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 AUG 20 2001



U.S. Department
 of Transportation
 Federal Aviation
 Administration

Memorandum

Dallas-Fort Worth Tower/TRACON
 Post Office Box 610368
 DFW Airport, Texas 75261-0368

Subject: ACTION: Request For
 Ruling/Interpretation/Establishment Of
 Procedures For Radio Controlled Blimps
 in Class B Airspace

Date: August 20, 2001

From: Air Traffic Manager, Dallas-Fort Worth
 Tower/TRACON, DFW-500

Reply
 to
 ATIS
 01

To: Manager, Operations Branch, ASW-930

We are requesting assistance in developing procedures or at the very least parameters to govern the flight of radio controlled blimps and aircraft within Class B. An organization called Galaxy BVF is requesting permission to operate in DFW Class B Airspace.

The intent of the operators is to use these vehicles for advertising, aerial photography, etc. On occasion they will be working with Texas Aerographic, a business that is currently under a letter of agreement with DFW TRACON.

These vehicles are very unusual:

a. Blimp Specifications:

Length - 22 feet (in the process of procuring a 30" and 50" airship)

Maximum Diameter - 5 feet.

Power Plants - 2, G-22 gas engines with electric starters.

Maximum Height - 500 to 1000' AGL. (Operator didn't state-but feel a higher altitude is attainable)

Range From Remote Pilot - 2 miles.

b. Safety Features:

Adjustable helium release valve
 Emergency engine cutoff

c. Optional Features:

- Transponder
- Emergency Locator Transmitter
- Hand held radio for communications with ATC

Should the gondola separate from the blimp, a safety line will trigger helium release and the ship will descend.

Additionally, Galaxy RPV has a 14' fixed wing aircraft that they will be using too. At this point we have no information on this vehicle or what its intended use will be.

It is important that we establish guidelines for the operation of these vehicles should they be permitted to operate in Class E. According to our information, they do have two way radio communications (although not on the vehicle), transponder, and safety procedures/equipment needed to operate in Class E. Galaxy is open to developing helium release valves for emergency descents should ATC require a quick descent, etc. (We will forward pictures via email).

Our concern is that before a precedent is set and allow them to operate as requested, we believe requirements should be established for their operation. According to Mr. White of Galaxy RPV, there are on-going meetings with Flight Standards to establish FAR requirements, etc. for the operation of these vehicles. Discussions with FBO provided little guidance at this point. We do realize we can say no to their operation at least for the moment, but would appreciate your counsel for the future.

If you have questions or need additional information, please contact Chuck Frankenfield, ext. 2510, or Larry Allen ext. 2532.

C. Ross Schulke



U.S. Department
of Transportation
Federal Aviation
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Memorandum

Subject: ACTION: Request for Ruling, Interpretation,
or Procedures for Radio-Controlled Blimps in
Class B Airspace

Date: AUG 28 2001

From: Manager, Air Traffic Division, ASW-500

Reply to:
ATTN: ac

To: Manager, Terminal Procedures Branch, ATP-120
ATTN: Marty Walker

We request a ruling, interpretation, or procedures for radio controlled blimps to operate in Class B Airspace. The Air Traffic Division, Operations Branch, ASW-500, and Dallas-Fort Worth (DFW) Tower/TRACON, have been contacted by an organization called Galaxy RFV to fly radio-controlled blimps in Class B Airspace. Please refer to the attached cc:Mail (attachment 1), and the memorandum, from the Manager, DFW Tower/TRACON, (attachment 2) for detailed information about the request and pictures of the blimp.

It appears that the blimps, described and pictured in the attachments are airships, as defined in 14 CFR 1.1, General Definitions, which are also aircraft, as defined in the same CFR. If this is correct then the rules governing their operations in Class B Airspace are contained within 14 CFR 91.131, Operations in Class B Airspace, and 14 CFR 91.215, ATC Transponders and Altitude Reporting Equipment and Use. They also must meet the requirements contained within those 14 CFR paragraphs as well as given the same consideration as any other airship that requests to operate in Class B Airspace.

We would appreciate it if you could validate this. However, if this is not valid, please provide us with direction, procedures, and/or regulations as to how to address requests for this type of radio controlled blimp to operate in Class B Airspace. If you have any questions, please contact Walter Tweedy, Operations Specialist, ASW-510.1, at 817-232-3560.

ORIGINAL SIGNED BY
A. VISELLI

Douglas R. Murphy

3 Attachments

cc:
Chuck Braschenfeld, DFW Tower/TRACON

ASW-510.1, WTweedy, 8/28/01, 08:00:00 (DFWASWP2.DOC), P. 0010-3



U.S. Department
of Transportation
Federal Aviation
Administration

ORIG: _____
DATE: _____

Memorandum

Subject: INFORMATION: Interpretation of Procedures
for Radio Controlled Airships in Class B Airspace.
Your Memo of 8/28/01

Date: NOV 23 2001

From: Program Director for Air Traffic
Planning and Procedures, ATP-1

Reply to
Area: 01

To: Manager, Air Traffic Division,
ASW-500

We have reviewed your above-referenced request for interpretation regarding requirements for radio controlled airships and aircraft to operate in Class B airspace, and offer the following response.

The aircraft described and pictured in the attachments to your memorandum appear to be model aircraft that do not require compliance with Federal Aviation Regulations. Model aircraft do not require a type certificate, airworthiness certificate, or registration. Federal Aviation regulations do not apply to them. Specifically, 14 Code of Federal Regulations (CFR) Part 21, Certification Procedures for Products and Parts; 14 CFR Part 43, Maintenance, Preventive Maintenance, Rebuilding and Alteration; and 14 CFR Part 91, General Operating and Flight Rules, do not apply to model aircraft. Model aircraft may operate in controlled airspace without air traffic control authorization, transponders, or altitude reporting equipment.

Model aircraft operators should comply with Advisory Circular 91-57, Model Aircraft Operating Standards, and avoid flying within 3 miles of an airport or in proximity of full-scale aircraft. Model aircraft that pose a hazard to full-scale aircraft, persons, or property should be reported to local law enforcement officials.

If you have any questions, please contact Martin Walker, ATP-130.8, at (202) 267-9530.

Michael A. Cirillo