

Ascend 2025

Drone as First Responder Program Manager Training

Tuesday, September 16 2025
9 am - 4 pm PT



Course Objective

Familiarization on core competencies related to sUAS program management for Drone as First Responder programs

This course has been designed for sUAS Program Management professionals serving Public Safety and Law Enforcement organizations



Course Schedule

09:00–09:15

Introduction to Drone as First Responder | Noreen Charlton

09:15–10:00

Regulatory Considerations | Jakee Stoltz

Gain a clear understanding of waiver pathways, Part 108, and how to align your DFR program with FAA regulations

10:15–11:00

Designing for DFR Program Value | Katrina Armistead

Learn how to define objectives, draft RFPs, and position your DFR program for sustainable funding

Course Schedule

11:00-12:00

Achieving Operational Success with DFR | Jason LaFond & Deepu John

Learn how to apply best practices, SOPs, and real-world case studies to align your DFR program with operational objectives and long-term value

12:00-01:00

Lunch Break

01:00-02:00

Preparing Sites for Operational Readiness | Graham Campbell

Learn how to select, prepare, and manage Dock installation sites while laying the foundation for long-term program ownership

Course Schedule

02:00-03:00

Flight Crew Training & Education | Brian Morel & Jakee Stoltz

Learn how to design, staff, and sustain an in-house training program that keeps your DFR flight crew proficient, compliant, and mission-ready

03:15-04:15

Community Engagement | Mira Marquez & Ben Husch

Learn how to build trust and support for your DFR program by engaging the public, city councils, and elected officials with transparency, empathy, and effective communication

Course Instructors



**Jakee
Stoltz**

Director, Aviation
Regulatory Affairs



**Katrina
Armistead**

Go-to-Market
Strategy



**Graham
Campbell**

Drone as First
Responder Program
Manager



**Deepu
John**

Solutions Engineer,
Public Safety

Course Instructors



**Mira
Marquez**

Program Manager,
Skydio For All



**Ben
Husch**

Director, Policy &
Community Affairs



**Noreen
Charlton**

Public Safety
Strategy



**Jason
LaFond**

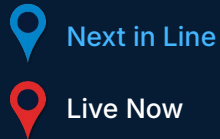
Customer Success
Manager - DFR & Public
Safety

Introduction to Drone as First Responder (DFR)

Noreen Charlton



DFR is here and Skydio is trusted by over 800 agencies nationwide



*Not shown: Japan

Real results from real deployments



SAN FRANCISCO POLICE DEPT

42% reduction in auto theft
500+ arrests
30% drop in overall crime



LAKEWOOD POLICE DEPT

768 flights in 15 weeks
33% of CFS received DFR
38% of CFS cleared without patrol



REDMOND POLICE DEPT

88 sec average response time
48% faster than officers on P1
25% of CFS cleared without patrol



OKLAHOMA CITY POLICE DEPT

40% flights for fire-related calls

Building your DFR Program

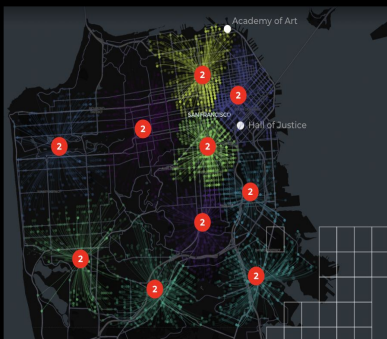
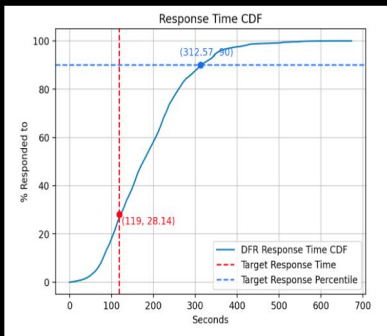
Regulatory

Obtain a Public Safety COA

How To



Coverage model



Site selection & install



Staffing



Over 400 combined years of public safety and law enforcement experience



Regulatory Considerations

Jakee Stoltz



Session Objectives

Regulatory Considerations

1. Understand current status of 200' and 400' BVLOS waivers
2. Learn how to request an airspace authorization to operate above UAS Facility Map altitudes (zero grids)
3. Learn about future "multidrone" waivers



What did we talk about last year?

The DFR Adoption Journey: Regulatory

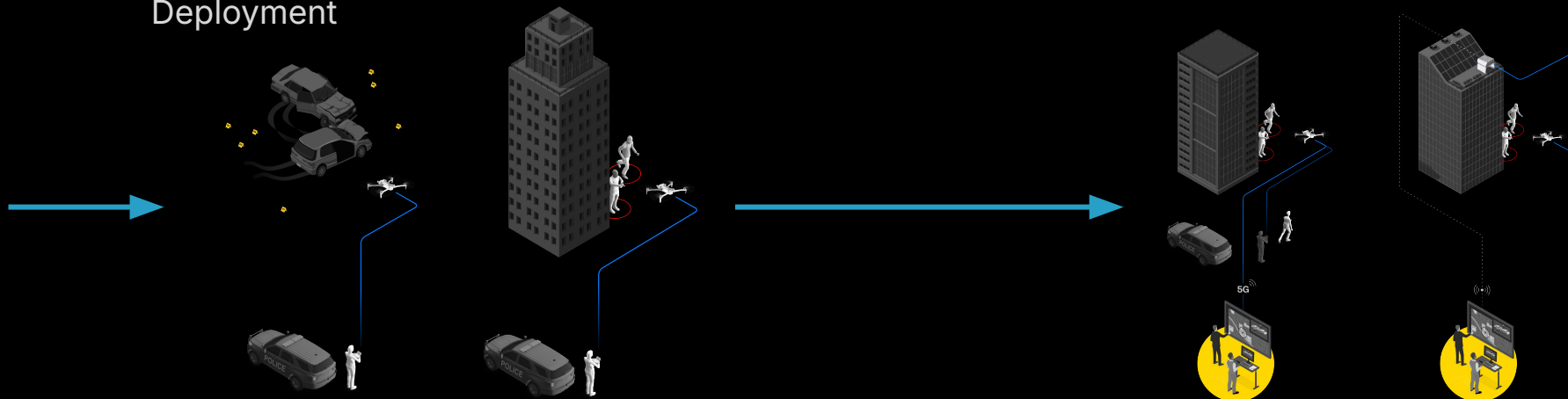
Start with Part 107

Acquire
Jurisdictional COA

Acquire
DFR BVLOS COAs

Specialized Units & Patrol Led
Deployment

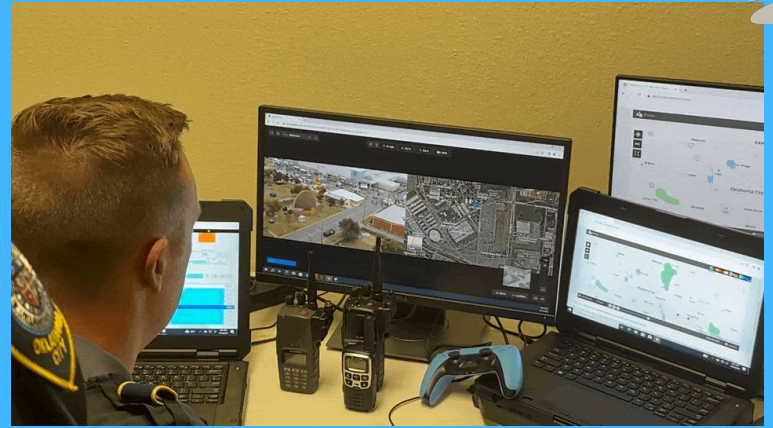
DFR Operations



Today DFR with Visual Observers

Request a First Responder BVLOS Certificate of Authorization

- Requires Visual Observers (VOs) to scan 2 miles of airspace around the drone
- Up to 400' Above Ground Level (AGL) or up to the FAA UAS Facility Map altitudes
- Transient operations over human beings when necessary to safeguard human life allowed
- Can acquire in approximately one month

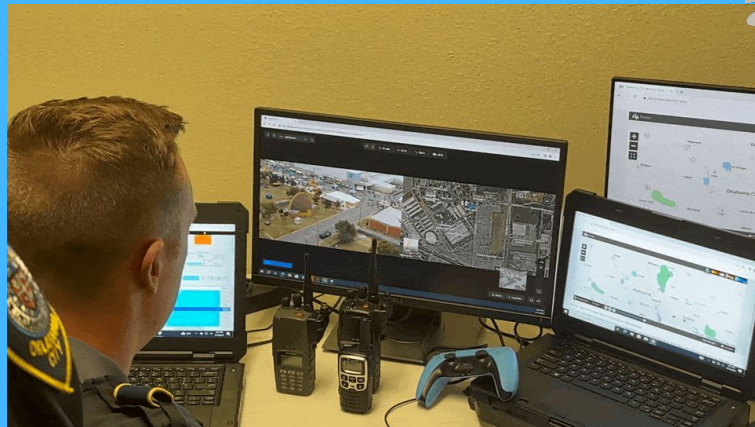


Soon

DFR without Visual Observer

Pathways are emerging for both
COAs and Part 107 waivers

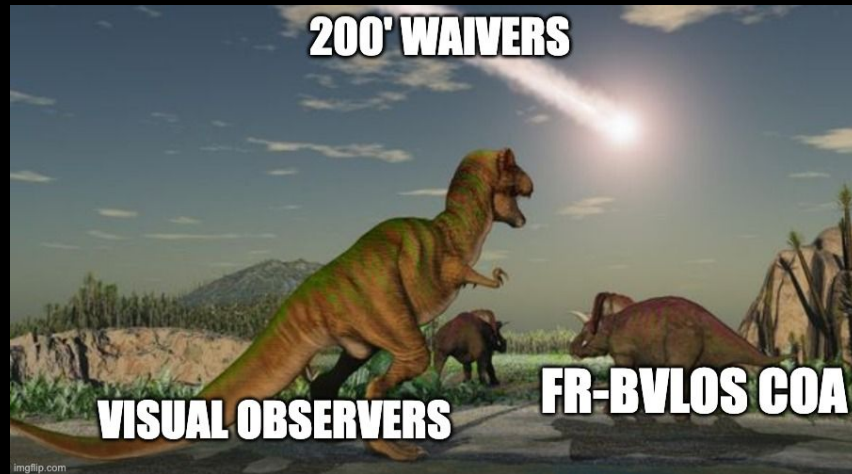
- Agency must develop and submit a safety case to the FAA for review
- The safety case must consider:
 - Airspace safety
 - Citizen safety



Where are we today?

600+

"No VO" approvals
(~87% are 200' requests)

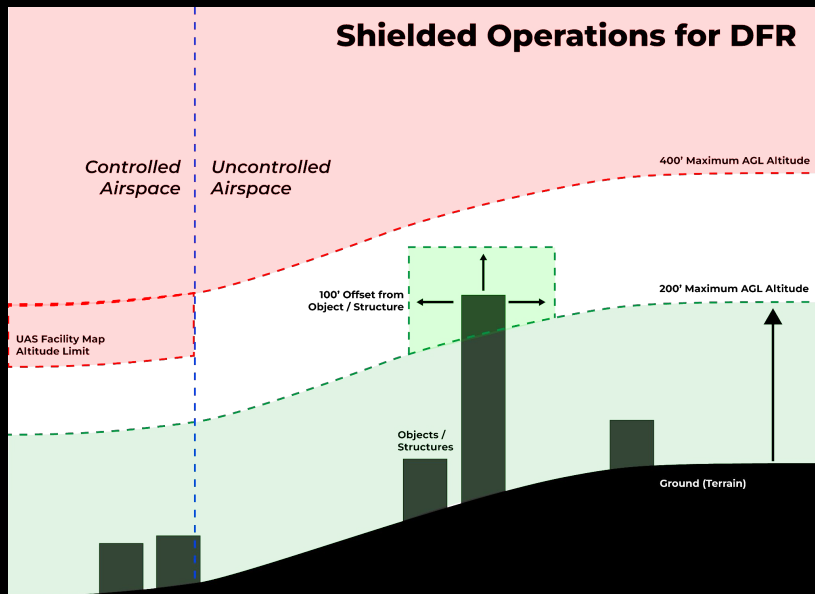


The map is growing!

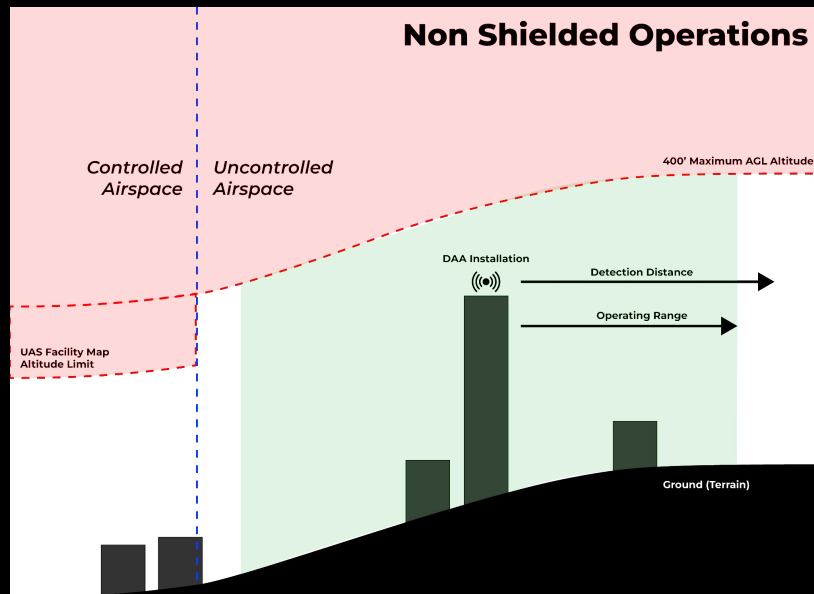
5

average days from submission to approval
(for 200' + ADS-B requests)

Two Concepts of Operation



- 200' Operations
- ADS-B Only
- "Blanket approval"



- 400' Operations
- ADS-B + **non-cooperative DAA tech**
- Ops up to 400' within sensor range

Stuck on the Public Declaration Letter?

It's no longer required for the COW!

Agencies now self-certify the two eligibility requirements on their own letterhead:

1. The agency is a political subdivision and meets the statutory definition of Public Aircraft
2. The agency is a Public Safety Organization

Template letter is available on the FAA Public Safety Toolkit. Make sure this letter is on your agency's letterhead.

ADD AGENCY LETTERHEAD

Date: [DATE]

Federal Aviation Administration
Attention: Part 91 Waiver Team-AFS 751
800 Independence Ave, SW
Washington, DC 20591

Reference: Public Aircraft/Public Safety Organization-91.113 Waiver

To whom it may concern:

This letter is to inform you that [AGENCY NAME] is a political subdivision of [ENTER THE NAME OF THE STATE, DC, US TERRITORY, OR INDIAN TRIBAL NATION] and meets the statutory definition of Public Aircraft in 49 USC 40102(a)(41) and also meets the statutory definition of Public Safety Organization in 49 USC 44806(e). In this section, 'public safety organization means an entity that primarily engages in activities related to the safety and well-being of the general public, including law enforcement, fire departments, emergency medical services, and other organizations that protect and serve the public in matters of safety and security.'

We desire a Public Aircraft/Public Safety Organization 91.113 Waiver to support our public safety mission with sUAS under 14 CFR part 91. The PAO/PSO 91.113 waiver checklist has been completed by the Responsible Person and is attached to the waiver application.

Some examples of public safety missions we typically conduct using drones includes but are not limited to: tactical situations with the Special Weapons and Tactics (SWAT), accident reconstruction, active shooters / officer-involved shootings (OISs), situations involving hazardous materials, fires, search and rescue missions, and calls for service. At times during these missions there are situations when we need to operate the UAS beyond visual line of sight of the remote pilot, and/or operate over human beings, and/or operate over moving vehicles with people inside for life safety and other public safety reasons. These situations may arise during the day or night.

Sincerely,

Signature: [SIGNATURE]

Printed Name: [NAME]

Title: Responsible Person

Telephone: [PHONE]

Email: [EMAIL]

If you haven't requested yours yet, don't wait!



<https://www.skydio.com/resources/whitepapers/part91-bvlos-waiver-process>

The guide was updated right before Ascend!

- Clear guidance to request a 200' or 400' waiver
- **NEW: Information on requesting an airspace authorization**

Flight above UAS Facility Map Altitudes

North Chili

Chili Center

West Chili

Maplewood

Frederick Douglass/Greater Rochester Intl (ROC)

Rochester
International
Airport

Quick FAA waiver flowchart

**I need approval to fly BVLOS
in controlled airspace.**

Get a BVLOS waiver first

Part 107

107.31 request in DroneZone and
get COW

107.41 request in DroneZone and
get COA

Part 91

Email FAA and get COWA

CAPS application and get COA

Then get an airspace authorization (COA)

FAA Jurisdiction & Acronyms

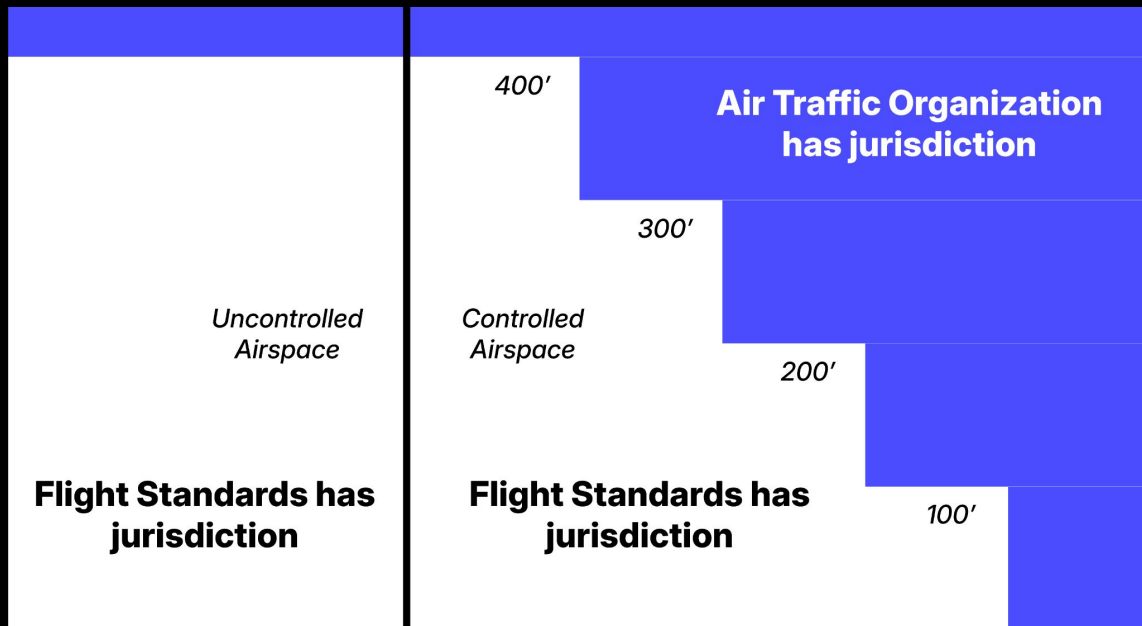
Certificate of Authorization (COA)

- Typically Air Traffic Organization issues COAs

Certificate of Waiver (COW)

- Typically Flight Standards issues COWs

What makes the 200' and 400' waivers so unique is the two got combined into a Certificate of Waiver **and** Authorization (COWA)!



Quick FAA waiver flowchart

**I need approval to fly BVLOS
in controlled airspace.**

Get a BVLOS waiver first

Part 107

107.31 request in DroneZone and
get COW

107.41 request in DroneZone and
get COA

Then get an airspace authorization (COA)

Part 91

Email FAA and get COWA

CAPS application and get COA

200' and 400' Part 91 BVLOS waivers say...

11. During Beyond Visual Line of Sight (BVLOS) Operations, flights may occur without a VO, provided the UA remains:

- a. In **Class G Airspace**,
 - 1) at or below 200 feet above the ground, or
 - 2) 100 feet above the height of any obstruction (natural or man-made) that is within a 100 foot radius of the sUA, not to exceed 400 feet AGL, or
- b. In **Class B, C, D or E (Surface Area) Airspace**,
 - 1) at or below 200 feet above the ground, or
 - 2) below the UASFM altitude, whichever is lower;

12. An airspace authorization must be obtained through CAPS/CADZ, at <https://caps.faa.gov/coportal>,

for any flights:

- a. above 400 Feet AGL in Class G airspace,
- b. above the UASFM grid heights,
- c. in controlled airspace where UASFM's are not applicable, or

How do I submit an airspace authorization?



12. An airspace authorization must be obtained through CAPS/CADZ, at <https://caps.faa.gov/coportal>, for any flights:
- above 400 Feet AGL in Class G airspace,
 - above the UASFM grid heights,
 - in controlled airspace where UASFM's are not applicable, or

Submitting an Airspace Authorization

(Today, but subject to change!)

01

Get access to CAPS

1. Get Public Declaration Letter
2. Fill out CAPS Access Form
3. Email #1 and #2 to the FAA

02

Develop request

1. Evaluate airspace and safety case
2. Develop graphic and KMZ
3. Coordinate with airport

03

Submit in CAPS

Skydio guide available

1. Get Access to COA Application Processing System (CAPS)

Email two documents to the FAA

Public Declaration Letter

Letter **signed by outside counsel** declaring the agency is a Public Aircraft Operator.

This is different than the PAO - PSO Letter to obtain a 200' or 400' waiver.

CAPS Access Form

Simple form filled out by the individual who will submit COAs on behalf of the agency.

A. Declaration Letter Example

Attorney official letterhead	 City of Teles
Letter is dated	August 16, 2024
	Federal Aviation Administration Unmanned Aircraft Tactical Operations, AJV-115 490 L'Enfant Place SW, Suite 7105 Washington, DC 20024
	RE: Public Declaration Letter for the Teles Police Department's Application for Operation of Unmanned Aerial System Certificate of Authorization (COA)
	To Whom It May Concern:
The individual making the declaration and the agency for which the declaration is for are identified	I am the elected City Attorney for the City of Teles. This letter is in response to the status certification of the Teles Police Department, pursuant to sections 40102 and 40125 of Title 49 of the United States Code.
40102(a)(41)(C) and the appropriate references to state statute(s) are noted to declare the agency is a political subdivision of the state for the purposes of public aircraft operations	For the purposes of section 40102(a)(41)(C), which defines "public aircraft", the Teles Police Department is a component part of the City of Teles, which is a political subdivision of the State of North Dakota. The City of Teles is a home rule municipality authorized by Article VII of the Constitution of North Dakota and enabled as a municipal corporation by Appendix B of Teles Code of Ordinances.
A declaration referencing 40125(a) and (b) that the agency will not operate for commercial purposes (compensation or hire)	The Teles Police Department will operate its unmanned aircraft systems in accordance with section 40125(a) 1 and 40125(b) of Title 49 of the United States Code and will not conduct operations for commercial purposes (compensation or hire).
Points of contact for the Attorney and agency.	Please do not hesitate to contact: John Doe City of Teles Attorney 100 1st Street (123) 456-7890 john.doe@email.gov Jane Doe Teles PD Program Manager 200 2nd Street (123) 456-7890 jane.doe@email.gov
Signature block of the individual making the declaration	Sincerely, [SIGNATURE] John Doe City of Teles Attorney

Certificate of Operation (COA) Application Processing System (CAPS) Access Request Form

The Certificate of Waiver or Authorization (COA) Application Processing System (CAPS) is a web application developed in support of the Federal Aviation Administration (FAA) Modernization and Reform Act of 2012 (FMRA), PL 112-95, § 333 & 334. The FMRA directs the FAA to safely integrate Unmanned Aircraft Systems (UASs) into the National Airspace System (NAS). CAPS provides an interactive on-line application process to request a COA for a specific flight operation, or a blanket COA, which permits nationwide flights under standard restrictions.

In order to gain access to CAPS and complete a COA, please complete this form and submit in accordance with the instructions provided at <https://caps.faa.gov>.

If you are not sure about which type of waiver or authorization is needed for your UAS operation, please visit www.faa.gov/uas.

Section 1: Proponent Information

Date	Name
Public/Civil Entity	
Telephone	Email
Is requester a contractor for a public entity? ☐ Yes ☐ No If Yes, proceed to Section 2. If No, proceed to Section 3.	

Section 2: Contractor Requests

Contractors must submit this form along with a signed letter from the authorizing agency for public requests.	Example #1: This letter is to authorize (Contractor Name), of (Company Name), (Company Address), on-line access to the (Public/Civil Entity) COA documents and process. Example #2: This letter is to authorize (Contractor Name), of (Company Name), (Company Address), on-line access to the (Public/Civil Entity) COA documents, process, and to serve as the primary point of contact in all COA matters.
---	--

Section 3: Permissions

☐ I am requesting the ability to draft, update, and commit COAs on behalf of the (Public/Civil Entity) listed above. I will be applying for the following COA type (select all that apply): ☐ Civil ☐ Public - non DOD ☐ DOD

Section 4: UAS Operation(s)

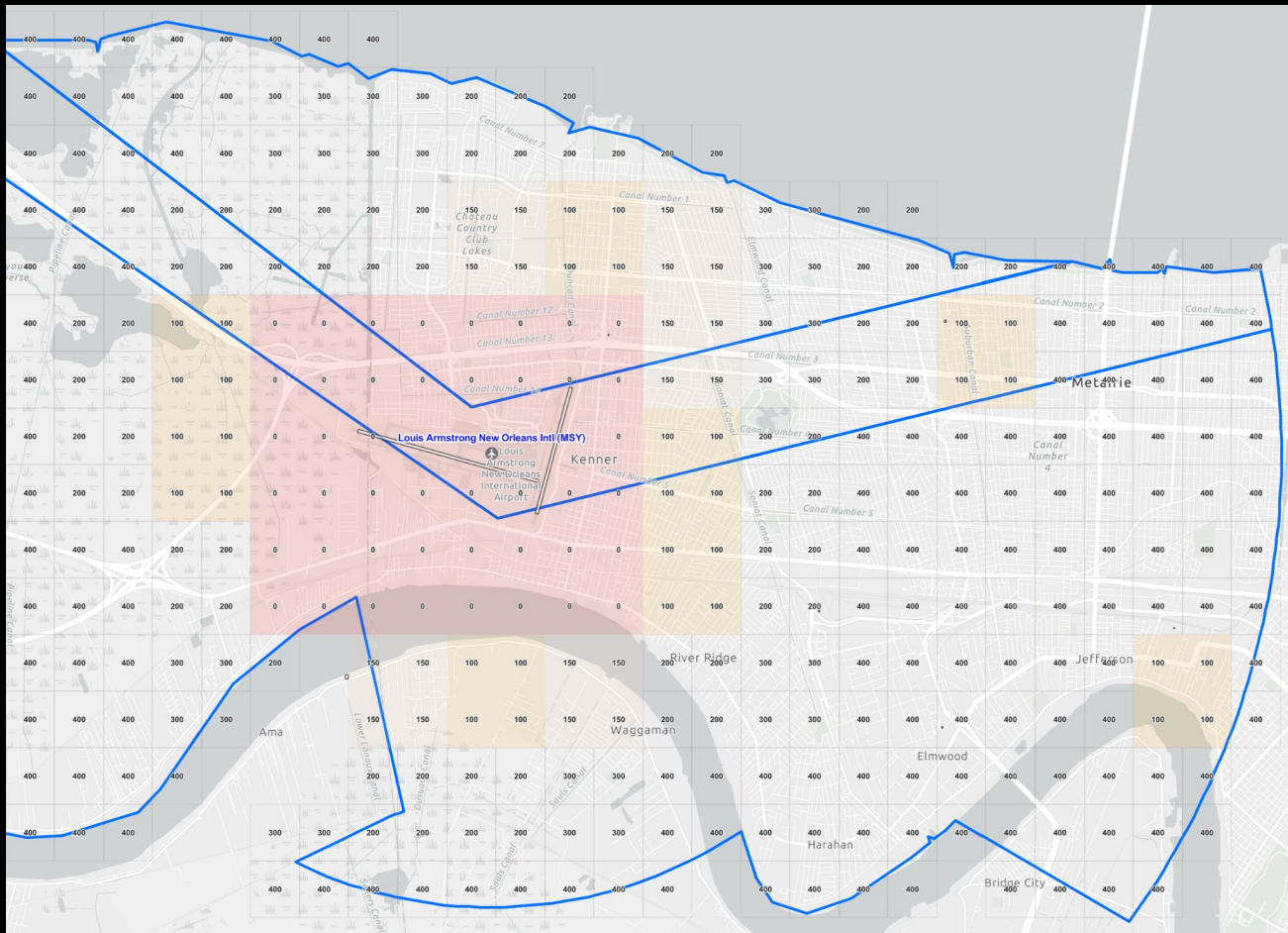
Area of Responsibility (AOR) Please indicate the county and state where the UAS will operate. Provide us with a reason why you are using a UAS. Example #1: I will submit COA applications for the (Name of University) which is developing a UAS program to address law enforcement and emergency response applications. Example #2: I am a UAS operator and the UAS Tier 1 Projects Officer for Marine Corps Systems Command and will be conducting flight demonstrations for VIP visitors, (SES and Flag officers). I will need to establish an account in order to create COA requests. Example #3: I will submit COA applications for the (Name of University) which is developing a UAS program for the purpose of research and development. Initially research efforts will focus on agricultural applications but eventually will move into other areas of UAS technology development and applications. Example #4: I just started working UAS Airspace issues for the Air Force Special Operations Command. I will need to establish an account in order to create COA requests.	
---	--

PRIVACY ACT STATEMENT: This statement is provided pursuant to the Privacy Act of 1974, 5 USC § 552a. The authority for collecting personally identifiable information (PII) through the COA Application Processing System (CAPS) website is contained in 14 CFR Part 107 which permit small UAS operators to apply for certificates of waiver to allow a small UAS operator to deviate from certain provisions of 14 CFR part 107 if the Administrator finds the operator can conduct safely the proposed operation under the terms of a certificate of waiver. In addition, it permits operators to request authorizations to enter controlled airspace (Class B, Class C, or Class D airspace, as well as the lateral boundaries of the surface area of Class E airspace designated for an airport). The principal purpose for which information collected is intended to be used is to complete the COA process and receive a response. Failure to provide the required information will prevent the FAA from granting a certificate of waiver or authorization which is required by 14 CFR part 107 to be completed prior to operation of the small UAS. The information collected to complete the COA process and issue the unique identifier is included in a Privacy Act System of Records known as DOT/FAA 854, titled "Requests for Waivers and Authorizations Under 14 CFR Part 107 - 81 FR 50789 - August 2, 2016." Records from this system of records may be disclosed in accordance with the routine uses that appear in Department of Transportation (DOT)/FAA 854, available at <https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notices>.

2. Develop request

Let's look at an example of how to evaluate airspace and create a graphic + KMZ.

Louis Armstrong / New Orleans Intl

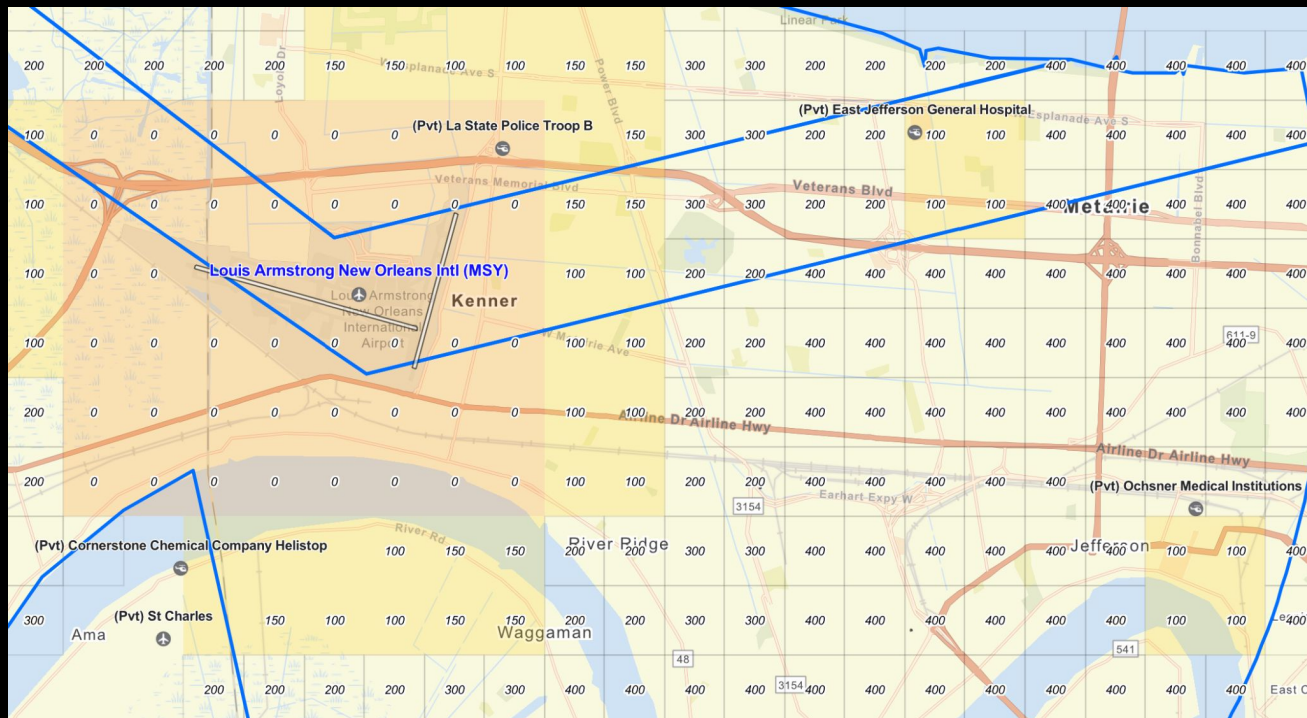


If you'd like to follow along in your agency...

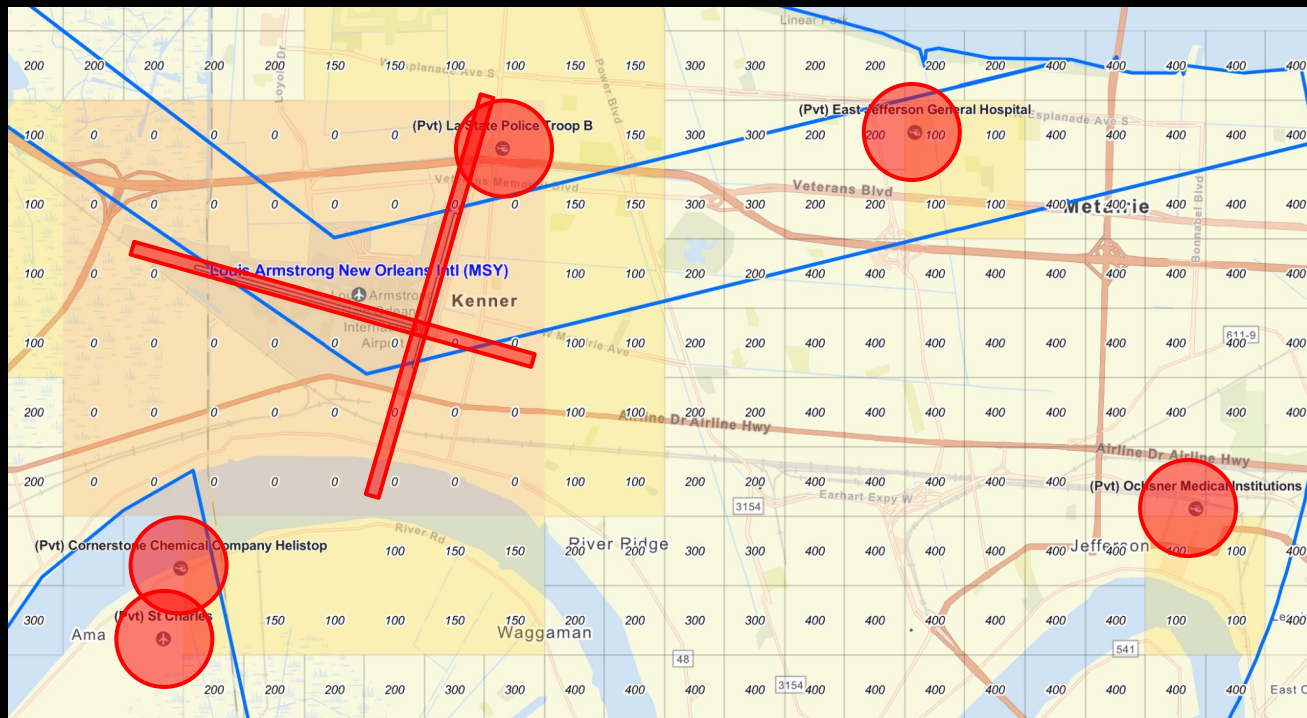


Public Safety Airspace Map

Consider areas of low flying crewed aircraft.



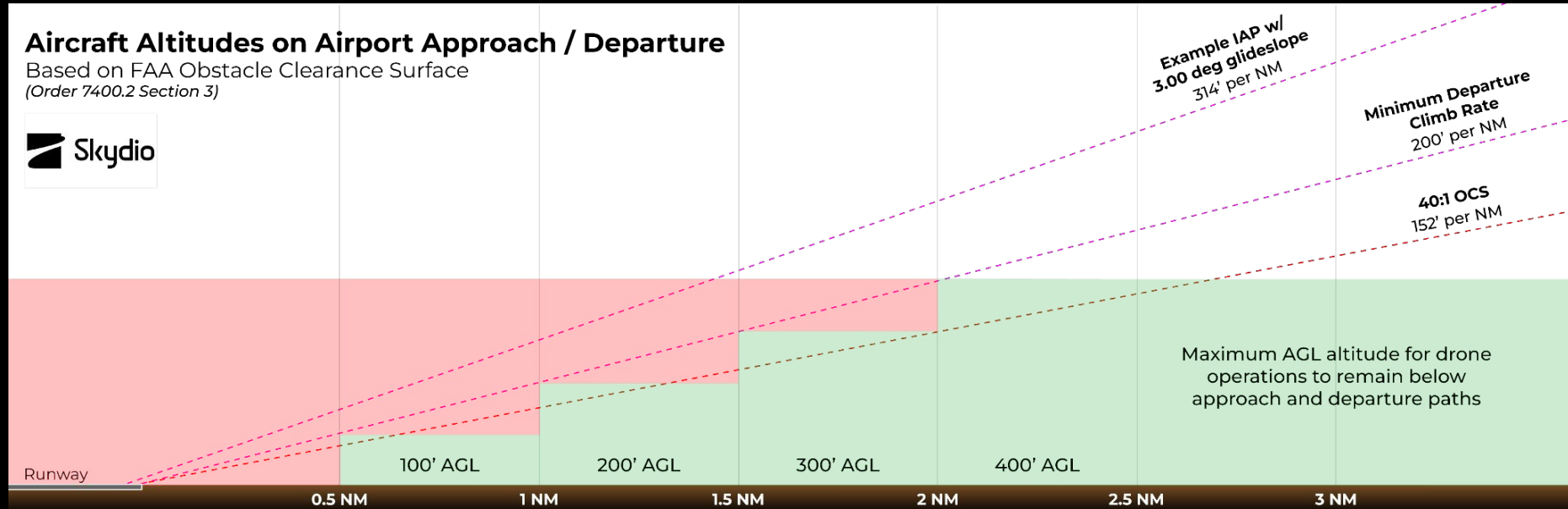
Consider areas of low flying crewed aircraft.





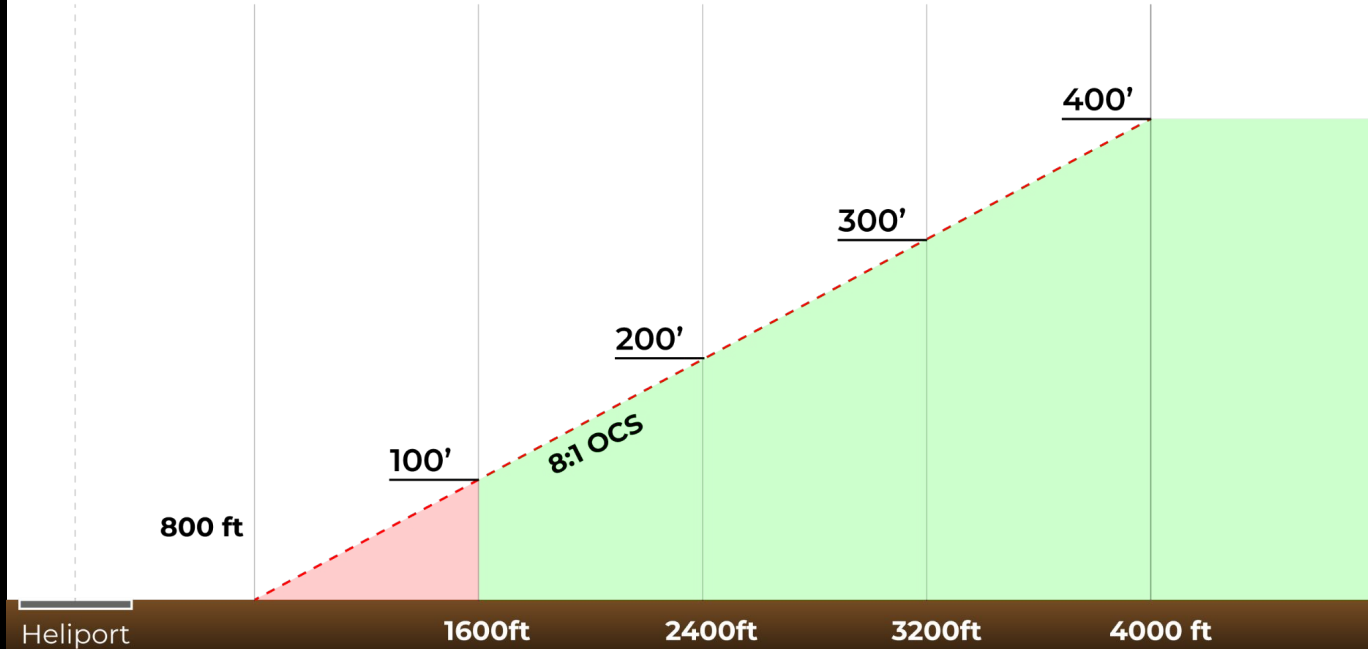
Aircraft Altitudes on Airport Approach / Departure

Based on FAA Obstacle Clearance Surface
(Order 7400.2 Section 3)

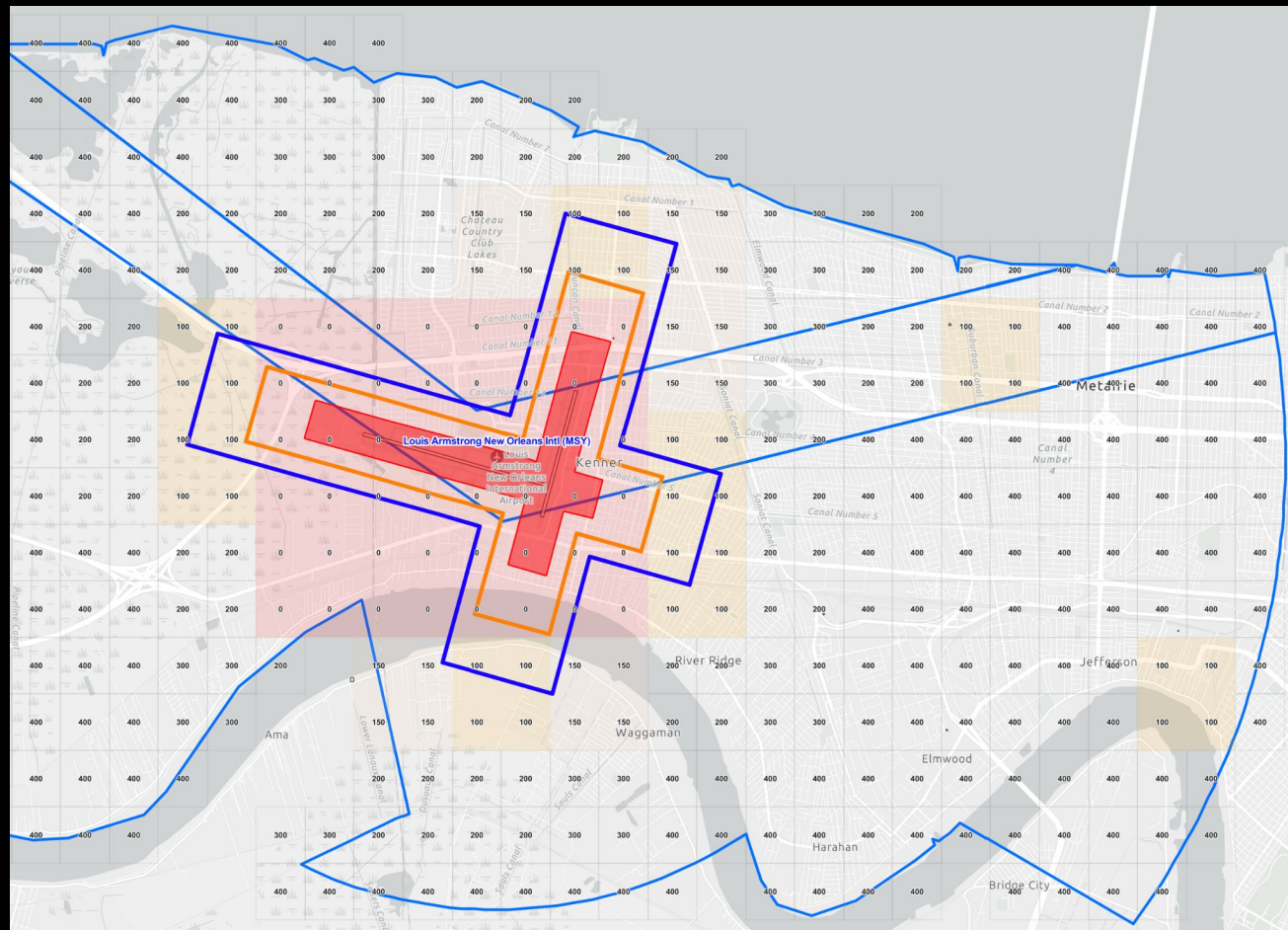


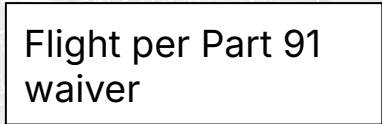
Heliport Buffer

Based on FAA Heliport Design
(AC 150/5390-2D)



Baseline Ask





3. Request COA in CAPS

CAPS is bad... but we have a guide.

What you need:

- Public Declaration Letter
- Skydio X10 Emergency Procedures PDF
- Skydio X10 Lost Link Procedures PDF
- Lost Comms PDF
- Airworthiness Statement
- 200' or 400' BVLOS waiver
- Area / Altitude graphic
- Area / Altitude KMZ

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION CERTIFICATE OF WAIVER OR AUTHORIZATION	
ISSUED TO Las Vegas Metropolitan Police Department	14 CFR Part 91
CONTACT INFORMATION Attention of Name: Steven Oscar Address: 400 S Martin Luther King Blvd City, State, ZIP: Las Vegas, NV 89106	
This Certificate of Authorization (COA) is issued for the operations specifically described hereinafter. No person shall conduct any operation pursuant to the authority of this COA, except in accordance with the standard and special provisions contained in this COA, and such other requirements of the Code of Federal Regulations (CFR) not specifically waived.	
OPERATIONS AUTHORIZED Operation of small unmanned aircraft system(s) (sUAS) Beyond the Visual Line of Sight (BVLOS) of the Pilot in Command (PIC) in accordance with the operator's 14 CFR Part 91.113(b) BVLOS waiver 91.113-2025-00160 in Class B and D airspace, at or below 200 feet above ground level (AGL), in the vicinity of Las Vegas, Nevada, under the jurisdiction of Las Vegas Terminal Radar Approach Control (L30), Las Vegas Airport Traffic Control Tower (LAS), North Las Vegas Airport Traffic Control Tower (VGT), Nellis Air Force Base Airport Traffic Control Tower (LSV), Henderson Airport Traffic Control Tower (HND), and Nellis Air Traffic Control Facility (NATCF). See Special Provisions and Attachments.	
LIST OF WAIVED REGULATIONS BY SECTION AND TITLE See AFS-700 waiver for list of waived regulations.	
STANDARD PROVISIONS	
1. A copy of the application made for this COA shall be made available upon request. 2. This COA shall be presented for inspection upon the request of any authorized representative of the Federal Aviation Administration (FAA) or of any State or municipal official charged with the duty of enforcing local laws or regulations. 3. The holder of this COA shall be responsible for the strict observance of the terms and provisions contained herein. 4. This COA is non-transferable.	
Note- This COA constitutes a waiver of those Federal rules or regulations specifically referred to above. It does not constitute a waiver of any State law or local ordinance.	
SPECIAL PROVISIONS	
Special Provisions 1 to 5 , inclusive, are set forth on the following pages. This COA, 2025-WSA-16945-COA, is effective from 09/10/2025 to 09/09/2027, and is subject to cancellation at any time upon notice by the Administrator or his/her authorized representative.	
BY DIRECTION OF THE ADMINISTRATOR	
FAA, Western Service Center (Region)	ADAM A VETTER Digitally signed by ADAM A VETTER Date: 2025.09.10 10:03:53 -0700 Adam Vetter (Signature)
Tactical Operations Team, Manager, AJV-W23 (Title)	

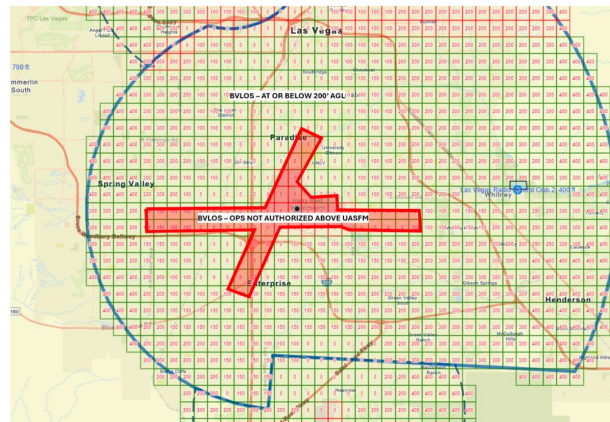
SPECIAL PROVISIONS

1. GENERAL:

- Operations under this COA must be conducted in accordance with the provisions contained in the approved AFS-700 issued 14 CFR § 91.113 waiver 91.113-2025-00160.

Operations Area

Location: In the vicinity of Harry Reid International Airport, Nevada
Class(es) of Airspace: B
At or Below: 200 feet AGL as coordinated



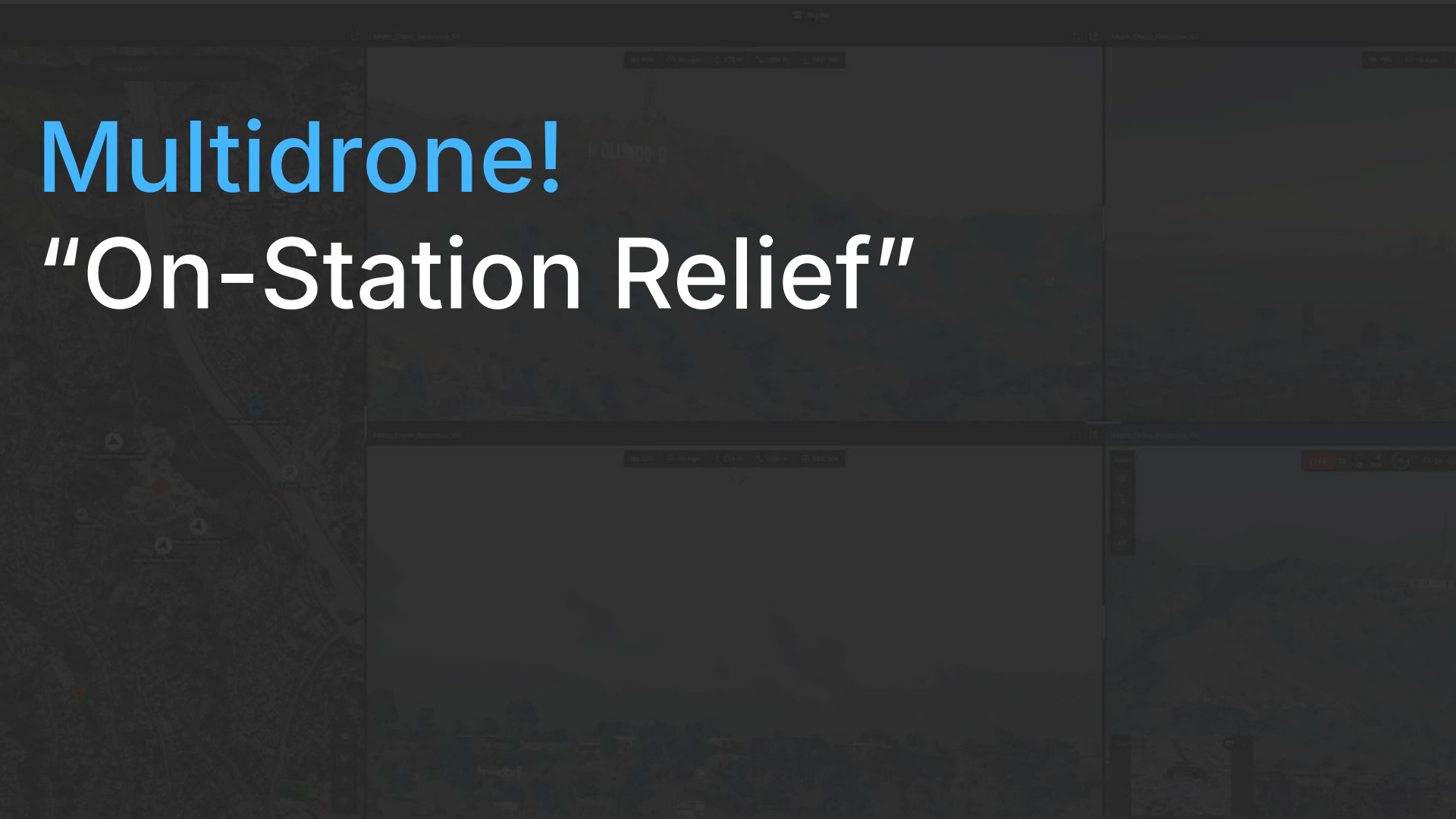
DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION CERTIFICATE OF WAIVER OR AUTHORIZATION	
ISSUED TO Las Vegas Metropolitan Police Department	14 CFR Part 91
CONTACT INFORMATION Attention of Name: Steven Oscar Address: 400 S Martin Luther King Blvd City, State, ZIP: Las Vegas, NV 89106	
This Certificate of Authorization (COA) is issued for the operations specifically described hereinafter. No person shall conduct any operation pursuant to the authority of this COA, except in accordance with the standard and special provisions contained in this COA, and such other requirements of the Code of Federal Regulations (CFR) not specifically waived.	
OPERATIONS AUTHORIZED Operation of small unmanned aircraft system(s) (sUAS) Beyond the Visual Line of Sight (BVLOS) of the Pilot in Command (PIC) in accordance with the operator's 14 CFR Part 91.113(b) BVLOS waiver 91.113-2025-00160 in Class B and D airspace, at or below 200 feet above ground level (AGL), in the vicinity of Las Vegas, Nevada, under the jurisdiction of Las Vegas Terminal Radar Approach Control (L30), Las Vegas Airport Traffic Control Tower (LAS), North Las Vegas Airport Traffic Control Tower (VGT), Nellis Air Force Base Airport Traffic Control Tower (LSV), Henderson Airport Traffic Control Tower (HND), and Nellis Air Traffic Control Facility (NATCF). See Special Provisions and Attachments.	
LIST OF WAIVED REGULATIONS BY SECTION AND TITLE See AFS-700 waiver for list of waived regulations.	
STANDARD PROVISIONS 1. A copy of the application made for this COA shall be made available upon request. 2. This COA shall be presented for inspection upon the request of any authorized representative of the Federal Aviation Administration (FAA) or of any State or municipal official charged with the duty of enforcing local laws or regulations. 3. The holder of this COA shall be responsible for the strict observance of the terms and provisions contained herein. 4. This COA is non-transferable. Note- This COA constitutes a waiver of those Federal rules or regulations specifically referred to above. It does not constitute a waiver of any State law or local ordinance.	
SPECIAL PROVISIONS Special Provisions 1 to 5, inclusive, are set forth on the following pages. This COA, 2025-WSA-16945-COA, is effective from 09/10/2025 to 09/09/2027, and is subject to cancellation at any time upon notice by the Administrator or his/her authorized representative.	
BY DIRECTION OF THE ADMINISTRATOR FAA, Western Service Center (Region) Adam A VETTER Adam Vetter (Signature) Tactical Operations Team, Manager, AJV-W23 (Title)	

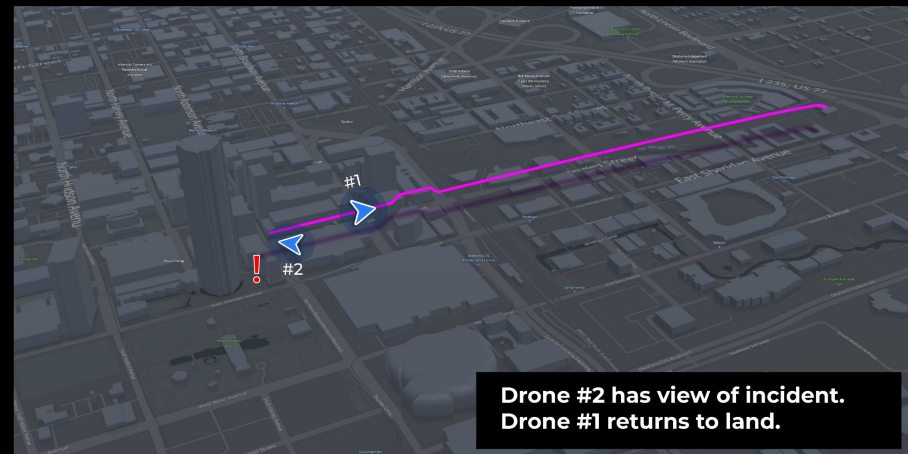
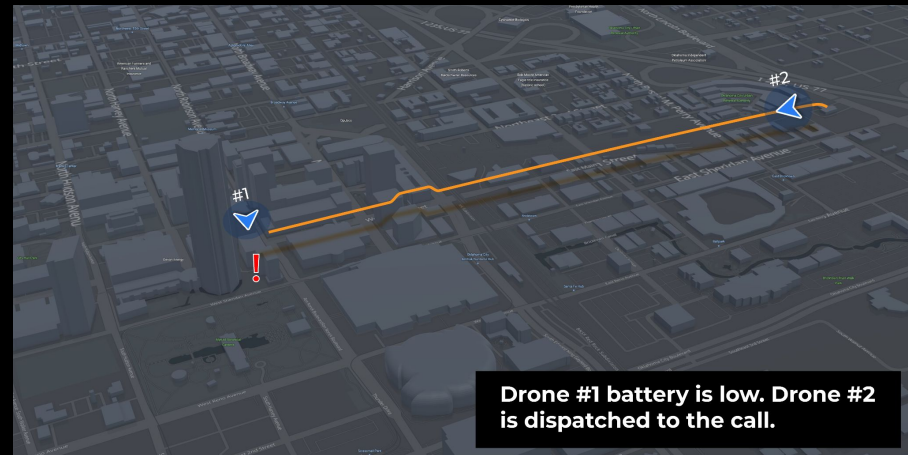
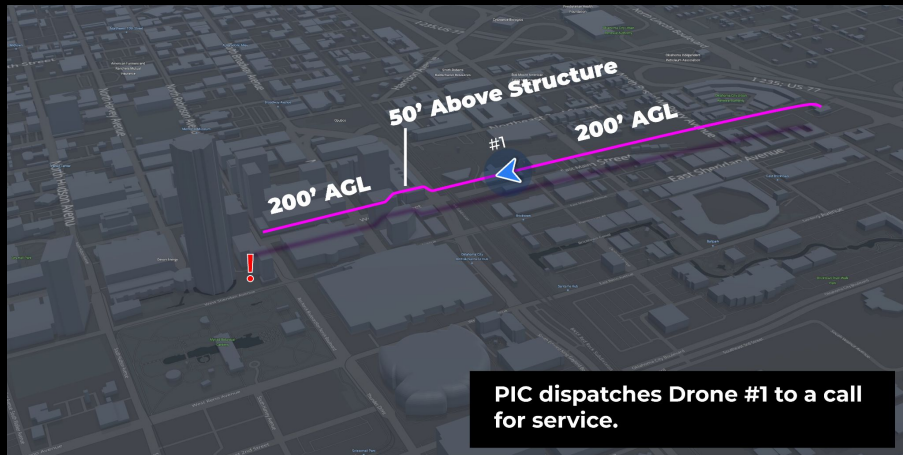
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CERTIFICATE OF WAIVER AND AUTHORIZATION

ISSUED TO	Las Vegas Metropolitan Police Department Waiver Number: 91.113-2025-00160	
ADDRESS –	400 S Martin Luther King Blvd Las Vegas, NV 89106	
This certificate is issued for the operations specifically described hereinafter. No person shall conduct any operation pursuant to the authority of this certificate except in accordance with the provisions contained in this certificate.		
OPERATIONS AUTHORIZED Small unmanned aircraft system (sUAS) operations within and beyond the visual line of sight of the remote pilot in command (PIC), are permitted in operations at or below 200 feet above ground level (AGL), or within 100 feet of an object in Class G Airspace, and, at or below the UASFM altitudes in Class B, C, D or E (Surface Area) airspace whichever is lower, or as described and authorized in the Special Provisions.		
LIST OF WAIVED REGULATIONS BY SECTION AND TITLE 14 CFR §§ 91.113(b) — Right-of-way rules: Except water operations., 91.119(b) and (c) — Minimum safe altitudes: General, 91.126(d) — Operating on or in the vicinity of an airport in Class G airspace 91.127(c) — Operating on or in the vicinity of an airport in Class E airspace 91.129(c) — Operations in Class D airspace 91.130(c) — Operations in Class C airspace 91.131(a)(1) and (c)(2) — Operations in Class B airspace 91.155 — Basic VFR weather minimums		
STANDARD PROVISIONS 1. A copy of the application made for this certificate shall be attached to and become a part hereof. 2. This certificate shall be presented for inspection upon the request of any authorized representative of the Administrator of the Federal Aviation Administration, or of any State or municipal official charged with the duty of enforcing local laws or regulations. 3. The holder of this certificate shall be responsible for the strict observance of the terms and provisions contained herein. 4. This certificate is nontransferable.		
NOTE—This certificate constitutes a waiver of those Federal rules or regulations specifically referred to above. It does not constitute a waiver of any State law or local ordinance.		
SPECIAL PROVISIONS		
Special Provisions Nos. 1 to 37, inclusive, are set forth on the attached pages.		
This Certificate of Waiver is effective from August 6, 2025, to August 31, 2029, and is subject to cancellation at any time upon notice by the Administrator or an authorized representative.		
BY DIRECTION OF THE ADMINISTRATOR CHRISTOPHE R M DOHERTY Emerging Technologies Division, AFS-700 Digitally signed by CHRISTOPHER M DOHERTY Date: 2025.08.06 10:23:11 -05'00'		

Multidrone!

“On-Station Relief”





Multidrone Waiver Options

Part 107



- Initial waiver approved for Skydio
- Establishes precedent for public safety agencies to follow
- Parachute required**

Part 91

- Work has begun to unlock this path