NOTE–
The FAA's Advanced Operations website may be viewed at: https://www.faa.gov/uas/advanced_operations/.

(b) Advisory Circular 137–1, Certification Process for Agricultural Aircraft Operators, provides additional information on how to apply for an agricultural aircraft operator certificate issued under 14 CFR Part 137.

REFERENCE–
AC 137–1, Certification Process for Agricultural Aircraft Operators.

c. Hazardous Materials (HAZMAT):

1. A hazardous material also known as HAZMAT, or dangerous goods is any substance or material that is capable of posing an unreasonable risk to health, safety, and property when transported in commerce. For example, lithium batteries, dry ice, and aerosol whipped cream are considered dangerous goods. These products may seem harmless, but when transported by air they can be very dangerous. Vibrations, static electricity, temperature and pressure variations can cause items to leak, generate toxic fumes, start a fire, or even explode if these products are not packaged and handled properly. More detailed information is located on the FAA's What are Dangerous Goods website.

NOTE–
The FAA's What are Dangerous Goods website may be viewed at: https://www.faa.gov/hazmat/what_is_hazmat/.

2. The carriage/transportation of hazardous materials under 14 CFR Part 107, sUAS, is strictly prohibited at all times, and is not subject to waiver. In order to transport hazardous materials, UAS operators must follow the 14 CFR Part 135 certification regulatory path and must develop dangerous goods training programs and manuals as part of the 14 CFR Part 135 Air Carrier and Operator Certificates process, described on the FAA website and subparagraph 11–4–5a, and 14 CFR Part 135, Operating Requirements. A brief description of applicable regulations as they apply to UAS can be found on the FAA's UAS website.

NOTE–
The FAA's Unmanned Aircraft System (UAS) website may be viewed at: https://www.faa.gov/hazmat/air_carriers/operations/dr ones/.

REFERENCE–
14 CFR Part 107, Small Unmanned Aircraft Systems.
14 CFR Part 135, Operating Requirements: Commuter and on Demand Operations and Rules Governing Persons on Board Such Aircraft.

11–4–6. Airspace Restrictions To Flight

a. General. The NAS extends from the ground to above 60,000 feet MSL and includes various classifications of airspace, both uncontrolled and controlled. sUAS remote pilots and recreational flyers are generally permitted access to uncontrolled airspace without special permission. However, this changes when access to controlled airspace is desired. All access to controlled airspace whether by manned or unmanned aircraft must be granted by ATC.

NOTE–
1. *While the NAS is divided into controlled and uncontrolled airspace, users must remember that all airspace is regulated, and certain rules apply throughout the NAS.*

2. *Recreational flyers are limited to 400 feet AGL in Class G airspace, without special authorization.*

b. Controlled airspace is a generic term that covers the different classification of airspace (Class A, Class B, Class C, Class D, and Class E airspace) and defined dimensions within which air traffic control services can be provided to Instrument Flight Rules (IFR) flights and to Visual Flight Rules (VFR) flights, in accordance with the airspace classification.

c. Special Use Airspace (SUA). SUA consists of that airspace wherein flight activities must be confined because of their nature, or wherein limitations are imposed upon aircraft operations that are not a part of those activities, or both. These areas are generally depicted on aeronautical charts and will be indicated on the B4UFly and LAANC applications for UAS.