

UAS sideboards for special use permits, partner agencies, or when notification are given

Each unit could treat it a little differently, but generally NEPA is only required if there is a disturbance of the ground or vegetation.

The line officer signature is the opportunity for the line officer to require NEPA review if he/she thinks it is necessary...so we just need to provide enough info in our PASPs so that the line officer can make that determination. Anyway...we should be good with our PASPs as they are...the line officer authorization covers it.

Depending upon who the user is:

1. Special Use permit: For commercial UAS operations, the language Beau has proposed as standardized for special use permits should serve well to meet the need for notification to dispatch, hazard map addition, and two-way comms to dispatch (when 'checked'...only when needed, such as during fire season or maybe prescribed fire season).

2. Partner Agency—no permit: A few of the sideboards concerning safety and dispatch notification/communication should also serve us well for those situations that do not require a special use permit, but still requires authorization to operate on FS lands (such as when a partner Federal agency is conducting the operation). Some of the other special use permit language would not apply.

3. Voluntary—no authorization: Finally, we could utilize the same sideboards when authorization is not required, but the entity has chosen to make contact (example: media/journalist activity). The safety/dispatch sideboards would be the same, but we would be asking for voluntary compliance since they have no requirement to even contact us for those ops.

Process for standardizing this language region-wide, as well as confirming the 'briefing of all Dispatch Offices of what their responsibilities are when they get the call' is still something to work on.

These are the sideboards from the special use permit concerning UAS, with Beau's addition: If we can find the clauses on assuring the safety of the public in the area as well, that would be good.

1. The UAS must be registered with the FAA for commercial use. The required documentation (COA - certification of authorization part 107 of the Federal Aviation Regulations or a 333 exemption with a COA) will be attached to the permit.
2. The drone operator (Pilot in Command - PIC) must be in possession of an FAA certification that allows him/her to operate a drone for commercial purposes. This documentation must be attached to this Plan.
3. All UAS/drone-mounted filming will be done in daylight hours, by line-of-sight, and less than 400 feet above-ground-level.
4. 24-72 hours prior to filming, the PIC will provide lat-longs and description of the flying area to the local Forest Dispatch Center, telephone 406-**** and will seek approval from Dispatch prior to UAS usage.
5. UAS must be flown below 400 feet and remain clear of surrounding obstacles.

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6. UAS are considered to be both “motorized equipment” and “mechanical transport” and, as such, they cannot take off from, land in, or be operated from congressionally designated wilderness areas.
7. UAS are not permitted to fly in areas that have Temporary Flight Restrictions (TFR) in place, such as wildfires. Search the Federal Aviation Administration (FAA) Web site for current TFRs at <http://tfr.faa.gov/tfr2/list.html>.

Recommended addition of the following:

- PIC is required to establish a means of communication by utilizing a handheld radio, cell phone, or satellite phone to notify the local dispatch office of initial departure and last landing of the day. Utilization of a Government Representative (If present) to fulfill this requirement is permitted. At any given time the local dispatch office may request the PIC to cease operations. The established communication device shall be monitored throughout each operational period.