

UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
WASHINGTON, DC

Regulatory Docket No. \_\_\_\_\_

**IN THE MATTER OF THE PETITION FOR EXEMPTION OF:  
RKGmedia, LLC  
FOR AN EXEMPTION SEEKING RELIEF FROM THE REQUIREMENTS OF  
TITLE 14 OF THE CODE OF FEDERAL REGULATIONS  
SECTIONS 14 C.F.R. §§ 91.7(a), 91.119(c), 91.121, 91.151(b),  
91.405(a), 91.407(a), 91.409(a) and 91.417(a)  
CONCERNING OPERATION OF AN UNMANNED AIRCRAFT SYSTEM  
PURSUANT TO SECTION 333 OF THE  
FAA MODERNIZATION AND REFORM ACT OF 2012**

Submitted on December 30, 2014

RKGmedia, LLC  
Attn: Richard Gillette  
4 Marble Beach Rd. NW  
Gig Harbor, WA 98332  
Tel: (253) 370-6451  
Email: RKGmedia@comcast.net

TABLE OF CONTENTS

	Page
SUMMARY.....	1
INTRODUCTION AND INTERESTS OF PETITIONER.....	2
NAME AND ADDRESS OF PETITIONER.....	3
THE SPECIFIC SECTIONS OF 14 C.F.R. FROM WHICH RKG MEDIA, LLC SEEKS EXEMPTION.....	3
THE EXTENT OF RELIEF RKG MEDIA, LLC SEEKS AND THE REASON RKG MEDIA, LLC SEEKS THE RELIEF.....	4
THE REASONS WHY GRANTING RKG MEDIA, LLC 'S REQUEST WOULD BE IN THE PUBLIC INTEREST.....	9
THE REASONS WHY GRANTING THE EXEMPTION WOULD NOT ADVERSELY AFFECT SAFETY.....	9
SUMMARY THAT CAN BE PUBLISHED IN THE FEDERAL REGISTER.....	10
ANY ADDITIONAL INFORMATION, VIEWS, OR ARGUMENTS AVAILABLE TO SUPPORT RKG MEDIA, LLC 'S REQUEST.....	11
CONCLUSION .....	11

## SUMMARY

RKGmedia LLC (RKGmedia), a video production company, seeks exemption from the requirements of 14 C.F.R. §§ 91.7(a), 91.119(c), 91.121, 91.151(b), 91.405(a), 91.407(a), 91.409(a) and 91.417(a). This exemption would permit RKGmedia, a privately held video production company, to operate its proprietary sUAS to safely collect various forms of aerial images for commercial use.

### 14 C.F.R. 91.7(a) *Civil aircraft airworthiness*

An equivalent level of safety will be provided given the size of the aircraft and the requirements contained in the Aircraft Information/Operator's Manual for maintenance and use of safety checklists prior to each flight.

### 14 C.F.R. 91.119(c) *Over other than congested areas*

Operations of the sUAS will be conducted at distances less than 500 feet from participating persons, vessels, vehicles or structures that perform an essential function in connection with these special purpose operations.

### 14 C.F.R. 91.121 *Altimeter settings*

Altitude of the sUAS will be provided to the PIC via a radio communications telemetry data link, which downlinks from the aircraft to the PIC for active monitoring of the aircrafts altitude.

### 14 C.F.R. 91.151(b) *Fuel requirements for flight in VFR conditions*

The sUAS will not begin a flight unless (considering wind and forecast weather conditions) there is enough fuel to fly to the first point of intended landing and, assuming normal cruising speed, to fly after that for at least 2 minutes.

### 14 C.F.R. 91.405(a) *Maintenance required*, 14 C.F.R. 91.407(a) *Operation after maintenance, preventive maintenance, rebuilding, or alteration*, 14 C.F.R. 91.409(a) *Inspections*, 14 C.F.R. 91.417(a) *Maintenance records*

RKGmedia's sUAS Aircraft Information/Operator's Manual contains daily, preflight, monthly and yearly checks for the aircraft. Adherence to this Manual is sufficient to ensure that safety is not adversely affected.

RKGmedia will carry out its maintenance, inspections, and record keeping requirements in accordance with the Aircraft Information/Operator's Manual. Maintenance, inspection, and alterations will be noted in the aircraft logbook, including total flight hours, description of work accomplished, and the signature of the authorized sUAS technician returning to service.

## INTRODUCTION AND INTERESTS OF PETITIONER

Pursuant to Section 333 of the FAA Modernization and Reform Act of 2012 (the “Reform Act”) and 14 C.F.R. Part 11, RKGmedia, LLC. (RKGmedia), a video production company, hereby applies for an exemption from the listed Federal Aviation Regulations (“FARs”) to allow commercial operation of its Small Unmanned Aircraft Systems (sUAS) for aerial imaging, so long as such operations are conducted within and under the conditions outlined herein or as may be established by the FAA as required by Section 333.

As detailed in this document and the attached proprietary Aircraft Information/Operator’s Manual, the requested exemption would permit the operation of sUAS under controlled conditions in airspace that is 1) limited 2) predetermined 3) controlled as to access and 4) would provide safety enhancements to the collection of aerial media (photography, videography, infrared, etc.).

Approval of this exemption would thereby enhance safety and fulfill the Secretary of Transportation’s (the FAA Administrator’s) responsibilities to “...establish requirements for the safe operation of such aircraft systems in the national airspace system.” Section 333(c) of the Reform Act.

Richard Gillette is the owner and operator of RKGmedia and will serve as PIC. He holds a Commercial Pilot Certificate with Airplane Single and Multiengine Land; Instrument Airplane ratings. His associate is David Schilling and will serve as safety coordinator as well as VLOS spotter. Mr. Schilling is a retired Wild Land Firefighter with Heli-crew certifications. He has extensive experience in the building, testing and operation of similar sUAS as a hobbyist. RKGmedia has experimented, tested, and built many sUAS in this category (in a non-commercial, hobbyist setting), followed industry advancements in safety and navigation, and employed this knowledge into the development of the Seahawk 1.2.

NAME AND ADDRESS OF PETITIONER

The name and address of the applicant is:

RKGmedia, LLC  
Attn: Richard Gillette  
4 Marble Beach Rd. NW  
Gig Harbor, WA 98332  
Tel: (253) 370-6451  
Email: RKGmedia@comcast.net

THE SPECIFIC SECTIONS OF 14 C.F.R. FROM WHICH RKG MEDIA SEEKS EXEMPTION

14 C.F.R. 91.7(a)  
14 C.F.R. 91.119(c)  
14 C.F.R. 91.121  
14 C.F.R. 91.151(b)  
14 C.F.R. 91.405(a)  
14 C.F.R. 91.407(a)  
14 C.F.R. 91.409(a)  
14 C.F.R. 91.417(a)

## EXTENT OF RELIEF RKG MEDIA SEEKS AND THE REASON RKG MEDIA SEEKS THE RELIEF

### 14 C.F.R. 91.7(a) *Civil aircraft airworthiness*

An equivalent level of safety will be provided given the size of the aircraft and the requirements contained in the Aircraft Information/Operator's Manual for maintenance and use of safety checklists prior to each flight.

### 14 C.F.R. 91.119(c) *Over other than congested areas*

Operations of the sUAS will be conducted at distances less than 500 feet from participating persons, vessels, vehicles or structures that perform an essential function in connection with these special purpose operations.

### 14 C.F.R. 91.121 *Altimeter settings*

Altitude of the sUAS will be provided to the PIC via a radio communications telemetry data link, which downlinks from the aircraft to the PIC for active monitoring of the aircrafts altitude.

### 14 C.F.R. 91.151(b) *Fuel requirements for flight in VFR conditions*

The sUAS will not begin a flight unless (considering wind and forecast weather conditions) there is enough fuel to fly to the first point of intended landing and, assuming normal cruising speed, to fly after that for at least 2 minutes.

### 14 C.F.R. 91.405(a) *Maintenance required*, 14 C.F.R. 91.407(a) *Operation after maintenance, preventive maintenance, rebuilding, or alteration*, 14 C.F.R. 91.409(a) *Inspections*, 14 C.F.R. 91.417(a) *Maintenance records*

RKGmedia's sUAS Aircraft Information/Operator's Manual contains daily, preflight, monthly and yearly checks for the aircraft. Adherence to this Manual is sufficient to ensure that safety is not adversely affected.

RKGmedia will carry out its maintenance, inspections, and record keeping requirements in accordance with the Aircraft Information/Operator's Manual. Maintenance, inspection, and alterations will be noted in the aircraft logbook, including total flight hours, description of work accomplished, and the signature of the authorized sUAS technician returning to service.

RKGmedia supports its request with the following information, organized into three sections:

- 1) The unmanned aircraft system
- 2) The sUAS Pilot in Command (PIC)
- 3) The sUAS operating parameters

1) The Unmanned Aircraft System:

The Unmanned Aircraft System that RKGmedia intends to use is a custom built proprietary sUAS, The Seahawk 1.2, (see included Aircraft Information/Operator's Manual) used primarily for aerial image acquisition.

The Seahawk 1.2 is a radio controlled, electric powered (battery), carbon fiber hexacopter measuring 36 inches wide by 18 inches tall with 12 inch props. It weighs 5lbs. empty, 9lbs 2oz with camera and battery and has a maximum takeoff weight of 10lbs. The on-board controller is a DJI Naza M V2. The aircraft carries a Panasonic GH4 camera or similar device, stabilized by a 3 axis gimbal. Communications between the PIC and the sUAS will be accomplished using a standard hand held R/C transmitter on the ground and a receiver on the sUAS. This system operates on a frequency of 2.4 Ghz which is permitted by the FCC. The transmitter/receiver uses telemetry to send certain data, such as altitude and battery levels, back to the PIC via the transmitter. Further details of the use and maintenance can be found in the attached Aircraft Information/Operator's Manual of the Seahawk 1.2. The sUAS it seeks to operate weighs no more than 10 pounds when fully loaded, operates under normal conditions, at speeds no greater than 50 knots, carries no explosive materials or flammable liquid fuels, operates exclusively within a secured area detailed in this application with no pilots or passengers on board. In the event of GPS or communication signal loss, the sUAS possesses the ability to return to a pre-determined location within the secured perimeter and land. The sUAS also can abort a flight in case of emergency, facilitated in part by an on-board parachute that can be deployed in the event of motor loss or other emergency. Parachute deployment deactivates the aircraft's motors and enables the vehicle to float to the ground.

RKGmedia will perform maintenance by following procedures outlined in the Aircraft Information/Operator's Manual. The Aircraft Information/Operator's Manual prescribes required maintenance and requires the operator to keep a log pertaining to each flight. RKGmedia notes that because of the aircraft's limited size, payload, and operational constraints, immediate landings can be performed in case of mechanical issues.

Given the size and weight of the sUAS, the fact that it has a limited range (20 min. max battery), carries no flammable fuel, carries no crew or passengers and employs redundant fail safe features, RKGmedia believes it can be operated within the NAS with minimal risk to persons and property in the air and on the ground.

## 2) The sUAS Pilot in Command (PIC):

RKGmedia proposes that, lacking any current sUAS PIC licensing procedures, the operator of its sUAS should hold at least a FAA Commercial Pilot Certificate and a second-class airman medical certificate. The PIC must also meet the flight review requirements specified in 14 CFR 61.56 in an aircraft in which the PIC is rated on his or her pilot certificate.

Richard Gillette is the owner and operator of RKGmedia and will serve as PIC. He holds a Commercial Pilot Certificate with Airplane Single and Multiengine Land; Instrument Airplane ratings. His associate is David Schilling and will serve as safety coordinator as well as VLOS spotter. Mr. Schilling is a retired Wild Land Firefighter with Heli-crew certifications. He has extensive experience in the building, testing and operation of similar sUAS as a hobbyist. RKGmedia has experimented, tested, and built many sUAS in this category (in a non-commercial, hobbyist setting), followed industry advancements in safety and navigation, and employed this knowledge into the development of the Seahawk 1.2.

Anyone else that would be acting as PIC of RKGmedia's Seahawk 1.2 would first have to demonstrate to Richard Gillette that he or she has met the qualifications outlined above and is capable to safely act as PIC of the sUAS.

## 3) The sUAS Operating Parameters:

Operations authorized by this grant of exemption would be limited to RKGmedia's proprietary sUAS, the Seahawk 1.2, as described in the Aircraft Information/Operator's Manual, which is included in this petition.

The sUAS will not be flown at an indicated airspeed exceeding 50 knots.

The sUAS will be operated at an altitude of no more than 400 feet above ground level (AGL), as indicated by the procedures specified in the Aircraft Information/Operator's Manual. All altitudes reported to ATC will be in feet AGL.

The sUAS will be operated within visual line of sight (VLOS) of the PIC at all times.

All operations will utilize a visual observer (VO). The VO and PIC will be able to communicate verbally at all times. The PIC will be designated before the flight and cannot transfer his or her designation for the duration of the flight. The PIC will ensure that the VO can perform the functions prescribed in the Aircraft Information/Operator's Manual.



Prior to each flight the PIC will inspect the sUAS to ensure it is in a condition for safe flight. If the inspection reveals a condition that affects the safe operation of the sUAS, the aircraft will be taken out of service until the necessary maintenance has been performed and the sUAS is found to be in a condition for safe flight. The Ground Control Station will be included in the preflight inspection. All maintenance and alterations will be properly documented in the aircraft records.

If the sUAS has undergone maintenance or alterations that affect the sUAS operation or flight characteristics, it will undergo a functional test flight in accordance with the Aircraft Information/Operator's Manual. The PIC who conducts the functional test flight will make an entry in the sUAS aircraft records of the flight.

RKGmedia will carry out its maintenance, inspections, and record keeping requirements in accordance with the Aircraft Information/Operator's Manual. Maintenance, inspection, and alterations will be noted in the aircraft logbook, including total flight hours, description of work accomplished, and the signature of the authorized Seahawk 1.2 technician returning the Seahawk 1.2 to service.

RKGmedia Seahawk 1.2 maintenance personnel will make a record entry in the sUAS logbook or equivalent document of the corrective action taken against discrepancies discovered between inspections.

The PIC will possess at least a FAA Commercial Pilot Certificate and a second-class airman medical certificate. The PIC will also meet the flight review requirements specified in 14 CFR 61.56 in an aircraft in which the PIC is rated on his or her pilot certificate.

If the sUAS loses communications or loses its GPS signal, the sUAS will return to a pre-determined location within the private or controlled-access property and land or be recovered in accordance with the Aircraft Information/Operator's Manual.

The PIC will abort the flight in the event of unpredicted obstacles or emergencies in accordance with the Aircraft Information/Operator's Manual.

The PIC will not begin a flight unless (considering wind and forecast weather conditions) there is enough power to fly to the first point of intended landing and, assuming normal cruising speed, to fly after that for at least 2 minutes.

Before conducting operations, the radio frequency spectrum used for operation and control of the sUAS will comply with the Federal Communications Commission (FCC) or other appropriate government oversight agency requirements.

The documents required under 14 CFR 91.9 and 91.203 will be available to the PIC at the Ground Control Station of the sUAS any time the aircraft is operating. These documents will be made available to the Administrator or any law enforcement official upon request.

The sUAS will remain clear and yield the right of way to all other manned operations and activities at all times (including, but not limited to, ultralight vehicles, parachute activities, parasailing activities, hang gliders, etc.).

sUAS operations will not be conducted during night, as defined in 14 CFR 1.1.

All operations will be conducted in Class G airspace.

All operations will be conducted under visual meteorological conditions (VMC). The sUAS will not be operated less than 500 feet below or less than 2,000 feet horizontally from a cloud or when visibility is less than 3 statute miles from the PIC.

During operations in Class G airspace, the sUAS will not operate within 5 nautical miles of the geographic center of an airport as denoted on a current FAA-published aeronautical chart unless a letter of agreement with that airport's management is obtained, and the operation is conducted in accordance with a NOTAM as required by the operator's COA. The letter of agreement with the airport management will be made available to the Administrator upon request.

The sUAS will not be operated over congested or densely populated areas.

Operation of the sUAS will be conducted at least 500 feet from all nonparticipating persons, vessels, vehicles, and structures.

Operations of the sUAS may be conducted at distances less than 500 feet from participating persons, vessels, vehicles or structures that perform an essential function in connection with these special purpose operations.

Operations of the sUAS may be conducted at distances less than 500 feet from unoccupied vessels, vehicles or structures owned by the land owner/controller when the land owner/controller grants such permission and the PIC makes a safety assessment of the risk from operations closer to these objects.

All operations will be conducted over private or controlled-access property with permission from the land owner/controller or authorized representative. Permission from land owner/controller or authorized representative will be obtained for each flight to be conducted.

## REASONS WHY GRANTING RKG MEDIA'S REQUEST WOULD BE IN THE PUBLIC INTEREST

RKGmedia submits this Petition to perform commercial operations using its sUAS for aerial image acquisition.

Our clients will be privately owned businesses such as those in the motion picture/television industry, agriculture, inspection and construction. Also benefitting will be government entities such as The Washington State Departments of Transportation, Fish and Wildlife, and Natural Resources. We will be assisting with the planning of freeway projects, traffic flow conceptual presentations, search and rescue, and fire prevention. Other fields of great potential lie in scientific research, wildlife monitoring, forestry, and the oil and gas industries.

The risk to life and property in the air and on the ground, which is usually associated with traditional manned aircraft flight operations, will be substantially reduced or completely eliminated. Aside from the lack of aircrew members located onboard the aircraft, the sUAS, with its small size and weight, has less physical potential for collateral damage to life and property on the ground, and in the air, compared to the manned aircraft that typically conduct aerial acquisitions (weighing approximately 6,500 pounds with a wingspan of approximately 40 feet, a length of 34 feet, and a fuel capacity of 180 gallons).

These public and private entities will perform their jobs safer and at a lower economic cost than previously. This will in turn lower prices for consumers and conserve resources for the taxpayer, the general public.

## REASONS WHY GRANTING THE EXEMPTION WOULD NOT ADVERSELY AFFECT SAFETY

Many of the same reasons that this exemption would be in the public interest apply to why it would not adversely affect safety. As previously stated, the risk to life and property in the air and on the ground, which is usually associated with traditional manned aircraft flight operations, will be substantially reduced or completely eliminated. Aside from the lack of aircrew members located onboard the aircraft, the sUAS, with its small size and weight, has less physical potential for collateral damage to life and property on the ground, and in the air, compared to the manned aircraft that typically conduct aerial acquisitions (weighing approximately 6,500 pounds with a wingspan of approximately 40 feet, a length of 34 feet, and a fuel capacity of 180 gallons).

Properly using sUAS to perform the tasks outlined above would be safer than traditional methods.

## SUMMARY THAT CAN BE PUBLISHED IN THE FEDERAL REGISTER

RKGmedia LLC (RKGmedia), a video production company, seeks exemption from the requirements of 14 C.F.R. §§ 91.7(a), 91.119(c), 91.121, 91.151(b), 91.405(a), 91.407(a), 91.409(a) and 91.417(a). This exemption would permit RKGmedia to operate its proprietary sUAS to safely collect various forms of aerial images for commercial use.

### 14 C.F.R. 91.7(a) *Civil aircraft airworthiness*

An equivalent level of safety will be provided given the size of the aircraft and the requirements contained in the Aircraft Information/Operator's Manual for maintenance and use of safety checklists prior to each flight.

### 14 C.F.R. 91.119(c) *Over other than congested areas*

Operations of the sUAS will be conducted at distances less than 500 feet from participating persons, vessels, vehicles or structures that perform an essential function in connection with these special purpose operations.

### 14 C.F.R. 91.121 *Altimeter settings*

Altitude of the sUAS will be provided to the PIC via a radio communications telemetry data link, which downlinks from the aircraft to the PIC for active monitoring of the aircrafts altitude.

### 14 C.F.R. 91.151(b) *Fuel requirements for flight in VFR conditions*

The sUAS will not begin a flight unless (considering wind and forecast weather conditions) there is enough fuel to fly to the first point of intended landing and, assuming normal cruising speed, to fly after that for at least 2 minutes.

### 14 C.F.R. 91.405(a) *Maintenance required*, 14 C.F.R. 91.407(a) *Operation after maintenance, preventive maintenance, rebuilding, or alteration*, 14 C.F.R. 91.409(a) *Inspections*, 14 C.F.R. 91.417(a) *Maintenance records*

RKGmedia's sUAS Aircraft Information/Operator's Manual contains daily, preflight, monthly and yearly checks for the aircraft. Adherence to this Manual is sufficient to ensure that safety is not adversely affected.

RKGmedia will carry out its maintenance, inspections, and record keeping requirements in accordance with the Aircraft Information/Operator's Manual. Maintenance, inspection, and alterations will be noted in the aircraft logbook, including total flight hours, description of work accomplished, and the signature of the authorized sUAS technician returning to service.

ANY ADDITIONAL INFORMATION, VIEWS, OR ARGUMENTS AVAILABLE TO SUPPORT  
RKG MEDIA'S REQUEST

The following statement from The Washington State Department of Transportation is included in this application.

To whom it may concern,

My name is Kurt Stiles. I am the Visual Communications Program Manager of the Visual Engineering Resource Group (VERG), GeoMetrix division of Washington State Department of Transportation (WSDOT). VERG provides clear and effective communication of project & program development, design and delivery issues through various forms of visual media.

We are very interested in using sUAS to supplement our aerial photography and video production. Currently we use full size piloted helicopters when capturing footage. I believe that by using sUAS, we will be able to gain unique, elevated visual perspectives that are impossible for full size helicopters to obtain. Also, by using sUAS, there will be far less personal risk and greatly reduced utilization costs. Lastly, using sUAS vehicles will strategically enhance visual analysis of damaged infrastructure during emergency situations – a work responsibility of VERG.

We look forward to working with RKGMedia and this emerging technology and aiding in its integration into our National Airspace System.

Sincerely,

Kurt Stiles

CONCLUSION

As set forth above, RKGmedia seeks an exemption pursuant to 14 C.F.R. § 11.61 and Section 333 of the FAA Modernization and Reform Act of 2012, which will permit safe operation of its sUAS commercially, for the special purpose of conducting aerial acquisitions. By granting this Petition, the FAA Administrator will be fulfilling the Congressional mandate of the FAA Modernization and Reform Act of 2012, while also advancing the interests of the public, by allowing RKGmedia to safely, efficiently, and economically operate its sUAS commercially within the NAS.

**4) Public Interest:**

RKGmedia submits this Petition to perform commercial operations using sUAS for aerial image acquisition.

Our clients will be privately owned businesses such as those in the motion picture/television industry, agriculture, inspection and construction. Also benefitting will be government entities such as The

Washington State Departments of Transportation, Fish and Wildlife, and Natural Resources. We will be assisting with the planning of freeway projects, traffic flow conceptual presentations, search and rescue, and fire prevention. Other fields of great potential lie in scientific research, wildlife monitoring, forestry, and the oil and gas industries.

The risk to life and property in the air and on the ground, which is usually associated with traditional manned aircraft flight operations, will be substantially reduced or completely eliminated. Aside from the lack of aircrew members located onboard the aircraft, the sUAS, with its small size and weight, has less physical potential for collateral damage to life and property on the ground, and in the air, compared to the manned aircraft that typically conduct aerial acquisitions (weighing approximately 6,500 pounds with a wingspan of approximately 40 feet, a length of 34 feet, and a fuel capacity of 180 gallons).

These public and private entities will perform their jobs safer and at a lower economic cost than previously. This will in turn lower prices for consumers and conserve resources for the taxpayer, the general public.

Given the clear direction in Public Law 112–95 § 333, the strong equivalent level of safety surrounding the proposed operations, and the significant public benefit, including enhanced safety and economic advantage, Section 91.7(a) prescribes that no person may operate a civil aircraft unless it is in an airworthy condition.

Section 91.119 prescribes that, except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:

- (a) *Anywhere.* An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.
- (b) *Over congested areas.* Over any congested area of a city, town, or settlement, or over any open-air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.
- (c) *Over other than congested areas.* An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure.
- (d) *Helicopters, powered parachutes, and weight-shift-control aircraft.* If the operation is conducted without hazard to persons or property on the surface—
  - (1) A helicopter may be operated at less than the minimums prescribed in paragraph (b) or paragraph (c) of this section, provided each person operating the helicopter complies with any routes or altitudes specifically prescribed for helicopters by the FAA; and
  - (2) A powered parachute or weight-shift-control aircraft may be operated at less than the minimums prescribed in paragraph (c) of this section.

Section 91.121 prescribes, in pertinent part, each person operating an aircraft to maintain cruising altitude by reference to an altimeter that is set “to the elevation of the departure airport or an appropriate altimeter setting available before departure.”

Section 91.151 Fuel requirements for flight in VFR conditions.

- (a) No person may begin a flight in an airplane under VFR conditions unless (considering wind and forecast weather conditions) there is enough fuel to fly to the first point of intended landing and, assuming normal cruising speed—

- (1) During the day, to fly after that for at least 30 minutes; or
- (2) At night, to fly after that for at least 45 minutes.

Section 91.405(a) requires that an aircraft operator or owner shall have that aircraft inspected as prescribed in subpart E of the same part and shall, between required inspections, except as provided in paragraph (c) of the same section, have discrepancies repaired as prescribed in part 43 of the chapter.

Section 91.407(a)(1) prescribes that no person may operate any aircraft that has undergone maintenance, preventive maintenance, rebuilding, or alteration unless it has been approved for return to service by a person authorized under § 43.7 of this chapter.

Section 91.409(a) prescribes that no person may operate an aircraft unless, within the preceding 12 calendar months, it has had—

- (1) An annual inspection in accordance with part 43 of this chapter and has been approved for return to service by a person authorized by §43.7 of this chapter; or
- (2) An inspection for the issuance of an airworthiness certificate in accordance with part 21 of this chapter.

Section 91.417(a) and (b) prescribe, in pertinent part, that—

(a) Each registered owner or operator shall keep the following records for the periods specified in paragraph (b) of this section:

(1) Records of the maintenance, preventive maintenance, and alteration and records of the 100-hour, annual, progressive, and other required or approved inspections, as appropriate, for each aircraft (including the airframe) and each engine, propeller, rotor, and appliance of an aircraft. The records must include—

- (i) A description (or reference to data acceptable to the Administrator) of the work performed; and
- (ii) The date of completion of the work performed; and
- (iii) The signature and certificate number of the person approving the aircraft for return to service.

(2) Records containing the following information:

- (i) The total time in service of the airframe, each engine, each propeller, and each rotor.
- (ii) The current status of life-limited parts of each airframe, engine, propeller, rotor, and appliance.
- (iii) The time since last overhaul of all items installed on the aircraft that are required to be overhauled on a specified time basis.
- (iv) The current inspection status of the aircraft, including the time since the last inspection required by the inspection program under which the aircraft and its appliances are maintained.
- (v) The current status of applicable airworthiness directives (AD) and safety directives including, for each, the method of compliance, the AD or safety directive number and revision date. If the AD or safety directive involves recurring action, the time and date when the next action is required.
- (vi) Copies of the forms prescribed by § 43.9(d) for each major alteration to the airframe and currently installed engines, rotors, propellers, and appliances.

(b) The owner or operator shall retain the following records for the periods prescribed:

- (1) The records specified in paragraph (a)(1) of this section shall be retained until the work is repeated or superseded by other work or for 1 year after the work is performed.



(2) The records specified in paragraph (a)(2) of this section shall be retained and transferred with the aircraft at the time the aircraft is sold.

(3) A list of defects furnished to a registered owner or operator under § 43.11 shall be retained until the defects are repaired and the aircraft is approved for return to service.

ntages, granting the requested exemptions is in the public interest.