

# The Research Express

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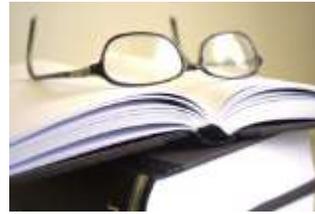
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## New Policy on Unmanned Aerial Systems – Drone No Fly Zone

In response to the Federal Aviation Administration (FAA) guidance effective July 15<sup>th</sup>, 2014, entitled the [Education, Compliance and Enforcement of Unauthorized Unmanned Aircraft System Operators](#), Dr. Keel has approved a new policy entitled, “Prohibited Use of Unmanned Aircraft Systems.” This policy became effective September 5, 2014, and may be viewed in the centralized electronic policy repository here: <http://digitalcommons.georgiasouthern.edu/infotech/30/>.

“The Federal Aviation Administration (FAA) stipulates that unmanned aerial systems (UAS) may not be flown for commercial or non-hobby purposes without an FAA Certificate of Waiver or Authorization (COA). This includes, but is not limited to, the use of UAS for research, marketing, and communication. The FAA does not extend any sort of hobby or recreational use exemption or allowance to a public university to operate unmanned aircraft for any purpose. In order for public universities to operate UAS for research purposes, they must apply for and be granted a COA from the FAA to enable limited operation of unmanned aircraft. Note that COAs are granted to the University, not to individuals. (<http://www.faa.gov/uas/>).”

Georgia Southern is in the process of applying for access to allow application for COA through the University. Be aware that the process is time intensive; requiring a minimum of 60 days to complete once the application is verified by the FAA. FAA action comes on the heels of public concern about the safety and effect on personal privacy of unmanned flight. (“[When drones fall from the sky](#)”, The Washington Post). While the need for public safety is well understood, the need for balance to allow for technological advance is equally necessary. The Council on Governmental Relations (COGR) has recently [filed suit](#) on behalf of research institutions of higher education to seek relief from the administrative burden. The University will monitor the progress of the debate to update policy and procedure as these actions play out.

## Budget Justification – How much is enough?

Ever wonder how much detail to put in a budget justification? [This video](#) from our colleagues at Stanford University explains the process!

[http://www.youtube.com/watch?v=phwLgXT6NiE&index=2&list=PLmDz\\_Jco5OXmRCYdXE26P49pV2wPpjewb](http://www.youtube.com/watch?v=phwLgXT6NiE&index=2&list=PLmDz_Jco5OXmRCYdXE26P49pV2wPpjewb)

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## Friendly Reminder

All expenditures on a sponsored project must come to Research Accounting for approval to be charged to your grant. Avoid delays in purchasing and payments by routing your purchases through your research accountant.

For more information: <http://businesssrvs.georgiasouthern.edu/researchacct/>

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## Fly America Act – Exceptions you need to know

Ronald Sol, Compliance Analyst, Engineering Research Administration, Stanford University provides [a brief overview of exceptions](#) to the GSA procurement policy entitled the “Fly America Act”

### What is the “Fly America Act” you say...

Federal travelers are required by 49 U.S.C. 40118, commonly referred to as the “Fly America Act,” to use United States air carrier service for all air travel and cargo transportation services funded by the United States Government. One exception to this requirement is transportation provided under a bilateral or multilateral air transport agreement, to which the United States Government and the government of a foreign country are parties, and which the Department of Transportation has determined meets the requirements of the Fly America Act.

The United States Government has entered into several air transport agreements that allow federal funded transportation services for travel and cargo movements to use foreign air carriers under certain circumstances.

There are currently four bilateral/multilateral “Open Skies Agreements” (U.S. Government Procured Transportation) in effect:

[United States \(US\) Government and the European Union \(EU\) effective April 30, 2007](#) [US-EU Amendment effective June 24, 2010](#), and [US-EU Amendment effective June 21, 2011](#)

[United States \(US\) and Australia effective October 1, 2008](#)

[United States \(US\) and Switzerland effective October 1, 2008](#)

[United States \(US\) and Japan effective October 1, 2011](#)

Information on the four Open Skies Air Transportation Agreements (U.S. Government Procured Transportation) and other specific country agreements may be accessed via the [Department of State’s website](#).

The rights given to airlines concerning U.S Government procured transportation under the Open Skies Agreement do not apply to transportation obtained or funded by the Secretary of Defense or the Secretary of a military department.

Federal Travel Regulation (FTR) [Bulletin 11-02](#) and [Bulletin 12-04](#) provides additional information and guidance on Open Skies agreements.

[U.S. General Services Administration](#)

*The Research Express is a monthly newsletter provided by the Office of Research Services and the Office of Research Integrity to provide the Faculty and Staff of Georgia Southern University with the most current sponsored research and compliance information. Please feel free to contact our office at 478-5465 or visit our websites at [ORSSP](#) and [Research Integrity](#). “Like” us on [Facebook](#).*