



Federal Aviation Administration

Memorandum

Date: March 4, 2015

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From: ^{Fok} David W. Hempe, Manager, Design, Manufacturing, & Airworthiness Division,
AIR-100 ^{SymCahler}

Subject: Deviation to FAA Order 8130.34C, *Airworthiness Certification of Unmanned Aircraft Systems and Optionally Piloted Aircraft*, Regarding Inspection and Maintenance Processes for Unmanned Aircraft Systems (UAS)

Memo No.: AIR100-15-110-DM44

Unmanned aircraft are inherently different from manned aircraft and introducing them into the airspace is challenging for both FAA and the aviation community. Integrating these aircraft into the nation's airspace presents both opportunities and challenges. The agency's rules and policies must provide flexibility to accommodate this process, while ensuring the safety of the nation's aviation system. To accomplish this, the FAA is taking an incremental approach to safe integration, as the agency acquires a better understanding of operational issues such as training requirements, operational specifications, airworthiness, and technology considerations. As we integrate unmanned aircraft into the system, we are developing new policies, procedures, and approval processes to deal with the increasing civilian operations.

This memorandum authorizes a deviation to the inspection and maintenance program requirements contained within FAA Order 8130.34C and will only apply to unmanned aircraft that operate at less than 55 pounds. FAA Order 8130.34C is the applicable policy for inspectors at FAA Manufacturing Inspection District Offices to issue special flight permits and experimental certificates to UAS, optionally piloted aircraft (OPA), and OPA/UAS according to the processes contained within.

At the time of certification, applicants will **only** need to provide the FAA with a written, self-certifying statement that they will comply with the aircraft's inspection and maintenance program. The inspection and maintenance program may be provided by the aircraft manufacturer, or if one was not provided, created by the applicant. Furthermore, the inspection and maintenance requirements listed in appendix A of Order 8130.34C, Sample Operating Limitations for Unmanned Aircraft Systems, are not required for unmanned aircraft operated at less than 55 pounds.

Flight Standards Service is issuing a Notice to FAA Order 8900.1, Volume 8, Chapter 5, Section 13 and Volume 16, in support of this deviation for unmanned aircraft operating at less than 55 pounds.

If you have any questions, please contact the Airworthiness Certification Section, AIR-113, at 202-267-1575.

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