brought to our attention from the Unmanned Aircraft System (UAS) specialist for the Federal Aviation Administration (FAA) Central Region based in Kansas City, Missouri. Your website features your use of a multicopter UAS for journalism educational purposes.

The FAA has taken steps to ensure the public safety regarding all UAS operations. These initial steps take a “do no harm” approach to preserve the world’s safest air transportation system. Currently, the FAA authorizes UAS operations by three means.

1. **Certificate of Authorization (COA).** This authorization allows public entities, i.e., federal, state, and municipal government related organizations, to self-certify their aircraft. The FAA reviews the operation to ensure it is in the public interest, safe, and does not significantly impact the safety of other air traffic or persons on the ground. To issue a COA normally takes about 60 business days.
2. **Experimental Certification.** For civil operators, the FAA can issue an experimental aircraft certificate in accordance with Code of Federal Regulations (CFR) Part 21.191. CFR 21.191 addresses special airworthiness certificates in the experimental category. Experimental certificates are issued to UAS only for the purposes of research and development, crew training and market survey.

You may petition for an exemption to 14 CFR 21.191. You would also need to petition for an exemption to 14 CFR 91.319 because no person may operate an aircraft that has an experimental certificate for compensation or hire. Petition for exemptions can be submitted on-line at <http://www.faa.gov/regulations/policies/rulemaking/petition/>. If you just want to sell your aircraft, you can do this with an experimental under market survey. In this case, you wouldn't need the two exemptions.

Exemption under 14 CFR 21.191 and 14 CFR 91.319 are not easily granted. Please be advised that the application for an experimental certificate will require technical diagrams of your aircraft and radio control equipment. Commercial UAS operations require the operator to hold

[illegible]

a FAA pilot certificate with the appropriate ratings. The experimental certificate application process is spelled out in FAA Order 8130.34B ([www.faa.gov/go/uas](http://www.faa.gov/go/uas) - go to the regulations & policies link).

3. Recreational hobbyists. This group is comprised of those individuals who use UAS only for recreational enjoyment in accordance with FAA Advisory Circular 91-57. This generally applies to operations away from airports, persons, and buildings, below 400 feet above ground level, and within visual line of sight.

These requirements are necessary because most of the UAS currently available are not manufactured and maintained to the standards of manned aircraft. Similarly, most operators wishing to fly UASs are not trained, certified, or know the rules of the air to ensure the safety of others both in the air and on the ground.

More information regarding UAS use can be found at the FAA Unmanned Aircraft Program Office's website <http://www.faa.gov/about/initiatives/uas/>

Based on your university website, you are currently operating a UAS without proper authorization. Operations of this kind may be in violation of the Federal Aviation Regulations and result in legal enforcement action. The options available are 1) to cease operations, or 2) to make application for the proper authorization so that the FAA can be assured of the safety of your operation. The instructions for making application can be found at <https://ioeaaa.faa.gov/oeaaa/Portal.do>.

For questions, please do not hesitate to contact me.

Sincerely,

Christopher L. Grotewohl  
Aviation Safety Inspector  
UAS Specialist  
NextGen Branch, ACE-220  
816-329-3273





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Flight Standards Division  
901 Locust, Room 342  
Kansas City, MO 64106

July 10, 2013

REGULAR and CERTIFIED MAIL- RETURN RECEIPT REQUESTED  
Certificate No.7006 0100 0001 7196 2789

University of Nebraska-Lincoln  
College of Journalism and Mass Communications  
Anderson Hall  
200 Centennial Mall North  
Lincoln, NE 68588-0443

To whom this may concern:

<http://journalism.unl.edu/drone-journalism-lab> was brought to our attention from the Unmanned Aircraft System (UAS) specialist for the Federal Aviation Administration (FAA) Central Region based in Kansas City, Missouri. The university website features your use of a UAS for journalism educational purposes.

The FAA has taken steps to ensure the public safety regarding all UAS operations. These initial steps take a "do no harm" approach to preserve the world's safest air transportation system. Currently, the FAA authorizes UAS operations by three means.

1. Certificate of Authorization (COA). This authorization allows public entities, i.e., federal, state, and municipal government related organizations, to self-certify their aircraft. The FAA reviews the operation to ensure it is in the public interest, safe, and does not significantly impact the safety of other air traffic or persons on the ground. To issue a COA normally takes about 60 business days.
2. Experimental Certification. For civil operators, the FAA can issue an experimental aircraft certificate in accordance with Code of Federal Regulations (CFR) Part 21.191. CFR 21.191 addresses special airworthiness certificates in the experimental category. Experimental certificates are issued to UAS only for the purposes of research and development, crew training and market survey.

You may petition for an exemption to 14 CFR 21.191. You would also need to petition for an exemption to 14 CFR 91.319 because no person may operate an aircraft that has an experimental certificate for compensation or hire. Petition for exemptions can be submitted on-line at <http://www.faa.gov/regulations/policies/rulemaking/petition/>. If you just want to sell your aircraft, you can do this with an experimental under market survey. In this case, you wouldn't need the two exemptions.

Exemption under 14 CFR 21.191 and 14 CFR 91.319 are not easily granted. Please be advised that the application for an experimental certificate will require technical diagrams of your aircraft and radio control equipment. Commercial UAS operations require the operator to hold a FAA pilot certificate with the appropriate ratings. The experimental certificate application

CONCURRENCES
ROUTING SYMBOL ACE-220 CLC
INITIALS/SIG
DATE
ROUTING SYMBOL ACE-220 RM
INITIALS/SIG
DATE
ROUTING SYMBOL ACE-220 KLI
INITIALS/SIG
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process is spelled out in FAA Order 8130.34B ([www.faa.gov/go/uas](http://www.faa.gov/go/uas) - go to the regulations & policies link).

3. Recreational hobbyists. This group is comprised of those individuals who use UAS only for recreational enjoyment in accordance with FAA Advisory Circular 91-57. This generally applies to operations away from airports, persons, and buildings, below 400 feet above ground level, and within visual line of sight.

These requirements are necessary because most of the UAS currently available are not manufactured and maintained to the standards of manned aircraft. Similarly, most operators wishing to fly UASs are not trained, certified, or know the rules of the air to ensure the safety of others both in the air and on the ground.

More information regarding UAS use can be found at the FAA Unmanned Aircraft Program Office's website <http://www.faa.gov/about/initiatives/uas/>.

Based on your university website, you are currently operating a UAS without proper authorization. Operations of this kind may be in violation of the Federal Aviation Regulations and result in legal enforcement action. The options are 1) to cease operations, or 2) to make application for the proper authorization so that the FAA can be assured of the safety of your operation. The instructions for making application can be found at <https://ioeaaa.faa.gov/oeaaa/Portal.do>.

For questions, please do not hesitate to contact me.

Sincerely,

Christopher L. Grotewohl  
Aviation Safety Inspector  
UAS Specialist  
NextGen Branch, ACE-220  
816-329-3273



aerial photography  
Christopher Grotewohl  
ACE-220, Nextgen Branch to: wollwerth  
Bcc: James Bostrom

07/02/2013 08:52 AM

Mr. Wollwerth,

In response to your inquiry in the use of a RC helicopter for aerial photography.

As an FAA Unmanned Aircraft System (UAS) Inspector, I want to share the three possible ways of operating the UA.

1. Certificate of Authorization (COA). This authorization allows public entities, i.e., federal, state, and municipal government related organizations, to self-certify their aircraft. The FAA reviews the operation to ensure it is in the public interest, safe, and does not significantly impact the safety of other air traffic or persons on the ground. To issue a COA normally takes about 60 business days.

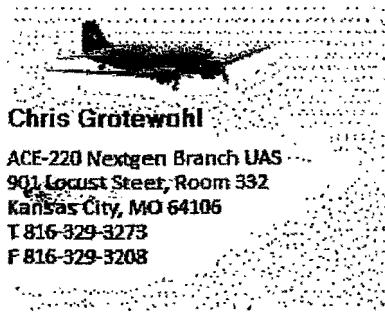
**Commercial operations including aerial photography for hire are not allowed.**

2. Experimental Certification. For civil operators, the FAA can issue an experimental aircraft certificate in accordance with Code of Federal Regulations (CFR) Part 21.191. CFR 21.191 addresses special airworthiness certificates in the experimental category. Experimental certificates are issued to UAS only for the purposes of research and development, crew training and market survey.

**Commercial operations including aerial photography or for hire are not allowed.**

3. Recreational hobbyists. This group is comprised of those individuals who use UAS only for recreational enjoyment in accordance with FAA Advisory Circular 91-57. This generally applies to operations away from airports, persons, and buildings, below 400 feet above ground level, and within visual line of sight. **Commercial operations including aerial photography for hire are not allowed.**

Based on your email, you are operating a UAS for commercial use without proper authorization. Operations of this kind may be in violation of the Federal Aviation Regulations/Policy and could result in legal enforcement action. The options available to you are 1) to cease operations, or 2) to make application for the proper authorization so that the FAA can be assured of the safety of your operation.



**Chris Grotewohl**

ACE-220 Nextgen Branch UAS  
901 Locust Street, Room 332  
Kansas City, MO 64106  
T 816-329-3273  
F 816-329-3208



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

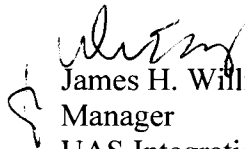
FEB 03 2015

**Re: Freedom of Information Act (FOIA) Request 2015-000334**

This letter responds to your September 28, 2014 Freedom of Information Act (FOIA) request concerning “copies of any letters, e-mails, or other written or electronic communications requesting or demanding individuals and organizations cease and desist, stop operating, or stop advertising unmanned aerial vehicles. Please limit this request to letters dated during calendar year 2014 to date.”

A search was conducted by the Federal Aviation Administration’s (FAA), Unmanned Aircraft Systems (UAS), Integration Office, AFS-80. This office located a copy of 7 records received by the Federal Aviation Administration (FAA), Southwest Regional Office and responsive to your request.

Sincerely,

  
James H. Williams  
Manager  
UAS Integration Office  
FAA Flight Standards Service, AFS-80

7004 2510 0005 5867 3436

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Tyler Morning Telegraph  
Attn: Mr. Bill Campbell  
Director of Marketing and Digital Technology  
401 W. Erwin St., Tyler TX 75702



March 7, 2014

**CERTIFIED MAIL – RETURN RECEIPT REQUESTED**

Tyler Morning Telegraph  
Attn: Mr. Bill Campbell  
Director of Marketing and Digital Technology  
401 W. Erwin St., Tyler TX 75702

Dear Mr. Campbell,

It was a pleasure talking with you regarding the reported use of a type of unmanned aircraft systems (UAS) by the Tyler Morning Telegraph. The use of an UAS for commercial purposes of aerial photography for the Tyler Morning Telegraph came to our attention through the complaint process. As we discussed, there is a good amount of misinformation regarding UAS and their proper use.

The Federal Aviation Administration (FAA) has the requirement for the regulation and safe operation of the National Airspace System which covers all navigable airspace in the US. Private land owners do not have any jurisdiction over the airspace above their property and cannot prohibit or allow aviation operations over their land. Unmanned Aircraft are unable to comply with Title 14, Code of Federal Regulations (CFR) and need a specific FAA authorization. The purpose of this letter is to inform you the FAA has taken steps to ensure the public safety regarding all UAS operations. Currently, the FAA authorizes UAS operations by three means:

1. Certificate of Authorization (COA)

This authorization is an approved exemption which allows recognized public entities, i.e., federal, state, and municipal government related agencies and organizations, to self-certify their aircraft and conduct operations in accordance with the certificate after approval. The FAA reviews the operation to ensure it is in the public interest, safe, is operated by only the proponent, and does not significantly impact the safety of other air traffic or persons on the ground. To issue a COA normally takes about 60 business days once the proponent completes application and verifies its status as a public entity.

2. Special Authorization Certificate in the Experimental Category

For civil operators, the FAA can issue an experimental aircraft certificate in accordance with Code of Federal Regulations (CFR) Part 21. This allows for testing and development of the aircraft, market development, and training of pilots and crewmembers for prospective clients.

3. Advisory Circular 91-57 for Recreational Hobbyists

Those who use UAS only for recreational enjoyment and not for compensation or hire, operate in accordance with Advisory Circular 91-57. This generally applies to operations in remotely populated areas away from airports, persons and buildings, below 400 feet

CONCURRENCES
ROUTING SYMBOL ASW-220 Specialist
INITIALS/SIG Al Burns
DATE 3-7-14
ROUTING SYMBOL ASW-220A
INITIALS/SIG L Wilkerson
DATE 3-7-14
ROUTING SYMBOL ASW-220 Manager
INITIALS/SIG WRadick
DATE 03-07-14
ROUTING SYMBOL ASW-220A
INITIALS/SIG L Wilkerson
DATE 3-7-14
ROUTING SYMBOL Mailed
INITIALS/SIG
DATE
ROUTING SYMBOL
INITIALS/SIG
DATE
ROUTING SYMBOL
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ROUTING SYMBOL
INITIALS/SIG
DATE

Above Ground Level, and within visual line of sight. The FAA recognizes that people and companies other than modelers might be flying UAS with the mistaken understanding that they are legally operating under the authority of AC 91-57. AC 91-57 only applies to modelers, and thus specifically excludes its use by persons or companies for business purposes.

The three means of UAS operations above are necessary due to the technical pace of UAS development and the proliferation of aircraft in our National Airspace System. UAS use has grown exponentially and most are not certified, manufactured, or maintained to the standards of manned aircraft. As a result, the FAA has put guidelines into effect to ensure public safety. Similarly, most wishing to operate UASs are not pilot trained, certified, or familiar with the Code of Federal Regulations to ensure the safety of others. While the FAA currently does not allow any UAS operation to be conducted for commercial purposes, the liability implications of such operations without authorization could be devastating to the person operating the UAS should an unfortunate accident occur.

It appears, based on our conversation and the complainant, you may have been using UAS without proper authorization and for commercial purposes. If so, this is in violation of FAA guidance for UAS. If this is true, I must advise you to cease operations until you have the proper authorization and safety is ensured. Proper authorization as a public entity can be obtained with a Certificate of Authorization (COA). If you are not certified to conduct public operations, you would be required to operate under the second option described above. The petition to 14 CFR 21.191 and the petition to 14 CFR 91.319 are not easily granted, you may go completely through the process and not receive the experimental certificate or the exemption. Also, please be advised that the application for an experimental certificate will require technical diagrams of your aircraft and radio control equipment. The experimental certificate application process is spelled out in FAA Order 8130.34B. If you have any additional questions about the Special Airworthiness Certificate or petition process, please contact Thomas Rampulla at [thomas.rampulla@faa.gov](mailto:thomas.rampulla@faa.gov).

More information regarding UAS program use can be found at the following websites:

- [www.faa.gov/about/initiatives/uas/](http://www.faa.gov/about/initiatives/uas/)
- [www.faa.gov/about/initiatives/uas/reg/](http://www.faa.gov/about/initiatives/uas/reg/)

The FAA is working diligently to incorporate UAS into the National Airspace (NAS) and has been directed by Congress to integrate UAS by September 2015. For your safety and the safety of others, we require you to cease UAS operations as was discussed. Your cooperation is appreciated.

Please contact Alvin Brunner, UAS Aviation Safety Inspector, at 817-222-5246 with any questions during normal business hours.

Sincerely,

Alvin A. Brunner III  
Aviation Safety Inspector



Cc: Mr. Calvin Clyde  
Chairman of the Board, Tyler Morning Telegraph

ASW-220ABrunner;aab;x5246;9/12/2012: (L:\ASW220\UAS\Hawkeye Media CnD Ltr.doc)  
Edited by: ASW240:LWilkerson:llw:x5293:3/7/2014

7004 2510 0005 5867 3429

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Sent To	Robert Dodd	
Street, Apt. No., or PO Box No.	1388 Luann	
City, State, ZIP+4	Tyler TX 75703	



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

File Code 8700-2

SP # 9572

March 4, 2014

**CERTIFIED MAIL – RETURN RECEIPT REQUESTED**

Robert Dodd  
1388 Luann, Tyler TX 75703

Dear Mr. Dodd,

It was a pleasure talking with you regarding the news story and construction advertisement which came to our attention that used a type of UAS or unmanned aircraft systems (UAS) for commercial or civil purposes of aerial photography. As we discussed, there is a good amount of misinformation regarding UAS and their proper use.

The Federal Aviation Administration (FAA) has the requirement for the regulation and safe operation of the National Airspace System which covers all navigable airspace in the US. Private land owners do not have any jurisdiction over the airspace above their property and cannot prohibit or allow aviation operations over their land. Unmanned Aircraft are unable to comply with Title 14, Code of Federal Regulations (CFR) and need a specific FAA authorization. The purpose of this letter is to inform you the FAA has taken steps to ensure the public safety regarding all UAS operations. Currently, the FAA authorizes UAS operations by three means:

1. Certificate of Authorization (COA)

This authorization is an approved exemption that allows recognized public entities, i.e. federal, state, and municipal government related agencies and organizations, to self-certify their aircraft and conduct operations in accordance with the certificate after approval. The FAA reviews the operation to ensure it is in the public interest, safe, is operated by only the proponent, and does not significantly impact the safety of other air traffic or persons on the ground. To issue a COA normally takes about 60 business days once the proponent completes application and verifies its status as a public entity.

2. Special Authorization Certificate in the Experimental Category

For civil operators, the FAA can issue an experimental aircraft certificate in accordance with Code of Federal Regulations (CFR) Part 21. This allows for testing and development of the aircraft, market development, and training of pilots and crewmembers for prospective clients.

3. Advisory Circular 91-57 for Recreational Hobbyists

Those who use UAS only for recreational enjoyment and not for compensation or hire, operate in accordance with Advisory Circular 91-57. This generally applies to operations in remotely populated areas away from airports, persons and buildings, below 400 feet Above Ground Level, and within visual line of sight. The FAA recognizes that people and companies other than modelers might be flying UAS with the mistaken understanding that they are legally operating under the authority of AC 91-57. AC 91-57 only applies to modelers, and thus specifically excludes its use by persons or companies for business purposes.

CONCURRENCES	
ROUTING SYMBOL	ASW-220
INITIALS/SIG	Specialist
DATE	ABrunner
ROUTING SYMBOL	3-4-14
INITIALS/SIG	ASW-220A
DATE	LWilkerson
ROUTING SYMBOL	3-4-14
INITIALS/SIG	ASW-220
DATE	Manager
ROUTING SYMBOL	WRadicke
INITIALS/SIG	WCE
DATE	03-04-14
ROUTING SYMBOL	ASW-220A
INITIALS/SIG	LWilkerson
DATE	
ROUTING SYMBOL	
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The three means of UAS operations above are necessary due to the technical pace of UAS development and the proliferation of aircraft in our National Airspace System. UAS use has grown exponentially and most are not certified, manufactured, or maintained to the standards of manned aircraft. As a result, the FAA has put guidelines into effect to ensure public safety. Similarly, most wishing to operate UASs are not pilot trained, certified, or familiar with the Code of Federal Regulations to ensure the safety of others. While the FAA currently does not allow any UAS operation to be conducted for commercial purposes, the liability implications of such operations without authorization could be devastating to the person operating the UAS should an unfortunate accident occur.

It appears, based on the construction website and our conversation, that you have been using UAS without proper authorization and for commercial purposes. If so, this is in violation of FAA guidance for UAS. If this is true, I must advise you to cease operations until you have the proper authorization and safety is ensured. Proper authorization as a public entity can be obtained with a Certificate of Authorization (COA). If you are not certified to conduct public operations, you would be required to operate under the second option described above. The petition to 14 CFR 21.191 and the petition to 14 CFR 91.319 are not easily granted, you may go completely through the process and not receive the experimental certificate or the exemption. Also, please be advised that the application for an experimental certificate will require technical diagrams of your aircraft and radio control equipment. The experimental certificate application process is spelled out in FAA Order 8130.34B. If you have any additional questions about the Special Airworthiness Certificate or petition process, please contact Thomas Rampulla at [thomas.rampulla@faa.gov](mailto:thomas.rampulla@faa.gov).

More information regarding UAS program use can be found at the following websites:

- [www.faa.gov/about/initiatives/uas/](http://www.faa.gov/about/initiatives/uas/)
- [www.faa.gov/about/initiatives/uas/reg/](http://www.faa.gov/about/initiatives/uas/reg/)

The FAA is working diligently to incorporate UAS into the National Airspace (NAS) and has been directed by Congress to integrate UAS by September 2015. For your safety and the safety of others, we require you to cease UAS operations as was indicated by your website. Your cooperation is appreciated.

Please contact Alvin Brunner, UAS Aviation Safety Inspector, at 817-222-5246 with any questions during normal business hours.

Sincerely,



Alvin A. Brunner III  
Aviation Safety Inspector



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Western-Pacific Region  
Flight Standards Division Manager

P. O. Box 92007  
Los Angeles, CA 90009-2007

July 5, 2012

CERTIFIED MAIL No. 7003 2260 0003 7299 2774

Mr. Devin Hendrick  
Hover Effect, LLC  
505 Nevada ST.  
Sausalito, CA 94965

Dear Mr. Hendrick:

My name is Brad Howard, I am the regional Unmanned Aircraft System (UAS) specialist for the Federal Aviation Administration (FAA) Western-Pacific Region. I recently viewed your company's internet website describing your use of a UAS for the purpose of commercial cinematography and other aerial photography. While I applaud your innovative use of the UAS, I must inform you the FAA has taken steps to ensure the public safety regarding all UAS operations. These initial steps take a "do no harm" approach to preserve the world's safest air transportation system. Currently, the FAA authorizes UAS operations by three means.

1. **Certificate of Authorization (COA).** This authorization allows public entities, i.e., federal, state, and municipal government related organizations, to self certify their aircraft. The FAA reviews the operation to ensure it is in the public interest, safe, and does not significantly impact the safety of other air traffic or persons on the ground. To issue a COA normally takes about 60 business days.
2. **Experimental Certification.** For civil operators, the FAA can issue an experimental aircraft certificate in accordance with Title 14 of the Code of Federal Regulations (14 CFR) Part 21. This allows for experimentation and development of the aircraft, market development, and training of prospective clients. An aircraft issued an experimental airworthiness certificate may not be used to carry passengers or cargo for compensation or hire.
3. **Recreational hobbyists.** This group is comprised of those individuals who use UAS only for recreational enjoyment in accordance with Advisory Circular 91-57. This generally applies to operations away from airports, persons, and buildings, below 400 feet above ground level, and within visual line of sight.

The restrictions associated with UAS operations in the national airspace system are necessary at this time to permit the FAA to fully access the technical development of the UAS and put into effect some regulatory bounds to ensure the public safety since most of the UAS currently available are not manufactured and maintained to the standards of manned aircraft. Similarly, most pilots wishing to fly UASs are not trained, certified, or familiar with the rules of the air to ensure the safety of others.

Moreover, the liability implications of such operations without proper authorization from the FAA could be devastating to the person operating the UAS should an unfortunate accident occur.

Based on my review of your company's web site "hovercraft.com", it appears you are currently using a UAS for compensation or hire to produce commercial videos along with still photographs of residential and commercial real estate without proper authorization.

I must insist you to immediately cease these operations until you have the proper authorization, failure to do so could subject you and/or hovercraft to enforcement action by our agency. As I mentioned earlier, some civil operators have been granted experimental certificates for UAS operations, I recommend you to follow suit.

More information regarding UAS use can be found at the FAA Unmanned Aircraft Program Office's website, located at the following URL: <http://www.faa.gov/about/initiatives/uas/> or if you have any questions, I can be contacted at 310-725-7266.

Sincerely,

Brad Howard  
Aviation Safety Inspector

From: Alvin A Brunner  
To: skeveball.frank@gmail.com  
Cc: Wayne C Radicke  
Bcc: Joan M Seward  
Subject: RC Helicopters vs UAS Information  
Date: 09/25/2012 08:32 AM

---

Dear Mr. Frank,

My name is Alvin Brunner, and I am the regional Unmanned Aircraft Systems (UAS) specialist for the Federal Aviation Administration (FAA). An article from the Villages of Park Glen Neighborhood Association newsletter was handed to me, which caught my attention. The article mentions your interest in the use of remote control helicopters (UAS) for aerial photography. I must inform you the FAA has taken steps to ensure the public safety regarding all UAS operations. It appears, based on the article, that you may intend to use UAS without proper authorization, and possibly for commercial purposes. If so, this is in violation of FAA mandates for UAS. UAS are unable to comply with the Code of Federal Regulations (CFR) and need specific FAA authorization. I must advise you to use your UAS in a legal and responsible manner to ensure public safety.

The FAA has the requirement for the regulation and safe operation of the National Airspace System which covers all navigable airspace in the US. Currently, the FAA authorizes UAS operations by three means:

1. Certificate of Authorization (COA)

This authorization is an approved exemption that allows recognized public entities, i.e. federal, state, and municipal government related agencies and organizations, to self certify their aircraft, and conduct operations in accordance with the COA. The FAA reviews the operation to ensure it is in the public interest, safe, is operated only by the proponent, and does not significantly impact the safety of other air traffic or persons on the ground.

2. Special Authorization Certificate in the Experimental Category

For civil operators, the FAA can issue an experimental aircraft certificate in accordance with 14 CFR Part 21. This allows for testing and development of the aircraft, market development, and training of pilots and crewmembers for prospective clients. Any other uses under this certificate are prohibited. The experimental certificate application process is spelled out in FAA Order 8130.34B. If you have any additional questions about the Special Airworthiness Certificate or petition process, please contact Thomas Rampulla at [thomas.rampulla@faa.gov](mailto:thomas.rampulla@faa.gov).

3. Advisory Circular 91-57 for Recreational hobbyists

Those who use UAS only for recreational enjoyment, operate in accordance with Advisory Circular 91-57. This generally applies to operations in remotely populated areas away from airports, persons and buildings, below 400 feet Above Ground Level, and within visual line of sight. On February 6, 2007 the FAA published UAS guidance in the Federal Register, **14 CFR Part 91 / Docket No. FAA-2006-25714 / Unmanned Aircraft Operations in the National Airspace System**. Toward the end of the docket it says, "The FAA recognizes that people and companies other than modelers might be flying UAS with the mistaken understanding that they are legally operating under the authority of AC 91-57. AC 91-57 only applies to modelers, and thus specifically excludes its use by persons or companies for business purposes."

UAS use has grown exponentially and most are not certified, manufactured, or maintained to the standards of manned aircraft. Similarly, most operating UASs are not pilot trained, certified, or familiar with 14 CFR to ensure the safety of others. Since the FAA currently does not authorize any UAS operation to be conducted for commercial purposes, the liability implications of such operations without authorization could be devastating to the person operating the UAS should an unfortunate accident occur.

More information regarding UAS use can be found at the following website:

[www.faa.gov/about/initiatives/uas/](http://www.faa.gov/about/initiatives/uas/)

The FAA is working diligently to incorporate UAS into the National Airspace, and has been directed by Congress to integrate UAS by September 2015. For your safety, and the safety of others, please do not engage in any commercial UAS operations.

Please contact me at 817-222-5246 with any questions during normal business hours.

Alvin Brunner  
Aviation Safety Inspector  
NextGen Branch, UAS & AWOPM  
817-222-5246  
alvin.a.brunner@faa.gov

Any comments you may have on services provided are appreciated.

Please email feedback to:

[http://www.faa.gov/about/office\\_org/headquarters\\_offices/avs/stakeholder\\_feedback/afs/regional/](http://www.faa.gov/about/office_org/headquarters_offices/avs/stakeholder_feedback/afs/regional/)





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

**MAY 16 2013**

**CERTIFIED MAIL -- RETURN RECEIPT REQUESTED**

Reed Timmer  
Tornado Videos.net/TVNWeather  
4060 Nicole Pl  
Norman OK 73072

Dear Mr. Timmer,

Our office recently became aware of your web site, [www.tornadovideos.net](http://www.tornadovideos.net) advertising the use of a quadcopter or Unmanned Aircraft System (UAS) for the civil and commercial purposes of selling videos and conducting tornado research.

The Federal Aviation Administration (FAA) has the requirement for the regulation and safe operation of the National Airspace System which covers all navigable airspace in the US. Private land owners do not have any jurisdiction over the airspace above their property and cannot prohibit or allow aviation operations over their land. Unmanned Aircraft are unable to comply with Title 14, Code of Federal Regulations (14 CFR) and need a specific FAA authorization. The purpose of this letter is to inform you the FAA has taken steps to ensure the public safety regarding all UAS operations. Currently, the FAA authorizes UAS operations by three means:

1. **Certificate of Authorization (COA)**

This authorization is an approved exemption that allows recognized public entities, i.e. federal, state, and municipal government related agencies and organizations, to self-certify their aircraft and conduct operations in accordance with the certificate after approval. The FAA reviews the operation to ensure it is in the public interest, safe, is operated by only the proponent, and does not significantly impact the safety of other air traffic or persons on the ground. To issue a COA normally takes about 60 business days once the proponent completes application and verifies its status as a public entity.

2. **Special Authorization Certificate in the Experimental Category**

For civil operators, the FAA can issue an experimental aircraft certificate in accordance with 14 CFR Part 21. This allows for testing and development of the aircraft, market development, and training of pilots and crewmembers for prospective clients.

3. **Advisory Circular 91-57 for Recreational hobbyists**

Those who use UAS only for recreational enjoyment and not for compensation or hire, operate in accordance with Advisory Circular (AC) 91-57. This generally applies to operations in remotely populated areas away from airports, persons and buildings, below 400 feet Above Ground Level, and within visual line of sight. The FAA recognizes that people and companies other than modelers might be flying UAS with the mistaken understanding that they are legally operating under the authority of AC 91-57. AC 91-57 only applies to modelers, and thus specifically excludes its use by persons or companies for business or research purposes.

The three means of UAS operations above are necessary due to the technical pace of UAS development and the proliferation of aircraft in our National Airspace System. UAS use has grown exponentially and most are not certified, manufactured, or maintained to the standards of manned aircraft. As a result, the FAA has put guidelines into effect to ensure public safety. Similarly, most wishing to operate UASs are not pilot trained, certified, or familiar with the Code of Federal Regulations to ensure the safety of others. While the FAA currently does not allow any UAS operation to be conducted for commercial purposes, the liability implications of such operations without authorization could be devastating to the person operating the UAS should an unfortunate accident occur.

It appears, based on your website, that you are currently using UAS without proper authorization and for civil or commercial purposes. This is in violation of FAA guidance for UAS. If this is true, I must advise you to cease operations until you have the proper authorization and safety is ensured. Proper authorization as a public entity can be obtained with a COA. If you are not certified to conduct public operations, you would be required to operate under the second option described above. The petition to 14 CFR Section 21.191 and the petition to 14 CFR Section 91.319 are not easily granted, you may go completely through the process and not receive the experimental certificate or the exemption. Also, please be advised that the application for an experimental certificate will require technical diagrams of your aircraft and radio control equipment. The experimental certificate application process is spelled out in FAA Order 8130.34B. If you have any additional questions about the Special Airworthiness Certificate or petition process, please contact Thomas Rampulla at [thomas.rampulla@faa.gov](mailto:thomas.rampulla@faa.gov).

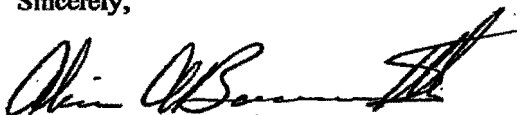
More information regarding UAS program use can be found at the following websites:

- [www.faa.gov/about/initiatives/uas/](http://www.faa.gov/about/initiatives/uas/)
- [www.faa.gov/about/initiatives/uas/reg/](http://www.faa.gov/about/initiatives/uas/reg/)

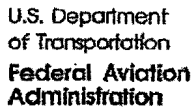
The FAA is working diligently to incorporate UAS into the National Airspace (NAS) and has been directed by Congress to integrate UAS by September 2015. For your safety and the safety of others, we require you to cease UAS operations as indicated by your website.

Please contact Alvin Brunner, UAS Aviation Safety Inspector, at 817-222-5246 with any questions during normal business hours.

Sincerely,



Alvin A. Brunner III  
Aviation Safety Inspector



Copy

**CERTIFIED MAIL – RETURN RECEIPT REQUESTED**

Dear Mr. Light,

Our office recently became aware of your services and your website advertising the use of remote control helicopters, or unmanned aircraft systems (UAS) for commercial purposes, specifically, aerial inspection of flare tips and various stacks. This letter is to inform you the Federal Aviation Administration (FAA) has taken steps to ensure the public safety regarding all UAS operations. It appears, based on your website and a complaint of your operation, that you are currently using UAS without proper authorization, and for commercial purposes. If so, this is in violation of FAA mandates for UAS. UAS are unable to comply with the Code of Federal Regulations (CFR) and need specific FAA authorization. I must advise you, and Flares & Stacks Inc., to cease all UAS commercial operations to ensure public safety.

The FAA has the requirement for the regulation and safe operation of the National Airspace System which covers all navigable airspace in the US. Currently, the FAA authorizes UAS operations by three means:

### 1. Certificate of Authorization (COA)

This authorization is an approved exemption that allows recognized public entities, i.e. federal, state, and municipal government related agencies and organizations, to self certify their aircraft, and conduct operations in accordance with the COA. The FAA reviews the operation to ensure it is in the public interest, safe, is operated only by the proponent, and does not significantly impact the safety of other air traffic or persons on the ground.

## 2. Special Authorization Certificate in the Experimental Category

For civil operators, the FAA can issue an experimental aircraft certificate in accordance with 14 CFR Part 21. This allows for testing and development of the aircraft, market development, and training of pilots and crewmembers for prospective clients. Any other uses under this certificate are prohibited. The experimental certificate application process is spelled out in FAA Order 8130.34B. If you have any additional questions about the Special Airworthiness Certificate or petition process, please contact Thomas Rampulla at [thomas.rampulla@faa.gov](mailto:thomas.rampulla@faa.gov).

[illegible]

3. Advisory Circular 91-57 for Recreational hobbyists

Those who use UAS only for recreational enjoyment, operate in accordance with Advisory Circular 91-57. This generally applies to operations in remotely populated areas away from airports, persons and buildings, below 400 feet Above Ground Level, and within visual line of sight. On February 6, 2007 the FAA published UAS guidance in the Federal Register, 14 CFR Part 91 / Docket No. FAA-2006-25714 / **Unmanned Aircraft Operations in the National Airspace System**. Toward the end of the docket it says, "The FAA recognizes that people and companies other than modelers might be flying UAS with the mistaken understanding that they are legally operating under the authority of AC 91-57. AC 91-57 only applies to modelers, and thus specifically excludes its use by persons or companies for business purposes."

UAS use has grown exponentially and most are not certified, manufactured, or maintained to the standards of manned aircraft. Similarly, most operating UASs are not pilot trained, certified, or familiar with 14 CFR to ensure the safety of others. Since the FAA currently does not authorize any UAS operation to be conducted for commercial purposes, the liability implications of such operations without authorization could be devastating to the person operating the UAS should an unfortunate accident occur.

More information regarding UAS use can be found at the following websites:

- [www.faa.gov/about/initiatives/uas/](http://www.faa.gov/about/initiatives/uas/)
- [www.faa.gov/about/initiatives/uas/reg/](http://www.faa.gov/about/initiatives/uas/reg/)

The FAA is working diligently to incorporate UAS into the National Airspace, and has been directed by Congress to integrate UAS by September 2015. For your safety and the safety of others, we require you to cease any commercial UAS operations as indicated by your website.

Please contact me at 817-222-5246 with any questions during normal business hours.

Sincerely,

*Orig Signed*

Alvin A. Brunner III  
Aviation Safety Inspector



U.S. Department  
of Transportation  
Federal Aviation  
Administration

Copy

September 12, 2012

**CERTIFIED MAIL -- RETURN RECEIPT REQUESTED**

Mark La Boyteaux  
Hawkeye Media  
3036 Thicket Bend Ct,  
Fort Worth, TX 76244

Dear Mr. La Boyteaux,

Our office recently became aware of your services and website advertising the use of remote control helicopters, or unmanned aircraft systems (UAS) for commercial purposes, specifically, aerial photography. This letter is to inform you the Federal Aviation Administration (FAA) has taken steps to ensure the public safety regarding all UAS operations. It appears, based on your website and a complaint of your operation, that you are currently using UAS without proper authorization, and for commercial purposes. If so, this is in violation of FAA mandates for UAS. UASs are unable to comply with the Code of Federal Regulations (CFR) and need specific FAA authorization. I must advise you, and Hawkeye Media, to cease all UAS commercial operations to ensure public safety.

The FAA has the requirement for the regulation and safe operation of the National Airspace System which covers all navigable airspace in the US. Currently, the FAA authorizes UAS operations by three means:

1. Certificate of Authorization (COA)

This authorization is an approved exemption which allows recognized public entities, i.e. federal, state, and municipal government related agencies and organizations, to self certify their aircraft, and conduct operations in accordance with the COA. The FAA reviews the operation to ensure it is in the public interest, safe, is operated only by the proponent, and does not significantly impact the safety of other air traffic or persons on the ground.

2. Special Authorization Certificate in the Experimental Category

For civil operators, the FAA can issue an experimental aircraft certificate in accordance with Title 14, Code of Federal Regulations (14 CFR) Part 21. This allows for testing and development of the aircraft, market development, and training of pilots and crewmembers for prospective clients. Any other uses under this certificate are prohibited. The experimental certificate application process is spelled out in FAA Order 8130.34B. If you have any additional questions about the Special

Airworthiness Certificate or petition process, please contact Thomas Rampulla at [thomas.rampulla@faa.gov](mailto:thomas.rampulla@faa.gov).

3. Advisory Circular 91-57 for Recreational hobbyists

Those who use UAS only for recreational enjoyment, operate in accordance with Advisory Circular 91-57. This generally applies to operations in remotely populated areas away from airports, persons and buildings, below 400 feet above ground level, and within visual line of sight. On February 6, 2007, the FAA published UAS guidance in the Federal Register, 14 CFR Part 91 / Docket No. FAA-2006-25714 / **Unmanned Aircraft Operations in the National Airspace System**. Toward the end of the docket it says, "The FAA recognizes that people and companies other than modelers might be flying UAS with the mistaken understanding that they are legally operating under the authority of AC 91-57. AC 91-57 only applies to modelers, and thus specifically excludes its use by persons or companies for business purposes."

UAS use has grown exponentially and most are not certified, manufactured, or maintained to the standards of manned aircraft. Similarly, most operating UASs are not pilot trained, certified, or familiar with 14 CFR to ensure the safety of others. Since the FAA currently does not authorize any UAS operation to be conducted for commercial purposes, the liability implications of such operations without authorization could be devastating to the person operating the UAS should an unfortunate accident occur.

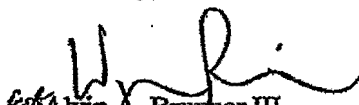
More information regarding UAS use can be found at the following websites:

- [www.faa.gov/about/initiatives/uas/](http://www.faa.gov/about/initiatives/uas/)
- [www.faa.gov/about/initiatives/uas/reg/](http://www.faa.gov/about/initiatives/uas/reg/)

The FAA is working diligently to incorporate UAS into the National Airspace, and has been directed by Congress to integrate UASs by September 2015. For your safety and the safety of others, we require you to cease any commercial UAS operations as indicated by your website.

Please contact me at 817-222-5246 with any questions during normal business hours.

Sincerely,

  
for Alvin A. Brummer III  
Aviation Safety Inspector



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

COPY

April 10, 2013

**CERTIFIED MAIL – RETURN RECEIPT REQUESTED**

Mr. Jack Quirk  
KJ Productions  
309 N. Harrison, Enid, OK 73703

Dear Mr. Quirk,

Our office recently came across the Enid News article on April 7th, and subsequently your web site, [www.kjproductions.com](http://www.kjproductions.com), publicizing the use of a hexacopter unmanned aircraft systems (UAS) for the commercial purposes of aerial photography. The purpose of this letter is to inform you the FAA has taken steps to ensure the public safety, regarding all UAS operations, and to warn you against unauthorized use of UAS.

The Federal Aviation Administration (FAA) has a requirement for the regulation and safe operation of the National Airspace System which covers all navigable airspace in the US. Private land owners do not have any jurisdiction over the airspace above their property and cannot prohibit or allow aviation operations over their land. Unmanned Aircraft are unable to comply with the Code of Federal Regulations (CFR) and need a specific FAA authorization. Currently, the FAA authorizes UAS operations by three means:

1. Certificate of Authorization (COA)

This authorization is an approved exemption which allows recognized public entities, i.e. federal, state, and municipal government related agencies and organizations, to self-certify their aircraft and conduct operations in accordance with the certificate after approval. The FAA reviews the operation to ensure it is in the public interest, safe, is operated by only the proponent, and does not significantly impact the safety of other air traffic or persons on the ground. To issue a COA normally takes about 60 business days once the proponent completes application and verifies its status as a public entity.

2. Special Authorization Certificate in the Experimental Category

For civil operators, the FAA can issue an experimental aircraft certificate, in accordance with Code of Federal Regulations (CFR) Part 21. This allows for testing and development of the aircraft, market development, and training of pilots and crewmembers for prospective clients.

3. Advisory Circular 91-57 for Recreational hobbyists

Those who use UAS only for recreational enjoyment, and not for compensation or hire, may operate UAS in accordance with Advisory Circular 91-57. This generally applies to operations in remotely populated areas away from airports, persons and buildings, below 400 feet Above Ground Level, and within visual line of sight. The FAA recognizes people and companies other than modelers might be flying UAS with the mistaken understanding they are legally operating under the authority of AC 91-57. AC 91-57 only applies to modelers, and thus specifically excludes its use by persons or companies for business purposes.

CONCURRENCES
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INITIALS/SIG ABrunner
DATE 4-10-13
ROUTING SYMBOL ASW-290A
INITIALS/SIG ASTrebeck
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ROUTING SYMBOL ASW-220 Manager
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The three means of UAS operations above are necessary due to the technical pace of UAS development and the proliferation of aircraft in our National Airspace System. UAS use has grown exponentially and most are not certified, manufactured, or maintained to the standards of manned aircraft. As a result, the FAA has put guidelines into effect to ensure public safety. Similarly, most wishing to operate UASs are not pilot trained, certified, or familiar with the Code of Federal Regulations to ensure the safety of others. The FAA currently does not allow any UAS operation to be conducted for commercial purposes. The liability implications of such operations without authorization could be devastating to the person operating the UAS, should an unfortunate accident occur.

It appears, based on the Enid News article and your website, that you are currently using a UAS without proper authorization and for commercial purposes. This is in violation of FAA guidance. If this is true, I must advise you to cease operations until you have the proper authorization and safety is ensured. Proper authorization as a public entity can be obtained with a Certificate of Authorization (COA). If you are not certified to conduct public operations, you would be required to operate under the second option described above. The petition to 14 CFR 21.191 and the petition to 14 CFR 91.319 are not easily granted, you may go completely through the process and not receive the experimental certificate or the exemption. Also, please be advised the application for an experimental certificate will require technical diagrams of your aircraft and radio control equipment. The experimental certificate application process is spelled out in FAA Order 8130.34B. If you have any additional questions about the Special Airworthiness Certificate or petition process, please contact Thomas Rampulla at [thomas.rampulla@faa.gov](mailto:thomas.rampulla@faa.gov).

More information regarding UAS program use can be found at the following websites:

- [www.faa.gov/about/initiatives/uas/](http://www.faa.gov/about/initiatives/uas/)
- [www.faa.gov/about/initiatives/uas/reg/](http://www.faa.gov/about/initiatives/uas/reg/)

The FAA is working diligently to incorporate UAS into the National Airspace (NAS) and has been directed by Congress to integrate UAS by September 2015. For your safety and the safety of others, we require you to cease UAS operations as indicated by your website.

Please contact Alvin Brunner, UAS Aviation Safety Inspector, at 817-222-5246 with any questions during normal business hours.

Sincerely,



Alvin A. Brunner III  
Aviation Safety Inspector





COPY

**Phil Jackson**  
**Price-Edwards & Co.**  
**210 Park Ave Ste 1000, Oklahoma City OK 73102**

Our office recently came across a news article in *The Oklahoman* highlighting the use of a quadcopter or unmanned aircraft systems (UAS) for civil or commercial purposes of aerial photography and survey.

The Federal Aviation Administration (FAA) has the requirement for the regulation and safe operation of the National Airspace System which covers all navigable airspace in the US. Private land owners do not have any jurisdiction over the airspace above their property and cannot prohibit or allow aviation operations over their land. Unmanned Aircraft are unable to comply with Title 14, Code of Federal Regulations (14 CFR) and need a specific FAA authorization. The purpose of this letter is to inform you the FAA has taken steps to ensure the public safety regarding all UAS operations. Currently, the FAA authorizes UAS operations by three means:

1. Certificate of Authorization (COA)  
This authorization is an approved exemption that allows recognized public entities, i.e. federal, state, and municipal government related agencies and organizations, to self-certify their aircraft and conduct operations in accordance with the certificate after approval. The FAA reviews the operation to ensure it is in the public interest, safe, is operated by only the proponent, and does not significantly impact the safety of other air traffic or persons on the ground. To issue a COA normally takes about 60 business days once the proponent completes application and verifies its status as a public entity.
2. Special Authorization Certificate in the Experimental Category  
For civil operators, the FAA can issue an experimental aircraft certificate in accordance with 14 CFR, part 21. This allows for testing and development of the aircraft, market development, and training of pilots and crewmembers for prospective clients.
3. Advisory Circular 91-57 for Recreational hobbyists  
Those who use UAS only for recreational enjoyment and not for compensation or hire, operate in accordance with Advisory Circular (AC) 91-57. This generally applies to operations in remotely populated areas away from airports, persons and buildings, below 400 feet Above Ground Level, and within visual line of sight. The FAA recognizes that people and companies other than modelers might be flying UAS with the mistaken understanding that they are legally operating under the authority of AC 91-57. AC 91-57 only applies to modelers, and thus specifically excludes its use by persons or companies for business purposes.

[illegible]

The three means of UAS operations above are necessary due to the technical pace of UAS development and the proliferation of aircraft in our National Airspace System. UAS use has grown exponentially and most are not certified, manufactured, or maintained to the standards of manned aircraft. As a result, the FAA has put guidelines into effect to ensure public safety. Similarly, most wishing to operate UASs are not pilot trained, certified, or familiar with the Code of Federal Regulations to ensure the safety of others. While the FAA currently does not allow any UAS operation to be conducted for commercial purposes, the liability implications of such operations without authorization could be devastating to the person operating the UAS should an unfortunate accident occur.

It appears, based on the article, that you are currently using UAS without proper authorization and for civil or commercial purposes. This is in violation of FAA guidance for UAS. If this is true, I must advise you to cease operations until you have the proper authorization and safety is ensured. Proper authorization as a public entity can be obtained with a Certificate of Authorization (COA). If you are not certified to conduct public operations, you would be required to operate under the second option described above. The petition to 14 CFR section 21.191 and the petition to 14 CFR section 91.319 are not easily granted, you may go completely through the process and not receive the experimental certificate or the exemption. Also, please be advised that the application for an experimental certificate will require technical diagrams of your aircraft and radio control equipment. The experimental certificate application process is spelled out in FAA Order 8130.34B. If you have any additional questions about the Special Airworthiness Certificate or petition process, please contact Thomas Rampulla at [thomas.rampulla@faa.gov](mailto:thomas.rampulla@faa.gov).

More information regarding UAS program use can be found at the following websites:

- [www.faa.gov/about/initiatives/uas/](http://www.faa.gov/about/initiatives/uas/)
- [www.faa.gov/about/initiatives/uas/reg/](http://www.faa.gov/about/initiatives/uas/reg/)

The FAA is working diligently to incorporate UAS into the National Airspace (NAS) and has been directed by Congress to integrate UAS by September 2015. For your safety and the safety of others, we require you to cease UAS operations as indicated by your website.

Please contact Alvin Brunner, UAS Aviation Safety Inspector, at 817-222-5246 with any questions during normal business hours.

Sincerely,



Alvin A. Brunner III  
Aviation Safety Inspector



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

**Northwest Mountain Region**  
Colorado, Idaho, Montana,  
Oregon, Utah, Washington,  
Wyoming

**Flight Standards Regional Office**  
1601 Lind Ave SW., Suite 560  
Renton, Washington 98057

June 11, 2013

Adrian Frothingham  
Drones West LLC  
119 91<sup>st</sup> Ave SW  
Suite#14-B  
Lake Stevens, WA 98258

Mr. Frothingham:

Your company's Unmanned Aircraft System (UAS) operation, described on your Drones West LLC website has been brought to the attention of the Federal Aviation Administration (FAA), Flight Standards Division, Next Generation Branch, ANM-220. During our conversation on, June 6, 2013, you provided information on your operation that includes flying uncertified small UAS helicopters for hire for aerial photography.

The following steps are in place to ensure the public safety regarding all UAS operations in the National Airspace System (NAS)

Currently, the FAA authorizes UAS operations in the NAS by **three** means:

1. **Certificate of Authorization (COA).** This authorization is an approved exemption that allows recognized public entities, i.e. federal, state, and municipal government related agencies and organizations, to self certify their aircraft and conduct operations in accordance with the certificate after approval. The FAA reviews the operation to ensure it is in the public interest, safe, is operated by only the proponent, and does not significantly impact the safety of other air traffic or persons on the ground. To issue a COA normally takes about 60 business days once the proponent completes application and verifies its status as a public entity.
2. **Special Authorization Certificate in the Experimental Category.** For civil operators, the FAA can issue an experimental aircraft certificate in accordance with the Code of Federal Regulations (CFR) Part 21. This allows for testing and development of the aircraft, market development, and training of pilots and crewmembers for prospective clients. *Airworthiness Certification under the experiential category does not allow for commercial operations per CFR 91.319 (a) (2)*
3. **Advisory Circular 91-57** for recreational hobbyists. Those who use UAS only for recreational enjoyment and not for compensation or hire, operate in accordance with Advisory Circular 91-57. This generally applies to operations in remotely populated areas away from airports, persons and buildings, below 400 feet AGL and within visual line of sight. The FAA Reauthorization Act of 2012, now Public Law 112-95, Section 336, also defines Model Aircraft and their allowed uses, restricting their operation to visual line of sight operations and to hobby or recreational purposes.

Based on your described UAS operations, you are currently using a UAS without proper authorization and for commercial purposes. This is in violation of FAA policy and guidance for UAS. You are requested to utilize a manned asset for your operations until the FAA can be assured of the safety of your operation and that you have the proper authorization. If you can declare yourself as a public entity, you may make a formal on-line application for a COA by contacting Mr. Randy Willis, (202) 385-4661, to set up an on-line application account if you desire. If you are not certified to conduct public operations and would like to consider a Special Authorization Certificate, we can put you in touch with the program office in Washington, DC for consideration. If you intend to operate your aircraft for recreational purposes, you must comply with AC-91-57 and Public Law 112-95 and operate in a remote, unpopulated area.

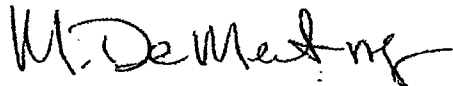
More information regarding UAS use can be found at the FAA UAS Integration Office's website: <http://www.faa.gov/about/initiatives/uas/>. The programs and policy page may also be of interest to you: Unmanned Aircraft Systems (UAS) - Regulations & Policies.

The FAA is working diligently to incorporate UAS into the NAS and has been directed by Congress to integrate UAS by September 2015.

Thank you for your cooperation and understanding in this manner, it is greatly appreciated.

If you have any questions, please contact me by phone (425) 917-6566 or email me at Micheal.DeMent-Myers@faa.gov.

Sincerely,



Michael DeMent-Myers  
Aviation Safety Inspector  
ANM220 NextGen

Michael Harris

Your Unmanned Aircraft System (UAS) operation, described on your Elevated Work s website has been brought to the attention of our office. In our conversation today you provided information on your operation that includes flying uncertified small UAS helicopters for hire as an aerial photographer.

Several attached documents from your website confirm your commercial UAS activity.

<http://www.elevatedwork.com>

The following steps are in place to ensure the public safety regarding all UAS operations in the National Airspace System (NAS)

Currently, the FAA authorizes UAS operations in the NAS by three means:

1. Certificate of Authorization (COA). This authorization is an approved exemption that allows recognized public entities, i.e. federal, state, and municipal government related agencies and organizations, to self certify their aircraft and conduct operations in accordance with the certificate after approval. The FAA reviews the operation to ensure it is in the public interest, safe, is operated by only the proponent, and does not significantly impact the safety of other air traffic or persons on the ground. To issue a COA normally takes about 60 business days once the proponent completes application and verifies its status as a public entity.
2. Special Authorization Certificate in the Experimental Category. For civil operators, the FAA can issue an experimental aircraft certificate in accordance with the Code of Federal Regulations (CFR) Part 21. This allows for testing and development of the aircraft, market development, and training of pilots and crewmembers for prospective clients. See the attached FAA Order 8130.34B, *Airworthiness Certification of Unmanned Aircraft Systems and Optionally Piloted Aircraft*. However, obtaining a *Experimental Certification* does not allow for commercial operations per CFR 91.319 (a) (2)
3. Advisory Circular 91-57 for recreational hobbyists. Those who use UAS only for recreational enjoyment and not for compensation or hire, operate in accordance with Advisory Circular 91-57. This generally applies to operations in remotely populated areas away from airports, persons and buildings, below 400 feet AGL and within visual line of sight. The FAA Reauthorization Act of 2012, now Public Law 112-95, Section 336, also defines Model Aircraft and their allowed uses, restricting their operation to visual line of sight operations and to hobby or recreational purposes.

These restrictions for UAS operations are necessary at this time due to the technical pace of UAS development and the proliferation of aircraft in NAS. Their potential use has grown exponentially. This has caused the FAA to put into effect some regulatory

limits to ensure the public safety since most of the UAS currently available are not certified, manufactured, or maintained to the standards of manned aircraft. Similarly, most pilots wishing to fly UASs are not trained, certified, or familiar with the Code of Federal Regulations to ensure the safety of others. While FAA policy currently does not allow any UAS operation to be conducted for commercial purposes, the liability implications of such operations without authorization could be devastating to the person operating the UAS should an unfortunate accident occur.

Based on your described UAS operations, you are currently using a UAS without proper authorization and for commercial purposes. This is in violation of FAA policy and guidance for UAS. You are requested to utilize a manned asset for your operations until the FAA can be assured of the safety of your operation and that you have the proper authorization. If you can declare yourself as a public entity, you may make a formal on-line application for a COA by contacting Mr. Randy Willis, 202-385-4661 to set up an on-line application account if you desire. If you are not certified to conduct public operations and would like to consider a Special Authorization Certificate, we can put you in touch with the program office in Washington, DC for consideration. If you intend to operate your aircraft for recreational purposes, you should comply with AC-91-57 and Public Law 112-95 and operate in a remote, unpopulated area.

More information regarding UAS use can be found at the FAA UAS Integration Office's website: <http://www.faa.gov/about/initiatives/uas/>. The programs and policy page may also be of interest to you: Unmanned Aircraft Systems (UAS) - Regulations & Policies.

The FAA is working diligently to incorporate UAS into the NAS and has been directed by Congress to integrate UAS by September 2015.

Please contact our office any questions.

Sincerely,

Michael Dement-Myers  
ANM220 NextGen  
425.917.6566

Tim Walker  
Elevated Work

Mr. Walker:

Your Unmanned Aircraft System (UAS) operation, described on your Elevated Work s website has been brought to the attention of our office. In our conversation today you provided information on your operation that includes flying uncertified small UAS helicopters for hire as an aerial photographer.

Several attached documents from your website confirm your commercial UAS activity.

<http://www.elevatedwork.com>

The following steps are in place to ensure the public safety regarding all UAS operations in the National Airspace System (NAS)

Currently, the FAA authorizes UAS operations in the NAS by **three** means:

1. Certificate of Authorization (COA). This authorization is an approved exemption that allows recognized public entities, i.e. federal, state, and municipal government related agencies and organizations, to self certify their aircraft and conduct operations in accordance with the certificate after approval. The FAA reviews the operation to ensure it is in the public interest, safe, is operated by only the proponent, and does not significantly impact the safety of other air traffic or persons on the ground. To issue a COA normally takes about 60 business days once the proponent completes application and verifies its status as a public entity.
2. Special Authorization Certificate in the Experimental Category. For civil operators, the FAA can issue an experimental aircraft certificate in accordance with the Code of Federal Regulations (CFR) Part 21. This allows for testing and development of the aircraft, market development, and training of pilots and crewmembers for prospective clients. See the attached FAA Order 8130.34B, *Airworthiness Certification of Unmanned Aircraft Systems and Optionally Piloted Aircraft*. However, *obtaining a Experimental Certification does not allow for commercial operations per CFR 91.319 (a) (2)*
3. Advisory Circular 91-57 for recreational hobbyists. Those who use UAS only for recreational enjoyment and not for compensation or hire, operate in accordance with Advisory Circular 91-57. This generally applies to operations in remotely populated areas away from airports, persons and buildings, below 400 feet AGL and within visual line of sight. The FAA Reauthorization Act of 2012, now Public Law 112-95, Section 336, also defines Model Aircraft and their allowed uses, restricting their operation to visual line of sight operations and to hobby or recreational purposes.

These restrictions for UAS operations are necessary at this time due to the technical pace of UAS development and the proliferation of aircraft in NAS. Their potential use has grown exponentially. This has caused the FAA to put into effect some regulatory limits to ensure the public safety since most of the UAS currently available are not certified, manufactured, or maintained to the standards of manned aircraft. Similarly, most pilots wishing to fly UASs are not trained, certified, or familiar with the Code of Federal Regulations to ensure the safety of others. While FAA policy currently does not allow any UAS operation to be conducted for commercial purposes, the liability implications of such operations without authorization could be devastating to the person operating the UAS should an unfortunate accident occur.

Based on your described UAS operations, you are currently using a UAS without proper authorization and for commercial purposes. This is in violation of FAA policy and guidance for UAS. You are requested to utilize a manned asset for your operations until the FAA can be assured of the safety of your operation and that you have the proper authorization. If you can declare yourself as a public entity, you may make a formal on-line application for a COA by contacting Mr. Randy Willis, 202-385-4661 to set up an on-line application account if you desire. If you are not certified to conduct public operations and would like to consider a Special Authorization Certificate, we can put you in touch with the program office in Washington, DC for consideration. If you intend to operate your aircraft for recreational purposes, you must comply with AC-91-57 and Public Law 112-95 and operate in a remote, unpopulated area.

More information regarding UAS use can be found at the FAA UAS Integration Office's website: <http://www.faa.gov/about/initiatives/uas/>. The programs and policy page may also be of interest to you: Unmanned Aircraft Systems (UAS) - Regulations & Policies.

The FAA is working diligently to incorporate UAS into the NAS and has been directed by Congress to integrate UAS by September 2015.

Tim, thank you for your cooperation and understanding in this manner, it is greatly appreciated.

Please contact our office any questions.

Sincerely,

Michael DeMent-Myers  
ANM220 NextGen  
425.917.6566



Mr. Matt Gunn  
Gunn Photography Services, LLC  
6940 Roswell Road  
Sandy Springs, GA 30328

Dear Mr. Gunn,

My name is Mike Wilson and, along with my colleague Bruce LaCour, we are the Unmanned Aircraft System (UAS) specialists and Aviation Safety Inspectors within the Federal Aviation Administration (FAA). We are charged with the responsibility of oversight, monitoring, and enforcement of UAS issues and investigations in the Southern Region.

We recently came across your web site, Gunn Photography Services, LLC, advertising the use of the T-Rex 600 Unmanned Aircraft Helicopter for commercial purposes in and around the Atlanta area. While your innovative use of the UAS may be well-intended, I must inform you the FAA has taken steps to ensure the public safety regarding all UAS operations. The FAA currently does not allow any UAS operation to be conducted for commercial purposes. It appears, based on your website, that you are currently using the T-Rex 600 UAS Helicopter without proper authorization and for commercial purposes. This is in violation of FAA guidance for UAS. I must advise you to cease operations until the FAA can be assured of the safety of your operation and you have the proper authorization.

Currently, the FAA authorizes UAS operations by three means:

1. Certificate of Authorization (COA). This authorization is an approved exemption that allows recognized public entities, i.e. federal, state, and municipal government related agencies and organizations, to self certify their aircraft and conduct operations in accordance with the certificate after approval. The FAA reviews the operation to ensure it is in the public interest, safe, is operated by only the proponent, and does not significantly impact the safety of other air traffic or persons on the ground. To issue a COA normally takes about 60 business days once the proponent completes application and verifies its status as a public entity.
2. Special Airworthiness Certificate in the Experimental Category. For civil operators, the FAA can issue an experimental aircraft certificate in accordance with Code of Federal Regulations (CFR) Part 21. This allows for testing and development of the aircraft, market development, and training of pilots and crewmembers for prospective clients.
3. Advisory Circular 91-57 for Recreational hobbyists. Those who use UAS only for recreational enjoyment and not for compensation or hire, operate in accordance with Advisory Circular 91-57. This generally applies to operations in

remotely populated areas away from airports, persons and buildings, below 400 feet Above Ground Level, and within visual line of sight.

These restrictions for UAS operations are necessary at this time due to the technical pace of UAS development and the proliferation of aircraft. Their potential use has grown exponentially. This has caused the FAA to put into effect some regulatory limits to ensure the public safety since most of the UAS currently available are not certified, manufactured, or maintained to the standards of manned aircraft. Similarly, most pilots wishing to fly UASs are not trained, certified, or familiar with the Code of Federal Regulations to ensure the safety of others. While the FAA currently does not allow any UAS operation to be conducted for commercial purposes, the liability implications of such operations without authorization could be devastating to the person operating the UAS should an unfortunate accident occur.

If you can declare yourself as a public entity, you may make a formal on-line application for a COA by contacting Mr. Randy Willis, 202-385-4661 to set up an on-line application account if you desire. If you are not certified to conduct public operations and would like to consider a Special Authorization Certificate, we can put you in touch with the program office in Washington, DC for consideration. If you intend to operate your aircraft recreationally, you must comply with AC-91-57 and operate in a remote, unpopulated area.

More information regarding UAS use can be found at the FAA Unmanned Aircraft Program Office's website: <http://www.faa.gov/about/initiatives/uas/>

The FAA is working diligently to incorporate UAS into the National Airspace (NAS) and has been directed by Congress to integrate UAS by September 2015. For your safety and the safety of others, we require you to cease operations as indicated by your website. Please contact myself, Bruce LaCour (Bruce.Lacour@faa.gov), or any one of us at the Regional office with any questions.

Regards,

Michael K. Wilson  
UAS Program Manager  
FAA Southern Region  
404.305.6038  
Mike.Wilson@faa.gov



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Orlando FSDO-15  
Citadel Int'l, Suite 500  
5950 Hazeltine National Drive  
Orlando, Florida 32822-5023  
(407) 812-7765; Fax: (407) 812 7710

May 21, 2012

SkyGolf Productions  
13115 Via Roma Court  
Jacksonville, FL 32224

Gentlemen,

My name is Richard Scheibel and I am the Unmanned Aircraft System (UAS) specialists and Aviation Safety Inspector within the Federal Aviation Administration (FAA). I am in charge with the responsibility of oversight, monitoring, and enforcement of UAS issues and investigations in the Orlando FSDO area.

We recently came across your web site, SkyGolf Productions, LLC, advertising the use of An Unmanned Aircraft Helicopter for commercial purposes in and around the Jacksonville Area. While your innovative use of the UAS may be well-intended, I must inform you the FAA has taken steps to ensure the public safety regarding all UAS operations. The FAA currently does not allow any UAS operation to be conducted for commercial purposes. It appears, based on your website, that you are currently using a UAS Helicopter without proper authorization and for commercial purposes. This is in violation of FAA guidance for UAS. I must advise you to cease operations until the FAA can be assured of the safety of your operation and you have the proper authorization.

Currently, the FAA authorizes UAS operations by three means:

1. Certificate of Authorization (COA). This authorization is an approved exemption that allows recognized public entities, i.e. federal, state, and municipal government related agencies and organizations, to self certify their aircraft and conduct operations in accordance with the certificate after approval. The FAA reviews the operation to ensure it is in the public interest, safe, is operated by only the proponent, and does not significantly impact the safety of other air traffic or persons on the ground. To issue a COA normally takes about 60 business days once the proponent completes application and verifies its status as a public entity.
2. Special Airworthiness Certificate in the Experimental Category. For civil operators, the FAA can issue an experimental aircraft certificate in accordance with Code of Federal Regulations (CFR) Part 21. This allows for testing and development of the aircraft, market development, and training of pilots and crewmembers for prospective clients.
3. Advisory Circular 91-57 for Recreational hobbyists. Those who use UAS only for recreational enjoyment and not for compensation or hire, operate in accordance with Advisory Circular 91-57. This generally applies to operations in remotely populated areas away from airports, persons and buildings, below 400 feet Above Ground Level, and within visual line of sight.

These restrictions for UAS operations are necessary at this time due to the technical pace of UAS development and the proliferation of aircraft. Their potential use has grown exponentially. This has caused the FAA to put into effect some regulatory limits to ensure the public safety since most of the UAS currently available are not certified, manufactured, or maintained to the standards of manned aircraft. Similarly, most pilots wishing to fly UASs are not trained, certified, or familiar with the Code of Federal Regulations to ensure the safety of others. While the FAA currently does not allow any UAS operation to be conducted for commercial purposes, the liability implications of such operations without authorization could be devastating to the person operating the UAS should an unfortunate accident occur.

If you can declare yourself as a public entity, you may make a formal on-line application for a COA by contacting Mr. Randy Willis, 202-385-4661 to set up an on-line application account if you desire. If you are not certified to conduct public operations and would like to consider a Special Authorization Certificate, we can put you in touch with the program office in Washington, DC for consideration. If you intend to operate your aircraft recreationally, you must comply with AC-91-57 and operate in a remote, unpopulated area.

More information regarding UAS use can be found at the FAA Unmanned Aircraft Program Office's website: <http://www.faa.gov/about/initiatives/uas/>. The FAA is working diligently to incorporate UAS into the National Airspace (NAS) and has been directed by Congress to integrate UAS by September 2015. For your safety and the safety of others, we require you to cease operations as indicated by your website.

If you have any questions you may contact me at the above number.

Sincerely,

Richard F Scheibel  
Aviation Safety Inspector

Q:\TYPING\UNTT1\scheibel/uas/skygolf



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Flight Standards Division  
901 Locust St.  
Kansas City, MO 64106

August 30, 2012

**REGULAR and CERTIFIED MAIL-RETURN RECEIPT REQUESTED**  
Certificate No. 7006 0100 0001 7196 2697

Mr. Neil Crosby  
PhotoPlay Aerials  
3225 Old Knoxville Hwy  
Maryville, TN 37804

Mr. Crosby,

I am the Unmanned Aircraft System (UAS) Specialist for the Federal Aviation Administration (FAA), Central Region based in Kansas City, Missouri. A recent Knoxville News Sentinel news article, dated August 23, 2012, was brought to our attention. The article features your use of a UAS helicopter for aerial photography.

The FAA has taken steps to ensure the public safety regarding all UAS operations. These initial steps take a "do no harm" approach to preserve the world's safest air transportation system. Currently, the FAA authorizes UAS operations by three means.

1. Certificate of Authorization (COA). This authorization allows public entities, i.e., federal, state, and municipal government related organizations, to self-certify their aircraft. The FAA reviews the operation to ensure it is in the public interest, safe, and does not significantly impact the safety of other air traffic or persons on the ground. To issue a COA normally takes about 60 business days.
2. Experimental Certification. For civil operators, the FAA can issue an experimental aircraft certificate in accordance with Code of Federal Regulations (CFR) Part 21.191. CFR 21.191 addresses special airworthiness certificates in the experimental category. Experimental certificates are issued to UAS only for the purposes of research and development, crew training and market survey.

You may petition for an exemption to 14 CFR 21.191. You would also need to petition for an exemption to 14 CFR 91.319 because no person may operate an aircraft that has an experimental certificate for compensation or hire. Petition for exemptions can be submitted on-line at <http://www.faa.gov/regulations/policies/rulemaking/petition/>. If you just want to sell your aircraft, you can do this with an experimental under market survey. In this case you wouldn't need the two exemptions.

Exemption under 14 CFR 21.191 and 14 CFR 91.319 are not easily granted. Please be advised that the application for an experimental certificate will require technical diagrams of your aircraft and radio control equipment. Commercial UAS operations require the operator to hold a FAA pilot certificate with the appropriate ratings. The experimental certificate application process is spelled out in FAA Order 8130.34B ([www.faa.gov/go/uas](http://www.faa.gov/go/uas) - go to the regulations & policies link).

3. Recreational hobbyists. This group is comprised of those individuals who use UAS only for recreational enjoyment in accordance with FAA Advisory Circular 91-57. This generally applies to operations away from airports, persons, and buildings, below 400 feet above ground level, and within visual line of sight.

These limited restrictions for UAS operations are necessary. The technical pace of UAS development, and the proliferation of their potential use, has grown exponentially. This growth has caused the FAA to put into effect some regulatory requirements to ensure the public safety.

These requirements are necessary because most of the UAS currently available are not manufactured and maintained to the standards of manned aircraft. Similarly, most operators wishing to fly UASs are not trained, certified, or know the rules of the air to ensure the safety of others both in the air and on the ground.

More information regarding UAS use can be found at the FAA Unmanned Aircraft Program Office's website, <http://www.faa.gov/about/initiatives/uas/>.

Based on your company's website, you are currently operating a UAS for commercial use without proper authorization. Operations of this kind may be in violation of the Federal Aviation Regulations and result in legal enforcement action. The options available to you are:

- 1) To cease operations;
- 2) To make application for the proper authorization so that the FAA can be assured of the safety of your operation.

As stated earlier, civil operators have been granted experimental certificates for UAS operations. You are invited to make application for the proper authorization. The instructions for making application can be found at <https://ioeaaa.faa.gov/oeaaa/Portal.do>.

For questions, please do not hesitate to contact me.

Sincerely,



Christopher L. Grotewohl  
Aviation Safety Inspector  
UAS Specialist  
NextGen Branch, ACE-220



**aerial photography**  
Christopher Grotewohl  
ACE-220, Nextgen Branch

to: Info

06/06/2013 08:02 AM

To Whom this may concern:

The Federal Aviation Administration (FAA) has received notification that your company, Hybird Video LLC, is utilizing a Quadcopter UAS for commercial purposes. The use of a Quadcopter UAS for aerial photography is prohibited without proper authorization.

As a FAA Unmanned Aircraft System (UAS) Inspector, I want to share the three possible ways of operating the UA.

1. **Certificate of Authorization (COA).** This authorization allows public entities, i.e., federal, state, and municipal government related organizations, to self-certify their aircraft. The FAA reviews the operation to ensure it is in the public interest, safe, and does not significantly impact the safety of other air traffic or persons on the ground. To issue a COA normally takes about 60 business days.
2. **Experimental Certification.** For civil operators, the FAA can issue an experimental aircraft certificate in accordance with Code of Federal Regulations (CFR) Part 21.191. CFR 21.191 addresses special airworthiness certificates in the experimental category. Experimental certificates are issued to UAS only for the purposes of research and development, crew training and market survey. Not allowed for aerial photography or for hire.
3. **Recreational hobbyists.** This group is comprised of those individuals who use UAS only for recreational enjoyment in accordance with FAA Advisory Circular 91-57. This generally applies to operations away from airports, persons, and buildings, below 400 feet above ground level, and within visual line of sight.

Based on your website and Facebook page, you are operating a UAS for commercial use without proper authorization. Operations of this kind may be in violation of the Federal Aviation Regulations and result in legal enforcement action. The options available to you are 1) to cease operations, or 2) to make application for the proper authorization so that the FAA can be assured of the safety of your operation.

The Grandview and local law enforcement agencies will be notified of this operation.

Sincerely,



**Chris Grotewohl**

**ACE-220 Nextgen Branch UAS**  
**901 Locust Street, Room 332**  
**Kansas City, MO 64106**  
**T 816-329-3273**  
**F 816-329-3208**





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Flight Standards Division  
901 Locust, Room 342  
Kansas City, MO 64106

July 10, 2013

REGULAR and CERTIFIED MAIL-RETURN RECEIPT REQUESTED  
Certificate No. 7006 0100 0001 7196 2772

University of Missouri  
Missouri School of Journalism  
Administrative Offices  
120 Neff Hall  
Columbia, MO 65211-1200

To whom this may concern:

<http://www.missouridronejournalism.com/category/drones/> was brought to our attention from the Unmanned Aircraft System (UAS) specialist for the Federal Aviation Administration (FAA) Central Region based in Kansas City, Missouri. Your website features your use of a multicopter UAS for journalism educational purposes:

The FAA has taken steps to ensure the public safety regarding all UAS operations. These initial steps take a "do no harm" approach to preserve the world's safest air transportation system. Currently, the FAA authorizes UAS operations by three means.

1. **Certificate of Authorization (COA).** This authorization allows public entities, i.e., federal, state, and municipal government related organizations, to self-certify their aircraft. The FAA reviews the operation to ensure it is in the public interest, safe, and does not significantly impact the safety of other air traffic or persons on the ground. To issue a COA normally takes about 60 business days.
2. **Experimental Certification.** For civil operators, the FAA can issue an experimental aircraft certificate in accordance with Code of Federal Regulations (CFR) Part 21.191. CFR 21.191 addresses special airworthiness certificates in the experimental category. Experimental certificates are issued to UAS only for the purposes of research and development, crew training and market survey.

You may petition for an exemption to 14 CFR 21.191. You would also need to petition for an exemption to 14 CFR 91.319 because no person may operate an aircraft that has an experimental certificate for compensation or hire. Petition for exemptions can be submitted on-line at <http://www.faa.gov/regulations/policies/rulemaking/petition/>. If you just want to sell your aircraft, you can do this with an experimental under market survey. In this case, you wouldn't need the two exemptions.

Exemption under 14 CFR 21.191 and 14 CFR 91.319 are not easily granted. Please be advised that the application for an experimental certificate will require technical diagrams of your aircraft and radio control equipment. Commercial UAS operations require the operator to hold

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a FAA pilot certificate with the appropriate ratings. The experimental certificate application process is spelled out in FAA Order 8130.34B ([www.faa.gov/go/uas](http://www.faa.gov/go/uas) - go to the regulations & policies link).

3. Recreational hobbyists. This group is comprised of those individuals who use UAS only for recreational enjoyment in accordance with FAA Advisory Circular 91-57. This generally applies to operations away from airports, persons, and buildings, below 400 feet above ground level, and within visual line of sight.

These requirements are necessary because most of the UAS currently available are not manufactured and maintained to the standards of manned aircraft. Similarly, most operators wishing to fly UASs are not trained, certified, or know the rules of the air to ensure the safety of others both in the air and on the ground.

More information regarding UAS use can be found at the FAA Unmanned Aircraft Program Office's website <http://www.faa.gov/about/initiatives/uas/>

Based on your university website, you are currently operating a UAS without proper authorization. Operations of this kind may be in violation of the Federal Aviation Regulations and result in legal enforcement action. The options available are 1) to cease operations, or 2) to make application for the proper authorization so that the FAA can be assured of the safety of your operation. The instructions for making application can be found at <https://ioeaaa.faa.gov/oeaaa/Portal.do>.

For questions, please do not hesitate to contact me.

Sincerely,

Christopher L. Grotewohl  
Aviation Safety Inspector  
UAS Specialist  
NextGen Branch, ACE-220  
816-329-3273

July 10, 2013

**REGULAR and CERTIFIED MAIL- RETURN RECEIPT REQUESTED**  
**Certificate No.7006 0100 0001 7196 2789**

University of Nebraska-Lincoln  
College of Journalism and Mass Communications  
Anderson Hall  
200 Centennial Mall North  
Lincoln, NE 68588-0443

To whom this may concern:

<http://journalism.unl.edu/drone-journalism-lab> was brought to our attention from the Unmanned Aircraft System (UAS) specialist for the Federal Aviation Administration (FAA) Central Region based in Kansas City, Missouri. The university website features your use of a UAS for journalism educational purposes.

The FAA has taken steps to ensure the public safety regarding all UAS operations. These initial steps take a “do no harm” approach to preserve the world’s safest air transportation system. Currently, the FAA authorizes UAS operations by three means.

1. **Certificate of Authorization (COA).** This authorization allows public entities, i.e., federal, state, and municipal government related organizations, to self-certify their aircraft. The FAA reviews the operation to ensure it is in the public interest, safe, and does not significantly impact the safety of other air traffic or persons on the ground. To issue a COA normally takes about 60 business days.
2. **Experimental Certification.** For civil operators, the FAA can issue an experimental aircraft certificate in accordance with Code of Federal Regulations (CFR) Part 21.191. CFR 21.191 addresses special airworthiness certificates in the experimental category. Experimental certificates are issued to UAS only for the purposes of research and development, crew training and market survey.

You may petition for an exemption to 14 CFR 21.191. You would also need to petition for an exemption to 14 CFR 91.319 because no person may operate an aircraft that has an experimental certificate for compensation or hire. Petition for exemptions can be submitted on-line at [http://www.faa.gov/regulations\\_policies/rulemaking/petition/](http://www.faa.gov/regulations_policies/rulemaking/petition/). If you just want to sell your aircraft, you can do this with an experimental under market survey. In this case, you wouldn't need the two exemptions.

Exemption under 14 CFR 21.191 and 14 CFR 91.319 are not easily granted. Please be advised that the application for an experimental certificate will require technical diagrams of your aircraft and radio control equipment. Commercial UAS operations require the operator to hold a FAA pilot certificate with the appropriate ratings. The experimental certificate application

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process is spelled out in FAA Order 8130.34B ([www.faa.gov/go/uas](http://www.faa.gov/go/uas) - go to the regulations & policies link).

3. Recreational hobbyists. This group is comprised of those individuals who use UAS only for recreational enjoyment in accordance with FAA Advisory Circular 91-57. This generally applies to operations away from airports, persons, and buildings, below 400 feet above ground level, and within visual line of sight.

These requirements are necessary because most of the UAS currently available are not manufactured and maintained to the standards of manned aircraft. Similarly, most operators wishing to fly UASs are not trained, certified, or know the rules of the air to ensure the safety of others both in the air and on the ground.

More information regarding UAS use can be found at the FAA Unmanned Aircraft Program Office's website <http://www.faa.gov/about/initiatives/uas/>.

Based on your university website, you are currently operating a UAS without proper authorization. Operations of this kind may be in violation of the Federal Aviation Regulations and result in legal enforcement action. The options are 1) to cease operations, or 2) to make application for the proper authorization so that the FAA can be assured of the safety of your operation. The instructions for making application can be found at <https://ioeaaa.faa.gov/oeaaa/Portal.do>.

For questions, please do not hesitate to contact me.

Sincerely,

Christopher L. Grotewohl  
Aviation Safety Inspector  
UAS Specialist  
NextGen Branch, ACE-220  
816-329-3273



aerial photography  
Christopher Grotewohl to: wollwerth  
ACE-220, Nextgen Branch  
Bcc: James Bostrom

07/02/2013 08:52 AM

Mr. Wollwerth,

In response to your inquiry in the use of a RC helicopter for aerial photography.

As an FAA Unmanned Aircraft System (UAS) Inspector, I want to share the three possible ways of operating the UA.

1. Certificate of Authorization (COA). This authorization allows public entities, i.e., federal, state, and municipal government related organizations, to self-certify their aircraft. The FAA reviews the operation to ensure it is in the public interest, safe, and does not significantly impact the safety of other air traffic or persons on the ground. To issue a COA normally takes about 60 business days.

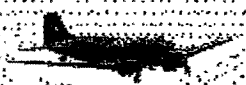
**Commercial operations including aerial photography for hire are not allowed.**

2. Experimental Certification. For civil operators, the FAA can issue an experimental aircraft certificate in accordance with Code of Federal Regulations (CFR) Part 21.191. CFR 21.191 addresses special airworthiness certificates in the experimental category. Experimental certificates are issued to UAS only for the purposes of research and development, crew training and market survey.

**Commercial operations including aerial photography or for hire are not allowed.**

3. Recreational hobbyists. This group is comprised of those individuals who use UAS only for recreational enjoyment in accordance with FAA Advisory Circular 91-57. This generally applies to operations away from airports, persons, and buildings, below 400 feet above ground level, and within visual line of sight. **Commercial operations including aerial photography for hire are not allowed.**

Based on your email, you are operating a UAS for commercial use without proper authorization. Operations of this kind may be in violation of the Federal Aviation Regulations/Policy and could result in legal enforcement action. The options available to you are 1) to cease operations, or 2) to make application for the proper authorization so that the FAA can be assured of the safety of your operation.



**Chris Grotewohl**

ACE-220 Nextgen Branch UAS  
901 Locust Street, Room 332  
Kansas City, MO 64106  
T 816-329-3273  
F 816-329-3208