

FPV Freedom Coalition comments on:

[Docket No. FAA–2024–0189]

Agency Information Collection Activities: Requests for Comments; Clearance of a New Approval of Information Collection: Unmanned Aircraft System (UAS) Integration at Airports and Necessary Planning, Design, and Physical Infrastructure Needs

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In the Summary, and Background sections of the Federal Register document, the FAA identifies the stakeholders the FAA will meet with for the purpose of furthering UAS integration at airports. In the Background section, stakeholders who will be interviewed include individuals associated with airports, droneports, private entities, original equipment manufacturers, UAS industry vendors, the military, internal aviation community and academia.

The third to the last sentence in the Background Section provides more information on the focus of the interviews and states the resulting report will “...primarily focus on UAS aircraft weighing 55 pounds or more.” And, “Vehicles with weights lower than 55 pounds will be considered where applicable.”

The FPV Freedom Coalition requests the FAA explicitly include operators and manufacturers of UAS of weights less than 55 pounds (sUAS as defined by the FAA) as this cohort is far larger by number of operators, number of vehicles and potential disruption to airport operations.

The FPV Freedom Coalition requested a copy of the referenced, in the Federal Register as, “On May 9, 2023, the FAA’s Office of Airports—Airport Emerging Entrants Division (AAS–200) officially sent the FAA’s Airport Technology Research and Development Branch (ATR) a ‘Request for Research’ to conduct research on Unmanned Aircraft System (UAS) Integration at Airports and Necessary Planning, Design, and Physical Infrastructure Needs. This ‘Request for Research’ was reviewed and approved by the Research, Engineering, and Development Advisory Committee (REDAC) Subcommittee on Airport”. The FAA declined to provide a copy of this report stating it was an internal FAA document. The FPV Freedom Coalition again requests a copy of this document as it certainly informs the FAA’s thinking on this topic and should be available to the public.