## 11–8–5. Emergency UAS Authorizations Through Special Government Interest (SGI) Airspace Waivers

**a.** Background. UAS are used by public safety agencies to respond to emergencies. The SGI process is for any Part 107 or Part 91 operator that either due to time limitations, airspace restrictions or emergency situations that requires expedited authorization by contacting the system operations support center (SOSC) at 9–ATOR–HQ–SOSC@faa.gov.

**b.** The SGI process, depending on the nature of the operation, can be completed in a matter of minutes. This process enables response to an emergency with UAS in an expeditious manner.

**c.** Public Safety organizations may apply for expedited airspace authorizations through the SGI process. The SGI process is defined in FAA Order JO 7210.3, Facility Operation and Administration.

***REFERENCE–***
*FAA Order JO 7210.3, Facility Operation and Administration.*

**d.** Additional information regarding SGI authorizations can be located at the FAA's Emergency Situations webpage.

***NOTE–***
*The FAA's Emergency Situations website may be reviewed at: https://www.faa.gov/uas/advanced_operations/emer gency_situations/.*

## 11–8–6. Environmental Best Practices

**a.** Unmanned aircraft operate in a similar environment to manned aircraft. Since most UAS operations are conducted at low altitude, hazards, risks and potential environment factors may be encountered on a more frequent basis. In addition to the Bird Hazards, Flight over National Refuges, Parks, and Forests, the following factors must also be considered:

**1.** Flight Near Protected Conservation Areas. UAS, if misused, can have devastating impacts on protected wildlife. UAS operators may check for conservation area airspace restrictions on the B4UFLY mobile app.

**2.** Flight(s) Near Noise Sensitive Areas. Consider the following:

**(a)** UAS operations and flight paths should be planned to avoid prolonged or repetitive flight at low altitude near noise sensitive areas.

**(b)** As described in FAA Order 1050.1, Environmental Impact: Policies and Procedures, an area is "noise sensitive" if noise interferes with any normal activities associated with the area's use.

***REFERENCE–***
*FAA Order 1050.1, Environmental Impact: Policies and Procedures.*

**(c)** To the extent consistent with FAA safety requirements, operators should observe best practices developed by the National Park Service, U.S. Fish and Wildlife Service, U.S. Forest Service, and National Oceanic and Atmospheric Administration when operating above areas administered by those agencies. The National Park Service provides additional guidance at their Unmanned Aircraft Systems website.

***NOTE–***
*The National Park Service, Unmanned Aircraft Systems website may be viewed at: https://www.nps.gov/subjects/sound/uas.htm.*

**b.** Some bird species have shown the potential to attack UAS that approach their nesting and hunting areas too closely. The type of birds that are most likely to attack sUAS are raptors such as hawks, eagles, and falcons. However, gulls, geese, and crows have also been known to attack UAS. Aggressive bird attacks may damage UAS propellers or other critical equipment, and may result in sudden loss of power or engine failure. Remote pilots and recreational flyers should consider reviewing engine–out procedures, especially when operating near high bird concentrations.