

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



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Los Angeles Times 9 A.M. FINAL
 VOL. LXXVII IN YOUR HOME TUESDAY MORNING, APRIL 22, 1958 64 PAGES DAILY 15¢

L.A. AIRLINER, JET COLLIDE; 49 KILLED

33 From Southland; Planes Fall in Flames South of Las Vegas

AT 10:00 A.M. APRIL 22, 1958, a Douglas DC-7 airliner and a Lockheed L-1049 Super Constellation jet collided in mid-air over the desert south of Las Vegas and both planes plunged through clouds into the desert, killing 49 persons.

Flights of the Douglas DC-7 resulted in such early morning collisions of the two most used, one-way jets in the world. The Lockheed L-1049 Super Constellation jet was the only jet airliner now in use in the United States.

All Ready to Land
 Almost the moment they took off from Los Angeles International Airport at 7:30 a.m. today 49 persons and a crew of five.

The partially loaded Super Constellation jet was flying from Los Angeles to Las Vegas.

Main body and wings of plane break on Pease
 The main body and wings of the Lockheed L-1049 Super Constellation jet broke apart on impact with the Douglas DC-7 jet.

Was From Southland
 In all, 33 of the 49 killed were from Southern California, including several of those who were on the Douglas DC-7 jet.

Two Men, Boy, 10, Slain | 13 Missilesmen | Passengers, Crews of

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

 <p>US Department of Transportation Federal Aviation Administration</p> <p>APPLICATION FOR CERTIFICATE OF WAIVER OR AUTHORIZATION</p>		From Approved: O.M.B. No.2120-0027 08/31/2008									
		<p align="center">APPLICANTS - DO NOT USE THESE SPACES</p> <table border="1"> <tr> <td>Region</td> <td colspan="2">Date</td> </tr> <tr> <td colspan="3"> Action <input type="checkbox"/> Approved <input type="checkbox"/> Disapproved – "Explain under "Remarks" </td> </tr> <tr> <td colspan="3">Signature of authorized FAA representative</td> </tr> </table>			Region	Date		Action <input type="checkbox"/> Approved <input type="checkbox"/> Disapproved – "Explain under "Remarks"			Signature of authorized FAA representative
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Signature of authorized FAA representative											
INSTRUCTIONS											
<p>Submit this application in triplicate (3) to any FAA Flight Standards district office.</p> <p>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 flightlines, 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.</p> <p>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.</p>											
1. Name of organization			2. Name of responsible person								
3. Permanent mailing address	House number and street or route number	City	State and ZIP code	Telephone No.							
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											

Working Together



August 27, 2015

GRAND FORKS AFB, N.D.

AUG. 4-22, 2014

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

FAA AC on Model Aircraft Operating Standards

AC 91-57

DATE June 9, 1981

ADVISORY CIRCULAR



DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C.

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.

CFR 14 91.13 Careless and Reckless Operation

§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.