

CHECKLIST FOR COMMERCIAL UAS/DRONE OPERATOR

Date:	Time:	Address:
-------	-------	----------

Definition: Commercial Operator is a person who operating the UAS/Drone solely for business or government purposes and does possess a FAA Part 107 Remote Pilot Certificate.

FAA Rules the Commercial Operator must abide by:

1. Must have a Part 107 Remote Pilot Certificate. No person may manipulate the flight controls of a small unmanned aircraft system unless that person has a remote pilot certificate. 14 CFR Part 107.12
2. The UAS/Drone must be registered with the FAA **“Before 1st Flight.”** The registration number will begin with the letters **FA3** and will be an alphanumeric series of letters and numbers. Also some may have registered before the **FA3** was issued; they may have an **N Number** instead. Once the UAS/Drone is registered the FAA makes available immediately by download the aircraft’s registration for the owner. The registration may be affixed to the aircraft and the Commercial Operator may have the registration on their person. 14 CFR Part 107.12
3. They must keep the aircraft within visual line of sight at all times. 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. 14 CFR Part 107.31
4. They may not operate over any person not directly participating in the operation. No person may operate a small unmanned aircraft over a human being unless that human being is directly participating in the operation of the small unmanned aircraft; or located under a covered structure or inside a stationary vehicle that can provide reasonable protection from a falling small unmanned aircraft. 14 CFR Part 107.39
5. Daylight-only operations. No person may operate a small unmanned aircraft system during night. No person may operate a small unmanned aircraft system during periods of civil twilight unless the small unmanned aircraft has lighted anti-collision lighting visible for at least 3 statute miles. The remote pilot in command may reduce the intensity of the anti-collision lighting if he or she determines that, because of operating conditions, it would be in the interest of safety to do so. 14 CFR Part 107.29
6. Must yield right-of-way to other manned aircraft. Each small unmanned aircraft must yield the right of way to all aircraft, airborne vehicles, and launch and reentry vehicles. Yielding the right of way means that the small unmanned aircraft must give way to the aircraft or vehicle and may not pass over, under, or ahead of it unless well clear. No person may operate a small unmanned aircraft so close to another aircraft as to create a collision hazard. 14 CFR Part 107.37
7. They may use a visual observer (VO) but not required. If a visual observer is used during the aircraft operation, all of the following requirements must be met:
 - (a) The remote pilot in command, the person manipulating the flight controls of the small unmanned aircraft system, and the visual observer must maintain effective communication with each other at all times.
 - (b) The remote pilot in command must ensure that the visual observer is able to see the unmanned aircraft in the manner specified in 14 CFR Part 107.31.
 - (c) The remote pilot in command, the person manipulating the flight controls of the small unmanned aircraft system, and the visual observer must coordinate to do the following:
 - (1) Scan the airspace where the small unmanned aircraft is operating for any potential collision hazard; and
 - (2) Maintain awareness of the position of the small unmanned aircraft through direct visual observation
8. First-person view camera cannot satisfy “see-and-avoid” requirement; Refer back to 14 CFR Part 107.31
9. Maximum groundspeed 100 mph (84 knots). The groundspeed of the small unmanned aircraft may not exceed 87 knots (100 miles per hour). 14 CFR Part 107.51 (a)
10. Maximum altitude of 400 feet Above Ground Level (AGL). The altitude of the small unmanned aircraft cannot be

higher than 400 feet above ground level, unless the small unmanned aircraft is flown within a 400-foot radius of a structure; and does not fly higher than 400 feet above the structure's immediate uppermost limit. 14 CFR Part 107.51

11. Minimum weather visibility of 3 miles from ground station.
12. Operation in Class B, C, D, & E airspace are allowed with issuance of an FAA Waiver or Authorization. ATC no longer can give permission. No person may operate a small unmanned aircraft in Class B, Class C, or Class D airspace or within the lateral boundaries of the surface area of Class E airspace designated for an airport unless that person has prior authorization from Air Traffic Control (ATC). 14 CFR Part 107.41 This authorization could come in electronic form on the phone from the LAANC system that will be deployed nationwide by September 2018.
13. No person may act as a remote pilot-in-command or visual observer for more than one sUAS at one time. A person may not operate or act as a remote pilot in command or visual observer in the operation of more than one unmanned aircraft at the same time. 14 CFR Part 107.35
14. No operations from moving aircraft or no operations from moving vehicles unless operation is over sparsely populated areas. No person may operate a small unmanned aircraft system from a moving aircraft; or from a moving land or water-borne vehicle unless the small unmanned aircraft is flown over a sparsely populated area and is not transporting another person's property for compensation or hire. 14 CFR Part 107.25
15. No careless operation. No person may operate a small unmanned aircraft system in a careless or reckless manner so as to endanger the life or property of another; or allow an object to be dropped from a small unmanned aircraft in a manner that creates an undue hazard to persons or property. 14 CFR Part 107.23
16. No carriage of hazardous materials. A small unmanned aircraft may not carry hazardous material. For purposes of this section, the term hazardous material is defined in 49 CFR 171.8. 14 CFR Part 107.36
17. Preflight inspection is required by the remote pilot-in-command before each flight. No person may operate a civil small unmanned aircraft system unless it is in a condition for safe operation. Prior to each flight, the remote pilot in command must check the small unmanned aircraft system to determine whether it is in a condition for safe operation and no person may continue flight of the small unmanned aircraft when he or she knows or has reason to know that the small unmanned aircraft system is no longer in a condition for safe operation. 14 CFR Part 107.15
18. No person may operate a sUAS if he/she knows or has reason to know of any physical or mental conditions that would interfere with the safe operation of the sUAS. No person may manipulate the flight controls of a small unmanned aircraft system or act as a remote pilot in command, visual observer, or direct participant in the operation of the small unmanned aircraft if he or she knows or has reason to know that he or she has a physical or mental condition that would interfere with the safe operation of the small unmanned aircraft system. 14 VFR Part 107.17

NOTE (1): A commercial operator under Rule 107 may not have to have a COA (Certificate of Authorization/Waiver), however they must show their aircraft registration and their Remote Pilot Certificate to Law Enforcement or an FAA Inspector upon request. If the commercial operator does have a COA and a 333 Exemption, they must provide a copy of their COA, 333 Exemption, aircraft registration, and their Remote Pilot Certificate to Law Enforcement or an FAA Inspector upon request.

A remote pilot in command, owner, or person manipulating the flight controls of a small unmanned aircraft system must, upon request, make available to the Administrator, the remote pilot certificate with a small UAS rating; and any other document, record, or report required to be kept under the regulations of this chapter.

The remote pilot in command, visual observer, owner, operator, or person manipulating the flight controls of a small unmanned aircraft system must, upon request, allow the Administrator to make any test or inspection of the small unmanned aircraft system, the remote pilot in command, the person manipulating the flight controls of a small unmanned aircraft system, and, if applicable, the visual observer to determine compliance with this part. 14 CFR Part 107.7

NOTE (2): The FAA will enforce FAR Part 91.13 Careless or Reckless Operation: (2) Aircraft operation for the purpose of air navigation. No person may operate an aircraft in a careless or reckless manner so as to endanger the life or property of another. The FAA may also enforce Part 107.23(a) Hazardous Operation: (a) Operate a small unmanned aircraft in a careless manner so as to endanger the life or property of another.

Part 107 Rules that are subject to Waivers:

RULE	SECTION #
• Operations from moving vehicle or aircraft	14 CFR Part 107.29
• Daylight Operation	14 CFR Part 107.20
• Visual Line of Sight	14 CFR Part 107.31
• Visual Observer	14 CFR Part 107.33
• Operation of Multiple sUAS	14 CFR Part 107.35
• Yield Right-of-Way	14 CFR Part 107.37(a)
• Operation Over People	14 CFR Part 107.39
• Operation in Certain Airspace	14 CFR Part 107.41
• Operating Limitations: Ground Speed	14 CFR Part 107.51(a)
• Operating Limitations: Altitude	14 CFR Part 107.51(b)
• Operating Limitations: Minimum Visibility	14 CFR Part 107.51(c)
• Operating Limitations: Minimum Distance From Clouds	14 CFR Part 107.51(d)

FAA Basic Law Enforcement Response **D.R.O.N.E.**

Direct attention outward and upward, attempt to allocate and identify individuals operating the drone. (Look at windows/balconies/roof tops).

Report incident to the FAA Regional Operations Center (ROC). Follow-up assistance can be obtained through FAA Law Enforcement Assistance Program (L.E.A.P.) special agents.

Observe the UAS and maintain visibility of the device, look for damage or injured individuals. **Note:** Battery life is typically 20 to 30 minutes.

Notice Features: Identify the type of device (fixed-wing/multi-rotor), its size, shape, color, payload (i.e. video equipment), and activity of device.

Execute appropriate police action: Maintain a safe environment for general public and first responders. Conduct a field interview and document **ALL** details of the event per the provided the FAA. (www.faa.gov/uas/resources/law_enforcement)

Always follow agency policies – Take appropriate action based on the facts and circumstances of the incident and site/area-specific laws and rules. The FAA's enforcement action does **NOT** impact **ANY** enforcement action(s) taken by law enforcement.

Local ordinances or ORC that may apply include, but not limited to: Reckless endangerment, criminal mischief, voyeurism, inciting violence.

Document and provide the following information to the FAA:

- Identification of hobbyist(s)/operator(s) and witnesses (name, contact information, etc.)
- Type of operation (hobby, commercial, public/governmental)
- Type of device(s) and registration information (number/certificate)
- Event location and incident details (date, time, place)
- Evidence collection (photos, video, device confiscation)

CHECKLIST:

Initial Complaint (Describe):

Location at Address:

(Give the location where the UAS is at the address)

Observations:

(Describe what the UAS and/or Hobbyist/Pilot are doing)