

AUAB

Aviation Users Advisory Board

Christopher F. Nevins
Acting Chairman
[Airlines]
April 24, 2014 – April 23, 2018

Lorri E. Badolato
[Corporate Aviation]
Secretary
August 2, 2017- July 25, 2020

Gale J. Furey
[Aviation Association of New
Hampshire]
August 2, 2017- April 23, 2020

Garrett Miller
[General Aviation]
April 9, 2015 - April 23, 2018

Thomas J. Malafrente
[Airport Management]
November 22, 2017- July 25, 2021

William J. Moran Jr.
[Airport Authority]
November 22, 2017 – July 25, 2021

Victoria F. Sheehan
[Commissioner, NHDOT
Ex officio]



RSA 21-L:8
Aviation Users Advisory Board (AUAB)
was established in 1986. Members to the
AUAB are appointed by the Governor as
an advisory board to the director of
aeronautics, rail and transit.

March 15, 2019

To: Aviation Users Advisory Board

The next meeting of the Aviation Users Advisory Board is scheduled for **Friday, March 15, 2019 at NHDOT, John O Morton Building, Commissioner's Conference room**

Approval of Minutes

- Chairman's Comments
- Public Comment
- Election of Officers

New Business

**FAA Airport Improvement Program Presentation/State Block Grant
(Carol Niewola- 40 minutes)**

Old Business

- Aeronautics Budget Update
- Aircraft Registration Fee Change -Update
- Airport Update- Handout
- BOA Personnel Changes- Will Stanfield, Aviation Planner
- Aviation Fuel Revenue/Projects- Handout
- Add UAS Language to RSA 422
- AUAB RSA Change to add a new Board Member representing UAS
- Alton Bay Ice Runway- Update

Executive Session – if necessary.

December 21, 2018

AVIATION USERS ADVISORY BOARD MEETING MINUTES

10:02 - The Meeting was called to order by Chairman Nevins

Board Members in attendance:

Chris Nevins, Chairman	Gale Furey, Vice Chair
Tom Malafronte	Bill Moran
Garrett Miller	Lorri Badolato

Patrick Herlihy – Director, Division of Aeronautics, Rail and Transit
Tricia Lambert – Administrator
Danielle Plant – Aviation Program Supervisor
Carol Niewola – Senior Aviation Planner

Others in Attendance: No members of the public were in attendance

No Public Comment

Approval of Minutes: Minutes of last meeting discussed – Meeting Minutes accepted upon motion of Lorri Badolato, seconded by Garret Miller

New Business/Legislative Update - State

Aeronautics Budget Update: Proposed budget for the Bureau for both operating and capital budgets were submitted by DOT to Governor. The operating budget includes a new Bureau position: UAS Specialist responding to external and internal needs. Due to increasing work load related to UAS, the Bureau needs a dedicated person. The Commissioner's office supports the request. This is in addition to the Planner position that has yet to be filled – the gentleman who was previously hired only lasted 3 weeks. Interviews to fill the Planner person have been ongoing, and the Bureau is now close to making an offer to a candidate.

There are no questions on the budget from the Governor's office yet. The Bureau has a large capital budget request owing to projects at MHT, PSM, LEB. The Bureau went to testify.

Registration fee change – outreach done, registration bills out for 1's and 2's – so far so good; payments being mailed. New registrations – 38 new aircraft, 19 found as a result of a Bureau audit. Airport reporting form needs a tweak regarding request for ownership. Data collected quarterly, up to airport decide how and when to collect the data for the quarter

UAS: Bureau working on UAS language for legislation – Bureau is looking to provide definitions to use for all legislation. Looking to parallel federal law. Legislators need to be reminded that states can't legislate airspace. Legislation at both state and federal levels changing fast. Federal law prohibits arming UAS.

An LSR for new AUAB board member for UAS has not yet been submitted by the Bureau. Any member of public interested in filling the position can attend the meetings.

SNHU course development with Argen Tec – UAS remote pilot credentialing program starting in March, class time and practical skills – looking to partner with ABSI’s program levels 1 – 3 (1 being minimal (wedding photog) to 3 being the maximum (complex/international)). Basically a test prep for each level – 3 semesters to hit all 3 levels @ \$1000/ semester (level). Nashua expansion still on track? Student shortage (they are flying a lot a Nashua)? Opening a building in Manchester for flying? Looking to partner with National flight Training to feed into their program.

Alton Bay: the airport is not yet open – only at 6 inches as of the date of this meeting, and they need the ice to be at least 12 inches thick to open the airport. In the past DOT has “hired” someone to run the airport - Paul La Rochelle has been doing it for 10 years on a volunteer basis. Because the airport is on a State waterway, the DOT runs it. Last budget the Bureau put in a funding request to pay for this position, and was first rejected, but then funding came through. Alton Bay airport has a considerable economic benefit to the area. The Bureau is trying to promote the airport, make it a destination, and help Paul with the financial side. Paul issues certificates to those who land (it is an aviator’s bucket list item to land there). Giving out an “ice chip” (like a poker chip) as a token. There is also a fundraising raffle of a framed print. The Bureau wants to pare up with other organizations like Fish & Game. The Today Show, AOPA, etc. have done articles.

GSAMA: The organization’s airport member participation is flagging – they need a treasurer. Andrew has agreed to be president if they can get a Treasurer. They also need a Secretary. Previously, there was some interest in broadening the charter to include voting rights for corporate membership, but that has fallen by the wayside. GSAMA needs stronger leadership – the organization used to look to Bureau to spur activity. Tom Malafronte Manchester wants to get more involved but they have had 3 directors and staff retire in 2 years, so he doesn’t have the time to devote right now.

Concord Airport: Bill Moran reports that Concord airport, which is the airport of the state capital, entry needs some sprucing up. Runway needs work. Per Tricia Lambert, runway repairs are in the works. The airport is part of the block grant program. There is presently a terminal area study being done regarding work on the terminal and surrounding area. Funds can be pooled over years, (150k per year max grant). Another option would be to “borrow” block grant funds from other airports in this state and give it back later - an unlikely option, but an option nonetheless. In November, the grant was given, so runway work can start in the spring. Terminal project alone is likely a \$1mil. project. The Bureau and the airport are looking at other funding sources.

Civil Air Patrol: Bill Moran reports that it has its own drone – 155 lives saved. Cellular forensics team saved 95% of those. More and more sophisticated with technology.

Aeronautics Program Update – See Blue Sheet

NH AIM program: The program through which airway tolls funds is distributed to airports for airport improvement projects is named! The New Hampshire Airport Improvement and Maintenance Program – NH AIMAIM. There is information on website:

<https://www.nh.gov/dot/org/aerorailtransit/aeronautics/programs/aim.htm> , and letters to the airports were sent out. Airports have asked if sealed bids required? Bureau’s guidance is following the local (municipal or other local) procurement process, or you can use the State’s process. Insurance requirements have been revised – tiered based on project value (lower price = lower insurance requirements).

Non-NIPIAS airports have priority in grant allocations. The AIM program may be tweaked over time if participation is low. "Up to" 80% funding, but can do lower funding proportion. Looking for pre-application letters for projects by January 31.

Aeronautical Special Funds – donations from various sources including donations for Alton Bay from clubs, etc. The question is what to do with the balance of the funds after Alton Bay? Law does not say how/who distributes funds. GSAMA wants some say in how the money is being spent. Trish: cones, markers, other small items. Uses are set by statute.

Airway Tolls balance is cumulative.

New Business/Legislative Update - Federal

AIP compliance issues:

Nashua Airport – not particularly happy with the Bureau; Bureau was investigating compliance issues with block grant to Nashua. Bureau works on behalf of FAA for the AIP – investigation was joint with FAA and Bureau.

Some violations found – one big issue: using hangars in a non-aviation way. Carol Niewola saw this in person, and an anonymous letter was also received reporting the non-aviation hangar use. Bureau consulted with FAA which supported an investigation. The Bureau issued the investigation letter and Nashua has responded. Airport is responsible for hangar compliance – even if the hangar is a condo (owing to the terms of the land lease). The Bureau is working with the airport personnel to get them back into compliance. Commissioner met with them at their request. Bureau will hold a workshop with the airport to explain Bureau's role generally, and its role in administering the grant process on behalf of the FAA (Bureau collects registration fees, distributes grant money (both state and federal), follows projects, and monitors compliance with grant program requirements). Nashua was frustrated that the Bureau even conducted an investigation – they felt the investigation caused a hold up in money distributions, however, this was not correct - Bureau is short staffed, and needed some additional items from the airport for the grant – the investigation and the speed of funding grant money are not related. Being without a Planner has hurt the efficiency of the Bureau.

Bureau will have a meeting with Nashua at the DOT facility – should the meeting be open the meeting to all airports? This is under consideration, however the Bureau is concerned that making the meeting public could be counter-productive to the issues at hand. The Bureau goes to all of the GSAMA meetings, and has done outreach in the past.

Tom Malafrente moved to adjourn the meeting, which motion was seconded by Garret Miller.

SB 218 - AS INTRODUCED

2019 SESSION

19-1001
04/10

SENATE BILL **218**

AN ACT relative to duties of the commissioner of transportation regarding air navigation facilities.

SPONSORS: Sen. Watters, Dist 4

COMMITTEE: Transportation

ANALYSIS

This bill inserts definitions of small unmanned aircraft and small unmanned aircraft system into the New Hampshire Aeronautics Act and authorizes the commissioner of the department of transportation to regulate small unmanned aircraft systems.

This bill is a request of the department of transportation.

Explanation: Matter added to current law appears in ***bold italics***.
Matter removed from current law appears ~~[in brackets and struck through.]~~
Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

19-1001
04/10

STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand Nineteen

AN ACT relative to duties of the commissioner of transportation regarding air navigation facilities.

Be it Enacted by the Senate and House of Representatives in General Court convened:

1 New Paragraphs; New Hampshire Aeronautics Act; Definitions. Amend RSA 422:3 by inserting after paragraph XXVII the following new paragraphs:

XXVII-a. "Small unmanned aircraft" means an unmanned aircraft weighing less than 55 pounds, including everything onboard or attached to the aircraft, which can be flown without the possibility of direct human intervention from within or on the aircraft.

XXVII-b. "Small unmanned aircraft system" means a small unmanned aircraft and its associated elements, including communication links and the components that control the small unmanned aircraft, that are required for the safe and efficient operation of the small unmanned aircraft.

2 New Paragraph; New Hampshire Aeronautics Act; Definitions. Amend RSA 422:3 by inserting after paragraph XXIX the following new paragraph:

XXX. "Unmanned aircraft" means an aircraft operated without the possibility of direct human intervention from within or on the aircraft.

3 New Hampshire Aeronautics Act; Duties of Commissioner. Amend RSA 422:4, VI to read as follows:

VI. Effecting uniformity in the regulations pertaining to the operation of aircraft by adopting uniform rules consistent with federal regulations and making noncompliance with federal regulations a violation of state law, thereby enabling the law enforcement agencies of the state to enforce the laws regulating the operation of aircraft. For the purposes of this paragraph, aircraft shall include ultralight vehicles as defined in 14 C.F.R. part 103 *and small unmanned aircraft systems as defined in 14 C.F.R. parts 101 and 107 and in RSA 422:3.*

4 Effective Date. This act shall take effect 60 days after its passage.

New Hampshire Department of Transportation Aeronautics' Program Update

March 15, 2019 Quarterly Report
Concord, New Hampshire

FUNDING PROGRAMS

AIRPORT IMPROVEMENT PROGRAM FUNDING (AIP and ABGP)

FAA authorization runs out on Sep. 30, 2023; FAA appropriations (except for the Supplemental Appropriations which remains available through September 30, 2020) runs out on September 30, 2019. Public Law 116-6, Consolidated Appropriations Act of 2019, was signed into law on 2-15-2019 and includes \$3.35 AIP funding plus \$500M in Supplemental Funding appropriations to eligible airports, however, no guidance was given for this additional funding except that it is to remain available through 9-30-2021 and is to be distributed as discretionary grants to airports..

NEW HAMPSHIRE AIRPORT IMPROVEMENT AND MAINTENANCE PROGRAM (NH AIM Program)

The Bureau received over \$1.2M of project requests through pre-applications from NH's public-use airports were submitted through Jan. 31, 2019. Approximately \$225K/year has been appropriated for this program. In 2019, seven projects are being scoped and quotes/bids solicited by June 1, 2019. The 2019 projects will include obstruction removal, equipment purchases, runway maintenance, and new taxiway pavement.

AIRCRAFT OPERATING FEE (AOF) RETURNS

RSA 422:36II requires the state to return \$250,000 of the AOF to public-use airports for use at those airports for aeronautical purposes. Airport sponsors must report tail numbers of all their based aircraft to NHDOT/Bureau of Aeronautics on a quarterly basis starting in CY 2019.

GRANTS TO AIRPORT SPONSORS

There continues to be no funding available in state FY 2019 for the 100% grants to airport sponsors program. Twenty-five airports qualified for this program when funding was available.

AIRPORT PROPERTY TAX REIMBURSEMENT PROGRAM

Property taxes paid on the public-use portion of privately owned, publicly used airports qualified for an exemption under RSA 72:38 (nine airports are eligible). This program historically covered less than 100% of the eligible costs but continues to be unfunded in state FY 2019.

PENDING NH LEGISLATION

Pending state legislation at this time includes

- SB 218, which helps define unmanned aircraft systems under RSA 422.
- HB 523, which proposes to control the collection of biometric data.

SFY 2020-21 Capital and Operational Budgets

- NHDOT budget development (current)
- Governor budget review
- House of Representatives budget review
- Senate budget review
- Conference committee budget review
- Governor signature

REMINDERS

- Quarterly based aircraft lists should be submitted to NHDOT by April 30, 2018.
- Single Audit Act reports due for July-June fiscal year airports no later than March 31, 2019.
- AIP Grant Oversight Risk Certifications are due January 31, 2019 for the FY 2019
- www.SAM.gov registration reminder.

AVIATION NEWS

- Upcoming ACRP webinars:
<https://webinar.mytrb.org/Webinars>
- Managing UAS in the Vicinity of Airports:
<http://www.trb.org/main/blurbs/177130.aspx>
- FAA grant assurance obligations guidance documents
<http://www.trb.org/Main/Blurbs/177623.aspx>
- NHDOT/Bureau of Aeronautics has hired its new Aviation Planner.
- Three NH public-use airports have new interim airport managers: EEN, LEB, and 5B9.
- State-owned Alton Bay Seaplane Base and Ice Runway's 2018-2019 season served approximately 740 aircraft during the 20 days the airport was open.

**Aeronautical
Special Fund
Current
Balance =
\$7,434.85**

**Airways Toll
Available SFY
2019 Balance
= \$225,000.00**

For more information:
603-271-2552 aeronautics@dot.nh.gov
<https://www.nh.gov/dot/org/aerorailtransit/aeronautics/index.htm>

Several of New Hampshire's public-use airports continue to make needed improvements with local funds only. No federal- or state-funded projects have been issued at this time for:

Alton Bay Seaplane Base
Colebrook Airport
Errol Airport
Gorham Airport
Newfound Valley Airport
Jaffrey Airport
Moultonboro Airport
Hawthorne-Feather Airport

Five of New Hampshire's public-use airports will be participating in the 2019 NH AIM Program for state grant funds:

Franconia Airport
Twin Mountain Airport
Hampton Airfield
Parlin Field
Plymouth Municipal Airport

Portsmouth International Airport at Pease: The airport has put their runway rehabilitation design out to bid. They continue to implement their phased terminal building improvements.

Lebanon Municipal Airport: Their project to develop conceptual designs of Runway 18-36's future improvements continues to progress. The airport has a grant to replace one piece of snow-removal equipment and will be applying for a FY 2019 grant to make improvements to their snow-removal equipment building.

Dillant-Hopkins Airport: The airport's construction-only project for Runway 14-32's rehabilitation is nearing completion with only punchlist items remaining. The airport's planning grant that evaluated the feasibility of relocating the glideslope, AWOS, and identified the ultimate location of Taxiway A extension is nearly complete. The airport is moving forward on the design of Taxiway A.

Laconia Municipal Airport: The airport's environmental assessment is nearing completion. The airport's grant offer for the construction phase of Taxiway E's improvements is in the G&C process for review and approval.

Mt. Washington Regional Airport: The airport anticipates a grant for an obstruction lighting project in FY 2019.

Dean Memorial Airport: The airport has completed its project to acquire snow-removal equipment

Skyhaven Airport: The airport is in the process of acquiring new snow-removal equipment.

Concord Municipal Airport: The airport is moving forward with the construction improvements to Taxiway A as soon as spring arrives.

Nashua Airport: An amendment was just approved by G&C for the airport's project to rehabilitate a portion of their taxiways, taxilanes and aprons. Their airport master plan update is nearing completion as is their grooving, sealing and marking Runway 14-32 project. The airport anticipates a grant for additional taxiway, taxilane rehabilitation in FY 2019.

Berlin Regional Airport: The airport is currently working on a runway pavement maintenance grant request for FY 2019.

Claremont Municipal Airport: The airport anticipates a grant for a construct-only project to demolish the old existing hangar/terminal building and construct a small terminal building in its place along with required historic mitigation efforts.

Manchester-Boston Regional Airport: The airport has on-going projects that reconstruct a portion of Runway 24 and several taxiways, remove obstructions, address geometric/hot spot issues, and has wrapped up a planning study evaluating alternatives that would address RIM issues.



New Hampshire Department of Transportation NH AIM Program Status Report

March 15, 2019
Concord, New Hampshire

NH AIM Program News

State Fiscal Year 2019 is the inaugural year of the New Hampshire Airport Improvement and Maintenance Program (NH AIM Program). A solicitation was issued for pre-applications to all 25 of New Hampshire's public-use airports in early December 2018. By the January 31, 2019 deadline, over \$1.2M from 33 project pre-applications were received by the NHDOT/Bureau of Aeronautics from 12 airports.

NH AIM Program Specifics

- Revenue Source: NH's Airway Tolls (a.k.a., aviation fuel fees)
- Estimated Annual Program Appropriations: \$225,000
- Grant Funding Shares: 80% NHDOT 20% local airport sponsor
- Eligible Project Types: airport capital and maintenance projects
- Eligible Grant Recipients: any New Hampshire public-use airport with priority given to airports that don't qualify for FAA's capital funding grants
- Time to Complete Project: 36 months from G&C approval

2019 Pre-Applications

New Hampshire Airport Improvement and Maintenance Program Project Requests

March 1, 2019



Airport Sponsor	Project Title	Total Estimated Cost	NHDOT Share
Franconia Airport	Airport Turf Maintenance and Improvement	\$16,500	\$13,200
Twin Mountain	Rehabilitate and Mark Runway and Taxiway Pavements	\$30,000	\$24,000
Hampton Airfield	Reconstruct and Pave Taxilanes and Improve Drainage	\$187,000	\$149,600
Plymouth Municipal	Tree Removal	\$6,000	\$4,800
Franconia Airport	Runway 35 Tree and Brush Removal	\$7,500	\$6,000
Parlin Field	Acquire 10' Snow Push (Box Plow)	\$4,000	\$3,200
Plymouth Municipal	Acquire Mowing Equipment	\$25,000	\$20,000
ESTIMATED SUBTOTAL		\$276,000	\$220,800

Project Usable Life

The grant offer terms include a minimum usable life for each project as follows:

- 2 years: all turf repairs
- 3 years: all pavement maintenance
- 10 years: all snow-removal and mowing equipment
- 20 years: all new pavement and pavement rehabilitation
- 20 years: all lighting
- 40 years: all buildings
- For the life of the airport: all property acquisitions and obstruction removals

NH AIM Program Milestones

- December 6, 2019: announce program
- January 1, 2019: pre-application submission
- March 2019: scoping meetings
- June 1, 2019: grant application submission
- June 2019: grant offers distributed
- July-August 2019: G&C process
- August 2019: Notice to Proceed
- August 2022: Project funding lapse date

Initiate second year of NH AIM Program in July 2019 with pre-applications due September 1, 2019.



ALTON BAY SEAPLANE BASE AND ICE RUNWAY Winter Season 2018-2019

The NHDOT/Bureau of Aeronautics is pleased to announce another successful ice runway season for 2018-2019 at Alton Bay Ice Runway. Pilots started calling in November wondering if there's ice in Alton Bay yet. Most years, there's enough ice in the bay to support aircraft and the plow trucks around mid-January. This year's season ended March 10, 2019.



Brian, Rick, Carol, Paul, and Bob at Alton Bay Ice Runway (B18) on Feb. 23, 2019.

The 2018-2019 winter season was Airport Manager, Paul LaRochelle's 10th season on the ice!

- 740 aircraft
- 20 days runway was open
- 45-day season

Rave Reviews...

"It was truly a remarkable season at the Alton Bay ice airport. Loved seeing the planes coming in for a landing and taking off. Thanks to all the pilots for making the season so exciting!!!"

Ruth Webb

"Thank you Paul and your crew!!! So appreciated!!!!"

Marcia Nelson

"We packed our lunch, went out on the ice and watched an awesome air show yesterday. Loved the fly by shows. Big thanks to you Paul and to your crew for all you do."

Pamela Hellpap

"You guys are a wonderful example of what is great about New Hampshire."

Tim Campbell

"As local residents, watching the planes arrive and depart the Alton Bay Ice Runway, is one of annual winter highlights!! Thanks for all the work that makes it possible!"

Bill Blount

Did you know?

- Alton Bay Ice Runway expenses are funded through the NHDOT/Bureau of Aeronautics' operational budget.
- In the SFY 2018-2019 budget, Governor Christopher Sununu increased the funding for Alton Bay Ice Runway because of the tremendous economic impact the state-owned airport has on the local economy.
- Paul LaRochelle, Airport Manager, is employed by NHDOT/Bureau of Aeronautics. He the first person to hold this title for the Bureau.
- Alton Bay Ice Runway has quite the community following. In turn, pilots and their passengers support local community businesses during their visit.
- NHDOT/Bureau of Aeronautics has partnered with NH Department of Fish & Game to ensure all winter uses of Alton Bay can be accommodated safely.

DRONES IN PUBLIC SAFETY: A GUIDE TO STARTING OPERATIONS

Law enforcement and public safety agencies are realizing the potential of using drones to enhance their missions. Some agencies choose to hire drone pilots certified by the Federal Aviation Administration to conduct operations for them. But if your agency wants to conduct its own drone operations or create a program with multiple pilots and drones, this primer will help get you started.

Your agency has two options to operate drones:

- **Designate** individual members of your team to earn FAA drone pilot certificates and fly under the rules for small unmanned aircraft systems (sUAS).
- **Receive** an FAA certificate of authorization (COA) to function as a “public aircraft operator” that can self-certify its drone pilots and drones.

The sUAS Rule

Most drone pilots operate under the sUAS rule, which is commonly known as Part 107 after the designated section of the federal code. Part 107 defines requirements for drone pilots and drones, and it sets operational limits for drone usage.

Pilot certification and responsibilities

- Members of your team may choose to take the FAA Airman Knowledge Test to become drone pilots. Those who pass the test receive remote pilot airman certificates, giving them the right to operate qualified sUAS.

Operational limitations

- Drones flown by remote pilots must weigh less than 55 lbs. This limitation includes any attached equipment or cargo, such as emergency aid in search-and-rescue operations.
- Remote pilots cannot fly their drones more than 400 feet above ground level (or more than 400 feet above the top of structures like communications towers).

- Remote pilots must receive FAA authorization to fly in airspace near airports. They may use an automated system called Low Altitude Authorization and Notification Capability (LAANC).
- Other limitations include not flying over people or at night. Your agency may apply for waivers to certain rules. To request a waiver, visit faa.gov/uas/request_waiver.

Aircraft requirements

- No FAA airworthiness certificate is required to fly sUAS under Part 107, but your team must register each aircraft with the FAA. The remote pilot must confirm that an aircraft is in condition for safe operation before each flight.



**Federal Aviation
Administration**

— February 2019 —

DRONES IN PUBLIC SAFETY: A GUIDE TO STARTING OPERATIONS



Public Aircraft Operator

Rather than certify pilots and register aircraft under Part 107, your agency may choose instead to request a COA from the FAA to become a public aircraft operator. This would allow your agency to self-certify your drone pilots and drones for flights to perform governmental functions.

The first step is to ask your legal department to draft a Public Declaration Letter that certifies your agency as a governmental entity and send it to the FAA. The FAA will send you a user ID and password to the UAS COA Online Application System, where you can complete your application. This process can take up to 60 days.

For more information about the COA process, please visit www.faa.gov/go/COA

Emergency Authorizations and Operations

To support emergency responders and other entities affiliated with them, the FAA can quickly issue authorizations for responses to natural disasters and other emergencies. For more information, please visit: www.faa.gov/go/EmergencyWaiver

Learn more at faa.gov/uas



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