FAA Regulations: Why do they apply to the Military?

Presented by:
Jim Williams

August 27, 2015
1958 mid-air collision that led Congress to create the FAA
CFR 14 91.113 – “see and avoid”

Code of Federal Regulations
Section 91.113

Right-of-way rules: Except water operations.

(a) Inapplicability. This section does not apply to the operation of an aircraft on water.

(b) General. When weather conditions permit, regardless of whether an operation is conducted under instrument flight rules or visual flight rules, vigilance shall be maintained by each person operating an aircraft so as to see and avoid other aircraft. When a rule of this section gives another aircraft the right-of-way, the pilot shall give way to that aircraft and may not pass over, under, or ahead of it unless well clear.
Certificate of Waiver or Authorization

**US Department of Transportation**

**Federal Aviation Administration**

**APPLICATION FOR CERTIFICATE OF WAIVER OR AUTHORIZATION**

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**INSTRUCTIONS**

Submit this application in triplicate (3) to any FAA Flight Standards district office.

Applicants requesting a Certificate of Waiver or Authorization for an aviation event must complete all the applicable items on this form and attach a properly marked 7.5 series Topographic Quadrangle Map(s), published by the U.S. Geological Survey (scale 1:24,000), of the proposed operating area. The map(s) must include scale depictions of the rightlines, showlines, race courses, and the location of the air event control point, Police dispatch, ambulance, and fire fighting equipment. The applicant may also wish to submit photographs and scale diagrams as supplemental material to assist in the FAA’s evaluation of a particular site.

Application for a Certificate of Waiver or Authorization must be submitted 45 days prior to the requested date of the event.

Applicants requesting a Certificate of Waiver or Authorization for activities other than an aviation event will complete items 1 through 10 only and the certification, item 17, on the reverse.

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<th>1. Name of organization</th>
<th>2. Name of responsible person</th>
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<th>3. Permanent mailing address</th>
<th>House number and street or route number</th>
<th>City</th>
<th>State and ZIP code</th>
<th>Telephone No.</th>
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4. State whether the applicant or any of its principal officers/owners has an application for waiver pending at any other office of the FAA.

(N/A except for Banner Towing)

5. State whether the applicant or any of its principal officers/owners has ever had its application for waiver denied, or whether the FAA has ever withdrawn a waiver from the applicant or any of its principal officers/owners.

(N/A except for Banner Towing)

6. FAR section and number to be waived

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**August 27, 2015**
Working Together
sUAS Notice of Proposed Rulemaking

U.S. Department of Transportation

FEDERAL AVIATION ADMINISTRATION

NOTICE OF PROPOSED RULEMAKING REGULATORY EVALUATION

Small Unmanned Aircraft Systems
14 CFR Part 107

OFFICE OF AVIATION POLICY AND PLANS

ECONOMIC ANALYSIS DIVISION
Subject: MODEL AIRCRAFT OPERATING STANDARDS

1. PURPOSE. This advisory circular outlines, and encourages voluntary compliance with, safety standards for model aircraft operators.

2. BACKGROUND. Modelers, generally, are concerned about safety and do exercise good judgement when flying model aircraft. However, model aircraft can at times pose a hazard to full-scale aircraft in flight and to persons and property on the surface. Compliance with the following standards will help reduce the potential for that hazard and create a good neighbor environment with affected communities and airspace users.
§91.13 Careless or reckless operation.

(a) Aircraft operations for the purpose of air navigation. No person may operate an aircraft in a careless or reckless manner so as to endanger the life or property of another.

(b) Aircraft operations other than for the purpose of air navigation. No person may operate an aircraft, other than for the purpose of air navigation, on any part of the surface of an airport used by aircraft for air commerce (including areas used by those aircraft for receiving or discharging persons or cargo), in a careless or reckless manner so as to endanger the life or property of another.