The National FAA Safety Team Presents

DronePro Webinar Series
FY25 QTR1
11/20/2024

FAA Safety Team

UAS UNMANNED AIRCRAFT SYSTEMS

FAA DRONE ZONE

FAAST

Presented to: DronePros and FPMs
By: Various
Date: November 20, 2024

Find out more by Searching @FAADroneZone
On Facebook

Webinar will begin at 1900 (07:00 ET PM)

Record!



Federal Aviation Administration

Introductions

- Eric Sieracki
  - Philadelphia FAASTeam Program Manager
  - 610-595-2478
  - Eric.Sieracki@faa.gov



Federal Aviation Administration

Presenters

- Diana Robinson
  - Project Manager
  - Unmanned Aircraft Systems Integration Office
- John Meehan
  - Aviation Safety Analyst
  - Emerging Technologies Division



Federal Aviation Administration

Presenters

- Alicia Joynes
  - ANG
  - Grants Officer



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Overview

- NPP Update
- Diana's Corner
- Granting Grants
- The Benefits of Knowledge



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Questions

- We Have Several UAS Subject Matter Experts Working Behind the Scenes Ready to Answer Your Questions
- Questions don't have to Relate to the topic being Presented
- Questions in the Q&A Block
- Chat in the Chat Block
  - Feel Free to interact with us and fellow DronePros!
  - Let's try and keep the unproductive comments down



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Currency

- Information is current as of today
- Always check for information changes
- Reach out to FPM or UAS Support Center if needed
  - Email to UAShelp@faa.gov



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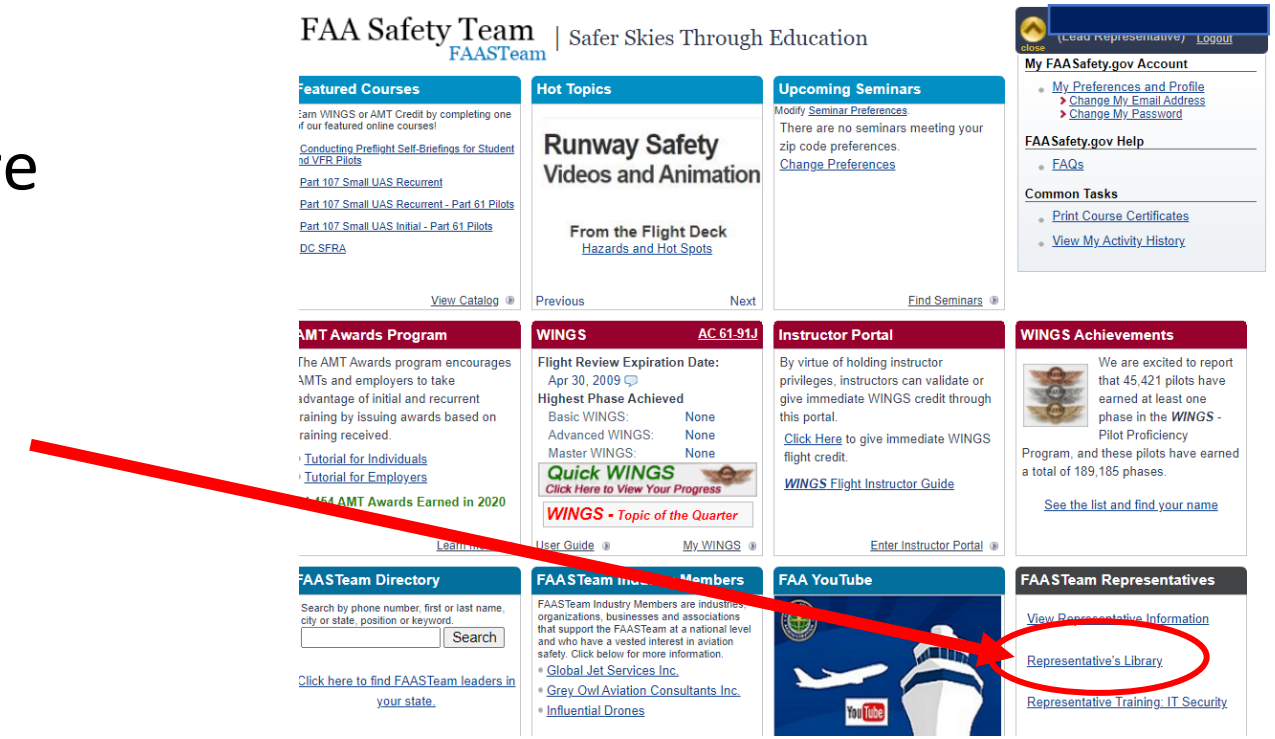
Any updates on DronePro Toolkit content?

- Any updates? Yes! There are new items going in every Month
- Check them out in the FAASTeam Representative's Library

NOTE: You must be a FAASTeam rep or service provider (or FPM) to see that pod



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Any updates on DronePro Toolkit content?

- **DronePro Toolkit**
  - Airspace NPP48
  - Collision Avoidance NPP26
  - Drone Safety Day
  - DronePro Monthly Briefing Slides
  - DronePro Webinars
  - General UAS Information
  - NPP51 UAS Registration
  - Part 107 Operations
  - Part 137 Agricultural
  - Public Safety
  - Recreational Flyers NPP49
  - Remote ID for Drones
  - TRUST (Rec Flyer Safety Test)

- DronePro Monthly Briefing Slides
- DronePro Webinars
  - 1) DronePro Quarterly Webinar Schedule
  - 2) DronePro Webinar Briefing Materials
  - 3) DronePro Webinar Q&As
  - 4) DronePro Webinar Recordings

Federal Aviation Administration

FAASTeam UAS Outreach



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FAASTeam UAS Outreach

Outline

- FAASTeam UAS Outreach Mission
- Role of the DronePros
- National Program Objectives
- DronePro Resources



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FAASTeam UAS Outreach

FAASTeam UAS Outreach Mission

Provide UAS safety outreach & training to the maximum number of drone pilots in the UAS community.



FAASTeam UAS Outreach

FAASTeam DronePro Representatives

- DronePros are fundamental to the FAASTeam's UAS outreach
- Their ability to reach and influence the UAS community is essential to safe operations and compliance





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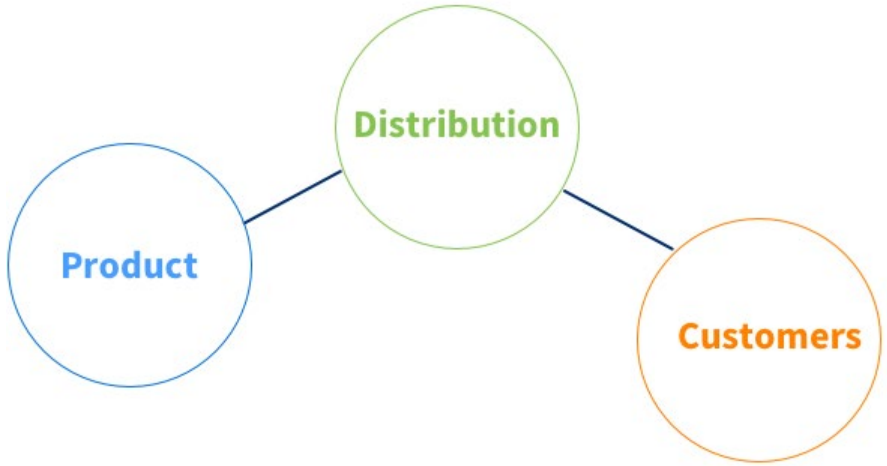
FAASTeam UAS Outreach

Think of it in terms of product sales…



Product = FAASTeam UAS Safety Message

Distribution = DronePros

Customers = Drone Community

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FAASTeam UAS Outreach

Social Media Marketing

The more drone pilots you can reach with your safety message the greater the level of safety in UAS operations. DronePros are encouraged to use of social media marketing as part of their outreach strategies!

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FAASTeam UAS Outreach

YouTube



Rules, Regulations, and the Future of Drones

11K views • 1 month ago

Pilot Institute

@PilotInstitute • 111K subscribers • 721 videos

Learn valuable drone flying skills with Greg Reve

learn.pilotinstitute.com/p/part-107-remote-pilot/

Subscribe

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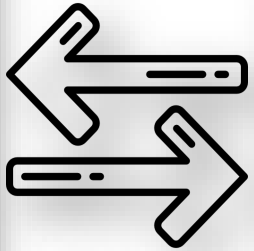
FAASTeam UAS Outreach

Identifying the National Program Objectives









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FAASTeam UAS Outreach

Data Collection and Analysis of Data

- FAA Investigations
- FAA Enforcements
- NMAC & Collision Data
- Pilot Deviation Data
- Remote Pilot Exam Results
- TRUST Data
- Airman Certification Data
- FAA Registration Data
- FAA Accident / Incident Database
- ASRS Data



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FAASTeam UAS Outreach

FAASTeam National Performance Plan

- The blueprint for the FAASTeam UAS outreach is contained within the FAASTeam NPP
- (5) UAS outreach tasks this year

NPP26 Collision Avoidance Activity-Unmanned Aircraft Systems (UAS) 13
NPP43 Ensure adequate DronePro(s) and/or appoint additional DronePro(s) to accomplish NPP UAS Item 14
NPP48 Airspace Outreach Activity 14
NPP49 Recreational Flyer Activity 15
NPP51 UAS Registration Outreach Activity 15
NPP57 UAS Part 137 Outreach Activity 16



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FAASTeam UAS Outreach

Drone vs Manned Aircraft Collisions

1.	Sep 21, 2017	Staten Island, NY	UH-60s vs DJI; damage	Confirmed
2.	Feb 9, 2018	Kauai, HI	EC-130 vs UKN; slight damage	Probable
3.	May 29, 2018	Aurora, OR	C-170 vs UKN; damage	Probable
4.	Aug 10, 2018	Driggs, ID	Balloon vs DJI; no damage	Confirmed
5.	Dec 4, 2019	Los Angeles, CA	AS-350 (News) vs UKN; damage	Probable
6.	Feb 6, 2020	Johnson V., CA	AS-350 vs DJI; slight damage	Confirmed
7.	Sep 18, 2020	Los Angeles, CA	AS-350 (LAPD) vs DJI; damage	Confirmed
8.	Oct 10, 2021	Knik Glacier, AK	R-44 vs DJI; damage	Confirmed
9.	Jun 23, 2022	Boonville, NC	S-269 vs. UKN; damage	Probable
10.	May 24, 2023	Indianapolis, IN	B-412 (DOE) vs. UKN; damage	Probable
11.	June 6, 2023	Ontario, CA	Gulfstream G150 vs. UKN; damage	Probable
12.	**Dec 30, 2023**	**Daytona Beach, FL**	**R-44 vs drone; damage**	**Confirmed**



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FAASTeam UAS Outreach

NPP26 Collision Avoidance Activity-Unmanned Aircraft Systems (UAS)

The Collision Avoidance Activity promotes awareness, within the drone community, of the risk of midair collisions involving helicopters. The risk of collision is always greater at those altitudes where both aircraft types share the same airspace. The belief that traditional aircraft only operate at altitudes above 500 feet is a common misconception among drone pilots. Helicopters often fly below 500 feet and routinely share the same airspace as their drone counterparts.

Strategy:

DronePros will deploy an outreach activity to drone pilots focusing on the midair collision risk with helicopters. Content must include the importance of proper preflight planning, clear understanding of visual line of sight requirements, and best practices for mitigating the risk of midair collisions with helicopters.



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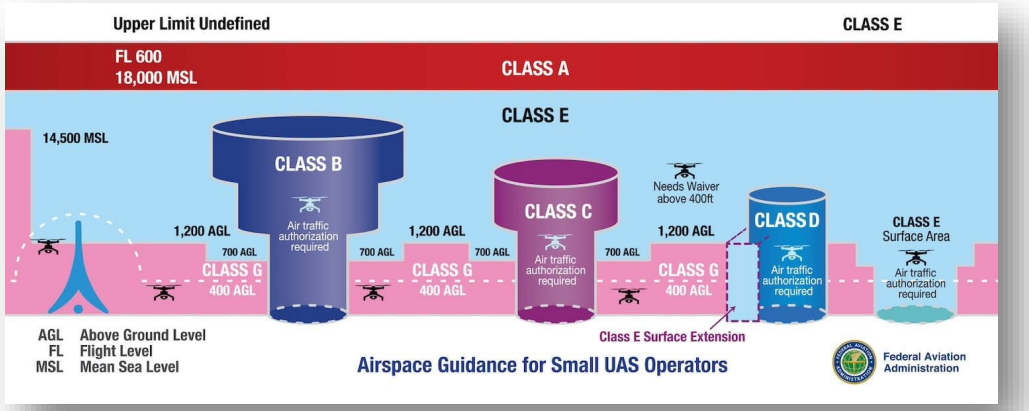
FAASTeam UAS Outreach

NPP48 Airspace Outreach Activity

Continued analysis of Remote Pilot Knowledge Exam results indicates the poorest exam performance is in "Airspace and Requirements – Classification". Analysis of SAS records continues to indicate the leading investigation and enforcement activity for UAS involves airspace violations. As a result, education and outreach to the UAS community on the subject of airspace is important.

Strategy:

DronePros will deploy an outreach activity to drone pilots focusing on airspace to increase their knowledge and develop a positive safety culture.



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FAASTeam UAS Outreach

NPP49 Recreational Flyer Activity

Title 49 US Code §44809 enacted the Exception for Limited Recreational Operations of UAS and implementation of the legislative amendments affecting operations of UAS for recreational purposes prompted the need for educational outreach to this segment of the UAS community. This includes outreach to the recreational flyer community on operational limitations, deployment of The Recreational UAS Safety Test (TRUST), publishing of the Advisory Circular AC-91-57C, Community Based Organizations (CBO) recognition, fixed sites, implementation of remote ID and FAA-Recognized Identification Areas (FRIAs). The goal of this NPP item is to provide recreational flyers with the information and guidance necessary to operate UAS in accordance with 49 U.S.C. § 44809 and foster a positive safety culture within the recreational UAS community

TRUST





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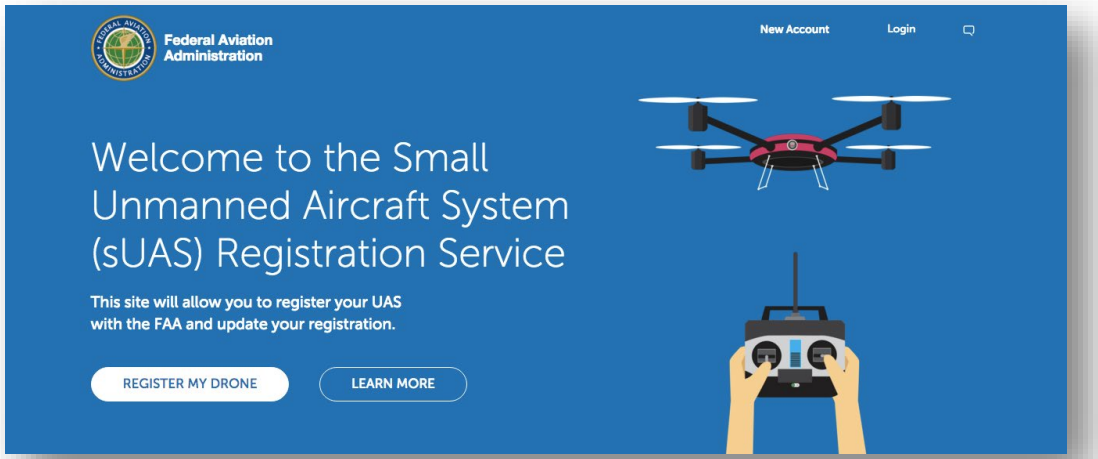
FAASTeam UAS Outreach

NPP51 UAS Registration Outreach Activity

The operation of unregistered aircraft remains the most frequently cited example of non-compliance in small UAS operations. Analysis of UAS data suggests the non-compliance results from a general lack of awareness or misunderstanding of the registration requirements. Registration outreach activities to the UAS community include the requirements for aircraft registration, the registration process, FAADroneZone familiarity, differences between recreational flyers and Part 107 operators and updating remote ID serial number information.



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FAASTeam UAS Outreach

NPP57 UAS Part 137 Outreach Activity

The FAA has seen a significant increase in UAS agricultural aircraft operations under Part 137. These operations typically utilize aircraft weighing 55 pounds or greater and are authorized through FAA exemptions issued by Flight Standards and Certificates of Authorization (COAs) issued by the Air Traffic Organization (ATO). Operator compliance with the conditions and limitations stipulated in the grant of exemption and the provisions listed in the COA are necessary to ensure safe operations. FPMs with areas of responsibility that include a high density of UAS Part 137 agricultural operations are encouraged to include educational outreach to this segment of the UAS community.



FAASTeam UAS Outreach

DronePro Toolkit on FAASafety.gov



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FAASTeam UAS Outreach

Collision Avoidance NPP26

Drone Collisions	**Author:** Guido Hassig	**Date:** 7/6/2022
Pilot Visual Detection of Small Unmanned Aircraft During Final Approach	**Author:** Guido Hassig	**Date:** 7/6/2022
Mid-Air Collision Case Study Briefing Slides (April 2023)	**Author:** Guido Hassig	**Date:** 4/19/2023
Visual Line of Sight Briefing Slides	**Author:** Guido Hassig	**Date:** 7/6/2022
Drone Visual Operations Research Lessons Learned	**Author:** Guido Hassig	**Date:** 7/6/2022
Tower Controllers' Visual Detection of a Small UAS	**Author:** Guido Hassig	**Date:** 7/6/2022
Evaluating Visual Observers' Imminent Collision Anticipation during Day, Dusk, a	**Author:** Guido Hassig	**Date:** 7/6/2022
Transport Canada Mid-Air Collision Report	**Author:** Guido Hassig	**Date:** 1/30/2023
FAA AC 90-48E Pilots' Role in Collision Avoidance	**Author:** Guido Hassig	**Date:** 11/1/2022
Drone Risk to Low Flying Manned Aircraft December 2022	**Author:** Guido Hassig	**Date:** 12/22/2022
Right of Way Rules & Collision Avoidance	**Author:** Guido Hassig	**Date:** 7/6/2022
DronePro Update - Near Mid-Air Case Study	**Author:** Guido Hassig	**Date:** 10/20/2022
Drone Collision List Updated June 2024	**Author:** Guido Hassig	**Date:** 6/7/2024

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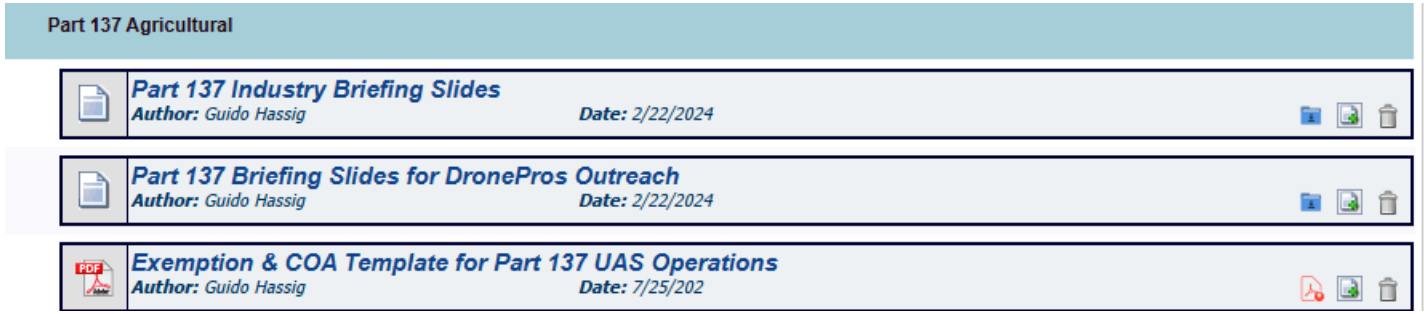
FAASTeam UAS Outreach

DronePro Toolkit on FAASafety.gov



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Welcome

- Diana Robinson
- Project Manager
- Unmanned Aircraft Systems Integration Office



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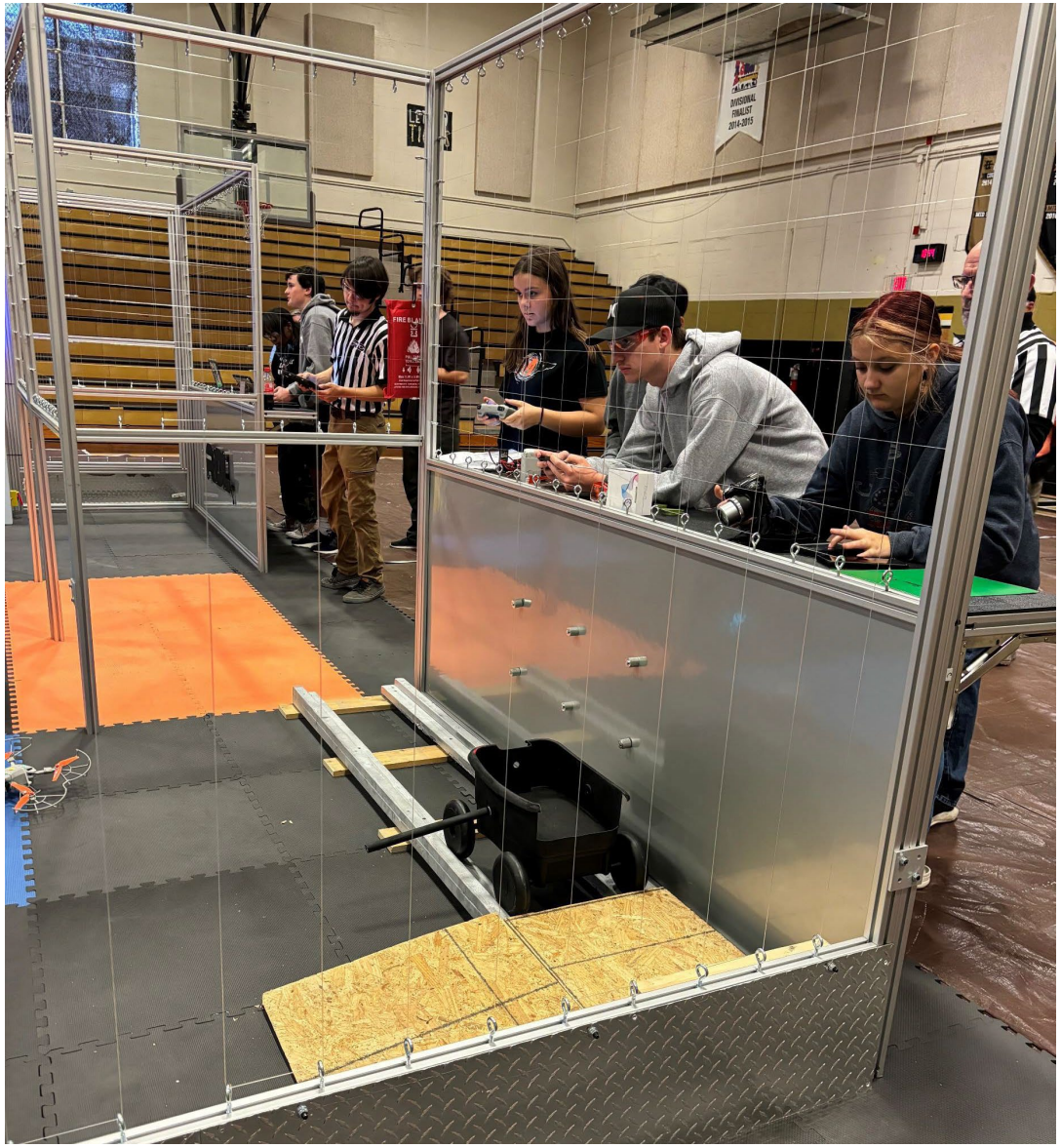
COMMERCIAL
UAV EXPO
COMMERCIAL
UAV EXPO


RDL
EMPOWER
TOMORROWS
INNOVATORS
www.robotdroneleague.com





Stephanie and Dr. Kenie Moses,
Southern University at Shreveport

Chris Castro, Senior Advisor for Energy Efficiency & Renewable Energy at U.S. Department of Energy (DOE)



Good to know!

- **DronePro Map** – expect to see the new version in the next couple of weeks
- **Youth Drone Initiative** – **TOMORROW**! November 21st at 5:00 Eastern
- **Sunshine State Drone Expo** is December 7th in St. Petersburg, FL at Azalea Middle School
- **2024 Reauthorization – Grants!!**
  - **Workshop tomorrow,** November 21st at 9:30 Eastern @ Texas Southern University or you can register and attend virtually and recorded.
- **Welcome Alicia Joynes!**

Happy Thanksgiving!

We are all very thankful for our DronePros!

Welcome

- Alicia Joynes
- ANG
- Grants Officer





Federal Aviation Administration

11/20/2024



THE TAKEOFF

Aviation Workforce Development Technical Assistance Workshop

Federal Aviation Administration

Introductions



Alicia Joynes

ANG-A19 Grants Program Analyst

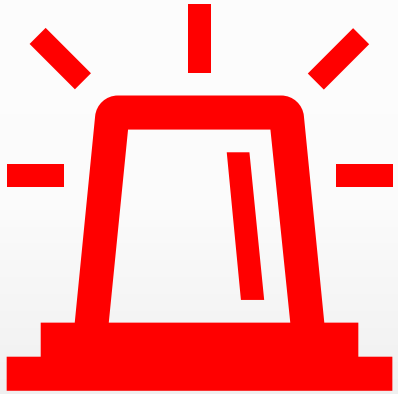
AWD Grant Programs

NOTICE OF FUNDING OPPORTUNITY (NOFO) ROUND 4



JANUARY 2025

Arriving soon!



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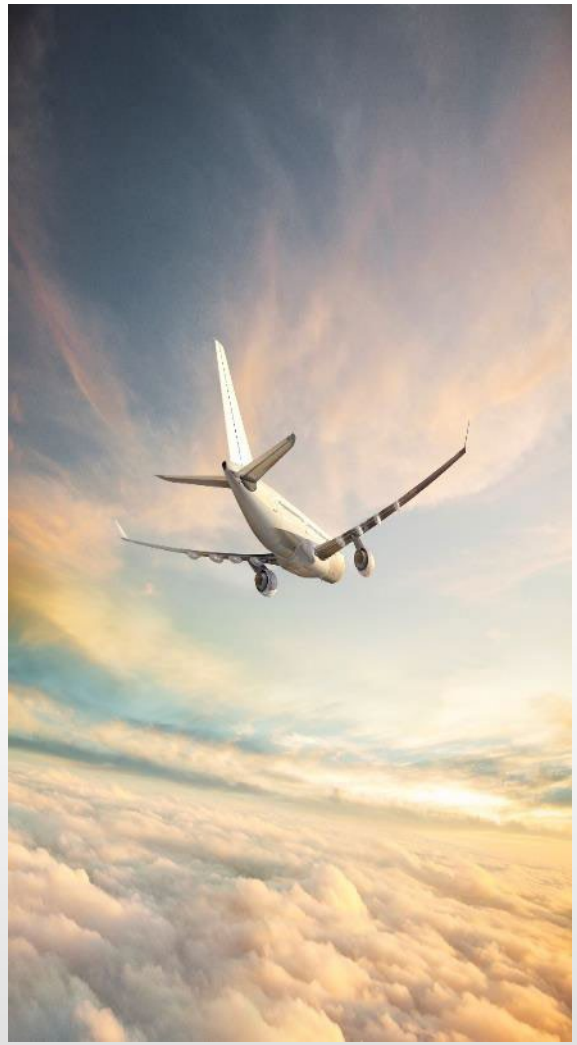
OBJECTIVES

- Educate on AWD Grant Programs:
  - Become aware of AWD financial assistance opportunities
  - Navigate through the grant application process
  - Understand decision making process



AUTHORITY – FAA REAUTHORIZATION ACT OF 2024

SEC. 440. IMPROVING FEDERAL AVIATION WORKFORCE DEVELOPMENTPROGRAMS.(a) IN GENERAL.—Section 625 of the FAA Reauthorization Act of 2018 (49 U.S.C. 40101 note) is amended to read as follows:

“SEC. 625. AVIATION WORKFORCE DEVELOPMENT PROGRAMS.“(a) IN GENERAL.—The Secretary of Transportation shall establish—“(1) a program to provide grants for eligible projects to support the education and recruitment of future aircraft pilots and the development of the aircraft pilot workforce;“(2) a program to provide grants for eligible projects to support the education and recruitment of aviation maintenance technical workers and the development of the aviation maintenance workforce; and“(3) a program to provide grants for eligible projects to support the education and recruitment of aviation manufacturing technical workers and aerospace engineers and the development of the aviation manufacturing workforce.

PROGRAM OVERVIEW

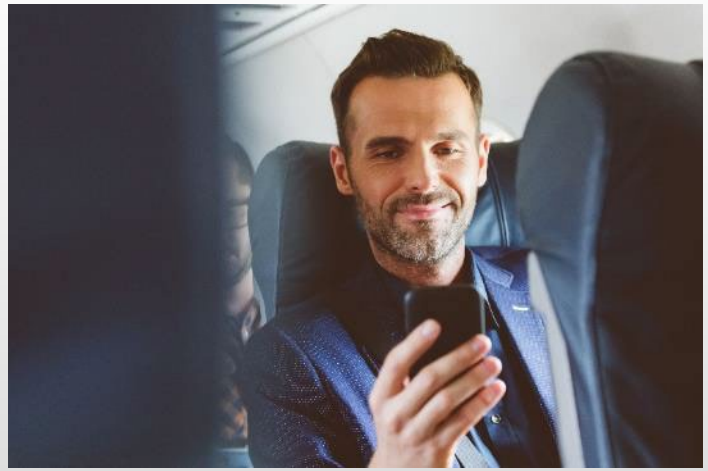


AVIATION WORKFORCE DEVELOPMENT (AWD)

The program consists of two educational grant programs.

- The Aircraft Pilots Program
- The Aviation Maintenance Technical Workers Program





AIRCRAFT PILOTS PROGRAM GOAL

The goal of the pilot program is to support the recruitment of aircraft pilots or unmanned aircraft systems operators' workforce through education, outreach, recruitment, and military career transition.



AIRCRAFT PILOTS - ELIGIBLE APPLICANTS

An air carrier (as such term is defined in section 40102 of title 49, United States Code)
An entity that holds management specifications under subpart K of title 91 of title 14, Code of Federal Regulations
An accredited institution of higher education, a postsecondary vocational institution, or a high school or secondary school
A flight school that provides flight training, as such term is defined in part 61 of title 14, Code of Federal Regulations, or that holds a pilot school certificate under part 141 of title 14, Code of Federal Regulations
A labor organization representing professional aircraft pilots
An aviation-related nonprofit organization described in section 501(c)(3) of the Internal Revenue Code of 1986 that is exempt from taxation under section 501(a) of such Code
A State, local, territorial, or Tribal governmental entity

AIRCRAFT PILOTS – ELIGIBLE PROJECTS

To create and deliver a program or curriculum that provides high school or secondary school students and students of institutions of higher education with meaningful aviation education to become aircraft pilots or unmanned aircraft systems operators, including purchasing and operating a computer-based simulator associated with such curriculum
To establish or improve registered apprenticeship, internship, or scholarship programs for individuals pursuing employment as a professional aircraft pilot or unmanned aircraft systems operator
To create and deliver curriculum that provides certified flight instructors with the necessary instructional, leadership, and communication skills to better educate student pilots
To support the transition to professional aircraft pilot or unmanned systems operator careers, including for members and veterans of the armed forces
To support robust outreach about careers in commercial aviation as a professional aircraft pilot or unmanned system operator, including outreach to populations that are underrepresented in the aviation industry
To otherwise enhance or expand the aircraft pilot or unmanned aircraft system operator workforce

MAINTENANCE PROGRAM GOAL

The goal of the Program is to provide grants to support the education and recruitment of aviation maintenance technical workers and the development of the aviation maintenance workforce.



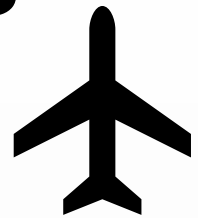
MAINTENANCE TECHNICAL WORKERS-ELIGIBLE APPLICANTS

A holder of a certificate issued under part 21, 121, 135, 145, or 147 of title 14, Code of Federal Regulations
A labor organization representing aviation maintenance workers
An accredited institution of higher education, a postsecondary vocational institution, or a high school or secondary school
An aviation-related nonprofit organization described in section 501(c)(3) of the Internal Revenue Code of 1986 that is exempt from taxation under section 501(a) of such Code
A State, local, territorial, or Tribal governmental entity

MAINTENANCE TECHNICAL WORKERS– ELIGIBLE PROJECTS

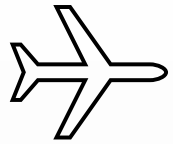
To create and deliver a program or curriculum that provides high school and secondary school students and students of institutions of higher education with meaningful aviation maintenance education to become an aviation mechanic or aviation maintenance technician, including purchasing and operating equipment associated with such curriculum
To establish or improve registered apprenticeship, internship, or scholarship programs for individuals pursuing employment in the aviation maintenance industry
To support the transition to aviation maintenance careers, including for members and veterans of the armed forces
To support robust outreach about careers in the aviation maintenance industry, including outreach to populations that are underrepresented in the aviation industry
To otherwise enhance or expand the aviation maintenance technical workforce

2024 FAA REAUTHORIZATION CHANGES



- Creates a new Manufacturing grant program
- $20M authorized to Pilots, Maintenance, and Manufacturing each for Fiscal Year 2025 through 2028
- Award ceiling increased from $500K up to $1M
- Prioritizes underrepresented workforce populations, supports rural and regional airports' workforce needs, and strengthens aviation programs in minority-servicing institutions
- Up to 2% of funding can be used to provide technical assistance to eligible applicants

WILLA BROWN AVIATION EDUCATION PROGRAM



- 20 percent of the funding allocated under this subsection must support the “Willa Brown Aviation Education Program”

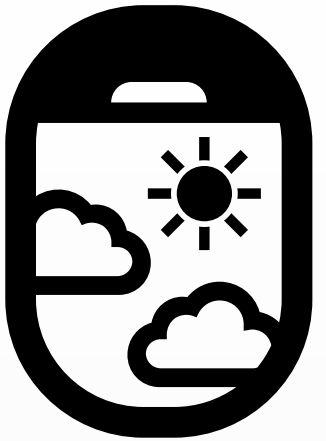
- Recipients must serve in counties that have at least one qualified opportunity zone as defined in section 1400Z–1(a) of the Internal Revenue Code of 1986

https://opportunityzones.hud.gov/resources/map

MASTER THE APPLICATION GAME: INS & OUTS



GRANT SUBMISSION ELEMENTS



- Discretionary Grant
- Reimbursement Payment
- NOFO release with a 30-day open application period
- Maximum grant award up to $1,000,000 per grant
- Up to 24 months period of performance
- No cost match required
- $20M to each program from FY2025-2028, per fiscal year
- Partnerships are encouraged - subrecipients are prohibited
- Technical Assistance Webinar

GET YOUR UNIQUE ENTITY IDENTIFIER (UEI)

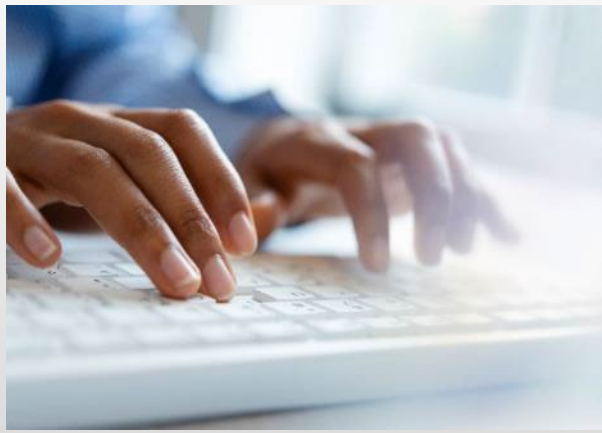
- UEI is required for Grants.gov registration. The identifier is used for tracking purposes and to validate address and point of contact information for Federal assistance applicants, recipients, and sub-recipients
- Register your entity or get a UEI here:

  https://sam.gov/content/entity-registrationLock



REGISTER FOR A SAM.GOV ACCOUNT

- SAM.gov is the official, free-to-use website for Federal financial assistance
- All applicants must register in the System for Award Management (SAM) to successfully register in Grants.gov
- Applicants must update or renew their SAM registration at least once per year
- SAM registration procedures can be accessed at: https://www.sam.gov/portal/public/SAM/



INFORMATION RECAP

- AWD Programs:
  - The Aircraft Pilots Program
  - The Aviation Maintenance Technical Workers Program
  - Willa Brown Aviation Education Program
- 2024 Reauthorization Changes
- Breakdown of the Application Process
- Grant Package Details
- Proof of Eligibility



YOUR PATH TO SUCCESS, GAME ON



Your Path to Success, Game On

- FAA has awarded three rounds of Aviation Workforce Development grants totaling $33.5 million to 86 recipients

Aircraft Pilots Success Story

Florida State College at Jacksonville



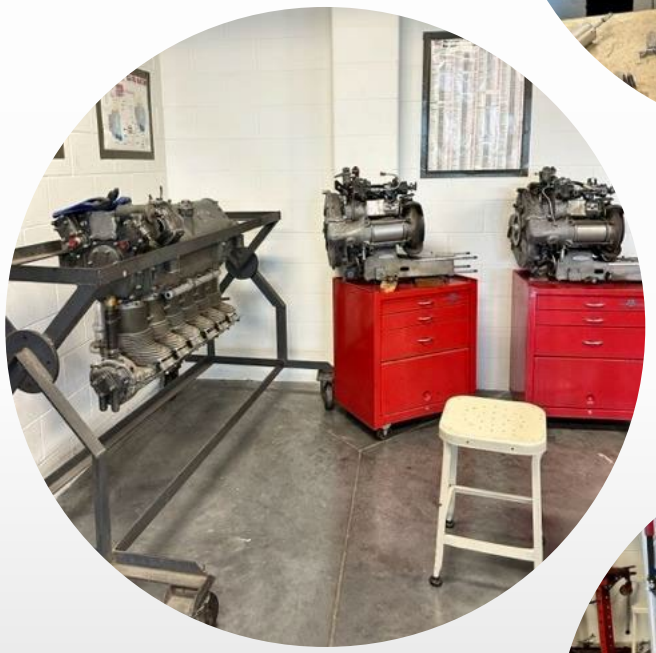
- College partnered with 11 partner high schools
- Hosted three high school field trips, for a combined 80 students
- Guest-lectured at two high schools, reaching a combined 260 students
- Provided flight simulator experiences to 75 young girls at Girls in Aviation Day event
- Delivered first Drone Soccer system
- Held Professional Development Day for Drone Flying with 9 local high school teachers

Maintenance Success Story

Iowa Western Community College (IWCC)



- New lab equipment was purchased to replace old, outdated equipment to enhance students' learning experience
- Outreach efforts allowed their program to double in enrollment and provided opportunities for women aspiring to join the career field
- Faculty worked with the English and Math department to review and enhance our aptitude test
- Implemented tuition testing fees as pay for A&P testing







THANK YOU!

Any Questions?

Federal Aviation Administration

Contact Us

E-mail

awd-grants@faa.gov

Website

www.faa.gov/go/awd



SCAN FOR AWD WEBSITE



Welcome

- John Meehan
- Aviation Safety Analyst
- Emerging Technologies Division



Federal Aviation Administration

Where should the drone registration number be located?



- It must be legible, anywhere <u>on the **outside**</u>
  - This changed in 2018 due to security concerns about opening compartments
- The drone registration number is <u>not</u> the same thing as the RID serial number
- The RID serial number is <u>not</u> required to be marked on the drone

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Is the (FAA) Drone Registration number the same as the Remote ID number or Product Serial Number?

- They are very different
  - Different formats
  - Different functions
  - Found in different places
  - **Product Serial Numbers are often not the RID Serial Number, particularly on older drones**

- Drone Registration numbers start with a **letter**
  - N345JM
  - FA3xxxxxxx
  - FA2xxxxxxx

- RID serial numbers start with a **number, and not always visible on the drone**
  - 1851Fxxxxxxxxxx
  - 1644FMD4100000007004
  - 1587A051000075Y



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Does Remote ID apply to public safety drones?

- **Remote ID (part 89) applies to all drones that must be registered…**
- All public safety drones must be registered, irrespective of weight, **therefore Remote ID applies to them**
- A person can request relief from the Remote ID requirement, but an authorization to operate without RID is usually only given for security or R&D reasons, or for UAS made for the US Government ridauthorizations@faa.gov



Can I use one ‘broadcast’ module for my entire inventory?

- Persons flying under 49 USC 44809 may swap out one broadcast module between all the aircraft listed in their inventory in FAADroneZone that don’t have standard RID
  - One FAA registration number suffices for all of their drones
    - They could update each drone in their inventory with it’s unique RID S/N also (add device) if equipped



- Persons flying under Part 91 or 107 must use one broadcast module for each UA listed in their inventory in FAADroneZone that doesn’t have standard RID
- **Each drone needs its own unique RID number**

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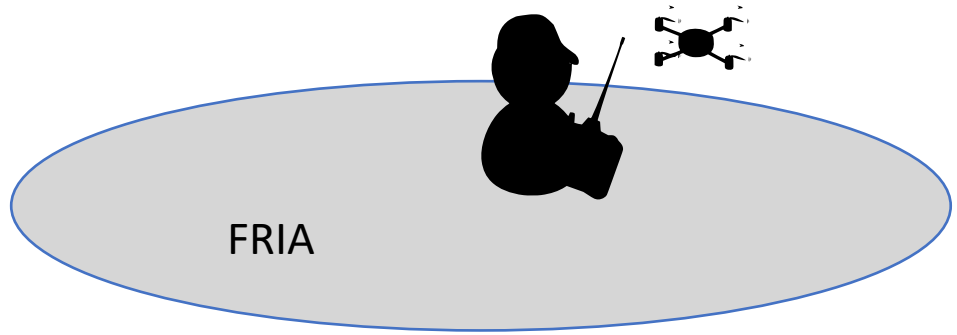
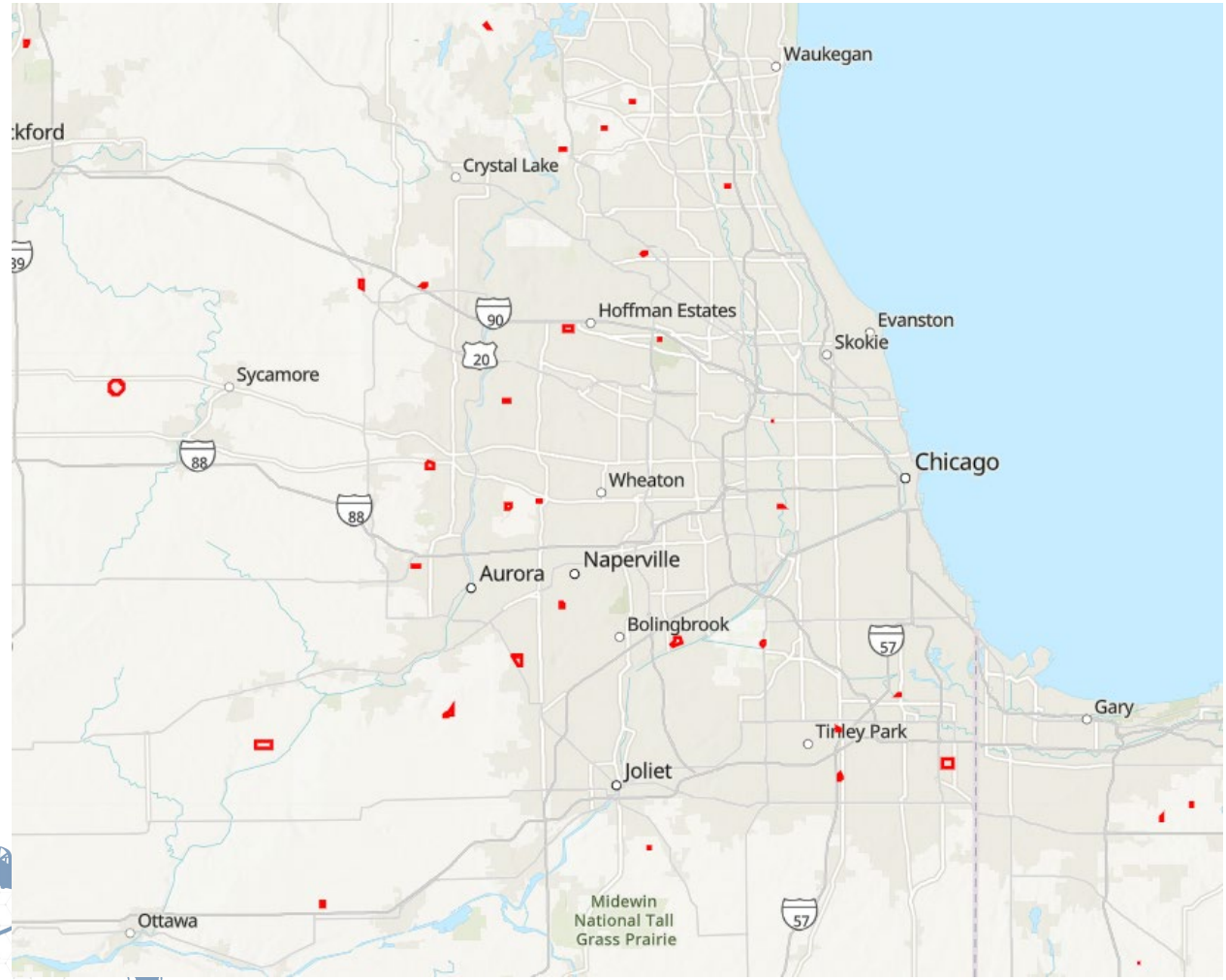
Can I fly a drone weighing 0.55 pounds (250 grams) or less outside a FRIA if it doesn't have Remote ID?

FRIA = FAA Recognized Identification Area

- Per part 89, all drones that must be registered, or <u>are</u> registered, must have Remote ID, or limit their flight to a FRIA (or obtain an authorization from the FAA)
  - **Rec Flyer**: 0.55 lbs (250 grams) or less drones, can be flown outside a FRIA without Remote ID ***if they aren't registered***. If they were registered, they would need RID or limit flight to a FRIA
  - **Part 91 or 107**: Drones of any weight must be registered, and therefore must have Remote ID or limit their operation to a FRIA (or obtain an authorization from the FAA to operate without RID



FAA Recognized Identification Areas (FRIAs) are on UAS Data Delivery System (UDDS)



- The ArcGIS map has been updated with FRIAs
- https://faa.maps.arcgis.com/apps/webappviewer/index.html?id=8f274117010f4eb1a50f64c1719be12b

Federal Aviation Administration

What do I do with a drone ‘shoot down’ or a destruction of a drone complaint?

- A ‘shoot down’ or destruction of a drone is a Title 18 USC 32 issue, enforced by the Dept of Justice
- Refer the complaint to local law enforcement and cc the FAA UAS Support Center (uashelp@faa.gov)



How Do I Look Up an Airport to See Which Sub-Category Class E the Airspace Becomes When it Reverts to Class E After Hours?

- The Chart Supplement shows Class of airspace, but not the subcategory
- **The definitive info is in Joint Order 7400.11 Airspace Designations and Reporting Points (current version is "J")**
- Class E airspace designations are found in section E. Look up by Region then state, then alphabetical
- E2 is the second group of Class E, starting in paragraph 6002

This says it's E2 airspace

ASW TX E2 Laredo, TX
Laredo International Airport, TX
(lat. 27°32'41"N., long. 99°27'41"W.)

Within a 4.3-mile radius of Laredo International Airport excluding that airspace in Mexico. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

This says during specific times as published in the Chart Supplement

NOTE: The publication formerly known as the AFD is now called the Chart Supplement

What is ‘over people’?

107.39 is a performance based regulation

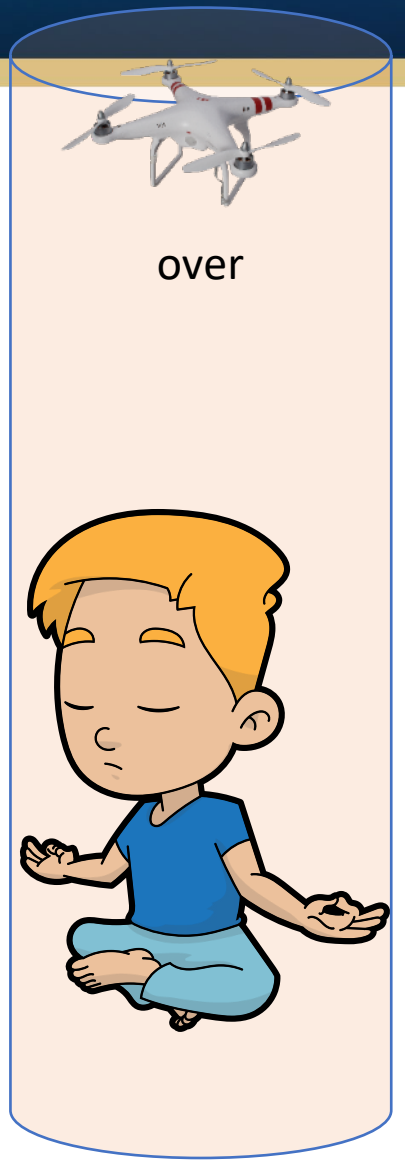
There is no set distance

Environmental factors (wind, for example) can play a role in safe operations

A drone operator may violate 107.23 and 107.31 when operating *near enough* to a person to cause a hazard even if not directly over that person



Not over



over



Not over

If the drone was technically not over a person, but falls and drifts into or is blown over and hits the person, it was ‘over that person’ *at some point in the flight*

Federal Aviation Administration

What else would the FAA consider when investigating ‘ops over people’ complaints?

§ 107.23 Hazardous operation.
No person may:
(a) Operate a small unmanned aircraft system in a careless or reckless manner so as to endanger the life or property of another

§ 107.31 Visual line of sight aircraft operation.
(a) With vision that is unaided by any device other than corrective lenses, the remote pilot in command, the visual observer (if one is used), and the person manipulating the flight control of the small unmanned aircraft system must be able to see the unmanned aircraft throughout the entire flight in order to:
(1) Know the unmanned aircraft's location;
(2) Determine the unmanned aircraft's attitude, altitude, and direction of flight;
(3) Observe the airspace for other air traffic or hazards; and
(4) Determine that the unmanned aircraft does not endanger the life or property of another.



Remote ID of UAS
What it is…







Remote ID of UAS is an unencrypted signal transmitted by the UAS that allows local security to find the operator of a UAS they are concerned about, **while the UA is airborne**

Federal Aviation Administration

Remote ID of UAS
What it isn't…..





Remote ID is not like ADS-B Out (currently)

The FAA is not tracking, nor recording Remote ID signal history, even in controlled airspace

Remote ID of UAS
Also what it isn't….



Hey FAA! We detected all these drones three weeks ago. Please look them up and get back to us…



Do you have witness statements tying the operator to a flight where there was **an aviation safety issue**?

Is that detection data legally usable?

1. **Remote ID does not distinguish between legit and illegitimate ops**
2. See the FAA, DOJ, FCC, and DHS Joint Advisory on the Application of Federal Laws to the Acquisition and Use of Technology to Detect and Mitigate Unmanned Aircraft Systems

What documents must a drone operator show Law Enforcement upon request?

Item	Rec Flyer	Part 107
Photo ID	✗	✓
Drone Registration*	✓	✓
Proof of TRUST	✓	✗
Remote Pilot Certificate	✗	✓
Recency of Knowledge	✗	✗
Airspace Authorization	✓	✓

*Drones weighing 0.55 lbs or less operated under 49 USC 44809 are not required to be registered
Note: Flights by persons not fully complying with the limitations of 49 USC 44809 are governed by Part 107

Federal Aviation Administration

Are Volunteer Fire Department (VFD) drones considered "public aircraft"?

- "Public Aircraft" are defined in the US Code 49 USC 40102(a)(41)
  - See AC 00-1.1B for more info
  - 'Public aircraft' operate under 14 CFR part 91
- Federal Agencies, States, District of Columbia, US Territories, Indian Tribal Nations and their political subdivisions meet the definition
- VFDs and most Search and Rescue Orgs are typically NOT political subdivisions of those entities, therefore **they are not 'public aircraft'** per the statute and may only operate as a 'civil' aircraft (part 107)



501(3)(c) entities may only operate drones under the civil rules, part 107

What's the difference between anti-collision lights and position lights?



These are "position" lights

- **Anti-collision lights make the drone more conspicuous to manned pilots and aid in collision avoidance**
  - They **flash** and are visible for 1SM in daylight and 3SM at night
- *Drone* position lights are there to aid the drone pilot in determining the drone's orientation

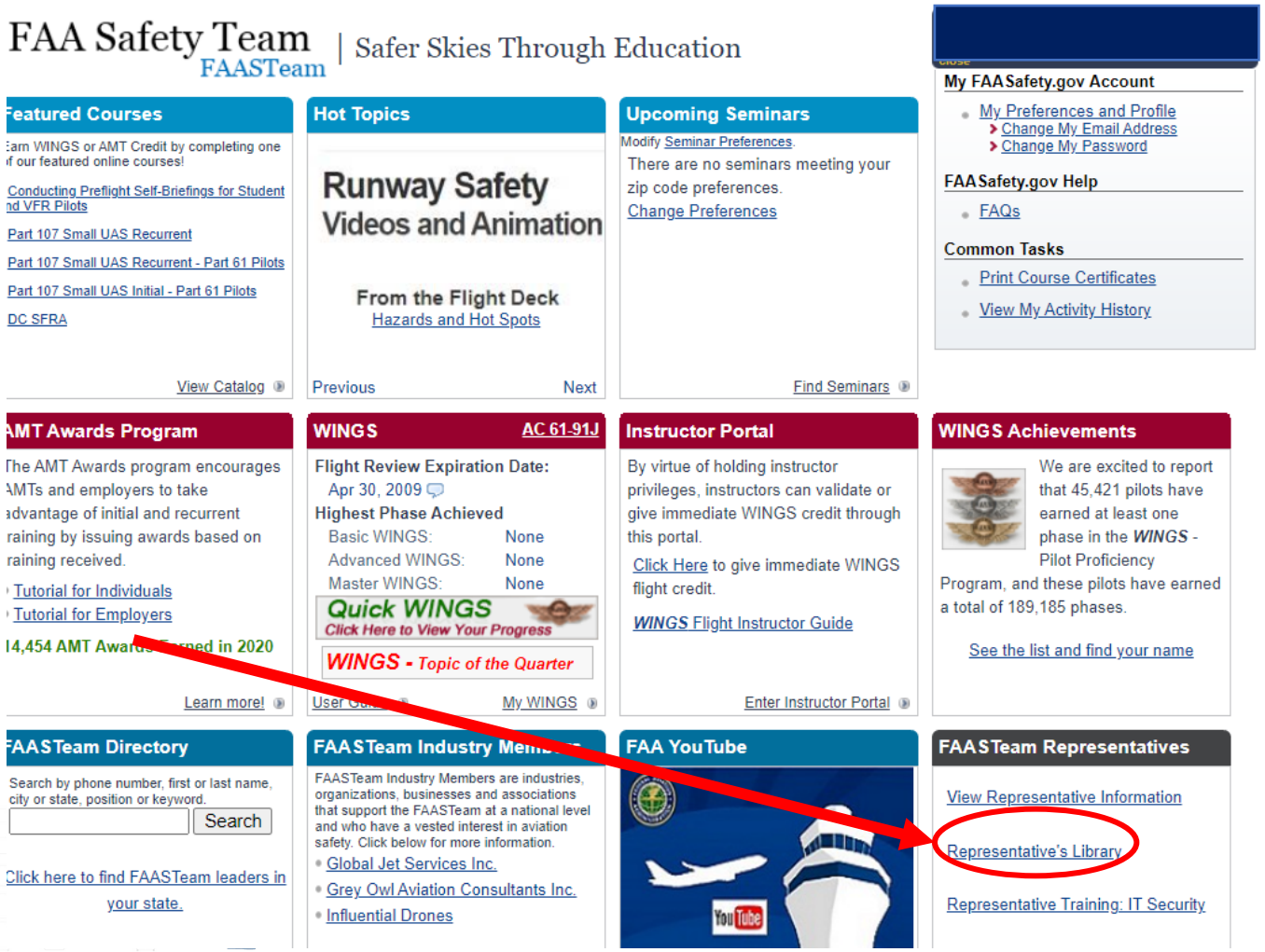


These are anti-collision lights

Use white or red only please

Other colors may confuse the manned pilot

How do I report what I do???!!





Federal Aviation Administration

How do I report what I do???!!

Drone Activity Report

Fill in the following fields to submit your report.

- **Type of Operation** [Select Type Of Operation]
- **Number of Personnel/Attendance** 0
- **Outreach Method** [Select Outreach Method]
- **Topic**
- **Date** May 13 2022
- **Zip Code**
- **City**
- **State** [Select State]
- **District(FSDO)** EA17 - Philadelphia
- **Rep Name**
- **Comments**

Send to FPM | Cancel



Federal Aviation Administration

How do I report what I do???!!

Email

- Hi Eric, thank you.
- This is the Event I participated in : Build My Future Philly- Educators for high school students & (Middle School) [In-person]
Event Name: Build My Future Philadelphia

Time/Date: 9AM - 1PM Tuesday October 1 and Wednesday October 2, 2024

Location: 23rd Street Armory, 22 South 23rd Street, Philadelphia, PA, 19103

Audience: 700+ middle and high school students

Objective: Provide hands-on experiences in the construction industry, inspire career interests, and showcase various trades and career paths. Topics also include airspace, TRUST and registration.



Federal Aviation Administration

Upcoming Webinars

- Feb 19, 2025
  - TBD- Grants?



Federal Aviation Administration