District I—Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont

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This past year law enforcement has been dispatched to a number of model aircraft flying events as a result of people reporting what they believed to be illegal UAS/drone flying near airports or at altitudes above 400 feet. Unfortunately, these reports were not potentially hazardous UAS "incidents," they were "sightings" of model aircraft being flown legally and safely by AMA members.

In May we helped sponsor the International Drone Day event in Boston where I was the contest director for indoor drone flying demonstrations. While there, I had the pleasure of talking with State Trooper John Riley, an intelligence officer with the FBI task force on airport security.

Early in the conversation, it became evident that law enforcement knew little about the distinction between recreational operation by members of a community-based organization (CBO) and those not belonging to one. We talked about how AMA could assist law enforcement in determining whether a drone report was possibly an illegal *incident* or simply a *sighting*, which wouldn't require police to investigate.

Trooper Riley contacted me several days later and asked if I would be a presenter at a UAS/Drone Law Enforcement Conference on August 2, 2016, at Logan International Airport in Boston. The conference was organized by Edward Freni, Massachusetts Port Authority's (Massport) director of aviation; Major William Christiansen, director of aviation security for Massport; Captain Frank McGinn of the Massachusetts State Police; and Trooper Riley. The conference was to educate a select group of nearly 100 law enforcement officers on UAS/drone law and their role in its enforcement.

There were four conference presenters. Bridger Newman from the Air Line Pilots Association spoke about drone issues with manned aircraft. My presentation focused on recreational UAS flight operations by members of a CBO such as AMA and how and why that differed from non-CBO remote pilots. Michael Magee, co-owner of Pictures from the Sky, explained UAS commercial flight operations under a 333 exemption. Charles Phillips, FAA special agent, discussed FAA regulations for all UAS operations and types of violations.

In preparing for my presentation, I created a map tool so law enforcement could easily locate, identify, and contact any of the 38 AMA clubs, 50 active airports, 37 heliports, six seaplane sites, four national parks, and two military bases in Massachusetts. Unlike other interactive airport maps, this map displays only active aviation locations. It also eliminates circles around airports used to identify clubs within 5 miles. It simply colors the icons blue when within a 5-mile radius and green when not.

Users can filter icon markers by types, counties, or as a single satellite view. The pop-up tabs provide contact information and websites for clubs and airports. Buttons below the map allow users to verify AMA membership, turbine waivers, large UAS permit holders, and those with FCC licenses. Users may also view current FAA advisory circulars, AMA's safety code, FPV rules, and automated flight rule documents. Two links are just for law enforcement, while other links are useful to anyone seeking information about AMA clubs, events, contacts, and airports in Massachusetts.

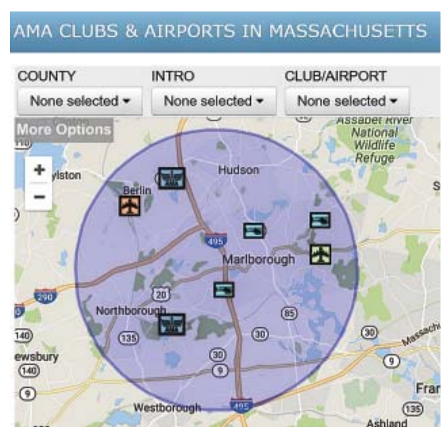
Conference attendees were pleased with the presentation and the map allowing them to contact clubs, know when events are taking place, and be able to distinguish AMA members and rules from those of other recreational pilots.

We are creating maps for the rest of the states in District I. The Massachusetts map is at www.amadistrict-i.org/mass-d1.

Happy holidays, everyone!

AmaMapAid tool provides location and contact data for AMA clubs and airports.

This is a satellite view of club sites with tab contact information and multiple web links.



Addresses or GPS locations can be entered to determine clubs and airports within any radius distance.

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