

## **Appendix I—Summary of Interviews and Poll Results**

### *Are UAS operated at, near, from, or to your airport?*

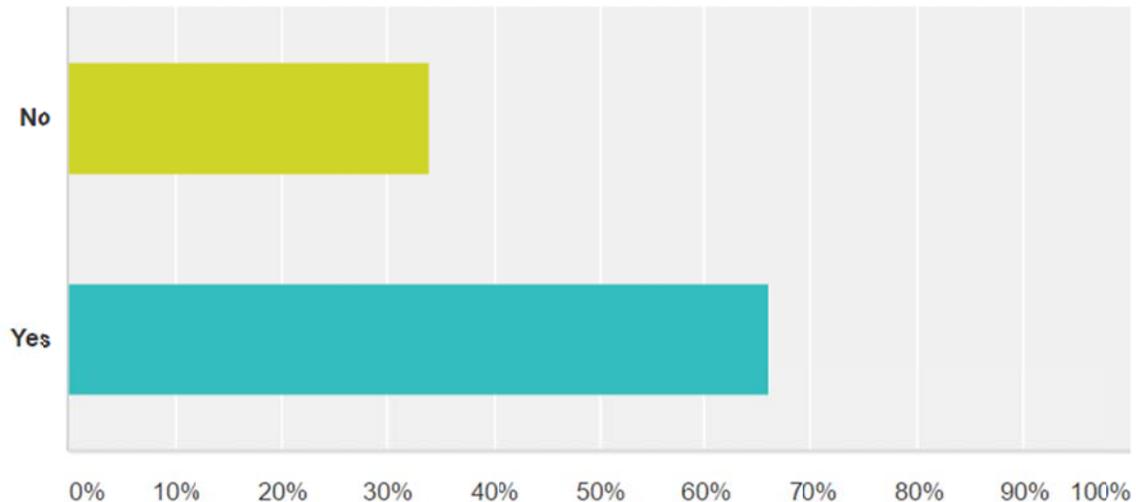
- UAS are operated, both commercially and recreationally, within five miles of the airport.
- Just started approving commercial operations inside and outside of airport property.
- We receive calls regularly from drone operators operating with 5 miles of the airport. A vast majority have been no factor to our operations.
- UAS are operated near the airport. A hobby group has an MOU with the ATCT. Other non-commercial requests are advised on a case by case basis if the area they want to operate in is safe.
- We have residential abutters and see them regularly.
- At Redstone Arsenal. Separate airspace to HSV; also unauthorized uses occur by 107 and recreational users.
- RC Planes.
- We are aware of activity that occurs adjacent to the City's three airports in neighboring residential areas. No activity currently occurs to, from, or at the airport.
- Real estate agents routinely attempt to fly over properties they have listed that are located near our 2 airports and shoot video for promotions online.
- Near, only because they can be anywhere. We have had sightings of one over the airfield, but nothing is allowed on a regular basis.
- UAS are prohibited to operate in the controlled airspace, however they are operated in the vicinity of the airport. Some without providing notification to any aviation official.
- Near TAMU-CC drone program site.
- Various aerial photography operations, highway survey work, and facility security monitoring.
- UAS are occasionally operated near the airport.
- There are several UAS Operators that contact the ATCT and properly operate near the airport.
- We are a small commercial uncontrolled airport in a rural setting. There is a community of UAS airmen that hold these operations close to their heart.

*Are UAS operated at, near, from, or to your airport?*

- Only upon notification to Airport Ops, and to the ATC tower.
- We receive call occasionally (twice a month) from someone wanting to fly a drone near the airport.
- We've had a report of a drone operating near the airport.
- UAS operations are permitted under 400' AGL outside of a 2-mile radius. This is done to permit hobby flyers in the local towns to fly their UAS, while not increasing the risk to the airport.
- University of Notre Dame is located within 3 miles of the airfield. Numerous students own and operate UAVs.
- NASA Nuance Lab operates out of airport.
- Frequent requests to operate within five-mile radius
- There are many hobby operators operating within the airspace at IAD. They typically call Operations and provide Ops with contact information regarding their activities. Occasionally we have had drones reported over the airport property but before police (either airport or county) could respond the drone disappeared.
- Various commercial operators and hobbyists have been reported to operate near our airports.
- We have received notifications from recreational UAS pilots letting us know that they will be operating within five miles of our airport. The majority of these notifications have come from a nearby college campus.
- Very limited FAR 107 operations, with the expectation operations will increase in the future.
- Stark Aerospace builds and operates a tethered drone. They also had a COA at one time to fly the Heron UAV, which is a larger commercially available UAV.

***Some UAS operators fly close to airports. Does your airport have a procedure in place for these operators (e.g. hobbyists or Part 107 operators) to notify ATC or airport authorities about their activities?***

Comments from the 66% of respondents answering yes follow:



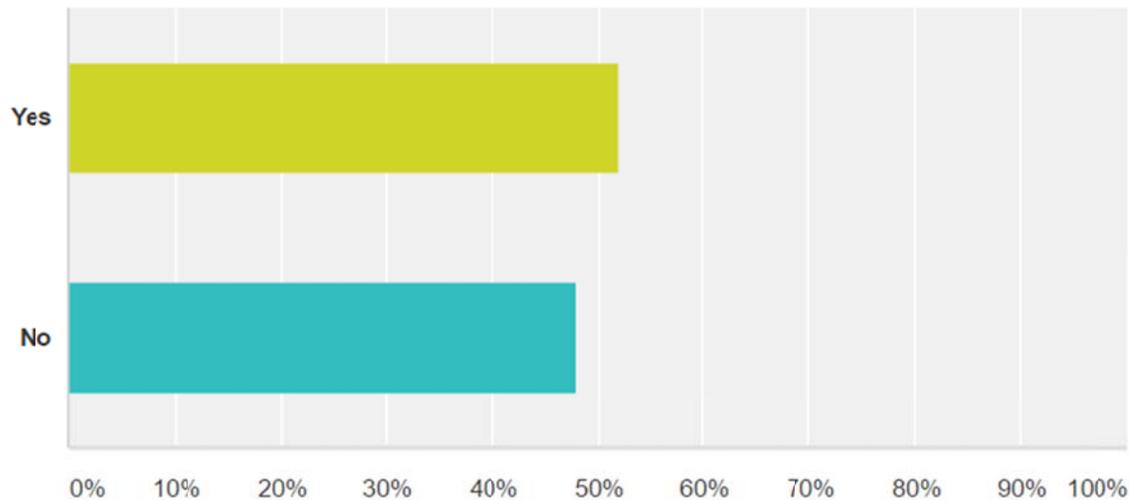
- Initial request is processed through FAA ATC. If approved, the airport collaborates with ATC and the UAS operator to coordinate proposed operation. DNAS not currently used by airport, please refer question to ATL FAA airspace management.
- Operators contact our local ATCT prior to their operation. We will be posting a UAS Notification form on our website that UAS operators will fill out that will notify Operations staff of any drone activities at/near the airport.
- Operators are instructed to call ATC on the phone.
- Airport is on tribal land and the tribe has restricted use of all UAS.
- We participate in DNAS and AirMap. Both provide alerts to us for UAS we don't see nearby.
- Only FAA App B4UFLY.
- No UAS activity within 5 miles of the Class B airspace.
- Our website has instructions and a contact number.
- Emailed to appropriate FAA official.
- All UAS inquiries are directed to local ATC.
- We have a manual process and are working on an LOA with our local ATC.

- We have a web based notification form that can be filled out and sent out our Operations staff. It is then forwarded to our ATCT.
- Arizona Revised Statutes passed last year codify rules that are collaborative with Federal requirements and notifications. Please refer to Airport website information located at: <https://skyharbor.com/Business/RulesAndRegulations/drones>.
- Operators are requested to contact Airport Operations and the FAA Air Traffic Control Tower.
- Telephone number.
- Yes, a phone number with dedicated SMS Manager.
- The ATCT and OPS Supervisors vet out all UAS requests. Pass on to local PD if over the downtown core.
- We follow the FAA recommended “contact” method for operators- My understanding is these operators only need notify, not seek approval from, airport authorities for their flights. Extremely frustrating situation.
- Notify both the airport and ATC before operating.
- We follow the FAA procedures.
- We request operator name, contact info, and flight info: date, time, duration, max altitude, location.
- The procedure is anyone wishing to fly a drone must contact the ATC. We provide a number to call.
- A call to the airport administration office to talk to the Operations Supervisor.
- We use AirNav to provide notifications.
- Web site and regional information program.
- All requests are referred to ATCT.
- All UAS operators requesting permission to fly on or near ICT or AAO must contact Wichita ATCT.
- We have instructions to contact Airport Operations and they will pass information on to ATC.
- Yes. If Airport Operations or Air Comm (Police / fire dispatch) receive the initial call from an operator, they will advise the caller that they need to contact the ATCT during normal business hours. After the ATCT speaks with the UAS operator, and they

determine that the operation will not be denied, they will contact Air Comm who will forward the call to Airport Operations. The ATCT will provide details of where and when the drone is planning to operate as noted on our ATC Model Aircraft Notification Checklist. Airport Operations will be forwarded a copy of the checklist which is printed out and saved.

- The hobbyist contacts the FAA ATCT during normal business hours.
- We have published a phone number on our website for operators to call.
- DNAS.
- DNAS is one system, plus we take phone calls at both the airport and control tower.
- Our Flytucson.com website has instructions and specific phone numbers to call. We have a form we fill out and maintain in our records. The Airside Operations Department handles all UAS activity requests.

*Does your airport work with a local law enforcement agency to manage UAS operations at, from, near, or to your airport?*



- Airport rests on two counties and municipalities, with several more within 5 miles. Therefore, more needs to be done to develop relationships with surrounding jurisdictions.
- Airport/Resort Security confiscates all UAS until the owner departs the property. If a person becomes disgruntled, we contact local police. Airport is always alerted to the presence of a UAS.
- If needed.
- In beginning stages to understand consistent response to UAS operations within 5 miles of the airport; understanding current law; advocating additional laws needed at local and state level.
- Reports of unauthorized UAS activity are transferred to law enforcement for follow-up.
- If unauthorized activity is spotted, we are to contact our local Sheriff's Dept.
- Appropriate agencies contacted any time there is a request.
- Airport police.
- Use local Airport Bureau and their relationship with neighboring agencies to investigate reports of UAS activity. State law allows law enforcement to charge based on violation of state law whereas previously local law enforcement had to submit report to federal enforcement agencies who often are resource constrained and unable to prosecute.
- Police Department may respond to sightings and assist Airport Ops trying to find operator.
- FAA, DHS and FBI.

- When requests are received, info is passed onto Airport PD and Local PD.
- Not currently, but possibly in future.
- If we cannot resolve the problem with the UAS user, we call local law enforcement and involve them.
- The airport has its own police department.
- On site Police and Fire division would handle most issues, but also have a close working relationship with city and county law enforcement agencies.
- Airport Police are involved.
- All reports of UAS activity are first sent to the FAA FSDO who then reaches out to the FBI and County Sheriffs office for assistance.
- If the ATCT observes or receives reports of unsafe UAS operations, they have been asked to contact the county's aviation division for assistance. In addition, they have been asked to notify Air Comm (Airport police / fire dispatch) of the operation. If the operation is believed to be on airport property, then airport police will be immediately dispatched to the location.
- The airport has their own police department.
- In early stages of establishing letters of agreement and/or mutual aid agreements.
- We have our own police force.
- City Police stationed at the airport.
- If there is a problem we contact the local sheriff's department, who then send someone to help identify the user.
- The Airport Police Department partners with TSA and maintains an active training outreach with local law enforcement.