



New Rules for Commercial Operation of an Unmanned Aircraft

revised 12/20/2017

On August 29, 2016 the new Part 107 rules for small UAS (drone) operation for commercial and government users went into effect. The current Section 333 Exemption with the blanket Certificate of Authorization (COA) will still be an option depending upon what the operator intends to do with their drone. The Part 107 will allow the operator to apply for waivers for many parts of the rule such as flying the drone within visual sight or flying no higher than 400 ft. Government/civil operators can apply for a Certificate of Authorization specific or meet the criteria of Part 107 based upon how they intend to use their drone.

Recreational or hobbyist operators will continue to follow the same rules and guidelines as those have not changed. It is still important to note that a hospital heliport/helipad is considered an airport.

All drone operators, must register their drones that are between .55 to 55 pounds prior to flight, without exception.* (*reinstated 12/2017)

According to the FAA, operators who want to fly in Class G (uncontrolled) airspace don't need FAA/ATC authorization. They are currently processing requests to operate in Class D and Class E airport surfaces. The FAA began consideration of requests for Class C drone flights beginning November 1, 2016 and began the process for Class B airspace after December 5, 2016. To see the waivers the FAA has granted thus far, the company names, and the waived regulation, go to:

https://www.faa.gov/uas/request_waiver/waivers_granted/

FOR MORE INFORMATION GO TO THESE WEBSITES:

- **www.knowbeforeyoufly.org**
- **www.faa.gov/uas**
- **www.flightforlife.org**, scroll down to **What's New?** and click on **Drones: Updated...Latest Info**, then click on **Drone Operational Guidance Resource**