

THE END OF TIMES

DRONES, AIRSPACE AND PARKS

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DRONES ARE A PAIN



PAIN POINT 1: THE UNCLE HOWIE PROBLEM



PAIN POINT 1: THE UNCLE HOWIE PROBLEM

- DRONE USE HAS A LOW FINANCIAL ENTRY POINT
- THE LOW ENTRY POINT HAS ENCOURAGED A NEW INDUSTRY AND MEDIA CONSTRUCT
- DRONE OPERATORS TEND TO BE INDEPENDENT AND ENJOY “UNFETTERED FEATHERS”

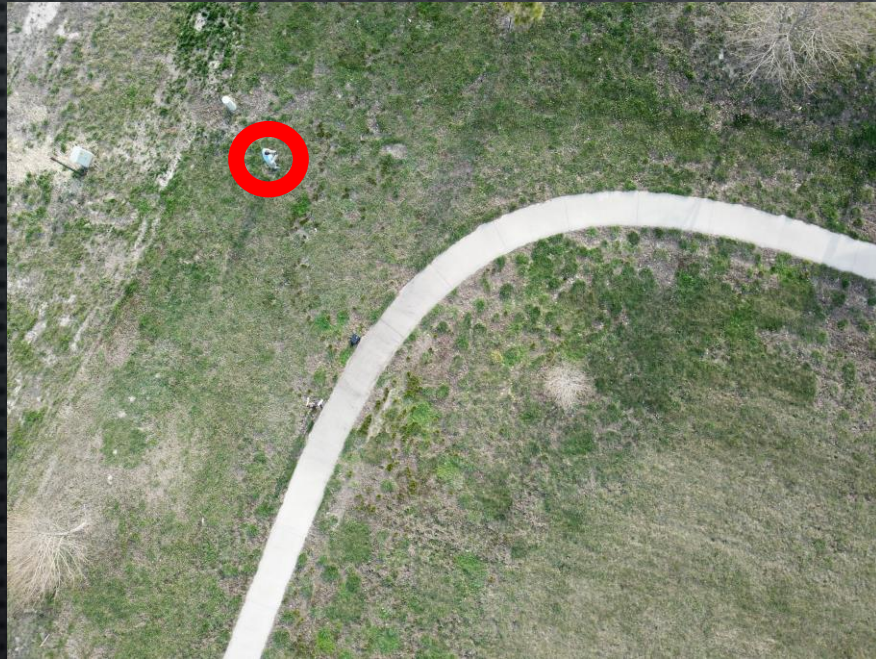
PAIN POINT 2: TECH OUTPACED PAPERWORK



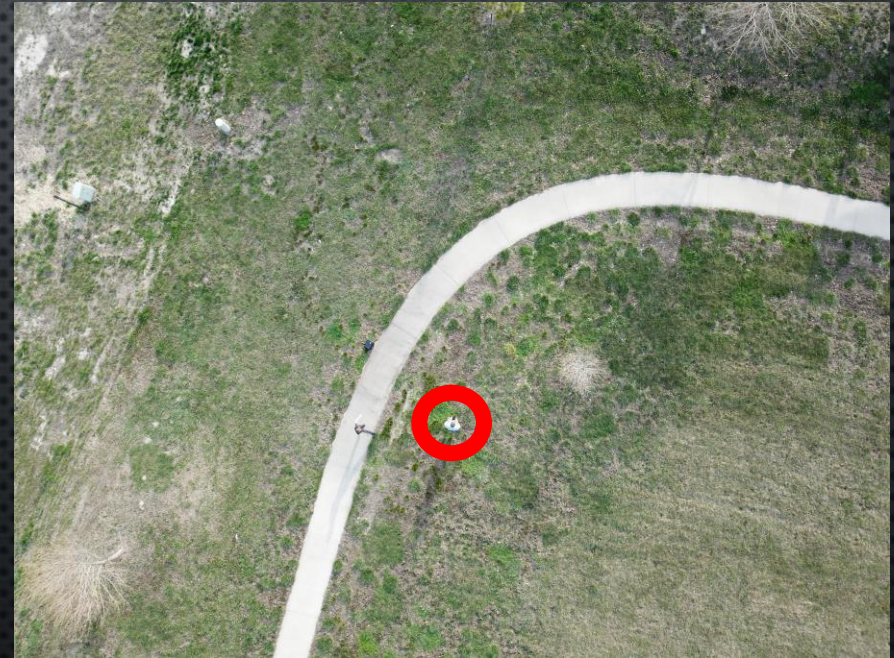
PAIN POINT 2: TECH OUTPACED PAPERWORK

- THE FAA HAS CHANGED ITS REGULATIONS FOUR TIMES IN SIX YEARS
- THE CURRENT REGULATIONS DEAL WITH VEHICLE REGISTRATION AND INTENT AT THE TIME OF FLIGHT
- THIS HAS CREATED TWO TYPES OF DRONE USERS:
 - HOBBYISTS
 - THOSE FLYING WITH COMMERCIAL INTENT

PAIN POINT 3: INCONSISTENT RULES



Now I'm legal



Now I'm not

PAIN POINT 3: INCONSISTENT RULES

- AIRSPACE IS IMMUNE FROM TAKINGS SUITS
- BUT NO ONE KNOWS EXACTLY WHERE AIRSPACE STARTS
- ALSO, THE COURTS HAVE NEVER REALLY RULED ON WHO OWNS THE AIRSPACE

QUICK CHEAT SHEET

- CAUSBY, 1946: LANDOWNERS HAVE “EXCLUSIVE CONTROL OF THE IMMEDIATE REACHES OF THE ENVELOPING ATMOSPHERE.”
- CAUSBY, 1946: LANDOWNERS OWN AT LEAST AS MUCH SPACE ABOVE GROUND AS THEY CAN OCCUPY OR USE IN CONNECTION WITH THE LAND.
- UNSETTLED: HOW HIGH DO A STATE GOVERNMENT’S RIGHTS EXTEND?
- AUDUBON PARK, 1968: FEDERAL LAW TRUMPS STATE LAW IN AVIATION

Definitely not yours

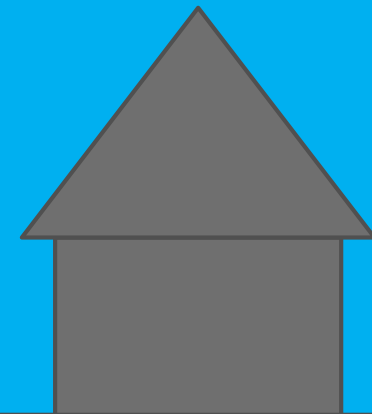
(500 ft. + belongs to the feds)

Not yours (but maybe one day soon)

(0 ft – 400 ft. is the commercial drone flight area currently but...
0 ft. - 200 ft if certain things happen but not now)

Definitely yours

(0 ft-Reasonable use of the airspace
immediately enveloping the property)



HOW ARE PARK SYSTEMS DEALING WITH THIS?

Unmanned Aircraft in the National Parks



Unmanned aircraft may be prohibited at the park you are visiting. It's best to know before you go.

NPS

commerce.

Background

There has been dramatic growth throughout the United States in the numbers and use of unmanned aircraft during recent years.

“Unmanned aircraft” is defined as a device that is used or intended to be used for flight in the air without the possibility of direct human intervention from within or on the device. This term includes all types of devices that meet this definition (e.g., model airplanes, quadcopters, drones) that are used for any purpose, including for recreation or

HOW ARE PARK SYSTEMS DEALING WITH THIS?

- BY IMPLEMENTING “LAUNCH AND RECOVER” POLICIES (I.E., NPS)
 - “IF YOU CAN’T LIMIT THE AIRSPACE, LIMIT THE REACH”
- PUSHING DRONES INTO THE COMMERCIAL PERMIT PROCESS (I.E., NEVADA)
- REGULATING THEM AS RADIO-CONTROLLED AIRCRAFT (I.E., WASHINGTON STATE)
- SUPERVISORY DISCRETION (I.E., CALIFORNIA)
- BY ORDINANCES THAT CREATE A BURDENSOME AND DISCOURAGING ENVIRONMENT (I.E., COLUMBIA, MISSOURI)

THE TRUTH: WE ARE ON THE WILD FRONTIER



SO WHAT'S NEXT?

- THERE ARE PROPOSALS TO GIVE THE LOWER 200' OF AIRSPACE TO LOCAL AUTHORITIES
- TECHNOLOGY IS ADVANCING TO BE ABLE TO IDENTIFY AND PROVIDE TRAFFIC CONTROL
- POTENTIAL "SKILL LEVEL" LICENSING

WHAT ARE YOU DOING?

