

B4UFLY General Questions & Answers

Q. Why is the FAA releasing an app?

A. The FAA is responsible for ensuring the safety of the flying public and people and property on the ground. We believe a key way to help people fly unmanned aircraft safely is to provide situational awareness to let them know where it's not a good idea to fly because there might be a conflict in the airspace they're flying in. That's exactly what B4UFLY is designed to do.

This kind of information lends itself well to a smartphone app because our goal is for people to access this information in real-time, wherever they are (or wherever they can receive a cellular signal). We think this offers the best path to voluntary compliance with aviation regulations, which is what the FAA wants to promote.

Q. Is all the information in B4UFLY publically available?

A. B4UFLY pulls directly from publicly available data sources and packages the information in a user-friendly and intuitive format.

Q. What is the basis for B4UFLY's flight status indicator?

A. The B4UFLY flight status indicator (red, orange, or yellow) is driven by laws and regulations, including Public Law 112-95, Section 336 (the Special Rule for Model Aircraft), FAA airspace regulations, and U.S. National Park Service regulations, among others.

Q. Will B4UFLY pick up Temporary Flight Restrictions (TFRs) over wildfires?

A. Yes! B4UFLY's map feature will display any active TFR published on the FAA's TFR website, <http://www.tfr.faa.gov>. These will also drive the flight status indicator.

Q. Does the FAA plan to release a version of B4UFLY for Android devices?

A. Yes! We are currently conducting a beta test of an Android version of B4UFLY. You can download the free beta app [HERE](#).

Q. How long will the Android beta test run?

A. The Android beta test opens on January 6 and ends during the first quarter of 2016.

Q. When does the FAA plan to release the Android version of B4UFLY to the general public?

A. The timeline for a full release of B4UFLY will depend on beta user feedback.

Q. Is B4UFLY intended for commercial operators or hobbyists?

A. Right now B4UFLY is really geared toward users of unmanned aircraft who fly for hobby or recreation. The app parameters are set up in accordance with the Special Rule for Model Aircraft (Section 336) in the FAA Modernization and Reform Act of 2012. However, we expect civil or commercial operators will also find aspects of the app useful, and we will consider future enhancements.

Q. What does the FAA expect to get from B4UFLY?

A. The FAA is concerned about increasing reports of unsafe operations of unmanned aircraft near airports, over people, and in close proximity to manned aircraft. If using B4UFLY prevents even a single

conflict between manned and unmanned aircraft, this will support the FAA's primary mission of aviation safety.

Q. Are model airfields included in B4UFLY's programming?

A. At the moment, model airfields of established community-based model aircraft organizations are not included. It's certainly an enhancement we're open to exploring.

Beta Tester Q&A

Q. How do I report bugs?

A. Bugs should be reported to B4UFLY@netdes.com.

Q. When and how do I give the FAA feedback on B4UFLY?

A. Feedback can be sent to <https://b4ufly-beta-web.netdes.com/feedback?version=1.0> as often as users would like to provide it.

Q. I followed the instructions but haven't been able to download B4UFLY. Who do I contact for help?

A. Please contact B4UFLY@netdes.com for help.

Q. Is it mandatory to send flight information via B4UFLY?

A. No, sending flight information via B4UFLY is completely voluntary.

Q. How frequently does the FAA want me to send flight information via B4UFLY?

A. As frequently as you'd like! Once flight information is sent, the function will be disabled until you move more than a half-mile away from the location where you last submitted flight information. To get the flight information as accurately as possible, we encourage users to send flight information from the location where they intend to fly.

Q. What if the B4UFLY status indicator is red (flight prohibited) and I still fly?

A. B4UFLY is intended to provide model aircraft operators with information to make an informed decision about when and where to fly. We expect everyone to fly safely and responsibly. The FAA is responsible for ensuring the safety of the National Airspace System, and we are able to take enforcement action if someone is flying in a manner that endangers the safety of the system.

Q. If the B4UFLY flight status indicator is yellow, does that mean I am authorized to fly by the FAA?

A. A yellow flight status indicator means that none of flight restrictions or requirements programmed in B4UFLY applies to your current flight location.

However, other restrictions or requirements may also apply. The FAA has included several of these in the "Other Guidance" section under *Status* such as flight restrictions over sporting events or around critical infrastructure, but this is not necessarily all encompassing. Additionally, there may be local laws or ordinances about flying unmanned aircraft affecting your intended flight which are not reflected in this app. It is the responsibility of the operator to know the rules and fly safely at all times.

People flying unmanned aircraft also need to consider whether the operation can be conducted safely. For example, they should consider whether there are manned aircraft flying nearby, whether the flight is close to other people, and all other safety factors.

Q. Why doesn't B4UFLY have a green status indicator when there aren't any restrictions?

A. It is always an operator's responsibility to fly safely and responsibly. Sometimes, this may mean NOT flying, even when B4UFLY doesn't show any restrictions. Therefore, B4UFLY always tells the user to use caution and check other guidance or restrictions.

Users should be aware that regardless of B4UFLY's status indicator, the FAA has the authority to take enforcement action against anyone who flies an unmanned aircraft, including model aircraft, carelessly or recklessly, or in a way that endangers the safety of the National Airspace System or people or property on the ground.

Q. If I send flight information to the FAA using B4UFLY, have I completed the required notification referenced in the app (Section 336)?

A. No. During the beta test, this information is not being monitored on a real-time basis, but will be used to do regular trend analysis. It is also not attributable to the individual who sent it. During the beta test, users should provide notification to airports and air traffic facilities in the same manner they did prior to using B4UFLY.

Q. If I send flight information to the FAA using B4UFLY, can it be used against me in an enforcement case?

A. The FAA can take enforcement action against anyone flying carelessly or recklessly, or endangering the safety of the National Airspace System or people and property on the ground. More information is available at: www.faa.gov/uas/model_aircraft.

Q: Why are there so many airports depicted on the B4UFLY map?

A. The FAA's airport database includes all airports that meet the regulatory definition of an airport, from the largest commercial hubs to the hospital helipads and backyard air strips. It is important for UAS operators to maintain situational awareness of any air traffic that could potentially impact their operations. Currently, B4UFLY considers all of these airports when determining your flight status. The FAA recognizes that this is a lot of airports, and we are working to see if we can narrow this list.

Inaccurate airports

Several users have submitted feedback indicating B4UFLY may depict airports that no longer exist. We will be sharing this feedback with the staff that maintains our airports database for evaluation.

Q: Why is there a 5 mile radius around all airports?

The Special Rule for Model Aircraft (Section 336 of Public Law 112-95) specifies that "when flown within 5 miles of an airport, the operator of the [model] aircraft provides 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." This rule applies to operators flying for hobby or recreational purposes only.

The FAA has established different operating rules for commercial operations than the parameters set forth in Section 336. These commercial operations are authorized in accordance with Section 333 of Public Law 112-95 and require a certificated pilot to operate a registered UAS. The FAA has performed

safety studies to determine that these operations may be safely performed in closer proximity to airports based on additional operational requirements.

While B4UFLY is primarily aimed at educating hobby or recreational UAS operators, the FAA encourages [feedback](#) from all users as we strive to make B4UFLY as helpful as possible to the entire UAS community.

Q: Is ATC and airport contact information included in B4UFLY?

Not at this time, but several users have suggested that B4UFLY provide contact numbers to call the airports and air traffic control towers.

Q: Are distances within B4UFLY measured in statute or nautical miles?

The map measures distance in statute miles.

Q. How can I further support this effort?

A. Use the app! Put it through its paces and [send us your feedback](#)! Help us make B4UFLY a more user-friendly and helpful tool to promote safe unmanned aircraft flying.