

----- Forwarded by Steven CTR Pansky/AWA/CNTR/FAA on 06/01/2011 03:34 PM -----

Re: Fw: COA Application (b) (7)(E) [Link](#)

Steven CTR Pansky
AJV-13, UAS Group

to: Jim Ryan

05/31/2011 09:55 AM

Cc: Robert T Reese

I got it now.

Omit language from one and change second provision to read "A pilot-in-command (PIC) must be designated prior to the launch of the aircraft, and a PIC qualified pilot must have access to the controls of the UAS during all phases of flight."

Steve Pansky
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Steven.ctr.Pansky@faa.gov

From: Jim Ryan/AWA/FAA
AFS-407, Unmanned Aircraft Safety Branch
To: Steven CTR Pansky/AWA/CNTR/FAA@FAA
Cc: Robert T Reese/ACE/FAA@FAA
Date: 05/31/2011 09:52 AM
Subject: Re: Fw: COA Application (b) (7)(E)

Steve,

Our email crossed in space. Did you see my latest? Rob say he is OK with that language for bullet 2. I concur with omitting bullet 1.

Jim Ryan
Flight Operations Team Lead
Unmanned Aircraft Program Office, AFS-407
HQ, Federal Aviation Administration
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From: Steven CTR Pansky/AWA/CNTR/FAA
AJV-13, UAS Group
To: Jim Ryan/AWA/FAA@FAA
Cc: Robert T Reese/ACE/FAA@FAA
Date: 05/31/2011 12:46 PM
Subject: Fw: COA Application (b) (7)(E)

Jim-

Robert Reese concurs with the following changes to the Safety Provisions for (b) (7)(E)

1. Current Provision reads:

- Although this COA application is within policy guidelines, the size of this particular UA may not allow for adequate observation at the specified limit. It should be understood that this limit is the maximum range allowed and that a practical distance may be something less, with the determination of such at the discretion of the applicant. Therefore, it will remain the responsibility of the applicant to ensure the safety of flight and adequate visual range coverage to mitigate any potential collisions.

Change to read:

- It remains the responsibility of the applicant to ensure the safety of flight and adequate visual range coverage to mitigate any potential collisions.

2. Current Provision reads:

- A pilot-in-command (PIC) must be designated prior to the launch of the (b) (7)(E) and must be at the controls of the UAS during all phases of flight.

Change to read:

- One PIC must be designated at all times and is responsible for the safety of the UA and persons and property along the UA flight path.

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----- Forwarded by Steven CTR Pansky/AWA/CNTR/FAA on 05/31/2011 09:40 AM -----

From: Robert T Reese/ACE/FAA
ACE-220, Nextgen Branch
To: Steven CTR Pansky/AWA/CNTR/FAA@FAA
Cc: Jim Ryan/AWA/FAA@FAA
Date: 05/31/2011 09:36 AM
Subject: Re: Fw: COA Application (b) (7)(E)

Steve,

The changes you propose are good with me. I think we should go ahead and change the second bullet also. That will give them the flexibility if needed to provide training.

Rob

Robert.T.Reese@faa.gov

From: Steven CTR Pansky/AWA/CNTR/FAA
AJV-13, UAS Group
To: Robert T Reese/ACE/FAA@FAA
Cc: Jim Ryan/AWA/FAA@FAA
Date: 05/31/2011 10:12 AM
Subject: Fw: COA Application (b) (7)(E)

Bob- Spoke with (b) (7)(E) so you can disregard the second bullet. Are you OK with the changes to the First Bullet. if so, I will coordinate with Jim Ryan.

Thank you.

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----- Forwarded by Steven CTR Pansky/AWA/CNTR/FAA on 05/31/2011 08:09 AM -----

From: Steven CTR Pansky/AWA/CNTR/FAA
AJV-13, UAS Group
To: Robert T Reese/ACE/FAA@FAA
Cc: Jim Ryan/AWA/FAA@FAA
Date: 05/26/2011 12:29 PM
Subject: COA Application (b) (7)(E)

Robert- I am finishing up the coordination on COA (b) (7)(E) for the FBI in (b) (7)(E). A few questions have come up within the safety mitigation memo.

- Although this COA application is within policy guidelines, the size of this particular UA may not allow for adequate observation at the specified limit. It should be understood that this limit is the maximum range allowed and that a practical distance may be something less, with the determination of such at the discretion of the applicant. Therefore, it will remain the responsibility of the applicant to ensure the safety of flight and adequate visual range coverage to mitigate any potential collisions.

Comment: Several months ago when the decision was made to allow the observer the responsibility to determine their own visual range the above standard statement was deemed inaccurate since it references a specified limit. The statement was amended by Jim Ryan to read "It remains the responsibility of the applicant to ensure the safety of flight and adequate visual range coverage to mitigate any potential collisions."

Proposed Action: Wanted to run this by you to make sure you were OK with the re-wording before I coordinated with Mr. Ryan.

- A pilot-in-command (PIC) must be designated prior to the launch of the (b) (7)(E) and must be at the controls of the UAS during all phases of flight.

Comment: The question was asked "Why can they not give dual or have others fly?" In my response back to AJV management I believe the provision was based on the fact that the (b) (7)(E) (I will be checking with the FBI to determine if this is an accurate statement) and the statement is to ensure an individual is identified as PIC and is in control of the UA.

Proposed Action: If the FBI wishes to (b) (7)(E) could we not utilize the statement under the 7711-1 template (attached) , Pilot/Observer Qualifications, Pilot in command, bullet two that states "One PIC must be designated at all times and is responsible for the safety of the UA and persons and property along the UA flight path" and remove this provision from the document?

[attachment "COA Attachment to FAA FORM 7711-1 template.doc" deleted by Steven CTR Pansky/AWA/CNTR/FAA] [attachment (b) (7)(E) " deleted by Steven CTR Pansky/AWA/CNTR/FAA]

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