Conducting Public Aircraft Operations
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#UAS2018
Public vs Civil

Public

• More up front work results in more airspace access
• Self certify airworthiness, pilot
• ATC Services Specified in COA
• Requires letter from Attorney General
• Requires detailed concept of operations which speeds up coordination later
• Limited operations

Civil

(14 CFR Part 107)

• Less up-front work
• Requires aircraft registration & operator certification
• No Authorization required in Class G Airspace
• Requires separate waivers for operations outside of rule
• All sUAS public operations can be done under 107.
Public Aircraft Requirements

49 USC §40102(a)(41) (Public Aircraft Definition)

- An aircraft owned and operated by the federal government, U.S. military or government of a State
- State governments that lease aircraft have an additional statutory limitation of minimum lease length (90 continuous days)

49 USC §40125 (Restrictions on Operations)

- No public aircraft operations (PAO) may be for a commercial purpose (compensation).
- Each PAO must have a governmental function as defined by the statute (Activity by a government, such as national defense, intelligence, firefighting, search and rescue, law enforcement.)
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*Note: All UAS greater than 0.55 pounds must be registered (see part 47 and part 48 requirements)

#UAS2018
Airspace Authorizations Required

Public

- Certificate of Authorization or Waiver (COA) for any airspace
  - Blanket COA for Class G
  - Jurisdictional COA
  - Site Specific COA

Civil

(14 CFR Part 107)

- Authorization under 107.41 for controlled airspace
- Future-Low Altitude Authorization and Notification Capability (LAANC)
- All sUAS public operations can be done under 107.

Can’t mix public and Part 107 operation – it’s either one or the other.