



**SMALL UAV
COALITION**
*A Partnership for
Safety & Innovation*

NEWS RELEASE

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Coalition Comments on House FAA Reauthorization Bill Welcomes Progress in Moving Forward with UAS Regulatory Framework

WASHINGTON, DC – FEBRUARY 3, 2016 – Today, House Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) introduced H.R. 4441, the Aviation Innovation, Reform, and Reauthorization (AIRR) Act, which includes an unmanned aircraft systems (UAS) subtitle.

The Small UAV Coalition welcomes progress in moving forward with a UAS regulatory framework as a means to expedite the safe and timely integration of small UAS into the National Airspace System for commercial, recreational, and philanthropic purposes.

The Coalition applauds the bill's inclusion of a risk-based permitting of UAS operations that are not addressed in the pending small UAS rulemaking. We do however see a need for clarification on the Committee's definition of operations in proximity to "congested areas," and how it may impact the Department of Transportation's UAS economic analysis that outlines hundreds of commercial use cases. The Coalition supports a broad risk-based approach to UAS policies and regulations so that the United States can begin to fully and safely realize the economic and consumer benefits of highly automated UAS, operating both within and beyond the visual line of sight. Without such a framework in place, the United States risks falling further behind global competitors who are increasingly embracing the benefits of UAS.

The Coalition also welcomes a provision related to low-altitude unmanned aircraft system traffic management (UTM), but looks forward to working with Congress to strengthen this provision. NASA, in partnership with private industry, has been for years conducting research, development, and testing in support of the implementation of a UTM. The Coalition urges Congress to call upon the FAA to build upon NASA's work and accelerate the implementation of a UTM to manage small UAS and manned aircraft operations in uncontrolled airspace.

Consistent with the risk-based approach proposed by the Committee in the permitting provision, we also ask Congress to provide a new class of air carriers for companies using small UAS (those weighing 55 pounds or less) to carry goods, as well as a streamlined certification process in line with their lower risk profile so that they are not subject to the cumbersome requirements that apply to for air carriers transporting passengers in controlled airspace.

The Coalition also urges the Committee to incorporate in its final bill a "micro UAS" classification and provide for commercial operation of the smallest category of UAS (those weighing 4.4 pounds and under) on the same terms under which hobbyists have safely flown for years. Such a provision would be drawn largely from a concept proposed in the preamble to the FAA's Notice of Proposed Rulemaking on small UAS and will enhance the safety of the National Airspace System, while at the same time seize upon the commercial benefits of the smallest UAS.

The Small UAV Coalition thanks the Committee for its interest in American innovation and UAS issues as it considers the FAA reauthorization legislation. We look forward to continuing to work with all members of the Committee, Congress, the FAA, and the Administration to fully realize the vast economic potential of small UAS.

Small UAV Coalition members include Airmap, Amazon Prime Air, DJI, DroneDeploy, Google [X], GoPro, Intel, Kesyry, Parrot, PrecisionHawk, Verizon Ventures, 3D Robotics, AGI, Botlink, Flirtey, StratAero, and ZeroTech. For more information on the Small UAV Coalition, please visit www.smalluavcoalition.org, contact press@smalluavcoalition.org, or follow @smallUAVs on Twitter.

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