

## FAA sUAS PART 107: THE SMALL UAS RULE

The Small UAS rule adds a new part 107 to Title 14 Code of Federal Regulations (14 CFR) to allow for routine civil operation of small Unmanned Aircraft Systems (UAS) in the National Airspace System (NAS) and provide safety rules for those operations. The rule defines small UAS as unmanned aircraft weighing less than 55 pounds. To mitigate risk, it will limit small UAS to daylight and civil twilight operations with appropriate collision lighting, confined areas of operation, and visual-line-of-sight operations.

The rule addresses airspace restrictions, remote pilot certification, visual observer requirements, and operational limits in order to maintain the safety of the NAS and ensure that small UAS do not pose a threat to national security. Because UAS constitute a quickly changing technology, a key provision of this rule is a waiver mechanism to allow individual operations to deviate from many of the operational restrictions of the rule if the Administrator finds that the proposed operation can safely be conducted under the terms of a certificate of waiver. This new rule will be effective 60 days after publication in the federal register.

Part 107 will not apply to model aircraft. Model aircraft operators must continue to satisfy all the criteria specified in [Section 336 of Public Law 112-95 \(which will now be codified in part 101\)](#), including the stipulation they be operated only for hobby or recreational purposes.

### THE IMPACT TO AIR TRAFFIC CONTROL

After the effective date, those operators that have successfully passed the required knowledge test and received a remote pilot certificate may begin operations in Class G airspace at or below 400 AGL without contacting ATC or issuing a NOTAM.

For operations in controlled airspaces (Class B, C and D airspace, and E surface area) the Air Traffic Organization, in collaboration with NATCA, is establishing a process where the operator can make a request and receive approval through an automated system. The operators will not contact individual ATC facilities to make the request. ATC guidance, procedures, policies and processes are under development and will be available prior to the effective date of the rule. For more information on the new rule visit the FAA UAS website at [www.FAA.gov/UAS](http://www.FAA.gov/UAS).

### MAJOR PROVISIONS

- Unmanned aircraft must weigh less than 55 lbs. (25 kg)
- Visual line-of-sight (VLOS) only; the unmanned aircraft must remain within VLOS of the remote pilot in command and the person manipulating the flight controls of the small UAS
- Small unmanned aircraft may not operate over any persons not directly participating in the operation, not under a covered structure, and not inside a covered stationary vehicle
- Daylight-only operations or civil twilight (30 minutes before official sunrise to 30 minutes after official sunset, local time) with appropriate anti-collision lighting
- Must yield right-of-way to other aircraft
- May use visual observer (VO) but not required
- Maximum groundspeed of 100 mph (87 knots)
- Maximum altitude of 400 feet above ground level (AGL) or, within 400 feet of a structure, 400 feet above that structure
- Minimum weather visibility of 3 miles from control station and must remain 500 feet from clouds (no ceiling requirement)
- Operations in Class B, C, D and Class E surface areas are allowed with ATC authorization
- Operations in Class G airspace are allowed without ATC authorization
- sUAS cannot be operated from a moving aircraft
- sUAS cannot be operated from a moving vehicle unless the operation is over a sparsely populated area
- No careless or reckless operations
- No carriage of hazardous materials
- FAA airworthiness certification is not required