



Rocky Mount – Wilson Regional Airport UAS Operations Authorization Request Form

Use this form to notify intent to fly unmanned aircraft system (UAS) vehicles and request for authorization to fly a UAS vehicle within 5 NM Radius of Rocky Mount – Wilson Regional Airport (KRWI).

All uses of UAS must be reviewed by the KRWI Airport Director prior to commencing any operations. This applies to all uses of UAS such as recreation, hobbyist, commercial or government agencies.

Please complete the following information on this form and submit along with supporting documentation (see check list below) for review to: director@krwiairport.com

Applicants can expect to receive a response from KRWI within 7 working days.

Give applicant name and address below and circle one: [Individual] [Company] [Agency]

Phone # _____ Email: _____

Operator's Information:

Name _____ Insurance Information _____

FAA UAS License #: _____ North Carolina UAS Permit #: _____

Type of Request (Check one):

Recreational Hobbyist Commercial Academic Government Military

UAS Make _____ UAS Model _____

UAS weight _____ UAS registration no. _____

Flying Dates _____ Flying Times _____

Check list of required documents as applicable based on above request information to be submitted for review, placed on record and carried on hand during UAS operations within 5NM of KRWI:

- ✓ FAA UAS Remote Pilot's License
- ✓ North Carolina UAS Commercial Operator Permit
- ✓ Certificate(s) of Liability Insurance
- ✓ FAA Certificate of Authorization (COA)
- ✓ Applicable Section 333 Grant(s) of Exemptions

Important Federal UAS Information and Operating Limits (CFR Part 107)

- The unmanned aircraft must remain within Visual line of sight.
- UAS must not be operated over anyone not directly involved in their operation
- Daylight-only operations or civil twilight with appropriate anti-collision lighting.
- Maximum altitude of 400 feet above ground level (AGL).
- Operations in Class B, C, D and E airspace are allowed with the required ATC permission. Class G airspace are allowed without ATC coordination.
- Maximum groundspeed of 100 mph (87 knots).
- Minimum weather visibility from control station is 3 statute miles
- Must yield right of way to other aircraft.
- A person may not act as the operator or observer for more than one unmanned aircraft at a time
- No operations from a moving vehicle unless the operation is over a sparsely populated area.
- Foreign-registered small unmanned aircraft are allowed to operate under part 107 if they satisfy the requirements of 14 CFR part 375.
- The airport is not required to file a NOTAM
- Authorization to fly in B,C,D,E airspace comes from ATC not the airport manager
- No communication is required in Class G airspace outside of avoiding manned aircraft
- UAS operations are considered an aeronautical activity and the FAA Grant Assurances to protect the rights of UAS operations
- UAS operators should avoid operating in the traffic pattern or published approach corridors used by manned aircraft
- Current FAA guidance states “when notified of a model aircraft operation (recreational), the ATC or airport operator may deny operations if they impact the safety of other operations at the airport. Specific reasons for the objection should be provided to the person notifying the Air Traffic Control Tower or airport operator at the time of the request and documented.”
- Air Traffic Control will not use the word “approved” in communication with a hobbyist operator, but the lack of a denial constitutes the operation may proceed.

Waivers to Certain UAS Operating Rules (Section 333)

- Operation from a moving vehicle or aircraft (§ 107.25)*
- Daylight operation (§ 107.29)
- Visual line of sight aircraft operation (§ 107.31)*
- Visual observer (§ 107.33)
- Operation of multiple small unmanned aircraft systems (§ 107.35)
- Yielding the right of way (§ 107.37(a))
- Operation over people (§ 107.39)
- Operation in certain airspace (§ 107.41)
- Operating limitations for small unmanned aircraft (§ 107.51)

Important Information on operating a UAS in North Carolina

- A permit is required for commercial and government drone operations in North Carolina.
- Passing the UAS Knowledge Test is a requirement for obtaining a permit.
- No person shall operate an UAS in the State for commercial purposes unless the person is in possession of a permit.

NC UAS Criminal Offenses

- Anyone who willfully damages, disrupts the operation of, or otherwise interferes with a manned aircraft through use of an unmanned aircraft system, while the manned aircraft is taking off, landing, in flight, or otherwise in motion, will be charged with a felony.
- It is a Class E felony for use or possession of a UAS that has a weapon attached.
- It is a Class 1 misdemeanor to operate an UAS for commercial purposes in NC without a Permit
- It is a Class 1 misdemeanor for use of a UAS to fish or hunt.
- It is a Class H felony for use of a UAS to interfere with or disrupt a manned aircraft.
- It is a Class A1 misdemeanor to publish or disseminate recorded images taken using a UAS with infrared or other thermal imaging and revealing individuals, materials, or activities inside of a structure without consent of the property owner.
- It is a Class 1 misdemeanor to use a UAS to interfere with the lawful taking of wildlife or harass wildlife in order to disrupt the lawful taking of wildlife

UAS On-line guidance and helpful resources:

- FAA's UAS Integration Office: uashelp@faa.gov or call 844-FLY-MY-UAS
- FAA Getting started in UAS: [faa.gov/uas/getting_started/fly_for_fun](https://www.faa.gov/uas/getting_started/fly_for_fun)
- FAA UAS and Airports: [faa.gov/airports/special_programs/uas_airports](https://www.faa.gov/airports/special_programs/uas_airports)
- FAQs about UAS Operations at an Airport: [faa.gov/airports/special_programs/uas_airports/model_airplane_faqs](https://www.faa.gov/airports/special_programs/uas_airports/model_airplane_faqs)
- FAA Waiver/Airspace Authorization: https://www.faa.gov/uas/request_waiver
- NCDOT UAS Program Office: [ncdot.gov/aviation/uas](https://www.ncdot.gov/aviation/uas)
- NC UAS Operator Permit: [ncdot.gov/aviation/uas](https://www.ncdot.gov/aviation/uas)
- NCDOT UAS Program Office: [ncdot.gov/aviation/uas](https://www.ncdot.gov/aviation/uas)
- Study Guide: [ncdot.gov/aviation/download/UAS_Study_Guide.pdf](https://www.ncdot.gov/aviation/download/UAS_Study_Guide.pdf)
- Know Before You Fly website: [knowbeforeyoufly.org](https://www.knowbeforeyoufly.org)
- B4UFLY smartphone app: [faa.gov/uas/b4ufly](https://www.faa.gov/uas/b4ufly)
- ACRP Report 144: <http://www.trb.org/Publications/Blurbs/173263.aspx>
- UAS Registration: [registermyuas.faa.gov](https://www.registermyuas.faa.gov)
- The Small UAS Rule is in effect August 29, 2016: [faa.gov/uas/media/Part_107_Summary.pdf](https://www.faa.gov/uas/media/Part_107_Summary.pdf)
- NextGen Air Transportation Program: itre.ncsu.edu/focus/aviation
- Aircraft Owners and Pilots Association (AOPA): [aopa.org/go-fly/aircraft-and-ownership/drones/best-practices-for-flying-your-drone-near-an-airport](https://www.aopa.org/go-fly/aircraft-and-ownership/drones/best-practices-for-flying-your-drone-near-an-airport)