

1.0 INTRODUCTION

The use of Unmanned Aircraft Systems, referred to customarily as "UAS" or "drones", in the United States, for commercial, recreational and other permitted activities, has greatly increased in recent years. The University and many of its constituencies (e.g. researchers, students, and campus safety personnel) are interested in using UASs, consistent with applicable law, in their various university related activities. The University is also interested in appropriately regulating and managing the use of UASs in such university activities, and in appropriately controlling and overseeing the flight of UASs over University property.

2.0 GENERAL POLICY STATEMENT

A UAS may not be used in connection with any University Related Activity, and no UAS may be operated or flown on or over University Property, unless the flight complies with all applicable federal, state and local laws, as well as this Policy.

3.0 PURPOSE

The purpose of this Policy is to ensure that every use of a UAS in connection with a University Related Activity, and every instance involving the operation of a UAS on or over University Property: (a) is allowed by law and University policy (b) meets all conditions and limitations imposed by applicable law and University policy, (c) is conducted safely, without harm or unreasonable risk of harm, to persons and property, and (d) respects personal and organizational privacy interests and does not inappropriately or illegally invade or diminish those privacy interests.

4.0 APPLICABILITY

This policy shall apply to (a) all use of UASs by University employees, students, contractors and agents undertaken in connection with any University Related Activity, and (b) any flights of UASs on or over University Property

5.0 DEFINITIONS

"Aircraft" means any contrivance invented, used, or designed to navigate, or fly in, the air.

"Civil Aircraft" means any aircraft except a public aircraft.

"Director" means the URI Director of research Integrity.

"Drone" means, for purposes of this Policy, a Small UAS.

"Governmental Function" is an activity undertaken by a government, such as national defense, intelligence missions, firefighting, search and rescue, law enforcement (including transport of

prisoners, detainees, and illegal aliens), aeronautical research, or biological or geological resource management.

"Model aircraft" is an unmanned aircraft that is— (1) capable of sustained flight in the atmosphere; (2) flown within visual line of sight of the person operating the aircraft; and (3) flown for hobby or recreational purposes.

"National Airspace System" (NAS) is the airspace, navigation facilities and airports of the United States along with their associated information, services, rules, regulations, policies, procedures, personnel and equipment.

"Public Aircraft" is an aircraft owned and operated by the United States Government, government of a State, the District of Columbia, or a territory or possession of the United States or a political subdivision of one of these governments in furtherance of a governmental function, and that is not used for commercial purposes.

"Public COA" is a COA issued by the FAA permitting a UAS to be operated as a public aircraft in furtherance of a governmental function.

"Remote Pilot Certificate with a Small UAS Rating" is a Certificate issued under 14 C.F.R. Part 107 to permit a person to operate a UAS as a civil aircraft weighing under 55 pounds.

"Remote Pilot in Command (PIC)" is the person directly responsible for and is the final authority as to the operation of the small unmanned aircraft system.

"See and Avoid" The duty of the PIC to exercise vigilance to avoid interference with other aircraft.

"Small unmanned aircraft" means an unmanned aircraft weighing less than 55 pounds on takeoff, including everything that is on board or otherwise attached to the aircraft.

"Small unmanned aircraft system" (small UAS) 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 in the national airspace system.

"University Related Activity" means any activity undertaken by URI faculty, staff or students, by recognized student groups, or by contractors or agents of URI on behalf of URI, which relate in whole or in part to any academic, research, public service, administrative, or other function or purpose performed under the auspices of URI, or in pursuance of URI employment related obligations, URI academic or curricular programs, or recognized URI extracurricular activities.

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

"Visual observer" means a person who has been designated to assist the PIC in complying with his or her see and avoid duties and maintain a lookout for other aircraft or hazards that may affect the safety of flight.

"University Property" means the land, and the airspace above, all real property owned or controlled by URI.

6.0 ADMINISTRATION OF POLICY AND RESPONSIBLE UNIVERSITY OFFICIALS

The University's Director of Research Integrity ("Director" or "DRI") has been designated as the lead University official responsible for the administration of this Policy, including the review and approval (in consultation as needed with the University Small UAS Advisory Committee ("SUAS-AC") described below) of all applications for approval of Small UAS use in connection with University Related Activities, and for the operation of Small UAS on or over University Property. The Director shall act at all times in connection with the administration of this policy under the oversight and direction of the Vice President for Research & Economic Development, who shall have ultimate authority for approving or confirming (or disapproving and reversing) any decisions made by the Director under this policy. Other activities of the DRI under this Policy include: staying current with, and appropriately advising the University community about, all applicable governmental laws and regulations relating to Small UAS; responding to requests by University constituents (e.g. faculty, administration, student groups) for information and education about Small UAS use; in consultation with the SUAS-AC, revising and updating this policy, and issuing any necessary and helpful guidance regarding UAS use, when necessary or advisable; approving (with any appropriate conditions), or disapproving, applications from individuals or entities seeking permission to operate a Small UAS over University Property or in connection with a University Related Activity; and identifying instances of non-compliance with law or this policy, and bringing such instances to the attention of the appropriate university personnel.

University Small UAS Advisory Committee. A committee of no less than 5 people shall be appointed by the Vice President for Research & Economic Development, in consultation with the Provost, the Deans of the Colleges of Engineering, CELS and GSO, and the Vice President for Administration and Finance, Director of Public Safety, Risk Management, Student Life, and the Director of Communications & Marketing to serve as the University's UAS Advisory Committee ("SUAS-AC"). The SUAS-AC shall include, to the extent feasible, officials with expertise and experience, in public safety, legal and regulatory compliance, risk management, facilities, research and faculty affairs, student affairs, and communications and marketing. The Committee shall meet whenever needed, and at a minimum at least once annually, and shall be responsible for (i) keeping abreast of regulatory changes and emerging issues relating to UAS, (ii) the consideration and assessment of issues, and the resolution of problems (or the making of recommendations for the resolution of problems) relating to UAS activities on University Property or University Related Activity, (iii) recommending revisions and updates to this policy, and recommending or commenting on supplemental guidance relating to the subject of UAS use at the University, and (iv) consulting, when requested, with the Director and/or the Vice President for Research & Economic Development, concerning applications submitted to the Director seeking University approval of proposed for UAS operations, and on appeals from disapprovals of such applications.

7.0 GENERAL OVERVIEW OF APPLICABLE LAWS AND REGULATIONS

7.1 Types of Aircraft / UAS

The Federal Aviation Administration (FAA) regulates the use of all aircraft, including UAS, used in the national airspace system. UAS are defined by the FAA as an unmanned aircraft and all of the command, control, and other systems necessary for it to operate. Unmanned aircraft are also sometimes referred to as an unmanned aerial vehicle (UAV). UAS are further broken down into two categories, small UAS, which have a maximum take-off weight of 55 pounds or less, and large UAS which weigh in excess of 55 pounds. Because the regulations and available exemptions allowing universities to fly Small UAS are far less burdensome, and far less costly to comply with, and for other good reasons (e.g. safety), the University, like virtually all of its peers, only permits the use of Small UAS on its campuses, or in its activities, under its policies.

FAA regulations classify all aircraft into two categories, public and civil. Public aircraft are those aircraft that are owned by governmental entities and are operated pursuant to a public COA. UAS operating as civil aircraft are further divided into two sub categories, hobby and commercial.

7.2 FAA Authorization Categories

7.2.1 Public Aircraft Operations Under a Public COA

Only certain types of governmental entities can operate public aircraft. There are elements of the structure of the University that cause it to fall outside of this definition. As a result, the University cannot obtain a public COA for UAS operations. There may be circumstances, however, where a governmental entity teams with the University for such projects. If the governmental partner obtains a COA, then it may be possible for the University to operate under that authority. However, there are a number of conditions and restrictions that must be met, and no University personnel are permitted to fly under another entities COA unless the operation has been reviewed and approved by the University.

7.2.2 Civil Aircraft Operations Under the Part 107 Rules

Until August 29, 2016, the only way for a university to operate a civil aircraft was by obtaining what is known as a “333 Exemption” from the FAA. However, as of that date (August 29, 2016), members of the university community may now apply for authorization to become operators of a Small UAS under new FAA regulations known as “The Part 107 Rules” (officially entitled “Operation and Certification of Small Unmanned Aircraft Systems” and published in the Federal Register on June 28, 2016). In order to qualify as a Part 107 operation, the PIC must have a “Remote Pilot Airman Certificate with a Small UAS Rating” (hereinafter “**Remote Pilot Certificate**”). No COA is required for flights conducted under Part 107, but the operator should be aware of the airspace restrictions set forth in the regulations that may prohibit a particular flight.

7.2.3 Civil Aircraft Operation under a Section 333 Exemption and Commercial COA

Prior to the enactment of Part 107, all UAS Operations for commercial operations had to be performed pursuant to the issuance of an Exemption under Section 333 of the FAA Modernization and Reform Act of 2012. The Grant of Exemption takes the form of a letter that states all of the conditions and limitations for the UAS flights. All Section 333

Exemptions permit the use of a UAS for aerial data collection. Aerial data collection includes, but is not limited to, any research and development, videography, photography, inspection, surveying, monitoring, or information gathering. External load operations and package delivery are not included in aerial data collection. In addition, all Section 333 Exemption holders are required to have a COA issued by the FAA Air Traffic Organization. This will either be a "blanket COA" or a special use COA depending on the proximity of the operation to the nearest airport or helipad. The COA contains additional limitations and restrictions on how the flight can be performed. The COA and the Exemption should be read together and must be strictly complied with.

There are several differences between Part 107 operations and Section 333 operations. The most important of these is the type of license a pilot must have. For Section 333 operations, the pilot must have a manned aircraft pilot's license (Sport, Recreational, Private, or Commercial), hereinafter referred to as an "**Aircraft Pilot's License**". A Part 107 Remote Pilot Certificate does not fulfill this requirement. In addition, some Exemptions are limited to specific makes and models of aircraft. If the Exemption has such a limitation, a UAS not listed in the Exemption cannot be flown.

7.2.4 Civil Aircraft – Model Aircraft Operations

While most of the rules pertaining to the flight of civil and public aircraft do not apply to model aircraft operation, there are strict requirements that must be met for a UAS to be considered a model aircraft:

1. The aircraft must be flown strictly for hobby or recreational purposes;
2. The aircraft must be operated in accordance with a community-based set of safety guidelines and within the programming of a nationwide community-based organization;
3. The aircraft is limited to not more than 55 pounds unless otherwise certified through a design, construction, inspection, flight test, and operational safety program administered by a community-based organization;
4. The aircraft must be operated in a manner that does not interfere with and gives way to any manned aircraft; and
5. When flown within 5 miles of an airport, the operator of the aircraft must provide the airport operator and the airport air traffic control tower (when an air traffic facility is located at the airport) with prior notice of the operation (model aircraft operators flying from a permanent location within 5 miles of an airport should establish a mutually-agreed upon operating procedure with the airport operator and the airport air traffic control tower (when an air traffic facility is located at the airport)).

Any flight that is made for business, commercial, or professional purposes does not qualify as a model aircraft operation and must meet the requirements for civil or public aircraft operations. In particular, University employees who fly UAS as part of their job duties or in furtherance of their professional activities do not qualify as model aircraft operators.

It should be noted here that the FAA has – through a guidance memorandum FAA issued on 5/4/16 entitled “Educational Use of Unmanned Aircraft Systems” (hereinafter referred to as the “FAA Educational use Guidance”) -- interpreted the term “recreational” to include certain limited “educational” uses, such as the use of a Small UAS in connection with an aviation or film or photography related class.

7.3 Registration of Aircraft / UAS with FAA

Even when an individual’s or institution’s use of a UAS is permitted under one of the above-described authorizations (a COA, a 333 exemption, Part 107, or the recreational/hobby use exception), the owner/operator of the UAS must still register their UAS aircraft itself with the FAA. For small UASs (those weighing under 55 pounds), registration can now be done easily online, for a small fee of only \$5.00, via the FAA’s registration portal (see the FAA’s UAS Registration Page at <http://www.faa.gov/UAS/REGISTRATION/>)

8.0 GENERAL OVERVIEW OF APPLICABLE STATE AND LOCAL LAWS AND REGULATIONS

In Rhode Island, the operation of “aircraft” is regulated by the Rhode Island Airport Corporation, under the provisions of the Uniform Aeronautical Regulatory Act, R.I.G.L. Chapter 1-4 (the “RI Aeronautical Act” or simply the “Act”) , and RIAC’s recently issued “Aeronautics Regulations” which became effective on June 2, 2014 (the “RIAC Regulations”). The Act and the RIAC Regulations both include a definition of “aircraft” that appears clearly to include Small UAS (“any contrivance ...used, or designed for, navigation of, or flight in, the air, except for a parachute or other contrivance ...used primarily as safety equipment”) but neither the statute nor the regulations specifically mention, or contain any specific provisions for, UAS.

While federal laws pertaining to aircraft (including UAS) and the operation of aircraft (including UAS) in the navigable airspace generally preempt (negate) most state and local laws on those same subjects, states and localities do retain some authority and ability to enforce certain laws and regulations in those subject areas, so long as their laws do not conflict with federal law, and do not prohibit aircraft operations that federal law allows. For example, while a town could not prohibit the operation of all FAA approved UAS flights in the town, it could prohibit the mounting of firearms on a UAS, or could prohibit the use of a UAS for purposes of spying or harassment, since those are limitations relating to public safety and the protection of individual rights, and do not conflict with federal laws relating to the operation of aircraft.

Based, on those general preemption principles, and on guidance issued by RIAC (See RIAC Memorandum of May 17, 2016 “Re Unmanned Aerial Systems (UAS) Operations in Rhode Island”), it appears that the only additional state and local requirements that will be applicable to the operation of UAS in Rhode Island (as of the time this policy is first adopted) are as follows: (1) persons operating any aircraft (other than a model aircraft) in RI must have a valid FAA issued Aircraft Pilot’s License (if operating under a 333 Exemption) or Remote Pilot’s Certificate (if operating under the Part 107 Rules), which they keep in their personal possession at all times during operation of the aircraft; (2) operators must report any “accident or incident” (as defined by federal law) involving an aircraft to RIAC; and (3) no person may operate an aircraft in Rhode Island in a “negligent, careless or reckless manner,” or while “under the influence” of alcohol or

drugs, and the operation of an aircraft in such a manner shall be considered a misdemeanor and may subject the operator to a fine up to \$500.00 or by imprisonment for up to one year.

At least one Rhode Island town has enacted a municipal ordinance relating to UASs. The Town of Narragansett, in June of 2016, passed an ordinance (Section 46-16 of the Town’s Code of Ordinances entitled “Unmanned Aircraft Systems, Commonly Known as Drones”), which: prohibits the flying of drones over or within 500 feet of the Town Beach (during “beach season”), or “large venue special events” and adjacent public roads, properties and facilities, except by an “event principal” who has obtained express authorization from the Town; prohibits drones equipped with “detachable cargo, releasable payloads, or devices equipped to carry a weapon” unless specifically authorized by the FAA or the Town; restricts the operation of UAS “over five pounds” in weight to operators who are registered members of the Academy of Model Aeronautics; and prohibits UAS from being used “to engage in either a physical or constructive invasion of privacy” as those terms are defined in the Ordinance. **The Ordinance grants a broad exemption to these prohibitions and conditions, however, for the use of “small unmanned aircraft” as authorized by, and in accordance with the conditions imposed by, the FAA. Accordingly, so long as the university only flies UAS as allowed by federal law, it will have no separate regulatory obligations to satisfy in Narragansett.**

It should also be mentioned that the improper operation or use of a UAS could subject the owner or operator to civil lawsuits filed by third parties who believe they have been injured, or that their rights have been violated, by the improper or negligent use of the UAS. When a UAS is used for data collection, for example, including the use of UAS-mounted cameras to capture and record visual images, operators must be sure not to violate the privacy rights of individuals. A person who believes their privacy (i.e. the “right to be secure from unreasonable intrusion upon one’s physical solitude and seclusion”) has been invaded by data collection from UAS can sue the operator under the Rhode Island “Right to Privacy” law (R.I.G.L. 9-1-28.1) and be awarded monetary damages. While the case law in this area has not been developed as of yet, it is also conceivable that private landowners could sue for trespass if a UAS operator flies a UAS over the landowner’s property without permission, and a business could claim that data collection conducted by a UAS over or near its property amounted to misappropriation of trade secrets or other intellectual property rights of the business. Of course someone could also file a tort claim seeking recovery for personal injuries alleged to have been caused by the negligent operation of a UAS.

9.0 URI PERMITTED AND PROHIBITED USES OF SMALL UAS

9.1 Eligible Individuals

The following categories of individuals (to be referred to hereinafter as “Eligible Individuals”), proposing the following types of UAS uses (to be referred to hereinafter as “Eligible Uses”), may be authorized by the University to operate a Small UAS over URI Property or in connection with URI Related Activities:

- Individual members of the URI Community (faculty, staff, students) wishing to operate a Small UAS, whether over University Property or other property, in connection with a URI Related Activity in which they are participating.

- A vendor hired by URI to perform a service for the University which requires the operation of a Small UAS, whether over University Property or over any other property, which service is sought by and has the support of an identified University Sponsor.
- Outside parties (e.g. news organizations) or Governmental Entities wishing to operate a UAS over University Property for a purpose which the University supports and/or finds unobjectionable, which purpose has the support of an identified University Sponsor.

9.2 Eligible Uses

Subject to the other requirements of this Policy, Eligible Person may be permitted to operate Small UAS over University Property or in connection with URI Related Activities for the following uses or purposes (to be referred to hereinafter as "Eligible Uses"): public safety surveillance, agricultural and environmental monitoring, infrastructure inspection, education, research and development, promotion, marketing, and student enrichment and recreation.

9.3 Pre-Conditions to UAS Operations, Generally and By Category of UAS Operation

Eligible Individuals (as described above) may only operate a Small UAS for Eligible Uses (as described above) over URI Property or in connection with a URI Related Activity subject to the following conditions and limitations:

1. The Eligible Individual will:
 - a. If operating a Civil Aircraft Under a 333 Exemption and Commercial COA: Have a current and valid pilot's license, and operate the Small UAS under all applicable FAA regulations relating to such civil aircraft flights, and all the conditions and limitations contained in the FAA 333 Exemption Letter and Commercial COA.
 - b. If operating a Public Aircraft under a Public COA: Have a current and valid pilot's license, and operate the Small UAS under all applicable FAA regulations relating to such public aircraft flights, and all the conditions and limitations contained in the Public COA.
 - c. If operating a Civil Aircraft under the Part 107 Rules: Have a current "Remote Pilot Certificate" issued by the FAA and operates the Small UAS under all applicable FAA regulations relating to such civil aircraft flights.
 - d. If operating a Model Aircraft for FAA Permitted Hobby, Recreational or Educational Purposes: Operates the Small UAS under all applicable FAA regulations relating to such model aircraft.
2. The Eligible individual will also adhere to all the applicable requirements, conditions and limitations set forth in this Policy.
3. The Eligible Individual, when necessary together with an identified URI Sponsor, will apply and for obtain approval from the University (through the Director identified above) for any and all Small UAS operations they wish to perform over URI Property or in connection with any URI Related Activity they are participating in, in accordance with the procedures described in this policy.
4. The Small UAS must have a valid current registration with the FAA.
5. The Eligible Individual will submit to the Director, along with a fully and properly completed application form, all other necessary and relevant information requested in the application (or by the Director) including in appropriate cases: documentary proof of FAA authority to operate the Small UAS (e.g. certificate, license, approval letter, COA,

UAS registration), proof of University required insurance; confirmation of applicant awareness and understanding of (and agreement to follow) applicable UAS operating rules; and an indemnification agreement holding the University harmless for injuries and damage caused by the applicant's UAS operations.

9.4 Prohibitions

9.4.1 General

No Small UAS operations, other than those permitted above, may be conducted over URI Property, or in connection with a URI Related Activity.

9.4.2 Specific

1. No Small UAS operations are permitted for the following uses or purposes: for illegal surveillance or invasion of privacy; to conduct package delivery for compensation or hire; for any other use or activity prohibited by law or University policy
2. No Model Aircraft may be flown for recreational, hobby or educational over URI Property, or in connection with a URI Related Activity, except as follows: URI students may, in the following two limited cases, sometimes be authorized to fly model aircraft over University Property or in connection with a URI Related Activity for recreational purposes, or certain educational purposes, with the approval of the University (through the Director mentioned above):
 - a. Individual students in film, photography or aviation related classes at URI may apply to the University (Director) for an exception to operate a model aircraft as permitted under the above mentioned FAA Educational Use Guidance; or
 - b. Student members of any officially recognized student group or club may apply to the University (Director) for an exception to operate a model aircraft in connection with the group's authorized activities.

Note: Regardless of which of the two above-listed bases for approval a student uses to obtain URI approval for to fly a model aircraft over URI Property or in connection with a URI Activity, all students authorized by URI to fly a model aircraft is expected to read and be familiar with, and follow, the FAA's "Interpretation of the Special Rule for Model Aircraft," (first published on 6/18/14), which explains what parts of the Federal Aviation Regulations apply to these flights. In addition, the model aircraft operator should be aware of, and follow, all of the other applicable limitations on the use of "model aircraft" which are summarized in the "General Conditions of Use" Section below.

9.5 Public Safety Exception

In cases of a public safety emergency, a Small UAS may be operated by representatives of the University's Public Safety Department (in accordance with all applicable FAA compliant Conditions of Use) without the Director's prior permission.

10.0 UNIVERSITY APPROVAL REQUIREMENT & APPROVAL PROCEDURES

University faculty, staff and students (including student groups) wishing to operate a Small UAS in connection with a University Related Activity, or to operate a Small UAS on or over University Property, shall submit an application to the Director, on an appropriate application form to be developed by the Director (in consultation with the UAS Advisory Committee) which describes the Small UAS to be used, and the proposed use of the Small UAS, and such other related information as may be requested. The Director shall develop separate application forms for various types of applications (e.g. requests by members of the URI Community, requests by outside vendors or third parties, requests by students for model aircraft use). The applications shall also include, where appropriate, requests for documentary proof of FAA authority to operate the Small UAS (e.g. certificate, license, approval letter, COA, UAS registration), proof of University required insurance, confirmation of applicant awareness and understanding of (and agreement to follow) applicable UAS operating rules, signatures indicating approvals by appropriate university officials (e.g. Department Chair, Director of Risk Management, Director of Public Safety), and an indemnification agreement holding the University harmless for injuries and damage caused by the applicant's UAS operations.

The Director shall review the application and shall, in consultation as necessary with the UAS Advisory Committee, the Vice President for Research and Economic Development, the Office of General Counsel, and other University officials as necessary, approve or disapprove the application in writing. Approvals may not be granted unless and until all of the other required approving officials (e.g. Department Chair, Director of Risk Management, Director of Public Safety) have indicated their approval of the application through their signatures on the application form. If the application is denied, a statement of reasons shall be provided. If the application is allowed, an approval letter shall be issued by the Director, and the letter shall contain a list of applicable conditions.

If approved, the Director's approval letter must be in the possession of the operator at all times during UAS operations

Denials of applications by the Director may be appealed to the Vice President for Research and Economic Development ("VPRED"), who shall promptly review all of the relevant facts and either affirm or overrule the decision of the Director. If the initial denial by the Director is overruled by the VPRED, the Director shall then issue an approval letter (containing any appropriate conditions, consistent with the VPRED's decision).

11.0 OTHER GOVERNMENTAL (FEDERAL AND STATE AGENCY) AND THIRD PARTY (e.g. PROPERTY OWNER) APPROVALS

If a UAS is to be flown over property owned by third parties (i.e. owners other than the University), the written permission of the owner must be obtained by the Operator of the Small UAS.

If the Director determines that the approval of another federal or state agency is required, permission shall be obtained from that/those agencies, in the manner required by the Director.

12.0 UAS OPERATIONS BY UNIVERSITY VENDORS

UAS Operations may be conducted by vendors hired by the University. However, all such flights must be approved under this process and must meet all of the requirements of this policy. No vendor may operate an aircraft on behalf of the University without all necessary state and federal approvals, such as a Section 333 Exemption or a Part 107 Remote Pilot Operators Certificate as well as any waivers required under 14 C.F.R. § 107.205. Vendors must observe all applicable state and federal restrictions and limitations on UAS operation any time they operate on behalf of the University or from University owned or controlled property. In addition a University Sponsor (e.g. a URI department, office or official) must be identified who supports the proposed vendor operations, acts as a liaison to the vendor, and takes responsibility for assisting with the application process and coordinating and generally overseeing the vendor's operations. Finally, anyone engaging a vendor or service provider must meet all applicable requirements of the University for contracting with any third party.

13.0 UAS FLIGHTS BY STUDENTS

All model aircraft flights over University Property, or as part of in a University Activity (including in connection with University classes, or in connection with the activities of a recognized student group or club) are strictly prohibited. However, students who wish to fly as a part of their film, photography or aviation related courses may apply to the University for an exception to operate a model aircraft as authorized under the FAA's above- referenced "Educational Use Guidance" and (and within FAA's operational rules for model aircraft). In addition, student members of any officially recognized student group or club may apply to the University for an exception to operate a model aircraft in connection with the group's activities consistent with FAA's operational rules for model aircraft. If students wish to operate a model aircraft on property owned by third parties (i.e. property not owned or controlled by the University), their application for an exception must include proof that they have obtained the property owner's permission to do so. The grant of any exception to a student for permission to fly is at the sole discretion of the University and is contingent on the student's ability to establish that the proposed flight will comply with the law and can be conducted safely.

14.0 GENERAL CONDITIONS OF USE

In general the conditions that must be observed in all operations of a UAS permitted under this policy are set forth in Part 107 of the Federal Aviation Regulations. The conditions listed here are some of the key conditions, but are not the only conditions, that are required by law and all Part 107 operators are required to be aware of and follow all applicable limitations and conditions place on flight by the FAA:

- Unmanned aircraft must weigh less than 55 lbs. (25 kg).
- Visual line-of-sight (VLOS) only; the unmanned aircraft must remain within VLOS of the remote pilot in command and the person manipulating the flight controls of the small UAS. Alternatively, the unmanned aircraft must remain within VLOS of the visual observer.

- At all times the small unmanned aircraft must remain close enough to the remote pilot in command and the person manipulating the flight controls of the small UAS for those people to be capable of seeing the aircraft with vision unaided by any device other than corrective lenses.
- Small unmanned aircraft may not operate over any persons not directly participating in the operation, not under a covered structure, and not inside a covered stationary vehicle.
- Daylight-only operations, or civil twilight (30 minutes before official sunrise to 30 minutes after official sunset, local time) with appropriate anti-collision lighting.
- Must yield right of way to other aircraft.
- May use visual observer (VO) but not required.
- First-person view camera cannot satisfy "see-and-avoid" requirement but can be used as long as requirement is satisfied in other ways.
- Maximum groundspeed of 100 mph (87 knots).
- Maximum altitude of 400 feet above ground level (AGL) or, if higher than 400 feet AGL, remain within 400 feet of a structure.
- Minimum weather visibility of 3 miles from control station.
- Operations in Class B, C, D and E airspace are allowed with the required ATC permission.
- Operations in Class G airspace are allowed without ATC permission.
- No person may act as a remote pilot in command or VO for more than one unmanned aircraft operation at one time.
- No operations from a moving vehicle unless the operation is over a sparsely populated area.
- No careless or reckless operations.
- No carriage of hazardous materials.
- Requires preflight inspection by the remote pilot in command.
- A person may not operate a small unmanned aircraft if he or she knows or has reason to know of any physical or mental condition that would interfere with the safe operation of a small UAS.
- External load operations are allowed if the object being carried by the unmanned aircraft is securely attached and does not adversely affect the flight characteristics or controllability of the aircraft.

For Model Aircraft Operations for Recreational/Hobby Purposes the user should follow the guidance contained in the FAA's Interpretation of the Special Rule for Model Aircraft. In addition, the following considerations apply:

- Fly at or below 400 feet
- Keep your UAS within visual line of sight
- Never fly near other aircraft, especially near airports
- Never fly over groups of people
- Never fly over stadiums or sports events
- Never fly near emergency response efforts such as fires
- Never fly under the influence
- Be aware of airspace requirements

- Do not fly within 5 miles of an Airport without permission from the Airport operator

More specific conditions may be listed in the Director's approval letter.

15.0 OTHER SPECIFIC URI POLICIES CONCERNING UAS OPERATIONS

In cases of a public safety emergency, a Small UAS may be operated by representatives of the University's Public Safety Department (in accordance with all applicable FAA compliant Conditions of Use) without the Director's prior permission.

16.0 ENFORCEMENT

Violations of this policy by students shall be considered a violation of the University's policies and procedures and will be subject to disciplinary proceedings through the University Student Conduct System as outlined in the Student Handbook. Violations of this policy by employees shall be subject to appropriate disciplinary action.