



August 1, 2018

To all Senate members

Dear Senator:

On behalf of aerospace industry stakeholders that include pilots, commercial and general aviation operators, unmanned aircraft systems (UAS) representatives, manufacturers, and aviation safety and airspace system infrastructure maintainers and specialists, we write to express our concerns regarding the lack of Federal Aviation Administration (FAA) authority to fully regulate recreational and hobby UAS in our ever-changing national airspace, and to urge you to support the inclusion of the following provision in the upcoming FAA reauthorization bill.

Section 332 of the House of Representatives' recently passed FAA reauthorization legislation (H.R. 4, the Federal Aviation Administration Reauthorization Act of 2018) includes a provision, to be codified at 49 U.S.C §45509, that among other things, amends current law to allow the FAA to fully regulate all UAS, when deemed necessary for the safety and security of the National Airspace System. This provision establishes a solid foundation from which an appropriate regulatory structure can be developed to ensure the safe regulation of UAS in U.S. airspace.

In addition, this provision also requires recreational drone users to pass an aeronautical knowledge and safety test and allows the FAA to impose critical standards for remotely identifying owners and operators of all UAS. The provision we support specifically authorizes the FAA to regulate all UAS operations as necessary, to mitigate risks to aviation safety, national security, the uninvolved public, and critical infrastructure, as well as to leverage advances in technology that can make UAS operations safer and more efficient, enable expanded operations and unmanned traffic management systems, and promote innovation. Importantly,

the law enforcement and national security communities must be satisfied that the FAA is empowered to regulate the safety of all drones, regardless of use, before additional rulemakings will move forward to enable advanced commercial operations, such as beyond the visual line of sight and over people, which Section 332 would accomplish.

The FAA is currently responsible for regulating all users of our nation's airspace, including those using the airspace for recreational purposes. For example, ultralight aircraft, balloons, gliders, and model rocketry are all subject to FAA oversight. The FAA has successfully implemented rules that ensure the safety of our airspace and its users without burdening or stymying innovation or unnecessarily limiting the public's use of the airspace for recreation.

Without important safety rules, commercial aerospace operations in the United States will continue to be at risk from the continued unsafe and unregulated operation of recreational and hobby UAS. Indeed, two documented collisions between recreational UAS and manned aircraft have occurred in North America over the past year. Drone sightings continue to be reported by flight crews and there are photographs and video footage on the internet of UAS flying very close to commercial aircraft. These events clearly highlight the critical need for the FAA to have the authority to regulate all segments of the UAS community.

We urge you to support the inclusion of the revised Section 332 (to be codified at 49 U.S.C § 45509) of H.R. 4 in the Senate's FAA reauthorization bill, which will allow the FAA to carry out its safety mission through the regulation of all UAS users of the national airspace and continue to promote innovation in our skies.

Sincerely,

Tim Canoll
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Air Line Pilots Association

Peter F. Dumont
President and CEO
Air Traffic Control
Association

Matt Zuccaro
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Nick Calio
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