Section 8. Other Information and Best Practices

11–8–1. Best Practices for UAS Operations

Responsibility of the UAS pilot. Just as is the case with a manned aircraft, the UAS remote pilot or recreational flyer is responsible for the safe operation of their unmanned aircraft. The remote pilot or recreational flyer must ensure that they are physically ready to fly and knowledgeable of the flight to be performed to include operational parameters, UAS limitations, local weather, and applicable flight rules; that the UAS itself is mechanically ready.

11–8–2. UAS Operations and Air Traffic Control (ATC)

Coordination and/or communication of airspace authorizations, between UAS pilots or operators and ATC, are handled within the airspace access processes (e.g., LAANC, DroneZone, CAPS). They are not coordinated extemporaneously and verbally between the UAS operator and ATC. Any requirements for coordination and/or communication between UAS operator and ATC will be contained in individual COAs, which may include operational waivers, development of LOAs, and through other application processes which allow access to controlled airspace. Any air traffic services provided to sUAS operations shall be based upon the type of airspace authorization issued, along with the mitigations and limitations included in that authorization.

NOTE–

1. *Small UAS operators should not contact ATC directly by radio or telephone for purposes of airspace access. Also, the use of an aviation radio frequency by the RPIC of a sUAS may constitute a violation of Federal Communications Commission rules. Remote pilots of larger UAS—which are usually under positive control by ATC and flying under Instrument Flight Rules—are an exception to this guideline.*

2. *Small UAS operators are encouraged to monitor local CTAF radio traffic when operating on or near an airport, for situational awareness.*

11–8–3. Precautions: Flight Over or Near People, Vehicles, Manned Aircraft, and Night Operations

a. Flight over or near people and vehicles:

1. Remote pilots and recreational flyers should carefully consider the hazards of flight operations over or near people. 14 CFR Part 107, subpart D, Operations Over Human Beings, allows certain Operations Over People (OOP) and vehicles, based upon four different operational categories of UA weight and construction, and the likely severity of injury to people on the ground, in the case of contact. Part 107 operators may request a waiver to these restrictions.

2. Part 91 remote pilots may refer to restrictions and permissions, regarding flight over people, in their respective COAs.

3. Recreational flyers should consider the safety of other persons when flying. 49 USC 44809(a)(2), Exception for Limited Recreational Operations of Unmanned Aircraft, requires recreational flyers to operate in accordance with the safety guidelines of an accepted CBO; these guidelines will usually include safety precautions for flight near people.

4. For further information on the rules for flying over people or vehicles, see paragraph 11–4–6, Airspace Restrictions to Flight.

REFERENCE–

14 CFR Part 107, Subpart D, Operations Over Human Beings.
49 USC 44809(a)(2), Exception for Limited Recreational Operations of Unmanned Aircraft.

b. Flight in the Vicinity of Manned Aircraft:

1. The pilot of any unmanned aircraft operation retains the ultimate responsibility to avoid manned aircraft traffic. UAS operators should remember that manned aircraft may fly below 400 feet AGL; examples include