

DronePro Webinar 3rd Quarter FY24 Q&A

Question	Answer
1 Is there any way for us to get Airspace Authorization approvals for Eastern and Western sped up? We're starting to see a number of folks mention they are losing out on work with the three-week backlog?	We're working on it. In fact, the UAS Support Center briefed Jeffrey Vincent, AUS, and his Deputy, who both came from the ESA, on this topic earlier today. We have their attention.
2 Why when you register a new drone that doesn't have a RID built in on Drone Zone it won't let you enter a serial number? If you select it does have a broadcast RID it only allows you to enter the RID SN. What am I missing?	FAADroneZone requires the remote ID serial number of either the aircraft (standard RID) or the remote ID of the aircraft's associated remote ID broadcast module.
3 Can a drone pro who works for a security sensitive organization not be listed on the publicly accessed list?	Hi Jim, yes we can do that but only the SLT or myself has permissions to do that. Let your SLT or me know before they are approved and we can hide them from the public directory.
4 Does the FAA need more design criteria from the ASTM F38 committee on safety for OOP?	The current evolution of waiver evaluation criteria is based on historical safety reporting, not on design criteria.
5 OSHA is also telling us that they cited employers for lacerating employees with drones used inside buildings. They're saying shielding can be tested and certified by test labs	Shielding can be tested, but the FAA does not currently have certification criteria. Note: drone use inside a building is not an operation which occurs in the National Airspace System; therefore, not regulated by the FAA.
6 Is there going to be official documentation that goes out regarding the OOP change in focus?	There will be no "official" documentation because this is not a regulatory change...it is a change in the way we evaluate the waiver request and the provisions we attach to the waiver.
7 what will be minimum intensity or visibility requirement be for the anti-collision light? Anti-collision lights visible at 1-3 miles in daylight conditions will require significantly more power (weight) than one visible at night at the same distance.	The requirement is at least 1 statute mile in daylight, 3 statute miles in civil twilight and night.
8 Thanks Steve. Can you provide the slides that John shared or some talking points so we can help educate others and get the word out?	The slides are already posted in the DronePro Toolkit on FAASafety.gov.
9 How many FRIAs?	2304 as of 13 May
10 For John - still not happy with homebuilt drones and part 107 RID ability. Can I build my own drone without standard RID (since that is basically impossible) and use for part 107?	No. Part 89 (the remote ID rule) defines a homebuilt drone as "...an unmanned aircraft that an individual built solely for education or recreation." After 16 Sep 2022, if you produce a drone for Part 107 purposes it must be designed and produced as a standard remote ID aircraft.
11 How does an FPM do a Drone Report for a DronePro.	The DronePro should do the report in FAASafety.gov, FPM does the SAS entry.

12	How does an FPM do a Drone Report for a DronePro	You should get an email from FAASafety.gov when a report is submitted. There is also way to pull the reports from the report loading page.
13	Can I fly on someone else COA without them being present in the approved airspace?	COA holders are fully responsible and so is the pilot. Lots of nuances in that one. reach out to the UAS Support Center for more information.
14	If a pilot is flying their drone on a college campus (private property), and their location is determined through RID, are they required to display their pilot certificate and drone registration to campus security upon request, or is there only a legal obligation to display credentials to law enforcement and FAA officials?	Part 107 regulations require presenting your pilot certificate to: FAA; an authorized representative of the National Transportation Safety Board; any Federal, State, or local law enforcement officer; or an authorized representative of the Transportation Security Administration. In the case of campus security, if they are an accredited local law enforcement entity, then presenting the remote pilot certificate is a regulatory requirement.