

From: [Vic Mason](#)
To: [Darling, Patrick L \(FAA\)](#)
Cc: [Brian Oakey](#); [Dallas Burkhalter](#); [Katy DeVries](#); [Janis Perry](#); [Sherman Takatori](#); [Ryan Ward](#); [Brian Slabaugh](#)
Subject: Request
Date: Wednesday, August 5, 2020 10:30:49 AM
Attachments: [Questions and concerns for FAA raised at rulemaking meeting.docx](#)
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Good morning Pat,

During the negotiated rulemaking meeting yesterday, there were several questions regarding FAA regulations and processes. We did not feel comfortable answering those questions on behalf of the FAA but told meeting participants we would reach out to the FAA for information. Attached are the questions presented. Because of the interest in this issue, our plan is to include any response the FAA provides in the negotiated rulemaking record. Our comment period closes August 11, 2020. If these questions need to be directed to someone else within your agency please provide a name and contact so we can reach out to them as soon as possible.

Thank you for your help.

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Questions and Concerns for FAA Raised at Rulemaking Meeting on August 4, 2020

Was the FAA invited to today's meeting?

Tell us how ISDA will work with FAA on drift and low flight gray areas. Will you have an MOU with FAA?

Can you refer us to the FAA rule that addresses hazard area?

Does the FAA office in Boise have jurisdiction for all of Idaho? Is there one call in number for complaints?

If an incident like what happened in Parma in June of 2019 happens and citizens contact FAA about the low flying, will FAA point the citizens back to ISDA for the drift?

Pertaining to low flying prohibitions--Will there be individuals who were previously required to be notified under 400.06 but will not receive notification under the FAA's definition of congested area? By my reading anyone living in an occupied structure would be notified under ISDA rule, but they won't be notified under FAA unless the area is congested. Can you help us understand this better?

It would be great if we could get FAA to address this before the draft rule is finalized.

I agree with comment above, how do we get FAA involved?

I just want to state my concern with FAA rules for application over non congested area. They state application can be closer than 500' but they don't say how close

I also want to state my concern that FAA rules don't mention notification in Spanish

Recognizing that the FAA does have regulations on low-flying, the removal of the Hazard Area Restriction from ISDA rule does not have any comparable protection from FAA. In particular, we are concerned about schools, hospitals or other sensitive areas that are located outside of areas that would meet the definition of "congested area" per FAA regs. Can you discuss how existing Hazard Area restrictions are going to be addressed?

To me we are referring to how people are notified when they live near application sites.

Does ISDA have any insight into how and whether FAA monitors notification requirements?

Is ISDA talking with folks with the Boise FSDO, Salt Lake City FSDO or Spokane FSDO? Or is there a regional oversight office?