

Flight Approval and Third-Party Requirements

All UAS and model aircraft operations on university property or in connection with university-affiliated events must be approved in advance by Safety and Risk Services (SRS). A completed UAS Request Form must be submitted at least 14 days prior to the proposed flight date. Third-party operators, including vendors, must provide proof of insurance as required by SRS and sign a hold-harmless agreement before conducting any flight operations

FAA Regulations

FAA regulations; federal, state, and local laws; and applicable UO policies must be followed in conjunction with any UAS or model aircraft activities. For information on FAA required authorizations: <https://www.faa.gov/uas>

- UAS equipment, software, and data may be subject to U.S. export control laws, including the Export Administration Regulations (EAR) and International Traffic in Arms Regulations (ITAR); operators must consult with the University's Export Controls Office prior to any international collaboration, data sharing, or use involving foreign nationals, international shipping of UAS equipment, purchase of UAS equipment from foreign manufacturers, or use of UAS equipment from foreign manufacturers in conjunction with federally funded research grants, cooperative agreements, contracts, or otherwise.
- Effective December 22, 2025, UAS equipment manufactured by certain companies in a country of concern are prohibited from being purchased or used in federally sponsored research, and in connection with federal funds. This prohibition includes UAS equipment manufactured by DJI and Autel. The Export Controls Office must be contacted prior to the purchase of any foreign-manufactured UAS equipment.

Operational Restrictions

Use of Unmanned Aircraft Systems (UAS) and model aircraft on university property is prohibited unless expressly approved in advance by Safety and Risk Services (SRS). Operators must submit a completed UAS request form identifying **all** intended flight activities.

Subject to prior written approval for the specific purpose of monitoring and recording individuals who are or may be minors on university property, UAS and model aircraft must not be used to **intentionally** monitor or record individuals who are or may be minors, including but not limited to, individuals in the following settings:

- Camps or campus settings where minors are present
- Inside buildings (without prior SRS approval)

Operators must not fly under the influence of drugs or alcohol, or in a reckless or careless manner.

All flights must remain within the operator's visual line of sight at all times.

FAA Temporary Flight Restrictions (TFRs)

UAS and model aircraft operations are subject to FAA Temporary Flight Restrictions (TFRs), which may apply to university property or university-affiliated events, such as athletic games or large gatherings. During these times, UAS operations are prohibited unless specifically authorized by the FAA and approved by Safety and Risk Services (SRS). The university may also designate additional "No Drone Zones" to protect safety, privacy, or event integrity.

Emergency Operations

UOPD and the UO Emergency Operations Center (EOC) may be exempt from this policy during emergency operations. During such operations UOPD will follow internal department protocols consistent with federal, state, and local laws.

UAS Operations on Behalf of the University of Oregon

University employees, students, volunteers, vendors, or visitors operating UAS on behalf of the University of Oregon must do so under a valid FAA authorization. This may include:

- **Part 107 certification** for civil/commercial operations
- **Public Use Certificate of Authorization (COA)** for government/public operations

All UAS must comply with FAA regulations, applicable laws, and university policies.

Operators must coordinate with Safety and Risk Services to ensure proper registration, authorization, and operational compliance, including the completion of [FORM] and the receipt of approval from SRS in advance of any UAS use on UO property.

Hobby or Recreational Drone Use on UO Property or at UO-Sponsored Events

- Operators must get prior approval from Safety and Risk Services (SRS), follow FAA rules, state and local laws, and UO policies, including the Student Conduct Code and UAS procedures.

- Unsafe operation may result in loss of flying privileges and other disciplinary actions.

Brand Compliance

The below applies to all UAS (drone) operations that occur on university property, or sponsored events. As part of the UAS request process, operators must agree to:

- The University of Oregon retains all rights not specifically granted to UAS operators. This includes rights related to the commercial use, merchandising, or sale of any photographs, videos, or other media captured using a UAS on university property.
- Commercial use of UAS-generated content is prohibited unless approved in advance by the university.
- Any media that depicts or references the University of Oregon must comply with the university's Brand Management and Communications guidelines. Operators must obtain prior approval from University Communications before producing, distributing, or publishing such content.

Accountability

Any individual or organization operating a UAS or model aircraft on UO property or at UO-sponsored events in violation of federal, state, or local laws—or UO policies and procedures—may face:

- Immediate suspension of flight operations.
- Removal from UO property.
- Disciplinary or legal action, as applicable.

Consequences by Affiliation:

Volunteers: May be reprimanded or lose volunteer status.

Students: Subject to the Student Conduct Code.

Employees: Subject to disciplinary action, up to termination, under UO policies and Collective Bargaining Agreements.

All Individuals: May face civil or criminal penalties under applicable laws for inappropriate use of UAS on UO property.

Violations may impact the approval of future UAS or model aircraft requests.

Legal and Financial Responsibility

- UO may pursue legal action for trespassing or unauthorized presence.
- UO is not liable for damage to UAS or model aircraft.
- Operators are responsible for any fines, damages, or losses resulting from non-compliance.

Definitions

UAS (Unmanned Aircraft System) A drone or model aircraft and its associated components, including control systems and communication links.

Part 107 Certification FAA authorization for civil/commercial drone operations under the Small UAS Rule.

Public Use COA Certificate of Authorization issued by the FAA for government/public drone operations.

No Drone Zone A designated area where UAS operations are prohibited due to safety, privacy, or event integrity concerns.

Visual Line of Sight (VLOS) The ability of the operator to see the UAS at all times during flight without the aid of visual enhancement devices (excluding corrective lenses).

Operator Any individual (employee, student, volunteer, vendor, or visitor) who controls or manages a UAS during flight.

Temporary Flight Restriction (TFR) A restriction issued by the FAA that temporarily prohibits UAS operations in a defined area, often due to public events or emergencies.

Export Controls Federal regulations governing the use, sharing, and transport of UAS equipment, software, and data involving foreign nationals or international entities.

Minor Any person under the age of 18, unless emancipated by a court order.
(See ORS 109.510 and ORS 419B.550)