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As drone proliferation and use rapidly increases, local city governments concerned about public safety and privacy within their city limits, are proposing drone ordinances under land use and zoning powers. These ordinances often focus on limiting or prohibiting recreational drone operations by hobbyist. This is troublesome because it will expand areas where drones may be regulated beyond just public or city managed property to privately owned residential and commercial property.

We have noted a correlation with more cities proposing ordinances because of the National League of Cities (NLC) municipal guidelines introduced in August of 2016. It was supposed to represent the first comprehensive report for insight into the FAA's UAS Part 107 regulations along with directions to assist local officials and lawmakers in crafting drone ordinances. Unfortunately, many sections within the report are not only misleading but incorrect and in opposition to FAA UAS regulations. For example, on page 24 of the NLC guidelines it states, "While careful to stake its federal authority, the FAA expects complimentary and ever-evolving local laws and ordinances to be put in place." The FAA State and Local Regulations of UAS Fact Sheet says just the opposite wherein it is written "A navigable airspace free from inconsistent state and local restrictions is essential to the maintenance of safe and sound air transportation system" and "Where Congress occupies an entire field...even complimentary state regulation is impermissible. Field preemption reflects a congressional decision to foreclose any state regulation in the area, even if it is parallel to federal standards." Follow the

link below the image of the NLC document for my complete critique in red text within the pages of the guidelines and the link below the image of the FAA State and Local Regulations of UAS to confirm the misleading and incorrect statements in the NLC.

Unlike state proposed legislation, which is somewhat easier to identify and oppose with letters of opposition and testimony at hearings, city ordinances are much more difficult to address. There are just too many cities and their websites often don't have search capability to easily identify and track ordinances before a hearing takes place. We must rely on AMA members to keep us informed as to any UAS/drone legislation being introduced in their local towns and communities.

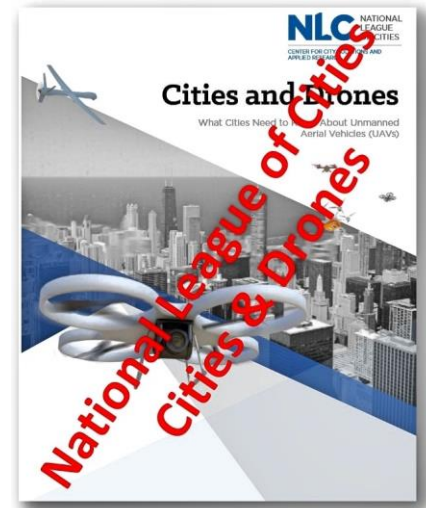
We have identified several city ordinances in the district and have expressed AMA's opposition. It is extremely important that local lawmakers and law enforcement recognize that the FAA provides two options for recreational remote pilots to operate in the national air space. Each option has specific operational requirements and limitations.

To become more proactive in addressing municipal ordinances, we created an AMA Drone Regulatory Guidance for Cities and Law Enforcement document. The document outlines the distinct UAS flight operational differences between AMA community based organization (CBO) members and non-member remote pilots. The document contains eleven operational differences, their requirements, limitations and authorization.

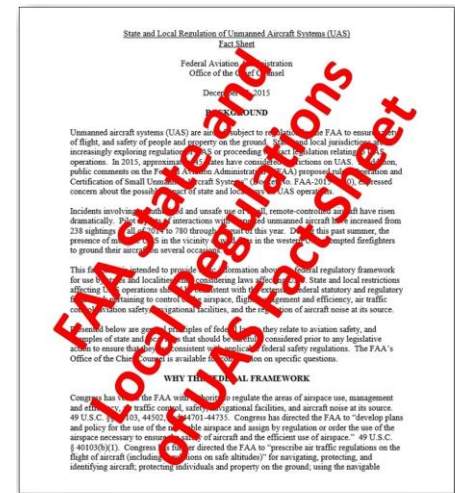
We intend to either email or deliver the documents to city lawmakers and law enforcement for consideration when creating and enforcing local drone regulation so as not to be in opposition, but to complement and be consistent with the applicable federal regulations for recreational remote pilots to operate UAS safely and responsibly within their cities. Follow the link below the image of the AMA document to the complete regulatory guidance document for municipalities.

These documents will be added to the AmaMapAid webpage from last month's column at www.amadistrict-i.org/mass-d1

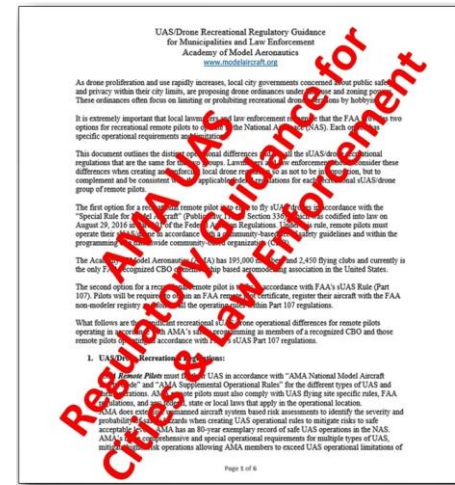
Happy New Year, everyone!



Web link at www.amadistrict-i.org/nlc



Web link at www.amadistrict-i.org/faq



Web link at www.amadistrict-i.org/uas

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