3. *Public safety organizations often conduct operations under 14 CFR Part 107, as well as public aircraft operations.*

REFERENCE–
49 USC 40102, Definitions.
49 USC 40125, Qualifications for Pubic Aircraft Status.

b. A PAO is conducted under certain 14 CFR Part 91, UAS Operations Rules, with a COA granted to allow access to the NAS. A PAO COA allows blanket UAS operations in Class G airspace throughout the entire continental United States, including operations at night with appropriate lighting and training, for the duration of the COA. Waivers and/or authorizations to the COA can permit operations beyond the basic COA. Operating as a PAO requires adherence to specific conditions as directed in the COA. Operations under the public aircraft statute cannot include purposes that are not governmental functions. For example, a police UAS flying without remuneration to obtain footage for a department promotional video would not be a governmental function.

c. COA Application Process:

1. Public Declaration Letter (PDL). The first step in getting a PAO COA is to be recognized as an authorized government agency by submitting a PDL that shows the organization is indeed a governmental entity as defined by federal law. FAA general counsel reviews this letter, which is usually issued by a city, county, or state attorney Federal agencies are deemed to be governmental entities without submitting a PDL.

2. COA Request. If formally recognized as a governmental entity under federal law, entities are given access to the COA Application Process System (CAPS) or DroneZone, where a request for a PAO COA may be submitted. Operating as a PAO requires you to adhere to specific conditions as directed in your COA. Remember that an aircraft described in subparagraph (a), (b), (c), or (d) of 49 USC 40102(a)(41), Definitions, does not qualify as a public aircraft under such section when the aircraft is used for commercial purposes (e.g., performing a non–governmental function).

REFERENCE–
AC 00–1.1, Public Aircraft Operations—Manned and Unmanned.
49 USC 40102, Definitions.

11–4–4. 14 CFR Part 89 Remote Identification and FAA–Recognized Identification Areas (FRIAs)

a. Background:

1. Remote identification (RID) of UAS is crucial to UAS integration.

2. RID is the ability of a UAS in flight to provide identification and location information that can be received by other parties.

3. RID allows the FAA, national security agencies, law enforcement, and others to distinguish compliant airspace users from those potentially posing a safety or security risk. It helps these agencies find the control station when a UAS appears to be flying unsafely or where it is prohibited.

b. Remote ID Rule:

1. 14 CFR Part 89, Remote Identification (RID) of Unmanned Aircraft, will require most drones operating in U.S. airspace to have RID capability. UAS not equipped with RID capability will be limited to operating in specific FAA–approved geographic locations, such as FRIA.

REFERENCE–
14 CFR Part 89, Remote Identification of Unmanned Aircraft.

2. There are three ways drone pilots will be able to meet the identification requirements of the RID rule: Standard RID, RID Broadcast Module, and FRIAs.

(a) Standard RID. Only standard RID drones may be manufactured after the September 16, 2022, rule effective date. Unmanned aircraft broadcast the RID message elements directly from the unmanned aircraft from takeoff to shutdown. Message elements include: (1) A unique identifier to establish the identity of the unmanned aircraft; (2) an indication of the unmanned aircraft latitude, longitude, geometric altitude, and velocity; (3) an