

Port of Stockton Quick Sheet

UNMANNED AERIAL SYSTEMS - UAS (Drone)



The FAA controls U.S. airspace and local governments may regulate takeoffs/liftoffs/launching/landing within their jurisdictions. The Port of Stockton (Port) regulates district based takeoff/liftoff/launching/landing operations of UAS. Approval of permit applications is required.

Recreational takeoff/liftoff/launching/landing is prohibited from the Port of Stockton District.

Application Timeframe: Please allow **up to** seven (7) business days for the Port to process applications and be aware that the process will not begin until all required documentation has been submitted.

Also note that meeting all qualifications required of a Part 107 Remote Pilot does not guarantee permission to operate a UAS from Port property. The Port reviews applications on a case-by-case basis, and consents to or denies requests based on their specific criteria, the safety, wellbeing, and interests of the Port.

Who

- Operators of UNMANNED AERIAL SYSTEMS - UAS, also commonly referred to as a drone.
- A UAS is a pilotless aircraft and associated elements, including communication links and components that control the pilotless aircraft from the ground.
- Applicability: Applies to the general public as well as government entities or organizations (e.g. public universities, state governments, local municipalities). *Law enforcement agencies are exempt from the Port Permit requirements.*

What

- Port Permit: Port of Stockton based UAS Operations require approved permit applications. Applications to operate from the Port of Stockton District can be obtained from the Port of Stockton Police Department. Contact (209) 946 – 0246 x 8222, or email pdpermits@stocktonport.com.
- Credential and Registration: Operators need to be FAA credentialed and their unmanned aerial vehicles registered.
- Insurance: Minimum \$2,000,000.

When

- Anytime an operator of a UAS is conducting takeoffs/liftoffs/launching/landing within the Port of Stockton District.
- Includes takeoffs/liftoffs/launching/landing from privately leased property or open space areas within the District.
- When operation is work related.
- A separate Plan of Activities (POA) must be turned in between 72 and 36 hours before flight.

Where

- Port of Stockton District
- Any class of airspace. Airspace over the entire Port of Stockton is Class G.
- Within the Applicants approved POA. Pilots may not deviate from their plan. Deviations will constitute a breach of security.

Why

- Work related operation only.
- For the safety, wellbeing and general interest of the Port.
- To aid the FAA in promoting public awareness and safe operation.
- Proof is mandated upon the request of any law enforcement official.

<u>FAA</u>	<u>Fly for Work</u>
Pilot Requirements	Must have Remote Pilot Airman Certificate Must be at least 16 years old Must pass TSA vetting
Aircraft Requirements	Must be less than 55 lbs. Must be registered if over 0.55 lbs. (online) Must undergo pre-flight check to ensure UAS is in condition for safe operation
Location Requirements	Class G airspace*
Operating Rules	Must keep the aircraft in sight (visual line-of-sight)* Must fly under 400 feet* Must fly during the day* Must fly at or below 100 mph* Must yield right of way to manned aircraft* Must NOT fly over people* Must NOT fly from a moving vehicle*
Example Applications	Flying for commercial use (e.g. providing aerial surveying or photography services) Flying incidental to a business (e.g. doing roof inspections or real estate photography)
Legal or Regulatory Basis	Title 14 of the Code of Federal Regulation (14 CFR) Part 107

*These rules are subject to [waiver](#) by the FAA.

Insurance:

Proof of Unmanned Aircraft Systems (UAS) coverage (listing the specific aircraft to be used) with a **limit of at least \$2,000,000** in a separate endorsement naming the Port of Stockton, its officers, agents and employees as Additional Insured can be in either of the following:

- a. If UAS coverage is being added to a general liability policy, there must be a **separate endorsement** showing proof of UAS coverage.
- b. If the coverage is coming from an *aviation-specific* insurance carrier (such as Global Aerospace), a separate policy endorsement is **not** necessary, as the entire policy represents the UAS coverage.

TIPS

UAS operators must have all pertinent documentation **on site with them at all times**, including documents related to Operating Authority, Pilot Qualifications, and Aircraft Registration. Those documents include proof of Exemption, Certificate of Authorization (COA), Plan of Activities (POA), UAS registration certificate and pilot certificate.

Use of the FAA UAS operator mobile phone app: *B4UFLy* is highly encouraged.

Ground based operation of a UAS from the Port of Stockton is permitted only when all qualifications have been met, all necessary approvals have been obtained, and takeoffs/liftoffs/launching/landing of a UAS is approved. If a company or individual is found to be operating a UAS without the proper permit, a law enforcement official may immediately suspend the UAS activities and notify the FAA and U.S. Coast Guard.

For more information on the use of UAS, go to: <http://www.faa.gov/uas/>