

Item #	Provision	Notes/Other	Initial the boxes in this column
1	This waiver application relies on shielding as a primary mitigation. It does not rely on electronic detect-and-avoid systems such as radar, acoustic, or visual electronic detection systems. This is not a drone-in-the-box or drone-as-a-first-responder waiver application.		
2	The entity applying for this waiver is a public safety organization as defined in Public Law 118-63, section 926 (e).	You must attach a letter on your organization's letterhead, signed by the Responsible Person, informing or explaining to the FAA that your entity is a public safety organization that meets the definition in PL 118-63, Sec.926 (e)	
3	A complete description of the proposed operation and justification that establishes that the operation can safely be conducted under the terms of a certificate of waiver is included as a separate attachment with this waiver application.	Include this description and justification either in the body of the letter required above, or as a separate attachment. Explain what your organization does as a public safety organization, what operations the organization uses drones for, and under what circumstances you might need to operate BVLOS, or Over People, or Over Moving Vehicles (when and why)	
4	The Responsible Person of this organization accepts direct responsibility for safety of operations conducted under this Waiver and will ensure the Remote Pilot in Command (RPIC), manipulator of the controls, and visual observer(s) (VO) comply with all provisions of this Waiver		

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5	The entity acknowledges that airspace authorizations for controlled or special use airspace (see 107.41) are outside the scope of this waiver application. Any intended use of this waiver in controlled or special use airspace requires a separate airspace authorization issued by FAA or DoD Air Traffic Control.		
6	Initial the regulations you seek relief from in this waiver application:		
6a	14 CFR § 107.31 , Visual line of sight aircraft operation, to allow operation of the small unmanned aircraft (sUA) beyond the direct visual line of sight of the remote pilot in command (PIC)		
6b	14 CFR § 107.39 , Operations over human beings, allow sUA operations over human beings who are not direct participants, necessary for the safe operation of the small unmanned aircraft		
6c	14 CFR § 107.145 , Operations over moving vehicles, to allow sUA operations over a moving vehicle.		
	Initial the special provisions you agree to comply with as a condition of obtaining this waiver:		
7	The sUA will be equipped and operated with an anticollision light visible for 1 Statute Mile (SM) day, 3 Statute Miles (SM) twilight and night.	This is usually an aftermarket add-on product. Position lights are NOT anticollision lights. Red or White are the only acceptable colors for an anti-collision light. The anti-collision light must be on at all times during flight.	
8	The sUA will be equipped with Standard Remote ID unless otherwise authorized by the FAA in writing;	Standard Remote ID is a requirement to operate not in VLOS of the RPIC. See 89.115 (2)(ii)	

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9	The sUAS will be equipped and operated with a mechanism to shield or prevent rotating components (i.e., prop guards or rotor brake) from causing lacerations to human skin;		
10	sUA weighing more than 0.88 lbs. including all required equipage and payload, will be equipped and operated with a Parachute Recovery System (PRS) that conforms to ASTM F3322-18 or newer standard;	A PRS is required for any drone that weighs more than 0.88 lbs with the prop guards, anti-collision light, Remote ID, and payload.	
11	The weight of the sUA and all attachments and payload is:	A PRS is not required for sUA that weigh up to and including 0.88 pounds with all attachments, but is required for sUA that weigh more than 0.88 pounds with all attachments	Initial 11a and/or 11 b as applicable
11a	-less than or equal to 0.88 lbs.	PRS <u>not</u> required	
11b	-more than 0.88 lbs. but less than 55 lbs.	PRS required	
12	The use of an Automated Dependent Surveillance Broadcast-In (ADS-B In) receiver, (other than a cell phone or third party internet services) is required. The ADS-B In system must be operational and monitored by the RPIC at all times during the flight;		
13	The RPIC must have situational awareness of air traffic in the vicinity of the operation, and be in compliance with §107.37;	§107.37 is not waived, so it is imperative that the Responsible Person and the RPIC understand the sUA must still give way and not pose a collision hazard to manned aircraft at all times during the flight.	

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14	<p>Prior to each flight, a checklist will be completed by the RPIC to identify potential ground and air hazards that are within 1 statute mile of the intended operating area or route of flight. The checklist will:</p> <ul style="list-style-type: none"> a. Be briefed to VO(s) and person(s) flying the drone, and b. Identify the following items, at a minimum: <ul style="list-style-type: none"> 1) Areas or routes of low-level helicopter and airplane operations, such as helipads, grass airstrips, airports, military operations areas below 500 feet above ground level (AGL), tour operator flights, and farmland suitable for agricultural aircraft operations, 2) Location(s) of expected pedestrian and/or vehicular traffic, and 3) Highest obstacle or obstruction that may be encountered; 		
15	The route of flight will be planned to minimize the time spent operating over human beings and human beings located inside moving vehicles;		★
16	<p>The sUA will remain within 200 feet laterally of any obstruction being overflown, limited to:</p> <ul style="list-style-type: none"> a. A maximum of 200 feet above the highest obstruction along the route of flight, or b. If the sUA is equipped with an ASTM-conforming PRS, the minimum deployment altitude above the ground as stated in the PRS operator's manual, whichever is higher; 	For purposes of this waiver, "obstruction" means any physical object, man-made or natural, that would stop or impede the flight of the sUA if physical contact is made.	
17	The sUA will be programmed to limit the distance flown to a maximum of 1 statute mile (SM) from the RPIC and telemetry will be monitored during flight to ensure the sUA remains within 1 SM of the RPIC;		

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18	Prior to takeoff, the sUAS must be programmed to execute a pre-programmed return-to-home (RTH) command if the signal is lost or disrupted for more than 5 seconds;		
19	Prior to takeoff, the RPIC will program a return to home (RTH) altitude that avoids any obstructions along the RTH route, limited to no higher than 200 feet above any obstruction encountered along the route or 400 feet AGL, whichever is lower;	For purposes of this waiver, "obstruction" means any physical object, man-made or natural, that would stop or impede the flight of the sUA if physical contact is made.	

Date: _

Public Safety Organization	Responsible Person
Name:	Name:
Address 1	Signature:
Address 2	Title:
Address 3	Phone Number:
State/Territory:	Email Address:
Zip Code:	Other: Office number:
Webpage:	