

OPERATIONS OF SMALL UNMANNED AERIAL SYSTEMS IN THE UNITED STATES NATIONAL AIRSPACE SYSTEM									
Primary Owner of Airspace	Federal Aviation Administration								
Governing Regulations	<p align="center">Model Aircraft</p> <p>While the FAA is tasked with regulating the NAS, Public Act 112-95 Section 336 directs the FAA to delegate the establishment of rules and regulations for the operation of model aircraft used for hobby or recreational purposes to Community Based Organizations with safety programs, unless the proximity of the operation creates a significant hazard to other traffic within the National Airspace System. Special notification requirements exist if the operations are within five miles of an airport as well. A "model aircraft" is defined in Section 336 as an sUAS which is capable of sustained flight in the atmosphere, operated within line of sight of the pilot and used for hobby or recreational purposes only.</p>								Other Small Unmanned Aerial Systems
Responsible Community Based Organization	<p align="center">AMA</p> <p>The AMA has been granted initial CBO status through a letter of intent from the FAA. No Canadian or other foreign organization is currently recognized by the FAA as a CBO.</p>								Operations of sUAS outside of a CBO are regulated by the FAA
Category	Under 55 Pounds			<p align="center">LMA 1</p> <p>Section 336 states "aircraft is limited to not more than 55 pounds unless otherwise certified through a design, construction, inspection, flight test, and operational safety program administered by a community-based organization". The AMA's LMA program addresses these requirements.</p>			<p align="center">LMA 2</p> <p>Section 336 states "aircraft is limited to not more than 55 pounds unless otherwise certified through a design, construction, inspection, flight test, and operational safety program administered by a community-based organization". The AMA's LMA program addresses these requirements.</p>		Over 8.8 ounces
Domicile of Pilot	US	Canadian	Foreign	US	Canadian	Foreign	US	All Canadian & Foreign	All Domestic and Foreign
Governing Regulations and Safety Codes	AMA	AMA/MAAC By reciprocal agreement, the AMA rules are amended to include the MAAC rules. Where they conflict, the stricter of the two rules applies	AMA	AMA	AMA/MAAC By reciprocal agreement, the AMA rules are amended to include the MAAC rules. Where they conflict, the stricter of the two rules applies	AMA Event permits are available to allow operation of an LMA immediately for the duration of a specific event	AMA	AMA Event permits are available to allow operation of an LMA immediately for the duration of a specific event	FAA Part 107
Inspection Requirements	None	None	None	Self inspection based on LMA program followed by a demonstration flight with two witnesses. Permit valid for three years (unless model modified)	All foreign pilots perform a self inspection based on the LMA program with self attestation of 3 successful flights on previous occasions. Permit is valid for event only		LMAI inspection per LMA program with 2 demonstration flights. Permit valid three years (unless model modified)	LMAI inspection required per LMA program with self attestation of 3 successful previous flights. Permit valid for event only	FAA airworthiness certification not required, however Pilot must possess a Remote Pilot in Command certification
Insurance Layer 1	Homeowner Policy Most HO policies in the US now follow the ISO standard forms, providing liability coverage for model aircraft	MAAC	AMA An affiliate membership is required	Homeowner Policy Most HO policies in the US now follow the ISO standard forms, providing liability coverage for model aircraft	MAAC	AMA An affiliate membership is required	Homeowner Policy Most HO policies in the US now follow the ISO standard forms, providing liability coverage for model aircraft	AMA An affiliate membership is required	None
Insurance Layer 2	AMA			AMA			AMA		
FAA Registration	FAA registration is required.								A specific registration is required for each aircraft.