



# FERRIS STATE UNIVERSITY

SAFETY, HEALTH, ENVIRONMENTAL and RISK MANAGEMENT (SHERM)

## Procedures for OPERATION OF UNMANNED AIRCRAFT SYSTEMS (UAS)

**COMMERCIAL USE (NON-RECREATIONAL)** is defined as any operation of UAS in connection with any university business or on behalf of the university, including but not limited to use for work, business, research, or otherwise is considered to be non-recreational/commercial operation.

### Pilot Requirements:

- (1) Remote pilot airman certificate with a UAS rating; or
- (2) A current 333 exemption or Certificate of Waiver or Authorization (COA) issued by the FAA or documentation verifying that the individual operating the UAS is fully authorized by the FAA to do so.
- (3) Bodily injury/property damage liability insurance of at least \$1M.

### Unmanned Aircraft Requirements:

- (1) Weigh less than 55 pounds.
- (2) FAA registered if over 0.55 pounds.
- (3) Display registration number on UA.

### Pre-flight inspection:

- (1) Verify that all control link systems are properly responding to control inputs, and are functioning properly.
- (2) Conduct in accordance with the inspection procedures outlined in the UAS manufacturer's owner's manual.

### Notification to local airport and/or air traffic control:

- (1) Contact name and phone.
- (2) Location of flight and altitude.
- (3) Date and times of operation.

### Operation of UAS:

- (1) Operate only in Class G airspace; or
- (2) FAA waiver is required for operation in another airspace.
- (3) Notify local Airport and Air Traffic Control of flight time, date, purpose, and plan.
- (4) Follow FAA Small UAS Rules (Part 107).

**RECREATIONAL (HOBBY USE)** is defined as operations conducted for enjoyment and not for work, business purposes, or for compensation or hire.

UAS use without academic purpose is prohibited in, on or above University owned or leased property. Student use of drones as a component of science, technology and aviation-related educational curriculum or other coursework such as television and film production, or the arts is considered hobby or recreational use.

### Operational pre-approval for UAS:

- (1) Obtain academic program/department approval of educational purpose.
- (2) Properly register UAS over 0.55 pounds with FAA.
- (3) Establish safety plan.

Pilot Requirements:

- (1) 13 years of age or older.
- (2) US citizen or legal permanent resident
- (3) Bodily injury/property damage liability insurance of at least \$1M.

Unmanned Aircraft (UA) Requirements:

- (1) Weigh less than 55 pounds.
- (2) FAA registered if over 0.55 pounds.
- (3) Display registration number on UA.

Pre-flight inspection:

- (1) Verify that all control link systems are properly responding to control inputs, and are functioning properly.
- (2) Conduct in accordance with the inspection procedures outlined in the UAS manufacturer's owner's manual.

Notification to local airport and/or air traffic control:

- (1) Contact name and phone.
- (2) Location of flight and altitude.
- (3) Date and times of operation.

Operation of UAS:

- (1) Shall always yield right of way to manned aircraft.
- (2) Keep the UAS in the operator's visual line of sight.
- (3) UAS must be under 55 pounds, unless otherwise certified.
- (4) Know and follow community based safety guidelines.
- (5) Flown a sufficient distance from populated areas.
- (6) UAS cannot be flown higher than 400 feet above ground level.

**STUDENT USE FOR FLIGHT INSTRUCTION COURSE AND FACULTY RESEARCH (COMMERCIAL)**

UAS operation by students in pursuit of professional research objectives of faculty members, or as part of a course where the primary objective of the course is UAS operation instruction shall be conducted in accordance with the procedures outlined for commercial use.

**FACULTY/STAFF USE FOR FACULTY/STAFF RESEARCH (COMMERCIAL)** UAS operation by faculty members in pursuit of professional research objectives connected to their employment at the University, or other business interests, is considered to be commercial use, and must be conducted in accordance with the commercial procedures.

**FACULTY/STAFF USE FOR EDUCATIONAL COURSEWORK (HOBBY or COMMERCIAL)** Faculty in charge of teaching a class where operation of the UAS is a secondary component of the course may assist students operating a UAS without having to follow commercial procedures, provided that the operations are used to teach such curriculum to students enrolled in those courses, and the faculty's assistance is limited.

The hobby exception only applies in the following situations:

- (1) When operation of the UAS is NOT the main objective of the class; and
- (2) When operation of the UAS is NOT connected with professional research objectives.

**RESOURCES**

FAA Unmanned Aircraft Systems <https://www.faa.gov/uas/>

Association for Unmanned Vehicle Systems International <http://knowbeforeyoufly.org/>