Unmanned Aircraft Systems - Who’s Doing What?

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- Safely accelerate integration of UAS into the National Airspace System
- Establish test ranges to develop UAS technology
- Case-by-case approval of public and commercial operations
- Sec. 336 – Special Rule for Model Aircraft
CATEGORIZATION BY USE

- NOT categorized by characteristics of craft
- UAS operations authorized on case-by-case basis
- Safety = ostensible governing criterion
- 3 non-military categories, differing degrees of scrutiny:
  - Model
  - Public use – governmental function
  - Civil use – commercial, educational
CATEGORIZATION BY USE

Authorization needed to fly:

- Model aircraft – none
- Public UAS - COA
- Civil UAS – Section 333 exemption + COA
  - Blanket COA OR
  - Individual COA
## Categorization by Use

<table>
<thead>
<tr>
<th>Hobby or recreation</th>
<th>Not hobby or recreation</th>
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<tbody>
<tr>
<td>Flying a model aircraft at the local model aircraft club.</td>
<td>Receiving money for demonstrating aerobatics with a model aircraft.</td>
</tr>
<tr>
<td>Taking photographs with a model aircraft for personal use.</td>
<td>A realtor using a model aircraft to photograph a property that he is trying to sell and using the photos in the property’s real estate listing.</td>
</tr>
<tr>
<td>Using a model aircraft to move a box from point to point without any kind of compensation.</td>
<td>Delivering packages to people for a fee.</td>
</tr>
<tr>
<td>Viewing a field to determine whether crops need water when they are grown for personal enjoyment.</td>
<td>Determining whether crops need to be watered that are grown as part of commercial farming operation.</td>
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</tbody>
</table>
THE AIRPORT ANGLE

• Is UAS operation an aeronautical activity?
  • Arguably not
• Many UAS users actively seek to locate at airports

Photo credit: Greg Walker
Accommodating UAS users, promoting UAS use:

- Considerable latitude to control activities on airport property through rules, regulations and minimum standards
- Enter into agreements with COA/Section 333 exemption holders
  - Operational parameters
  - Adequate insurance and indemnification
  - Copies of FAA authorizations
LOCAL GOVERNMENT ROLE

- Most UAS activity is everywhere BUT at airports
- Municipalities have dual role
  - Using UAS for governmental function – i.e., police
  - Regulating UAS to protect citizens
- Law enforcement
  - Law Enforcement Guidance to Unauthorized UAS Operations
WHAT’S AHEAD

- Rule on registration of all sUAS, including model aircraft
- Final rule on commercial use of sUAS – within year
- Continuing technological development and refinement
- Development of rules for larger vehicles
RESOURCES


Non-binding guidance documents:
- AC 91-57A (Sept. 2, 2015) – Model Aircraft Operating Standards
QUESTIONS?

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