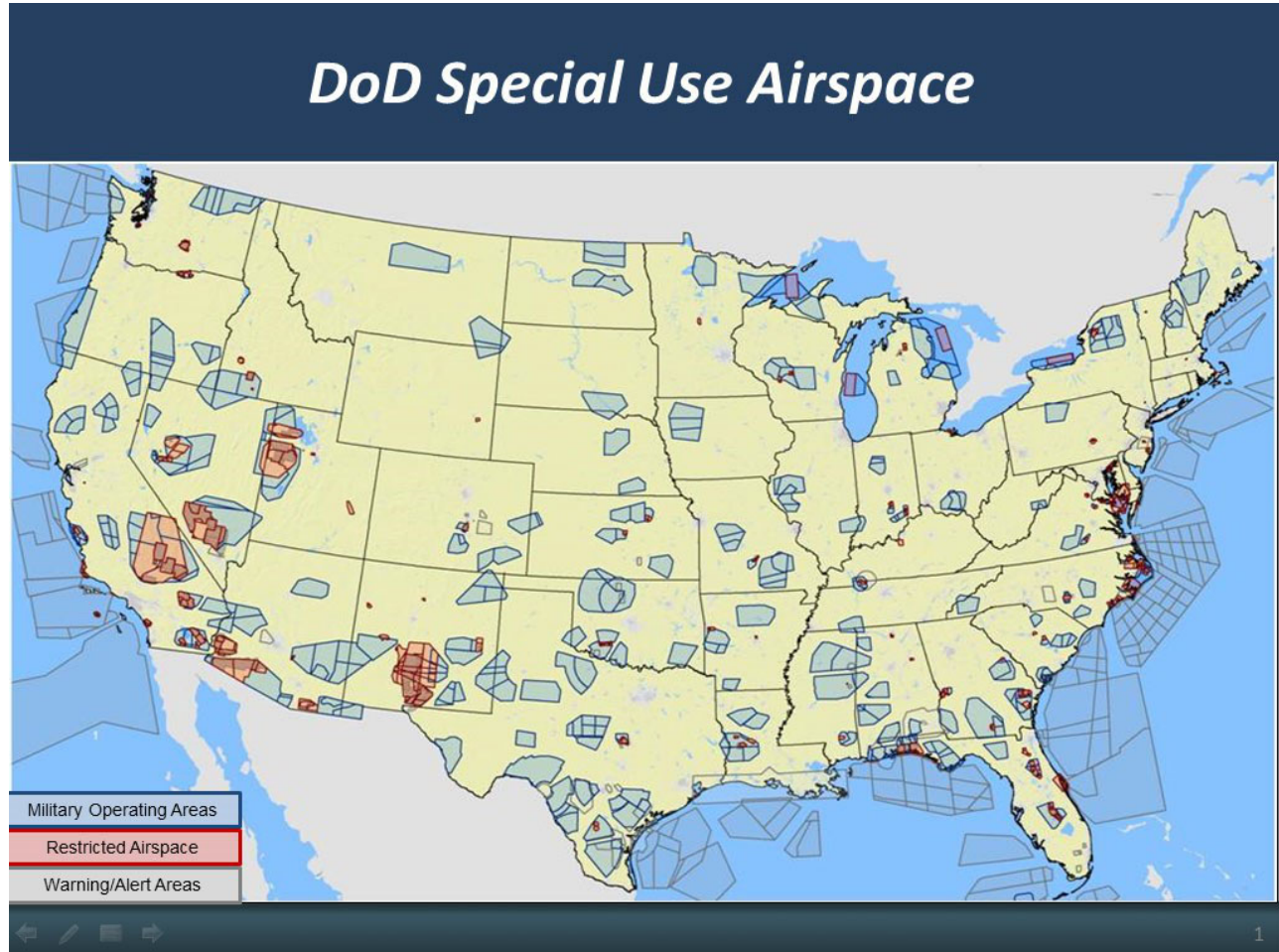


FIG 11-3-2
DoD Special Use Airspace



2. Temporary Flight Restrictions (TFRs) are issued for the surrounding UAS operating locations and allow for the launch and recovery of larger UAS. Once outside of the terminal environment, DoD UAS utilize the full range of SUA, including Military Operating Areas (MOA), restricted areas, warning areas, and alert areas to conduct their missions.

11-3-2. Exemptions Under 49 USC 44807, Special Authority for Certain Unmanned Systems

a. Exemptions are granted to UAS operations which are permitted in accordance with Public Law 115-254, 49 USC 44807, Special Authority for Certain Unmanned Aircraft Systems. The Secretary of Transportation has determined that certain UAS are eligible to operate in the NAS without possessing the airworthiness certification normally required under 49 USC 44807. 49 USC 44807 permits the FAA to use a risk-based approach to determine whether an airworthiness certificate is required for a UAS to operate. Exemptions are generally requested by civil (non-public) UAS operators who fly UAS weighing 55 pounds or more, and thus cannot fly under 14 CFR Part 107. For civil UAS operations conducted under 49 USC 44807 of PL 115-254, the Secretary has determined that specific requirements necessary for safe operation can often be addressed in the form of grants of exemption(s). Operators who desire this regulatory relief must petition the FAA for exemption in accordance with 14 CFR Part 11 and the guidance provided on the FAA's Section 44807, Special Authority for Certain Unmanned Systems website. Examples of petitions that have been granted to conduct civil UAS operations include the following activities: