UAV (Unmanned Aerial Vehicle) Unit and **DFR** (Drone as First Responder) Unit presents

Your quick guide for flying safely and legally in the skies!

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(559)324-2800

This quick guide has been created for the public as FAA rules and regulations regarding drones can be confusing at times.

Note: This is a quick access guide to help YOU with your DRONE questions and registration.

All of this information can be found on the following FAA website for further! We encourage you to browse through the website to research, discover and ultimately have fun flying!

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

Unmanned Aircraft Systems (UAS) also known as (UAV)

Whether you're a new drone pilot or have years of experience, rules and safety tips exist to help you fly safely in the national airspace. To get started, be sure to select which type of drone user you are and find out what rules and regulations apply to your specific situation. You can then begin researching where it is safe to fly and when you need approval to fly.

This is a great APP to get you started!

B4UFLY Mobile App

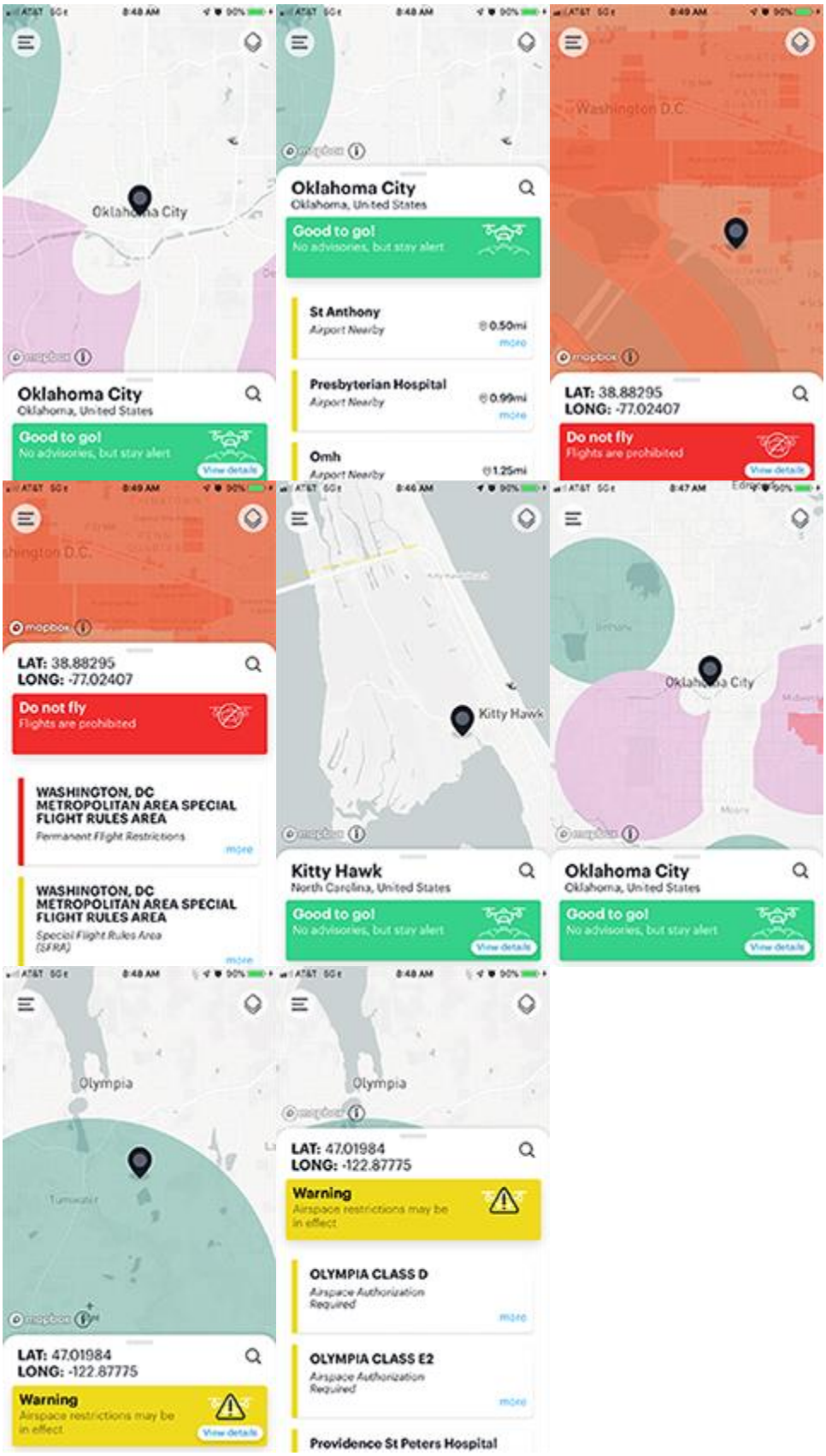
Recreational users who only fly their drone for fun, now have an improved app – B4UFLY – to help show where they can and cannot fly with interactive maps.

The FAA has partnered with Kittyhawk to redevelop the FAA's first mobile application, to improve the user experience so that recreational flyers know whether it is safe to fly their drone. The app provides situational awareness to recreational flyers and other drone users. It does not allow users to obtain airspace authorizations to fly in controlled airspace, which are only available through the FAA's Low Altitude Authorization and Notification Capability (LAANC).

The new B4UFLY app is now available to download for free at the App Store for iOS and Google Play store for Android.

Key features include:

- A clear "status" indicator that informs the operator whether it is safe to fly or not. (For example, it shows flying in the Special Flight Rules Area around Washington, D.C. is prohibited.)
- Informative, interactive maps with filtering options.
- Information about controlled airspace, special use airspace, critical infrastructure, airports, national parks, military training routes and temporary flight restrictions.
- The ability to check whether it is safe to fly in different locations by searching for a location or moving the location pin.
- Links to other FAA drone resources and regulatory information.


Oklahoma City
Oklahoma, United States
Good to go!
No advisories, but stay alert
View details
St Anthony
Airport Nearby
0.50mi
more
Presbyterian Hospital
Airport Nearby
0.99mi
more
Omh
Airport Nearby
1.25mi
Washington D.C.
LAT: 38.88295
LONG: -77.02407
Do not fly
Flights are prohibited
WASHINGTON, DC METROPOLITAN AREA SPECIAL FLIGHT RULES AREA
Permanent Flight Restrictions
WASHINGTON, DC METROPOLITAN AREA SPECIAL FLIGHT RULES AREA
Special Flight Rules Area (SFRA)
Kitty Hawk
North Carolina, United States
Olympia
LAT: 47.01984
LONG: -122.87775
Warning
Airspace restrictions may be in effect
OLYMPIA CLASS D
Airspace Authorization Required
OLYMPIA CLASS E2
Airspace Authorization Required
Providence St Peters Hospital

Recreational Flyers & Modeler Community-Based Organizations

The agency (FAA) is working with stakeholders to develop test administration requirements for the online aeronautical knowledge and safety test.

There's a law that describes how, when, and where you can fly drones for recreational purposes. You are considered a recreational user if you fly your drone for fun. It is important to know when and where you can fly and how to register your drone.

You do not need a Part 107 license if:

The aircraft is **flown strictly for recreational purposes**. Your unmanned aircraft must be flown for only a recreational purpose throughout the duration of the operation. You **may not combine recreational and commercial purposes in a single operation**. If you are using the unmanned aircraft for a commercial or business purpose, the operation must be conducted under 14 CFR Part 107 or other applicable FAA regulations.

Following these rules will keep you and your drone safe and will help keep the airspace available to everyone.

1. Register your drone, mark it on the outside with the registration number and carry proof of registration with you.
2. Fly only for recreational purposes.
3. Fly your drone at or below 400 feet above the ground when in uncontrolled (Class G) airspace.
4. Obtain authorization before flying in controlled airspace (Class B, C, D, and E). You can obtain authorization in three ways:
    1. LAANC
    2. DroneZone
    3. A written agreement with the FAA for fixed flying sites. For more information about fixed flying sites, contact UAShelp@faa.gov.

    NOTE: A majority of Clovis is "Class C" airspace where authorization is required to fly! Authorization to fly anywhere within Class C airspace is dealt with through ATC (Air traffic control) at 559.487.5405, or through the LAANC which is explained at the end of this guide.

    NOTE: Flying drones in certain airspace is not allowed. Classes of airspace and flying restrictions can be found on our B4UFLY app.

5. Keep your drone within your visual line of sight, or within the visual line-of-sight of a visual observer who is co-located (physically next to) and in direct communication with you.
6. Do not fly at night unless your drone has lighting that allows you to know its location and orientation at all times.
7. Give way to and do not interfere with manned aircraft.
8. Never fly over any person or moving vehicle.
9. Never interfere with emergency response activities such as disaster relief, any type of accident response, law enforcement activities, firefighting, or hurricane recovery efforts.

10. Never fly under the influence of drugs or alcohol. Many over-the-counter medications have side effects that could impact your ability to safely operate your drone.
11. Do not operate your drone in a careless or reckless manner.

Recreational flyers should know that if they intentionally violate any of these safety requirements, and/or operate in a careless or reckless manner, they could be liable for criminal and/or civil penalties.

Changes Coming in the Future

The law also requires:

1. Drone operators to pass an online aeronautical knowledge and safety test and carry proof of test passage.
2. The FAA to issue guidance for how it will recognize community based organizations.

VISIT: https://www.faa.gov/news/updates/?newsId=93769 for FAA Highlights, news and updates in regards to Hobby and recreational UAS/UAV updates!

Certificated Remote Pilots including Commercial Operators

If you have a small drone that is less than 55 pounds, you can fly for work or business by following the Part 107 guidelines.

To fly under Part 107 rules, there are 3 main steps:

Step 1: Learn the Rules

a. Make sure you understand what is and is not allowed under Part 107 rules. Review a summary of the Part 107 rules.

   Still unsure if Part 107 rules work for you and your intended operation? Check the user identification tool on the website.

b. Some operations are not covered by Part 107 and will require a waiver. Here are some common examples of Part 107 sections that are subject to waiver:
   - Operation from a moving vehicle or aircraft (§ 107.25) *
   - Daylight operation (§ 107.29)
   - Visual line of sight aircraft operation (§ 107.31) *
   - Visual observer (§ 107.33)
   - Operation of multiple small unmanned aircraft systems (§ 107.35)
   - Yielding the right of way (§ 107.37(a))
   - Operation over people (§ 107.39)
   - Operation in certain airspace (§ 107.41)
   - Operating limitations for small unmanned aircraft (§ 107.51)

   Without an FAA waiver, *"You can fly during daylight or in twilight (30 minutes before official sunrise or 30 minutes after official sunset, local time) with appropriate anti-collision lighting."*

   *The FAA will not waive this section to allow the carriage of property of another by aircraft for compensation or hire.

   If your operation will require a waiver, read about the Part 107 Waiver application process.

c. Drone operators should avoid flying near airports because it is difficult for manned aircraft to see and avoid a drone while flying. Remember that drone operators must avoid manned aircraft and are responsible for any safety hazard their drone creates in an airport environment. Please read more about flying near airports.

Step 2: Become an FAA-Certified Drone Pilot by Passing the Knowledge Test

1. To be eligible to get your Remote Pilot Certificate, you must be:
    - At least 16 years old
    - Able to read, write, speak, and understand English
    - Be in a physical and mental condition to safely fly a UAS
2. Review the full process to get your Remote Pilot Certificate.
3. Study for the Knowledge Test by reviewing the Test Prep materials provided by the FAA.
4. Obtain an FAA Tracking Number (FTN) by creating an Integrated Airman Certification and Rating Application (IACRA) profile prior to registering for a knowledge test.
5. Schedule an appointment to take the Knowledge Test at an FAA-approved Knowledge Testing Center.
6. Once you've passed your test, complete FAA Form 8710-13 for a remote pilot certificate (FAA Airman Certificate and/or Rating Application) using the electronic FAA Integrated Airman Certificate and/or Rating Application system (IACRA)*

Step 3: Register your Drone with the FAA

- Registration costs $5 and is valid for 3 years. You'll need a credit or debit card and the make and model of your drone handy in order to register.
- Visit dronezone.faa.gov and select "Fly SUAS under Part 107" to create an account and register your drone.
- Once you've registered, mark your drone with your registration number in case it gets lost or stolen.

Remember:

- Always be sure to fly your drone safely and within FAA guidelines and regulations.
- It is up to you as a drone pilot to know the Rules of the Sky, and where it is and is not safe to fly.

Airspace 101 – Rules of the Sky

FAA rules apply to the entire National Airspace System -- there is no such thing as "unregulated" airspace. Drone operators should be familiar with the difference between controlled and uncontrolled airspace, and where you can legally fly. Controlled airspace is found around some airports and at certain altitudes where air traffic controllers are actively communicating with, directing, and separating all air traffic. Other airspace is considered uncontrolled in the sense that air traffic controllers are not directing air traffic within its limits.

In general, you can only fly your drone in uncontrolled airspace below 400 feet above the ground (AGL). Commercial drone operators are required to get permission from the FAA before flying in controlled airspace. Learn more about the rules for Certificated Remote Pilots and commercial operators on Flying Drones Near Airports (Controlled Airspace) – Part 107.

Read more about controlled and uncontrolled airspace, as well as the different classifications of controlled airspace in the Pilot's Handbook of Aeronautical Knowledge in chapter 15 (see page 377).

Remember, there are thousands of private pilots who fly in both controlled and uncontrolled airspace at various altitudes, and they usually cannot see your drone until it's too close for comfort. Drone operators are responsible for staying away from manned aircraft, not the other way around!

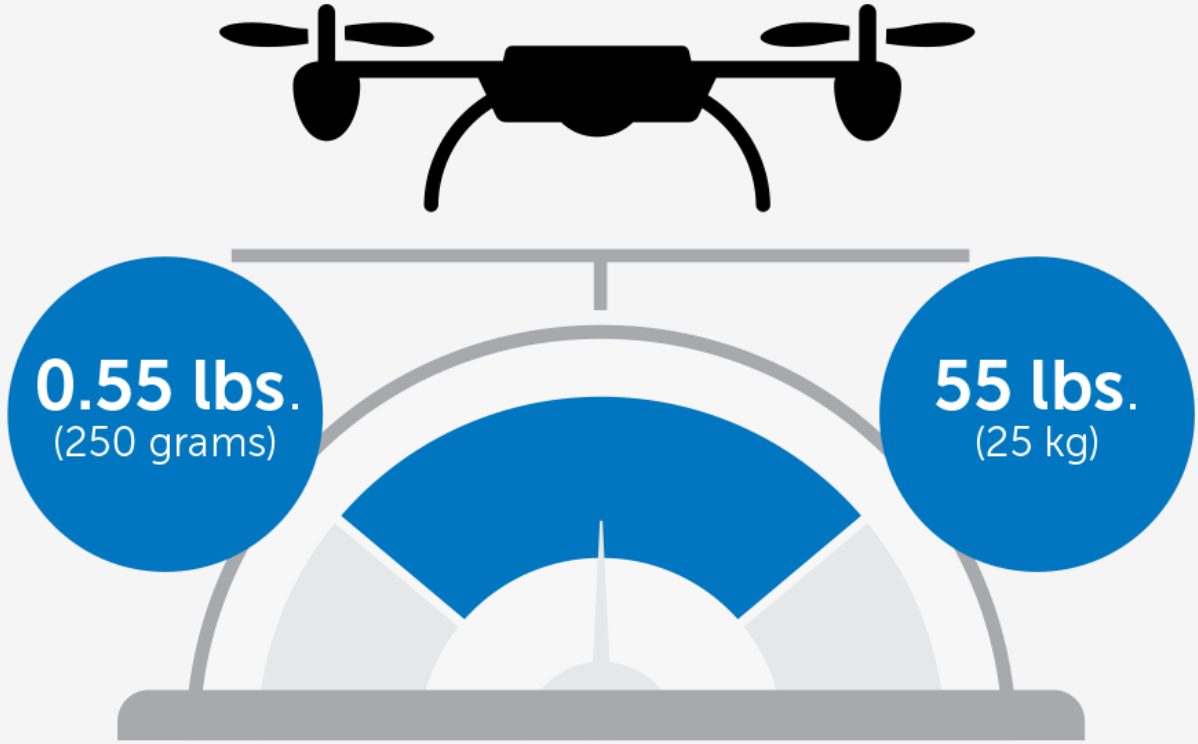
A majority of Clovis is Class C airspace and drone usage is prohibited in Class C airspace. This is, unless you get ATC (Air Traffic Control) clearance to fly.

DRONE REGISTRATION WEBSITE:
https://faadronezone.faa.gov/#/

Where do I register my Unmanned Aircraft?

Register your aircraft using this website if it weighs more than **0.55 lbs.** (250 grams) and less than **55 lbs.** (25 kg).

Register an unmanned aircraft that weighs 55 lbs. (25 kg) or more.



You will be subject to civil and criminal penalties if you meet the criteria to register an unmanned aircraft and do not register.

You must use the paper (N-number) registration process if

- Your unmanned aircraft is 55 pounds or greater
- You want to qualify a small unmanned aircraft for operation outside the United States
- You hold title to an aircraft in trust
- The small unmanned aircraft owner uses a voting trust to meet U.S. Citizenship requirements

Visit https://faadronezone.faa.gov/#/ for further registration information!

Still not sure when and where you can fly?

Go To: https://www.faa.gov/uas/programs_partnerships/data_exchange/

UAS Data Exchange (LAANC)

The FAA UAS Data Exchange is an innovative, collaborative approach between government and private industry facilitating the sharing of airspace data between the two parties.

Under the FAA UAS Data Exchange umbrella, the agency will support multiple partnerships, the first of which is the **Low Altitude Authorization and Notification Capability (LAANC)**.

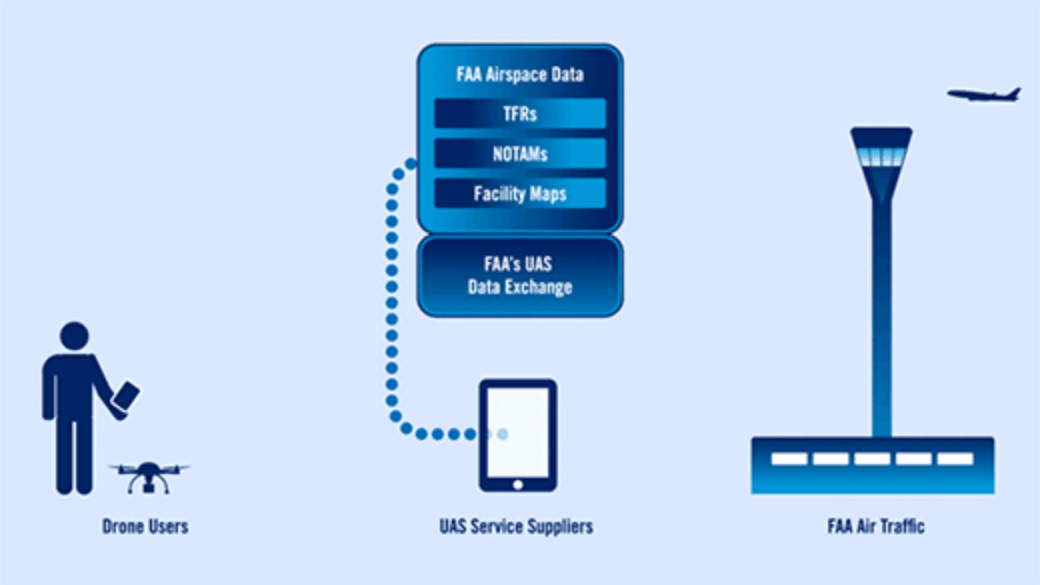
What is LAANC?

LAANC is the Low Altitude Authorization and Notification Capability, a collaboration between FAA and Industry. It directly supports UAS integration into the airspace.

LAANC provides:

- Drone pilots with access to controlled airspace at or below 400 feet.
- Awareness of where pilots can and cannot fly.
- Air Traffic Professionals with visibility into where and when drones are operating.

Through the UAS Data Exchange, the capability facilitates the sharing of airspace data between the FAA and companies approved by the FAA to provide LAANC services. The companies are known as UAS Service Suppliers — and the desktop applications and mobile apps to utilize the LAANC capability are provided by the UAS Service Suppliers (USS).



How does it work?

LAANC automates the application and approval process for airspace authorizations. Through automated applications developed by an FAA Approved UAS Service Suppliers (USS) pilots apply for an airspace authorization.

Requests are checked against multiple airspace data sources in the FAA UAS Data Exchange such as UAS Facility Maps, Special Use Airspace data, Airports and Airspace Classes, as well as Temporary Flight Restrictions (TFRs) and Notices to Airmen (NOTAMs). If approved, pilots can receive their authorization in near-real time.

Unless specifically requested in an authorization, drone pilots do not need to notify the tower before they fly.

LAANC provides airspace authorizations only. Pilots must still check NOTAMs, weather conditions, and abide by all airspace restrictions.

How and when can drone pilots use LAANC?

Drone pilots planning to fly under 400 feet in controlled airspace around airports must receive an airspace authorization from the FAA before they fly.

The LAANC capability is available to pilots operating under the Small UAS Rule Part 107, **or** under the exception for Recreational Flyers.

Access to the capability is provided through one of the FAA approved UAS Service Suppliers listed below. There are two ways to use LAANC:

- To receive a near real-time authorization for operations under 400 feet in controlled airspace around airports. (**available to Part 107 Pilots and Recreational Flyers**)
- To submit a "further coordination request" if you need to fly above the designated altitude ceiling in a UAS Facility Map, up to 400 feet. Applicants may apply up to 90 days in advance

of a flight and the approval is coordinated manually through the FAA. (available to Part 107 pilots only)

To qualify under Part 107, you must register your drone and hold a Remote Pilot Certificate.

To qualify as a Recreational Flyer, you must register your drone and follow these steps.

Note: If you are planning an operation in controlled airspace that requires a waiver AND an airspace authorization you must apply for both through the FAA's DroneZone.

----Info from Fresno Yosemite International Airport:

https://flyfresno.com/drone-info/

» Fly at or below 400 feet and stay away from surrounding obstacles

» Keep your UAS within sight

» Never fly near other aircraft, especially near airports

» Never fly over groups of people

» Never fly over stadiums or sports events

» Never fly near emergency response efforts such as fires

» Never fly under the influence of drugs or alcohol

» Understand airspace restrictions and requirements

» Contact the airport and control tower before flying within five miles of an airport or heliport

The Fresno Airport Control Tower can be reached at 559.487.5405

Fresno Yosemite International Airport and Fresno Chandler Executive Airport can be reached at 559.621.4500

Always be aware of where you fly and respect people's privacy!

-AB-856 Invasion of privacy

Section 1708.8 of the Civil Code is amended to read:

1708.8.

(a) A person is liable for physical invasion of privacy when the person knowingly enters onto the land or into the airspace above the land of another person without permission or otherwise commits a trespass in order to capture any type of visual image, sound recording, or other physical impression of the plaintiff engaging in a private, personal, or familial activity and the invasion occurs in a manner that is offensive to a reasonable person.

-CA Penal Code 402(a)(1)(2)-

Operating a drone at the scene of an emergency is a crime.

"…a person shall include a person, regardless of his or her location, who operates or uses an unmanned aerial vehicle, remote piloted aircraft, or drone that is at the scene of an emergency."