

Unmanned Aircraft Systems (UAS)

Certificate of Waiver or Authorization (COA) Process

Presented to: Argonne National Laboratory

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Federal Aviation
Administration



FAA Vision for UAS Integration

**Safe, efficient, and
timely integration of
UAS into the
airspace**

- **Safe**
 - Because safety is the FAA's primary mission
- **Efficient**
 - FAA is committed to reduce delays and increase system reliability
- **Timely**
 - FAA is dedicated to supporting this exciting new technology

Getting to Integration

Today

- Accommodation

Mid-term

- Transition to National Airspace System (NAS) Integration

Long-term

- Integration into the NextGen NAS

Types of UAS Authorization

- **Public (governmental)**
 - Activities completely contained in active Special Use Airspace (Restricted and Warning Areas)
 - Certificate of Authorization or Waiver (COA)
- **Civil (non-governmental)**
 - Type Certifications
 - Existing type certifications with Insitu (Boeing) and Aerovironment
 - Both small UAS
 - May be used for commercial operations
 - Special Airworthiness Certificate in the Experimental Category and Special Flight Permits for production flight testing
 - Currently used for development, marketing and research
 - Rules limit commercial use
 - Private recreational use (toys, model aircraft)

Background

- **Unmanned Aircraft System (UAS) Certificate of Waiver or Authorization (COA) reserved for all UAS flight outside of active Restricted and Warning area airspace.**
- **Only available for public operators for a specific unmanned aircraft (UA) activity.**
- **The Federal Aviation Administration (FAA) conducts a comprehensive operational, technical, and safety review of application.**



Background (cont.)

- **Provisions or limitations may be imposed to ensure safe operation with other airspace users.**
- **In most cases, expect a formal response within 60 working days after a completed application is submitted.**
- **The COA Online system provides applicants with web-based method of requesting a COA.**



COA Types

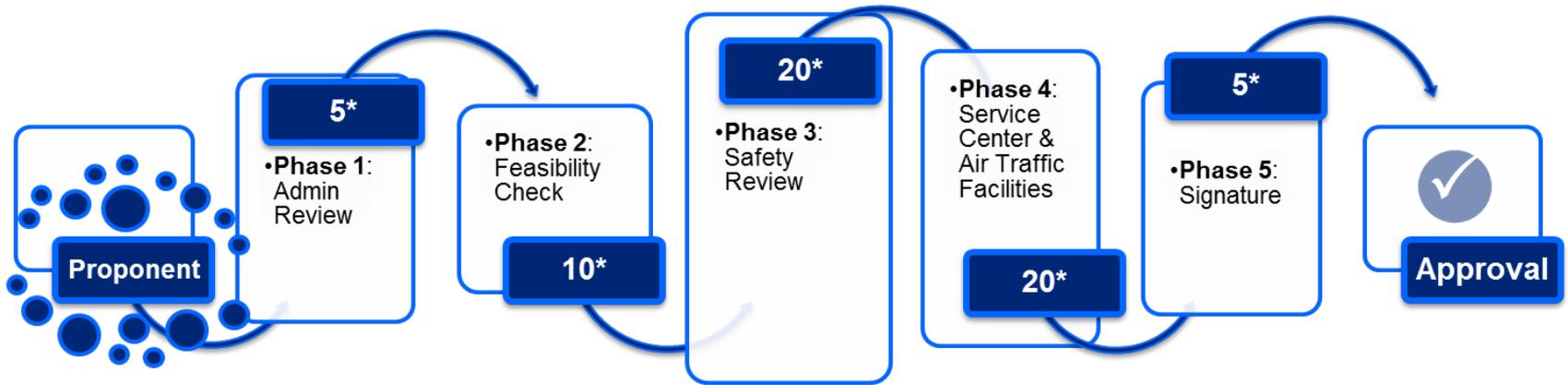
- **Standard**

- A first-time authorization issued to a public agency to operate in the National Airspace System (NAS)
- Typically processed within 60 working days

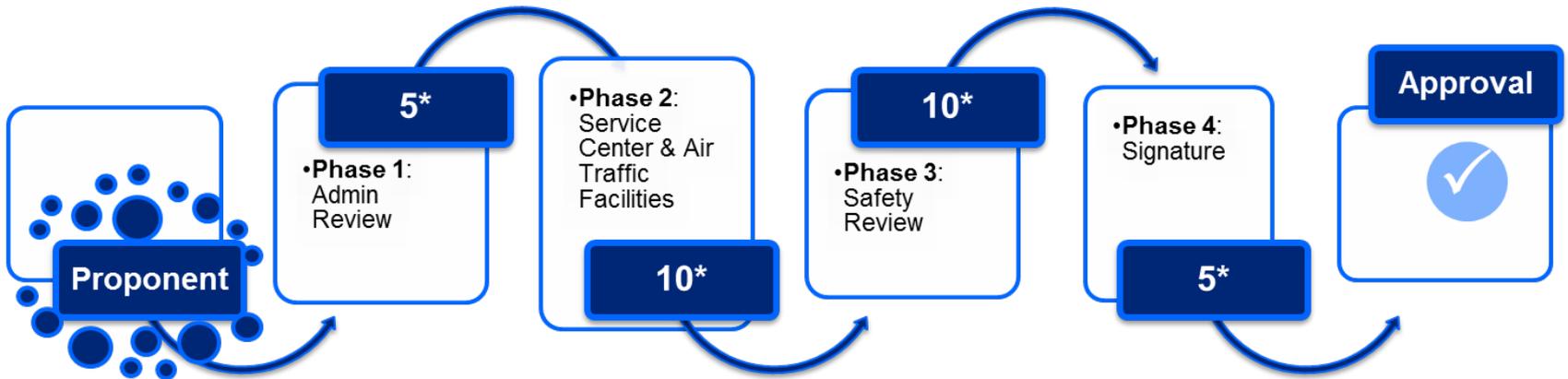
- **Renewal**

- A reissuance of the initial authorization with no changes proposed by the proponent
- Typically processed within 30 working days

COA Process – Standard



COA Process – Renewal

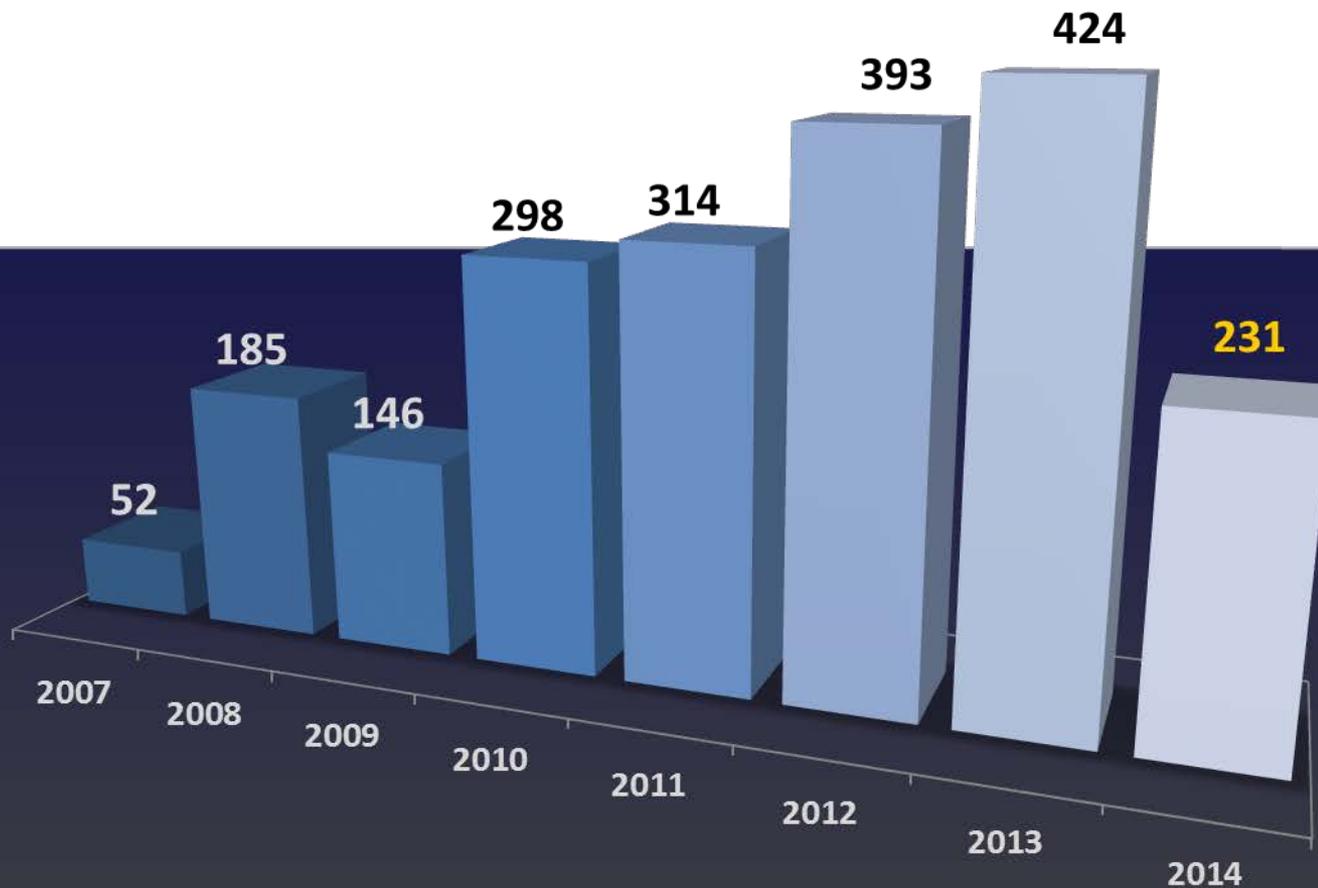


Applications Submitted



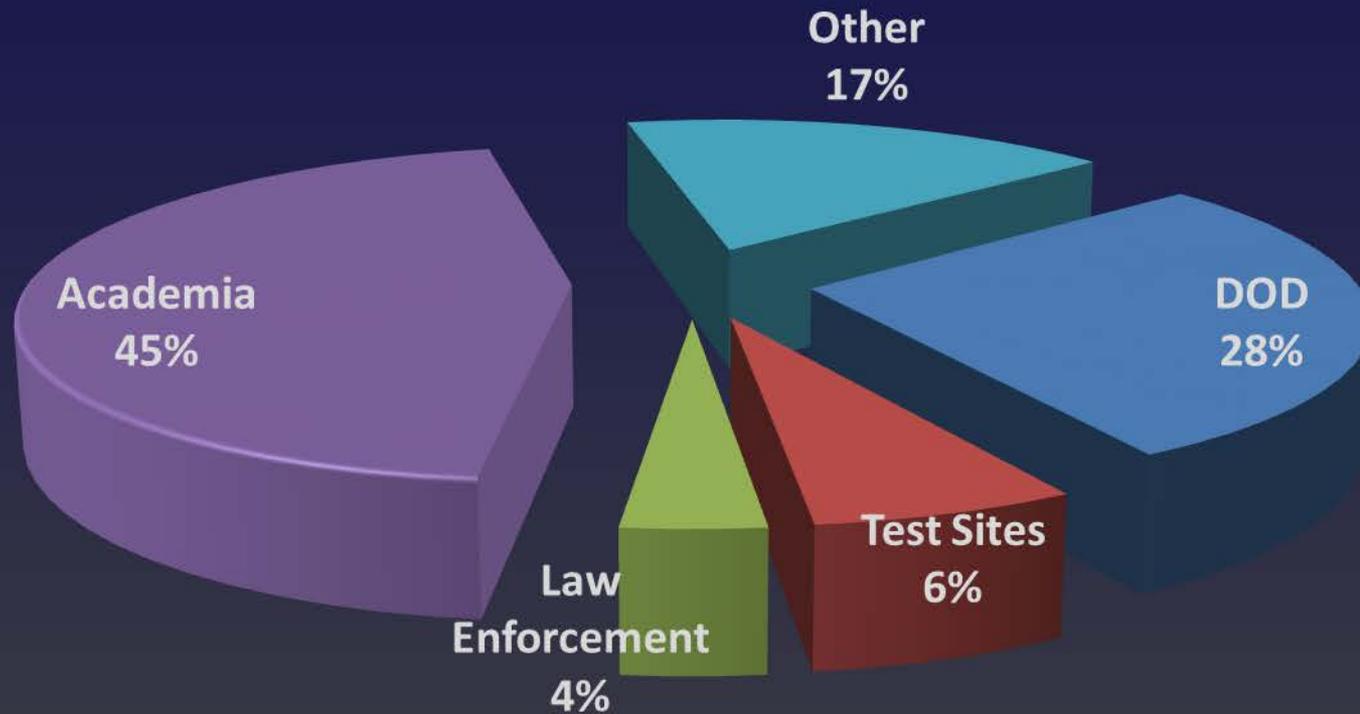
All data as of 6/20/2014

Applications Approved



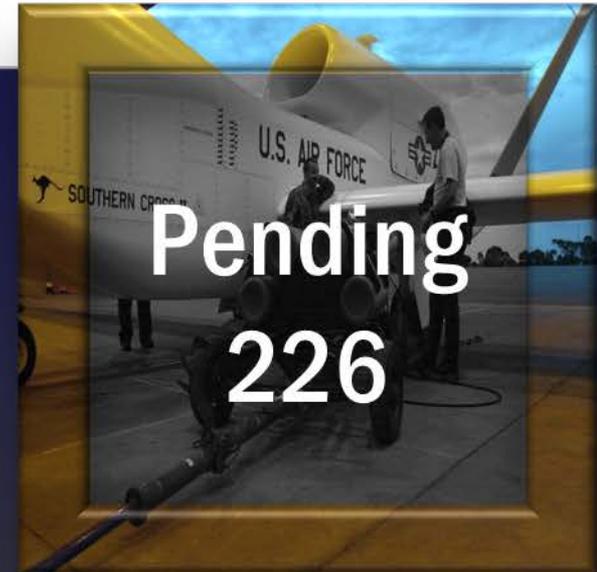
All data as of 6/20/2014

Proponent Breakdown



All data as of 6/20/2014

Current Authorizations



All data as of 6/20/2014

Guidance for COAs

- **FAA Order 8900.1 Volume 16**
- **<http://fsims.faa.gov>**
 - Click “8900.1 Contents”
 - Drill into Volume 16



Title 14 CFR Rule for sUAS

While the FAA has been in the throes of developing a sUAS rule...

- **February 2012: Public Law 112-95: “FAA Modernization and Reform Act of 2012”**
- **Subtitle B, Sections 331-336: Unmanned Aircraft Systems**



Title 14 CFR Rule for sUAS

Latin lesson: “*Ex Parte*”

- **Until the sUAS NPRM has been published for public comment, providing specific information regarding this effort is prohibited by 14 CFR Part 11 “ex parte” communications provision**

Title 14 CFR Rule for sUAS

That being said...

- The sUAS rule will only apply to UAS weighing less than 55 lbs.
- It will not apply to Model Aircraft operated in accordance with Sec. 336 of PL 112-95

Title 14 CFR Rule for sUAS

- **49 USC § 44711** requires that the proposed rule include:
 - Provisions for airman certification
 - Aircraft airworthiness certification
- **49 USC § 44101** requires aircraft registration



Title 14 CFR Rule for sUAS

However, as mentioned earlier,

- **PL 112-95 Sec. 333 preempts § 44711 regarding airworthiness certification**
- **Allows the FAA to determine if airworthiness certification should be required**
- **The proposed rule will include operational requirements**



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