

U.S. Department of Transportation, Docket Operations
West Building Ground Floor, Room w12-140
1200 New Jersey Avenue, S.E.
Washington, DC 20590

DEPARTMENT OF
TRANSPORTATION
DOCKET OPERATIONS

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Petition for Exemption Under 14 CFR § 11.81 to Allow Commercial Use of Unmanned Aircraft Systems

Petitioner:

bizUAS Corp
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To Whom It May Concern,

This application is substantially based on the FAA's findings in Exemption No. 11062 granted to Astraeus Aerial on September 25, 2014, and in reliance on the analysis provided therein.

1. Sections from which exemptions are sought: Application is hereby made for exemption from:
 - a. FAA Modernization and Reform Act of 2012, PL 112-95 FEB. 14, 2012, Section 333
 - b. 14 CFR Part 21, subpart H
 - c. 14 CFR Part 61.113(a) and (b)
 - d. 14 CFT Part 91:
 - i. 91.103(b)(2)
 - ii. 91.105
 - iii. 91.109
 - iv. 91.119
 - v. 91.121
 - vi. 91.151
 - vii. 91.405
 - viii. 91.407
 - ix. 91.409
 - x. 91.417
2. Relief sought:
 - a. bizUAS Corp wishes to operate small Unmanned Aircraft Systems (sUAS) for commercial purposes to include (but not be limited to) videography, cinematography, photogrammetry, industrial inspections and analyses. This relief is sought because commercial use of sUAS is currently prohibited by law unless performed under an exemption.
 - b. This exemption will cover use of the following airframes, all of which will weigh less than 55 pounds including payload and energy sources:
 - i. MULTIROTOR service-drone G4 models with fully redundant flight control and flight recorder

- ii. DJI Phantom 2
- iii. Altavian Nova F6500
- iv. Other models to be added by future amendment to this exemption.

3. Public benefit:

- a. Use of sUAS technology to obtain imagery, information and data currently obtained by use of manned flight or manual methods:
 - i. Reduces statistical risk to human life due to manned aircraft accidents (e.g., power line inspections) and due to other dangerous activities that can be avoided (e.g., scaffolding/rigging failures during stack or bridge inspections).
 - ii. Reduces the cost of obtaining such information, which benefits consumers and the economy.
 - iii. Reduces environmental impact by eliminating sources of hydrocarbon emissions from manned aircraft.

4. Safety not adversely affected:

- a. Aircraft will be registered and marked in accordance with Section 44711 and Part 47 and Part 45, Subpart C.
- b. Aircraft will comply with maintenance and inspection requirements of the manufacturer. All repair and maintenance work will be conducted or approved by qualified personnel such as those authorized by Robotic Skies (or equivalent), and will require a test flight after such work. Records of all maintenance and repair work will be kept in a maintenance log for each aircraft.
- c. All flight operations will be conducted by at least two individuals (PIC and observer) who will maintain verbal communication capability with each other at all times during the flight, and who will remain stationary on the ground during the flight operations:
 - i. A Pilot In Command (PIC) who possess the following credentials:
 - 1. An Airman Certificate issued under 14 CFR 61 (private pilot license) screened by the TSA
 - 2. A Third Class medical certificate issued under 14 CFR 67.
 - 3. A bi-annual flight review under 14 CFR 61.56
 - 4. A certificate of competency for UAS issued by UMEX (or equivalent certification).
 - 5. At least 200 cycles and 25 hours of flight experience in a UAS rotorcraft (or UAS fixed-wing in the case of fixed-wing flight operations under this exemption). Such cycles and hours may be gained during flights under this exemption if a safe distance is maintained from persons in accordance with 14 CFR 91.119.
 - 6. At least 5 hours of flight experience and 3 takeoffs and landings in make and model being flown in the prior 90 days. Such cycles and hours may be gained during flights under this exemption if a safe distance is maintained from persons in accordance with 14 CFR 91.119.
 - ii. A Visual Observer.
 - iii. A Sensor Operator as necessary.
- d. All flight operations will be conducted in accordance with valid Certificates of Authorization.
- e. All flight operations will comply with the following:
 - i. The manufacturers' Aircraft Flight Manuals and Operation Guidelines
 - ii. bizUAS Corp flight operations policies including lost communication and other emergency and safety procedures.
 - iii. Conducted in VMC conditions during daylight hours.
 - iv. PIC and VO will maintain VLOS at all times.
 - v. Pre-flight inspections (including ground control station, if any) and safety risk assessments will be conducted prior to each flight.
 - vi. Flight altitudes will remain below 400 feet above ground level.
 - vii. Flight ground speeds will not exceed 50 knots.
 - viii. Not intrude into Class B, C or D airspace, or published approach, SID or STAR, or take place within 5 nautical miles of an airport.

- ix. Not be made near persons as required in 14 CFR 91.119 and not over persons on the ground without their prior permission.
 - x. Each flight will be logged in both the PIC's logbook and the aircraft logbook.
 - xi. Not exceed 75% of the battery or fuel capacity of the aircraft, or 30 minutes, whichever occurs first.
 - xii. Any incidents will be reported to NTSB within 24 hours of occurrence.
 - xiii. bizUAS Corp will maintain liability insurance of at least \$1,000,000 issued by a major aviation insurance underwriter.
 - xiv. Any applicable local FSDO requirements.
 - xv. All other applicable regulations concerned with the operation of aircraft.
- f. Aircraft will use 2.4 GHz for control of the aircraft, and 5.8 GHz for sending data with well-defined and tested lost link procedures.

Please advise us of any additional information or changes that may be required.

Sincerely,

A handwritten signature in black ink, appearing to read "Bernd Lutz", written in a cursive style.

Bernd Lutz, PhD
CEO, bizUAS Corp
09DEC2014