



MARTIN STEFANEK - QUAD PRODUCTIONS

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To Officer it may concern.
U.S. Department of Transportation, Docket Operations
West Building Ground Floor, RM W12-140
1200 New Jersey Avenue, SE.,
Washington, DC 20590

Martin Stefanek (Quad productions of Chicago) is looking the exemption and relief from part 21, subpart H; and Sections 45.23(b), 91.7(a), 91.9(b)(2), 91.103(b), 91.109, 91.119, 91.121, 91.151(a), 91.203(a) and (b), 91.405(a), 91.407(a)(1), 91.409(a)(2), and 91.417(a) and (b) of Title 14, Code of Federal Regulations (14CFR) to be able to provide video and photo services for our clients.

We seek relief from section 45.23 Marking of the aircraft because our UA will not have a cabin, cockpit or pilot station on which to mark certain words or phrases. Two-inch lettering is difficult to place on such a small aircraft with dimensions smaller than the minimal lettering requirement. Regardless of this, we will mark our UAS in the largest possible lettering by placing "Experimental" on its fuselage as required by §45.29(f)

We seek relief from 91.405(a), 91.407(a)(1), 91.409(a)(2) and 91.417(a) and (b) Maintenance inspections may be required and should be granted since they only apply to aircraft with an airworthiness certificate. However, as a safety precaution we will perform a preflight inspection of his UAS before each flight as outlined in his operating documents.

UAS Pilot in Command (PIC) - our UAS does not carry any pilots or passengers but we will operate under §61.113 Private Pilot Privileges and Limitations: Pilot in command. since our operator is a licensed FAA pilot. For UAS training he has flown numerous practice flights in remote areas as a hobbyist simulating flights for future commercial use to gain familiarization with the characteristics of his UAS' performance under different temperature and weather conditions. He further states that he practices computerized simulated flights to maintain adequate skills and response reflex time.

We seek relief from 1.7(a) which prohibits the operation of an aircraft without an airworthiness certificate. There is currently no certificate applicable to our operation, this regulation is inapplicable.

We seek relief from 91.151(a) Fuel requirements for flight in VFR conditions, our UAS doesn't use fuel but in providing extra safety for our operation we will fly under 15 minutes per flight when operating time of UAS we use is 25 minutes. We will take off only with full battery level and decrease the flight time in cold temperatures below 32 degrees F, and we will not operate below 14 degrees F per UAS manufacturer specifications. We will not begin a flight unless (considering wind and forecast weather conditions) there is enough power to fly at normal cruising speed to the intended landing point and land the UAS with 30% battery power remaining

We seek relief from 1.121 Altimeter settings is inapplicable since the UAS utilizes electronic GPS with a barometric sensor.

We seek relief from 1.9(b)(2) requires an aircraft flight manual in the aircraft, however since there are no pilots or passengers on board his aircraft and given its size, this regulation is inapplicable. We will provide equivalent level of safety by maintaining a safety/flight manual with the UAS ground station.

Clients we serve are Real Estate Agencies for augmented real estate listing videos, Independent Movie Studios, Private Clients mostly Property Owners, Governments of Villages (marketing and PR material for Villages around City of Chicago) Historical Associations in Illinois and neighboring states for Historical Landmark Movie productions for conducting aerial videography and cinematography to enhance academic community awareness for those individuals and companies unfamiliar with the geographical layout of the metro Chicago area.

Granting this exemption to us would allow us to provide this service at a much lower cost. Using small UAS we will pose no threat to the public given its small size and lack of combustible fuel when compared to larger manned aircraft. Our UAS will minimize ecological damage and promote economic growth by providing information to companies looking to relocate or build in the Chicago metro area.

We are looking for the exemption and relief from 14 CFR Section to legally and safely provide our service using UAS in Civil Airspace.

We will provide all levels of safety to our operations using FPV (First Person View) autopilot information at the hands of operator who will have life data information sent from

UAS to Remote Controller as altitude, Ground Speed, Vertical speed, Battery Charge Level, for full understanding of UAS attitude in flight and time remaining for safe UAS return to take-off point. Our operator is Commercial FAA pilot with Instrument rating, Lic # 2838387 and current 3rd class medical certificate what provides extra safety for our operations.

We will operate under 600 feet within 1000 feet from controller, most of the time we will operate in space between ground level and 400 feet AGL.

We will conduct our flight only in Visual Meteorological Conditions VMC conditions and in distance from clouds described in VFR requirements.

We will operate the UAS for 10-15 minutes per flight

We use the UAS' global positioning system(GPS) flight safety feature whereby it hovers and then slowly lands if communication with the remote control pilot is lost

We conduct all operations under our own personal and flight safety protocols (including posting a warning sign reading: "Attention Aerial Photography in Progress -Remain Back 150 feet") contained in the operating documents and will actively analyze flight data and other sources of information to constantly update and enhance his safety protocols

We will contact respective airports if operations will be within 5 miles to advise them of his estimated flight time, flight duration, elevation of flight and other pertinent information

We will always obtain all necessary permissions prior to operation

We have procedures in place to abort flights in the event of safety breaches or potential danger.

We have a 2 million dollars liability insurance and we are member of AMA (Academy of Model Aeronautics)

We will only operate in reasonably safe environments that are strictly controlled, are away from power lines, elevated lights, airports and actively populated areas; and we will conduct extensive preflight inspections and protocols, during which safety carries primary importance.

We will use the following UAS : Phantom 2 with Zenmuse H3-3D Gimbal for Photo and Video Camera GoPro 4+, Phantom Inspire 1 and Pnatom S1000 +

We have full understating of required and granted COA (Certificate of Authorization) from FAA to conduct each non model-aircraft flight in Civil Airspace.

Sincerely yours,

Martin Stefanek - Owner and UAS pilot in command