

**FAADZ Guide to Public Safety Organization Shielded Operations Waiver
(107.31, 107.39, and 107.145)
Version 8-6, January 2025**

Background:

The FAA recognizes that it is often in the public interest to enable Public Safety Organizations (PSOs) to temporarily operate their unmanned aircraft (UA) beyond visual line of sight (BVLOS), over human beings (OOP), and over moving vehicles occupied by human beings (OOMV) during emergency call outs.

The FAA is aware that many public safety entities are not able to operate under Part 91 as a Public Aircraft because they don't meet the statutory definition of a public aircraft in 49 USC 40102(a)(41), and this has limited the tools available to them to operate safely in the National Airspace System (NAS).

To support public safety UAS operators, and especially for those entities that may not qualify as a public aircraft per the statute (such as volunteer fire departments, emergency medical services, and other organizations who are not political subdivisions of their state or US territory), but who protect and serve the public in matters of safety and security, the FAA has bundled a combination of Part 107 waivers into one document called the "Public Safety Organization-Shielded Operations Waiver". This waiver is available to any public safety entity that meets the definition of public safety in Public Law 118-63, Section 926(e).

HOW DO YOU APPLY?

NOTE 1: This waiver does not waive 107.41 (airspace authorizations). 14 CFR 107.41 requires the operator to obtain an airspace authorization to operate in controlled airspace. LAANC is currently not usable with a waiver, other than to electronically request a Special Governmental Interest (SGI) waiver/authorization. The SGI process is still available to you. If you anticipate routinely operating with this waiver in *controlled* airspace, you will (separately) need to also obtain a 107.41 Wide Area Authorization (WAA) for each controlled airspace area (usually an airport, but not always) you intend to operate in that is *controlled* airspace, obtained via FAA DroneZone (Airspace Authorization). LAANC cannot be used with a BVLOS waiver, for example, even when remaining below the UAS Facility Map grid height, so you must request that multi-use airspace authorization via FAADroneZone if you intend to use this emergency waiver in controlled airspace or use the SGI process for each mission. **We recommend applying for the 107.41 WAA after you obtain your public safety *operational waiver*, attaching the emergency operations waiver to your WAA request.**

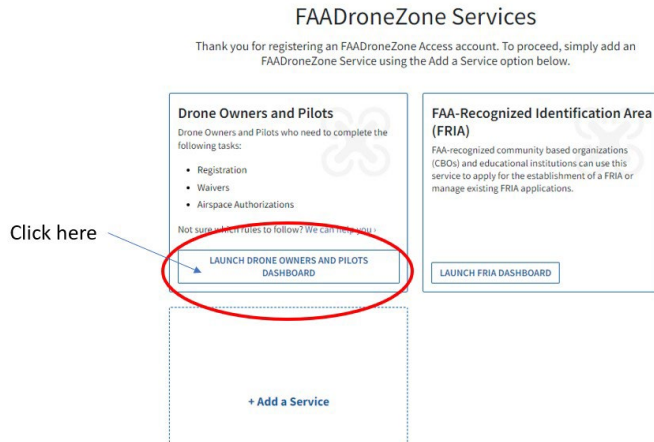
NOTE 2: The Public Safety Organization-Shielded Operations waiver is an 'operational waiver', obtained via FAA DroneZone <https://faadronezone-access.faa.gov/#/>.

FAADroneZone Guide:

Start in faadronezone.faa.gov and log into your account. Create an account for the agency (not an individual) , and enter the name of the Responsible Person in the <u>Responsible Party</u> field. For existing accounts, you may need

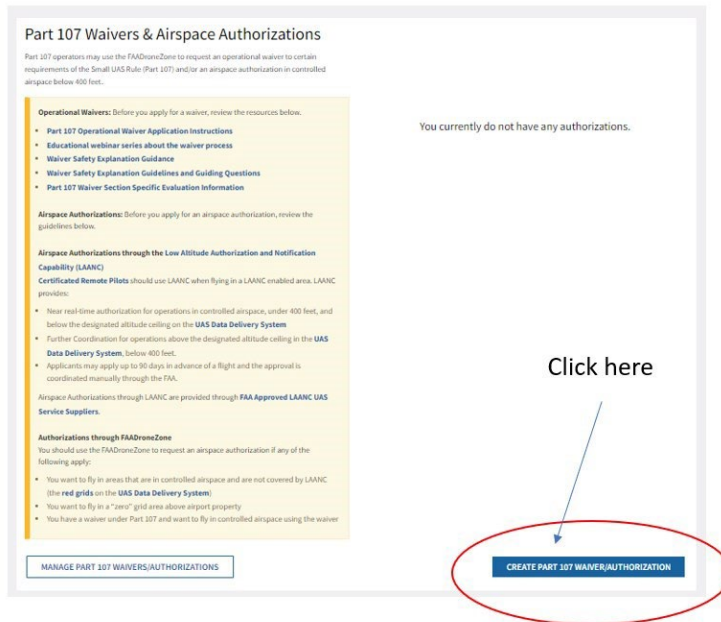
**FAADZ Guide to Public Safety Organization Shielded Operations Waiver
(107.31, 107.39, and 107.145)
Version 8-6, January 2025**

to edit the account to make those changes for the waiver application.



This brings you to another page where you can review the application instructions and Waiver Safety Explanation Guidelines (review 107.31, 107.39, and 107.145) before starting your application.

When ready to start the application, click on 'create part 107 waiver/authorization'.



FAADZ Guide to Public Safety Organization Shielded Operations Waiver
(107.31, 107.39, and 107.145)
Version 8-6, January 2025

New Part 107 Waiver/Authorization Application

Please select one of the following to start your Application (required).

☐ **AIRSPACE AUTHORIZATION:** Use this to request access to controlled airspace. An airspace authorization is the mechanism by which an operator may seek Air Traffic Control (ATC) approval to operate in controlled airspace. Authorizations can be for a specific location or for broad areas governed by a single ATC jurisdiction.

☒ **OPERATIONAL WAIVER:** Use this to request a waiver to the provisions of Part 107 waivable under 14 C.F.R. 107.200 (e.g. operations at night, operations from a moving vehicle, operation beyond line of sight, operation over people, operation requiring a visual observer, operations of multiple UA by one pilot, operation near aircraft, or waivers from operating limitations on groundspeed, altitude, minimum visibility, or minimum distance from clouds).

CANCEL **START APPLICATION**

1. Start an **operational waiver** application. Later you may want (need) to create an ‘airspace authorization’ application depending on your needs for controlled airspace, but for now, focus on the “operational waiver” application.
You will now enter the “CONOPS” form.
2. Time of day: **select “day, night, and civil twilight”** (all three)
3. Anti-Collision light: **Select “yes”** (you will be required to have this under the waiver). Position lights are NOT anti-collision lights. Anti-collision lights are strobes that flash for collision avoidance with other aircraft.
4. Weight of the UA: **Total weight in pounds, (or ounces, kilograms, or grams) rounded to the nearest tenth.** This weight includes the drone, its payload and all required equipage.
*NOTE: These waivers require additional equipage, such as an **anti-collision light, prop guards** or some other mechanism that prevents rotating parts from lacerating human skin, and if that combination weighs more than 0.88 pounds, a **Parachute Recovery System (PRS)** which conforms to the ASTM F3322-18 or newer standard. In those cases, add the weight of the PRS to the weight listed in this field.*
5. Transporting property: If you intend to carry objects with the drone under this waiver such as life preservers or a phone, for example, would be **‘yes’**. **Otherwise answer ‘no’**. This won’t affect the outcome of your application but does trigger other questions.
6. Transporting HAZMAT: **No**. HAZMAT carriage requires an *exemption* to 107.36 (an entirely separate process) and that is not covered in this waiver.
7. Compensation or hire: **‘No’**. Operating for hire is not permitted under this waiver, and when operating a drone to carry another person’s property BVLOS, requires a part 135 certificate (and they operate under part 135). Cost reimbursement by another agency is allowed under part 107, however. For example, doing missions in support of FEMA and getting reimbursed is permitted under part 107 and this waiver, but you can’t deliver pizza’s or do other commercial services for money and BVLOS, under this waiver because that’s not a public safety emergency operation.

**FAADZ Guide to Public Safety Organization Shielded Operations Waiver
(107.31, 107.39, and 107.145)
Version 8-6, January 2025**

8. Control station: 'other'
9. Visual Observer: 'not using a visual observer'
10. VLOS: 'no'
11. Visibility from control station: 'yes'. Part 107 require a minimum of 3 statute miles visibility from the control station to operate under Part 107 and this requirement is not waived in this waiver.
12. Single aircraft: 'yes'
13. Right of way: 'yes'. FYI you are still required to give way to manned aircraft at all times and this is not waived in this waiver. ADS-B In is a required mitigation to help the operator achieve that requirement, but vigilance is still required.
14. Max groundspeed; <= 100 mph
15. Max altitude; "400 feet". FYI, the waiver will permit operation up to a maximum altitude of 100' above an obstacle, or the minimum deployment altitude of the PRS, whichever is lower. If you enter more than 400', that will trigger other waiver requirements outside the scope of this waiver.
16. Distance from clouds: 'yes'. The waiver will not waive cloud distance regulations
17. Operations over people or moving vehicles: 'yes'
18. Operational category: 'not compliant'. You are not using a FAA accepted DOC UAS, which is why you need the waiver (to 107.39/145)
19. Over moving vehicles: 'yes'
20. Answer 'yes' to Remote ID. You must have standard remote ID unless otherwise authorized in writing by the FAA. Standard remote ID is required for this waiver.
21. Click 'next'.

**FAADZ Guide to Public Safety Organization Shielded Operations Waiver
(107.31, 107.39, and 107.145)
Version 8-6, January 2025**

CONOPS: Operation Parameters & Regulation (Review)

Time of Day / sUA Weight		
TIME OF DAY Daylight, Civil Twilight, Night	ANTI-COLLISION LIGHTING Yes	sUA WEIGHT 3.9 Pounds

Payload / Line of Sight / Platform		
TRANSPORTING PROPERTY Yes	HAZARDOUS MATERIALS No	TRANSPORTING FOR COMPENSATION OR HIRE No
CROSSING STATE BOUNDARIES N/A	CONTROL STATION Other	POPULATION LEVEL N/A
VISUAL LINE OF SIGHT No	OBSERVER ROLE Not using a Visual Observer	VISIBILITY FROM CONTROL STATION Yes

UAS Operation Details		
SINGLE AIRCRAFT Yes	RIGHT OF WAY Yes	MAX GROUND SPEED 100 Miles per hour
MAX ALTITUDE 200 Feet	NEAR STRUCTURE N/A	DISTANCE FROM CLOUDS Yes

Operation Over People		
OVER PEOPLE OR MOVING VEHICLES Yes	OPERATION CATEGORY Not Compliant	OVER MOVING VEHICLES Yes

[BACK](#) [NEXT](#)

Relevant Waivers

Based on your selections, we recommend you apply for a waiver to the following sections:

(3) Relevant Waivers

14 CFR § 107.31 (Visual Line of Sight Aircraft Operation)**

14 CFR § 107.39 (Operation over People)**

14 CFR § 107.145 (Operation over Moving Vehicles)**

(**) Double asterisk denotes relevant waivers as determined in the CONOPS portion of this waiver application.

Double check to see these three 'relevant waivers' appear on this page. These are the regs you are asking to get waived for this emergency operations waiver.

**FAADZ Guide to Public Safety Organization Shielded Operations Waiver
(107.31, 107.39, and 107.145)
Version 8-6, January 2025**

Waiver Application
Complete the following sections to continue your waiver application.

14 CFR § 107.145 (OPERATIONS OVER MOVING VEHICLES)

WAIVER SAFETY EXPLANATION* We are a public safety organization as defined in Public Law 118-63, Section 926(e) applying for a PSO-SO waiver. See attachments for more information.

150/15000 characters.

14 CFR § 107.31 (VISUAL LINE OF SIGHT AIRCRAFT OPERATION)

WAIVER SAFETY EXPLANATION* We are a public safety organization as defined in Public Law 118-63, Section 926(e) applying for a PSO-SO waiver. See attachments for more information.

150/15000 characters.

14 CFR § 107.39 (OPERATION OVER PEOPLE)

WAIVER SAFETY EXPLANATION* We are a public safety organization as defined in Public Law 118-63, Section 926(e) applying for a PSO-SO waiver. See attachments for more information.

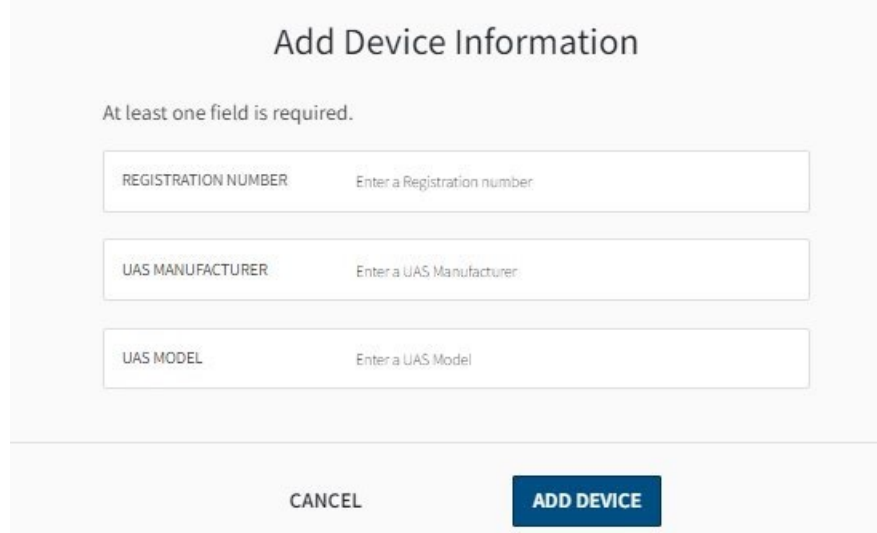
For expeditious processing, it is recommended that you state, “We are a public safety organization as defined in Public Law 118-63, section 926(e) applying for a PSO-SO waiver. See attachments for more information” in each free text field here. Alternatively, you could copy and paste the Waiver Safety Explanation Guidelines for each regulation and answer each one, but this will likely trigger a case-by-case review.

22. In each field for waiver safety explanation, **state that your entity “is a public safety organization as defined in Public Law 118-63, Section 926(e) applying for a PSO-SO waiver. See attachments for more information.”** If you don't want to use the checklist, you can create a separate word/pdf document answering ALL the WSEGs that apply to that regulation and attach those documents also, but this will likely trigger a case-by-case review and result in processing delays. If you don't use the checklist, for example, for 107.31 you would create one document that answers the WSEGs for 107.31. For 107.39 and 107.145, create a document that answers the WSEGs that apply to that waiver. You will be able to add attachments at a later stage in the application portal.
23. Proposed location: [Nationwide, in Class G and Classes E3, E4 airspace](#). If you foresee a need to regularly operate in controlled airspace, you will also need to *separately* apply for a wide area airspace authorization (for that particular airspace). This will be done separately in FAADroneZone with a 107.41 ‘airspace authorization’ application. Do this step only after you obtain your public safety emergency waiver. In those cases, when you apply for that wide area airspace authorization you should attach the Public Safety Emergency Waiver when issued by the FAA. Each controlled airspace location you want to operate in on a regular basis will need a separate 107.41 application. Expect to only get approval to operate up to the UAS Facility Map grid height. Any requests for altitudes higher than the UASFM will likely result in a denial. If you need to go higher than the UASFM in emergencies, we recommend you make the request via the SGI process. For many public safety, it may be simpler and easier to use the SGI process for

**FAADZ Guide to Public Safety Organization Shielded Operations Waiver
(107.31, 107.39, and 107.145)
Version 8-6, January 2025**

infrequent emergencies rather than applying for each location's airspace. Others may have jurisdictions that have them responding often, and those situations make sense to obtain those wide area airspace authorizations.

- 24. Operation parameters: [start date should be today's date. End date four years after start](#)
- 25. Proposed maximum altitude: [400 feet](#). Any higher will trigger a case-by-case review and is not going to be approved for this waiver. This waiver will limit the altitude to 200 feet above obstructions or the minimum deployment altitude for the PRS, whichever is higher.
- 26. Add Device is optional. Some analysts want to see the various sUA models you intend to use in



Add Device Information

At least one field is required.

REGISTRATION NUMBER	Enter a Registration number
UAS MANUFACTURER	Enter a UAS Manufacturer
UAS MODEL	Enter a UAS Model

CANCELADD DEVICE

these operations.

- 27. **Complete the Public Safety Organization-Shielded Operations Waiver checklist, have the Responsible Person initial and sign, save as a pdf file and attach this file, along with the letter** informing or explaining to the FAA that the organization meets the definition of a PSO as defined in PL 118-63 section 926(e), and a description of operations where the entity needs to fly beyond visual line of sight of the RPIC, operate over people, and over moving vehicles (BVLOS, OOP, and OOMV) to your waiver application when you get to the confirmation page. You can add the letter and checklist attachments when you get to the confirmation screen.

**FAADZ Guide to Public Safety Organization Shielded Operations Waiver
(107.31, 107.39, and 107.145)
Version 8-6, January 2025**

United States Department of Transportation
Federal Aviation Administration
FAADroneZone

Contact Hi [] Log Out

Part 107 Recreational Flyer

PART 107 DASHBOARD / PART 107 WAIVERS & AUTHORIZATIONS / OPERATIONAL WAIVER

1. CONOPS 2. Acknowledgment 3. Waiver Application 4. Device Details 5. Review Waiver 6. Confirmation

Operational Waiver: []
Reference number: DRAFT []
Last Updated Date: 09/27/2024

[DELETE DRAFT](#)

ADD ATTACHMENT

Responsible Party
Stakeholder ID: 195618

NAME	PART 107 ACCOUNT NAME	PRIMARY EMAIL
[]	[]	[]
MAILING ADDRESS	PHONE	
[]	[]	

Waiver Application
PART 107

WAIVER
14 CFR § 107.145 (Operations over Moving Vehicles)
[]

WAIVER
14 CFR § 107.31 (Visual Line of Sight Aircraft Operation)
[]

WAIVER
14 CFR § 107.39 (Operation over People)
[]

28. When you have completed all the steps, submit the application.

NOTE: Your application will be denied unless:

- a. you submit a letter, on your public safety entity's letterhead and signed by the Responsible Person, informing or explaining to the FAA that your entity meets the definition of public safety organization per PL 118-63, Section 926(e) and
 - i your entity is applying for a **public safety organization-shielded operations waiver (to 107.31, 107.39, and 107.145)**, and includes
 - ii a description of operations where the entity needs to fly beyond visual line of sight of the RPIC, operate over people, and over moving vehicles (BVLOS, OOP, and OOMV), and
- b. you submit the checklist with the Responsible Person's initials, signature, legible name, title, mailing address, and contact information.