From: Attebury, John H (FAA)
To: mharris@agrowdrone.com
Cc: Troutman, Jake (FAA)
Subject: Request for Information No. 4, Docket FAA-2019-0762
Date: Monday, November 23, 2020 1:22:00 PM

Mike Harris
AgrowSoft, LLC dba AgrowDrone
2001 Hawleyton Road
Binghamton, NY 13903
mharris@agrowdrone.com

Dear Mike Harris:

The following information is required to continue processing your petition for exemption, Docket No. FAA-2019-0762, for the AgrowDrone UAS-eM5 and UAS-eM10 unmanned aircraft systems. Please address all applicable items listed below. We request you provide the information to us no later than December 23, 2020.

1. Please provide a detailed description of how the UAS detects loss of C2 signal and the UAS behavior upon loss of C2 signal. Does dispensing or spray operation terminate when C2 link is lost?

2. Is the UAS equipped with a return-to-home (RTH) or return-to-launch function? If so, under what circumstances is the RTH function activated? What is the UAS behavior and flight profile during RTH? Does dispensing or spray operation terminate when the RTH function is activated?

3. Is the UAS equipped with a mission termination system, such as a manually activated "emergency kill switch" or a similar automatic system? If so, please describe the mission termination system's behavior when activated. How does the system function in the event of a loss of C2 signal or fly-away event?

4. Is the UAS is equipped with redundant or backup systems, such as multiple GPS sensors, multiple navigation systems, or multiple C2 link systems? If so, please describe under what circumstances the UAS switches to the redundant or backup system and the UAS behavior when using the redundant or backup system.

5. How is the UAS position determined? GPS? Inertial navigation system? What is the accuracy of the UAS position? Is the UAS equipped with a geofence?

6. Is the UAS equipped with an obstacle avoidance system? If so, please provide a detailed description of the obstacle avoidance system and UAS behavior when it encounters an obstacle.

7. What is the UAS flight history? How many hours has the UAS flown, and what is the

accident, incident, and fly-away history? Please provide details.

8. How was the UAS tested by the manufacturer? Please provide details.

The requested information listed above should be in sufficient detail to enable the FAA to conduct a thorough risk-based evaluation of your proposed operation in order to determine that the operation can be safely conducted.

Please submit the additional information (non-proprietary) as a comment to your docket at www.regulations.gov, and save the tracking number generated after submission. Proprietary information may be submitted electronically to Jake Troutman and John Attebury at Jake.troutman@faa.gov and John.h.Attebury@faa.gov, respectively.

If you want us to process your request any further, we must receive the information described above by December 23, 2020. If we do not receive the information, we will close the docket without notifying you further. If you have any questions or require additional time you may email us at john.h.attebury@faa.gov or call 281-443-5862.

Sincerely,

John H. Attebury
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