Myth vs. Fact: UAS in Business Aviation

Tuesday, Nov. 1, 2016 | 3:15 p.m. – 4:00 p.m.

PRESENTED BY: NBAA UAS Subcommittee
UAS Subcommittee Members

Chair: Brent Terwilliger, ERAU
Jeff Detig, Duke Energy
Chris Broyhill, Exelon
Bradley Opp, ERAU
Greg Cirillo, HCH Legal
Brad Hayden, Robotic Skies
Kent Ramquist, American Family Insurance
Shelby Hooker, Cutter Aviation
Taylor Butterfield, Cutter Aviation and SkyTap, Inc.

Chris Adams, FlightSafety Int’l, BAMC Chair
Jad Donaldson, Harley-Davidson, BAMC Vice-Chair
Jay Evans, NBAA, BAMC Liaison
Sarah Wolf, NBAA, UAS Liaison
Bob Lamond, NBAA
Myth vs. Fact

Myth: *UAS operations should never be assimilated into the traditional flight department.*

- Fact: While some companies choose to base the operations of UAS outside the corporate flight department in another organization, like IT, companies should consider the wealth of aviation knowledge that exists in their manned aircraft flight departments and see how they can best use those assets to integrate UAS.

Myth: *Drones function outside the normal SOP of flight operations.*

- Fact: Even though some drone operations may be unique to an unmanned platform, many of the elements of an SOP, like preflight checks and accident reporting, will translate well from existing flight department processes.
Myth vs. Fact

Fact: Utilizing drones will strengthen the relationship between your company and your customers.

- True: Your customers will appreciate the fact that you are expanding your capabilities to include unmanned aircraft, as you are increasing your efficiencies and can pass the savings on to them.

Myth: FAA will deploy systems around airports to prevent rouge drones from interfering with manned aircraft.

- Fact: While FAA has a Pathfinder program to explore technology solutions, ultimately it will likely not be an FAA responsibility.
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