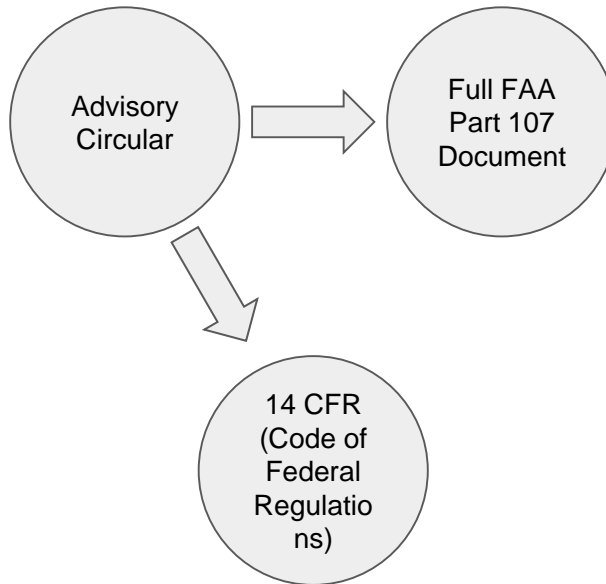


FAA Part 107

General

How to Find Information



Code of Federal Regulations

The Code of Federal Regulations (CFR) is an annual codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government.

Over 175,000 pages

We only need to know a few of them

<http://www.ecfr.gov/cgi-bin/ECFR?page=browse>

How 14 CFR applies to sUAS

Taken from Advisory Circular (AC No. 107-2):

2.1 Related Code of Federal Regulations (CFR) Parts. The following regulations and parts can be found at http://www.faa.gov/regulations_policies/faa_regulations/.

- Title 14 CFR Part 1, Definitions and Abbreviations.
- Title 14 CFR Part 48, Registration and Marking Requirements for Small Unmanned Aircraft.
- Title 14 CFR Part 71, Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes; and Reporting Points.
- Title 14 CFR Part 73, Special Use Airspace.
- Title 14 CFR Part 91, General Operating and Flight Rules.
- Title 14 CFR Part 93, Special Air Traffic Rules.
- Title 14 CFR Part 101, Moored Balloons, Kites, Amateur Rockets and Unmanned Free Balloons.
- Title 14 CFR Part 107, Small Unmanned Aircraft Systems.
- Title 47 CFR Part 87, Aviation Services.

14 CFR Part 1, Definitions and Abbreviations

Available in PDF Form Here:

[14 CFR Part 1 Definitions and Abbreviations](#)

Title 14 CFR Part 48, Registration and Marketing Requirements for sUAS

Available in PDF Form Here: [14 CFR Part 48](#)

§48.15 Requirement to register.

- (a) The owner has registered and marked the aircraft in accordance with this part;
- (b) The aircraft weighs 0.55 pounds or less on takeoff, including everything that is on board or otherwise attached to the aircraft; or
- (c) The aircraft is an aircraft of the Armed Forces of the United States.

§48.30 Fees.

Fee for issuing or renewing a Certificate of Aircraft Registration for aircraft registered in accordance with §48.100(a) is \$5.00 per aircraft.

§48.100 Application.

Must supply Name, Physical address, Aircraft manufacturer and Serial number, etc.

Title 14 CFR Part 48 cont.

§48.110 Registration: Persons intending to use small unmanned aircraft for purposes other than as model aircraft.

Must renew every 3 years, \$5 renewal fee as stated in §48.30

Organization or Individual must operate lawfully to maintain registration

§48.115 Registration: Individuals intending to use small unmanned aircraft exclusively as a model aircraft.

Must renew every 3 years, \$5 renewal fee as stated in §48.30

§48.120 Invalid registration.

Must Register in U.S.

Must be the owner of the vehicle

If purchase was made to avoid having to register. Ex. Selling aircraft back and forth to avoid registration
“within reasonable amount of time after transfer of ownership”

Title 14 CFR Part 48 cont.

§48.200 General.

- (a) Must follow identification rules stated in §48.205
- (b) A unique identifier is one of the following:
 - (1) Registration number issued once Certificate of Registration is completed, or;
 - (2) If authorized by Administrator and documented through Certificate of Registration, the vehicle's serial number

§48.205 Display and location of unique identifier.

- (a) The unique identifier must be maintained in a condition that is legible.
- (b) The unique identifier must be affixed to the small unmanned aircraft by any means necessary to ensure that it will remain affixed for the duration of each operation.
- (c) The unique identifier must be readily accessible and visible upon inspection of the small unmanned aircraft. A unique identifier enclosed in a compartment is readily accessible if it can be accessed without the use of any tool.

PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

§71.9 Overlapping airspace designations.

(a) When overlapping airspace designations apply to the same airspace, the operating rules associated with the more restrictive airspace designation apply.

(b) For the purpose of this section—

- (1) Class A airspace is more restrictive than Class B, Class C, Class D, Class E, or Class G airspace;
- (2) Class B airspace is more restrictive than Class C, Class D, Class E, or Class G airspace;
- (3) Class C airspace is more restrictive than Class D, Class E, or Class G airspace;
- (4) Class D airspace is more restrictive than Class E or Class G airspace; and
- (5) Class E is more restrictive than Class G airspace.

§71.33 Class A airspace areas.

Require ATC permission to enter

From FL180 to FL600 (18,000 ft to 60,000 ft MSL)

§71.41 Class B airspace.

Require ATC permission to enter

Surrounds high traffic airports

FAR 91 Appendix D to Part 91 specifies all Class B airports in U.S.

PART 71 cont.

§71.51 Class C airspace.

Less restrictive than A and B

Requires communication but not permission to enter

§71.61 Class D airspace.

Less restrictive than A-C

Requires communication but not permission to enter

§71.71 Class E airspace.

Majority of U.S. airspace is class E

Can also apply to airports

No communication required unless there is an ATC present (ex. there is a Class E airport with a tower)

PART 71 cont.

§71.5 Reporting points.

The reporting points listed in subpart H of FAA Order 7400.11A (incorporated by reference, see §71.1) consist of geographic locations at which the position of an aircraft must be reported in accordance with part 91 of this chapter.

§71.901 Applicability.

Must report location any time and in any direction you pass through a reporting point

PART 73—SPECIAL USE AIRSPACE

§73.3 Special use airspace.

The location, size, and period of time a special airspace applies is described by the designation

Restricted areas:

§73.13 Restrictions.

Cannot operate in restricted area unless you are;

- (a) The using agency described in §73.15; or
- (b) The controlling agency described in §73.17.

§73.15 Using agency.

- (a) The agency, organization, or military command who the restricted area has been created for
- (b) The using agency will schedule activity with the FAA controlling agency and establish flight through the restricted area when feasible

§73.17 Controlling agency

- (a) FAA facility that manages flight through the area

Prohibited Areas:

§73.83 Restrictions.

No one may operate in a restricted area unless authorized by using agency

Title 14 CFR Part 93, Special Air Traffic Rules

§93.1 - §93.122

Special air traffic rules in Alaska, New York, Florida, LA, and Ohio

§93.123 High density traffic airports.

IFR OPERATIONS PER HOUR

AIRPORT

Class of user	LaGuardia ^{4, 5}	Newark	O'Hare ^{2, 3, 5}	Ronald Reagan National ¹
Air carriers	48	40	120	37
Commuters	14	10	25	11
Other	6	10	10	12

§93.125 Arrival or departure reservation.

Cannot operate in High density traffic airport except between 12am and 6am without arrival or departure reservation from ATC

§93.305 Flight-free zones and flight corridors.

Except in an emergency or if otherwise necessary for safety of flight, no one may operate in following flight free zones:

- (a) *Desert View Flight-free Zone.*
- (b) *Bright Angel Flight-free Zone.*
- (c) *Toroweap/Shinumo Flight-free Zone.*
- (d) *Sanup Flight-free Zone.*

PART 101—MOORED BALLOONS, KITES, AMATEUR ROCKETS, UNMANNED FREE BALLOONS, AND CERTAIN MODEL AIRCRAFT

§101.1 Applicability.

(5) Any model aircraft that meets the conditions specified in §101.41. For purposes of this part, a model aircraft is an unmanned aircraft that is:

- (i) Capable of sustained flight in the atmosphere;
- (ii) Flown within visual line of sight of the person operating the aircraft; and
- (iii) Flown for hobby or recreational purposes.

§101.3 Waivers.

No person may conduct operations that require a deviation from this part except under a certificate of waiver issued by the Administrator.

§101.5 Operations in prohibited or restricted areas.

Cannot operate in restricted areas unless permitted by using or controlling agency

§101.7 Hazardous operations.

Cannot operate if aircraft is hazardous to human life or drops objects while in flight

PART 101— cont.

Subpart E—Special Rule for Model Aircraft

§101.41 Applicability.

- (a) The aircraft is flown strictly for hobby or recreational use;
- (b) The aircraft is operated in accordance with a community-based set of safety guidelines and within the programming of a nationwide community-based organization;
- (c) The aircraft is limited to not more than 55 pounds unless otherwise certified through a design, construction, inspection, flight test, and operational safety program administered by a community-based organization;
- (d) The aircraft is operated in a manner that does not interfere with and gives way to any manned aircraft; and
- (e) When flown within 5 miles of an airport, the operator of the aircraft provides the airport operator and the airport air traffic control tower (when an air traffic facility is located at the airport) with prior notice of the operation.

§101.43 Endangering the safety of the National Airspace System.

No person may operate model aircraft so as to endanger the safety of the national airspace system.

Falsification, Reproduction, or Alteration

Anyone who fraudulently or knowingly provides false records or reports could be subject to civil sanctions and revocation of certificate or waiver.

AC107-2 4.5 Accident Reporting

Must report accident within 10 days if it meets these thresholds:

1. Any serious injury or loss of consciousness.

- a. Serious injury is Level 3 or higher on Abbreviated Injury Scale (AIS) (ranges from 1-6)
- b. Anything that requires hospitalization is considered a serious injury

2. Damage to any property that is greater than \$500 to repair or replace

- a. This does not include the cost of the sUAS
- b. Ex. if cost to repair is \$200 and cost to replace is \$900, don't have to report

AC107-2 4.5 Accident Reporting

4.5.1 Submitting the Report. The accident report must be made within 10 calendar-days of the operation that created the injury or damage. The report may be submitted to the appropriate FAA Regional Operations Center (ROC) electronically or by telephone. Electronic reporting can be completed at www.faa.gov/uas/. To make a report by phone, see Figure 4-1, FAA Regional Operations Centers Telephone List. Reports may also be made to the nearest jurisdictional FSDO (http://www.faa.gov/about/office_org/field_offices/fsdo/). The report should include the following information:

1. sUAS remote PIC's name and contact information;
2. sUAS remote PIC's FAA airman certificate number;
3. sUAS registration number issued to the aircraft, if required (FAA registration number);
4. Location of the accident;
5. Date of the accident;
6. Time of the accident;
7. Person(s) injured and extent of injury, if any or known;
8. Property damaged and extent of damage, if any or known; and
9. Description of what happened.

4.5.2

The report must also be submitted to the National Transportation Safety Board (NTSB) via www.nts.gov

AC107-2 7 sUAS Maintenance and Inspection

7.1 Applicability

Remote PIC must check UAS before flight

7.2 Maintenance

Operator should develop schedule to regularly maintain UAS

Operator should keep record of maintenance

7.3.5 offers suggested benefits of recordkeeping

7.2.1 Scheduled Maintenance

Some manufacturers may provide time-in-service based maintenance suggestions

If there is no manufacturer suggestion, operator should develop a plan

7.2.2 Unscheduled Maintenance

If, upon inspection, a component needs servicing, no flights should be made until the issue is fixed