This applies to anyone flying an Unmanned Aircraft System (UAS) for any kind of compensation. This does not have to be monetary, it could also mean flying for favors.

Example: Taking photos of a pizza restaurant in exchange for free pizza. Nothing wrong with getting paid with pizza, it’s the “paid” part that the FAA is concerned with.

You as the Remote Pilot in Command

You must hold a Remote Pilot Airman Certificate, or be under the direct supervision and within close proximity of someone who does (They have to be close enough to immediately take controls). Certificates are given to those who:

- Have passed the aeronautical knowledge test
- Are at least 16 years of age
- Have been vetted by the Transportation Security Administration

Only a Designated Pilot Examiner or Certified Flight Instructor can process the certificate application, if done offline.

A Remote Pilot must have have his/her pilot certificate on his/her person or within easy access while acting as Pilot in Command.

After receiving a Remote Pilot Certificate, you must satisfy re-currency training every 24 calendar months. This means taking the written exam again.

You must be able to function in a team environment and maximize team performance.

You must understand airspace classifications and requirements.

State or Federal drug or alcohol convictions are grounds for denial of application for the Remote Pilot certificate for a period of one year after the conviction.
You may choose to use a Visual Observer (VO) to supplement situational awareness.
- You must determine a method of effective communication before flight operations begin, and communication assistance devices (such as two-way radios) are encouraged.

Before all flight operations, the Remote Pilot in Command must:
- Conduct a preflight inspection of the UAS to make sure it is in a condition for safe operation
- Check for all Notices To Airmen (NOTAMs) to determine if there are any applicable airspace restrictions
- Conduct an assessment of the operating environment
- Obtain local weather information
- Obtain local airspace information and restrictions
- Locate and access persons and property in the area, as well as all other potential ground hazards
- Ensure that all control links between the Control System and the UAS are working properly
- Ensure there is sufficient power to continue flight operations to a normal landing

You must make available to the FAA, upon request, the small UAS for inspection or testing, as well as any associated documents/records. Failure to do so could result in the revocation of your certificate.

Any falsification of documents or certifications will result in civil sanctions and/or the revocation of a certificate or waiver.

You must report to the FAA within 10 calendar days of any operation that results in serious injury, loss of consciousness, or property damage of $500 or more.

The Remote Pilot In Command has direct authority, and can deviate from any rules or regulations in the event of an emergency.

All airmen are required to produce their certificates for inspection when requested by the FAA Administrator (or representative), representatives of the NTSB or TSA, or any Federal, state, or local law enforcement officer.
How You Can Fly

While flying, you must keep the UAS within *Visual Line Of Sight* (VLOS). This means you have to be capable of physically seeing your UAS at all times without using any kind of binoculars or first-person camera system.

Even if you are using a Visual Observer, the PIC must still maintain the VLOS requirements. The Visual Observer must be able to relay to the PIC:

- The small UA location, attitude, altitude, and direction of flight
- The position of other aircraft or hazards in the airspace
- The determination that the UA does not endanger the life or property of another

You must give way to any manned aircraft. This includes taxiing manned aircraft. *They’re usually bigger than you.* Do not fly under unmanned balloons.

You may only fly one UAS at a time.

You may only fly automated flight plans if the remote PIC has the ability to change routing/altitude, or command the aircraft to land immediately. *This can be done manually or through the use of automation.*

You may not fly faster than 100 mph (87 knots).

You may not operate the UAS from a moving aircraft, but you may operate the UAS from a moving vehicle if you are flying over a sparsely populated area.

You may not fly recklessly or in any way that endangers the life or property of another person.

You may not fly if you are mentally or physically impaired.

You may not fly if you have consumed alcohol within the prior 8 hours, or with a blood alcohol content of .04% or greater.

You may not allow objects to be dropped from your UA if it creates an undue hazard to persons or property below.

Most skeletal structures are supported by guy wires which are very difficult to see. All skeletal structures should be avoided horizontally by at least 2,000 feet.
Where You Can Fly

You may fly within Class B, C, D and E airspace if you have authorization from Air Traffic Control (ATC). Permission is not necessary for Class G.

There is one operational distinction about Class E airspace. Authorization is required to fly in Class E when it touches the surface and surrounds an airport. If the Class does NOT touch the surface, no authorization is needed. §107.41

You may only fly during daylight hours, or during civil twilight with appropriate anti-collision lighting. Civil twilight is defined as 30 minutes before official sunrise and 30 minutes after official sunset. Night is defined as the end of evening civil twilight and morning civil twilight.

You must have 3 statute miles (as opposed to nautical miles) of visibility.

You must remain at least 500 feet below and 2,000 feet horizontally from clouds.

You may not fly higher than 400 feet above the ground unless you are within 400 feet of a structure. If you are already higher than 400 feet (on top of a building for example), you must remain within 400 feet of the structure in any direction.

You may not fly over any person (not involved with the operation) that is not covered by a structure, or inside a stationary vehicle.

You may not fly anywhere that may interfere with the operations of an airport. This includes, but is not limited to, approach corridors, traffic patterns, taxiways, runways, and helipads.

Waivers are authorizations for a Pilot to deviate from regulations. Certificates of Waiver can be applied for by filling out an FAA application online at www.faa.gov/uas/.

Authorizations for normal flight operations in Class B, C, D, or the surface area of Class E are not waivers. They are authorizations to operate within the regulations. Authorizations are applied for by filling out an FAA application online at www.faa.gov/uas/.
The waivable sections are:

- Operations from a moving vehicle or aircraft, so long as property is not being carried by the other aircraft for compensation.
- Operations during daylight hours.
- Visual line of sight aircraft operations. So long as property is not being transported for hire.
- Visual Observer
- Operation of multiple UAS at one time
- Yielding the right of way
- Operation over people
- Operation in certain airspace
- Operating limitations for small unmanned aircraft

The FAA encourages pilots to apply for these waivers not less than 90 days before the planned operations.

Carrying Cargo

You may carry or transport objects for compensation as long as they are securely attached and do not adversely affect the flight characteristics or controllability of the aircraft.

The unmanned aircraft plus additional cargo may not weigh 55 pounds or more.

You may not transport the cargo across state lines, within the District of Columbia, through Hawaiian airspace, or within a separate US territory. You may however obtain a special certificate of waiver to circumvent these rules.
The UAS

Must weigh less than 55 lbs. (25 kg.).

Does not need an FAA airworthiness certification.

The UAS must be registered in compliance with the existing Part 91.203(A)(2) regulations.

- This means ALL unmanned aircraft must be registered if they way more than .55 pounds, no matter what they are being used for.
- A small unmanned aircraft owner is not permitted to register the UA unless they are over the age of 13. They must have someone else register it.

Scheduled maintenance, as required by the manufacturer, must be adhered to and documented.

If there are no scheduled maintenance instructions provided by the sUAS manufacturer or component manufacturer, the owner or operator should establish a scheduled maintenance protocol.

Animal Strikes

You must report to the FAA any aircraft strikes with birds, bats, and terrestrial mammals and reptiles greater than 1 kg (2.2 pounds) in weight.