

Blanket COA, 44807 Grant of Exemption, Class G Airspace at or below 400 AGL
FAA Form 7711-1, Certificate of Authorization

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION CERTIFICATE OF WAIVER OR AUTHORIZATION
ISSUED TO Any Operator with a valid 49 U.S. Code (USC) 44807 Grant of Exemption
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 standard and special provisions contained in this certificate and such other requirements of the Federal Aviation Regulations not specifically waived by this certificate.
OPERATIONS AUTHORIZED Operation of Unmanned Aircraft System(s) (UAS) in accordance with the operators' 49 USC 44807 Grant of Exemption in Class G airspace at or below 400 feet Above Ground Level (AGL) in the National Airspace System (NAS).
LIST OF WAIVED REGULATIONS BY SECTION AND TITLE N/A
STANDARD PROVISIONS
1. A copy of the application, made for this certificate shall be attached and become a part hereof. 2. This certificate 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 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 A to G, inclusive, are set forth on the attached pages.
This Certificate of Waiver or Authorization (COA) is valid for two years from the issuance of a 49 USC 44807 Grant of Exemption and is subject to cancellation at any time upon notice by the Administrator or his/her authorized representative.
BY DIRECTION OF THE ADMINISTRATOR
<u>FAA Headquarters</u> (Region)
/S/ <u>Daryl Grant</u> (Signature)
<u>Manager, UAS Policy Team</u> (Title)

FAA Form 7711-1 (7-74)

SPECIAL PROVISIONS

A. General.

1. The holder of this COA will be referred herein as the “Proponent”
2. The approval of this operation is effective only with an approved 49 USC 44807 Grant of Exemption.
3. All personnel connected with the UAS operation must read and comply with the contents of this COA and its provisions.
4. This certificate shall be presented for inspection upon the request of any authorized representative of the Federal Aviation Administration, or of any federal, state or municipal official charged with the duty of enforcing federal, state or local laws or regulations.
5. This COA may be canceled at any time by the Administrator, persons authorized to grant the COA or representatives designated to monitor specific operations. As a general rule, this COA may be canceled when it is no longer required, an abuse or non-compliance of its provisions occur, or when unforeseen safety factors arise. If cancelled, the proponent will receive a written notice of cancellation.
6. During the time this COA is approved and active, a site safety evaluation/visit may be accomplished to ensure COA compliance, assess any adverse impact on air traffic control (ATC) or airspace, and ensure this COA is not burdensome or ineffective. Deviations accidents/incidents/mishaps, complaints, etc., will prompt a COA review or site visit to address the issue. Refusal to allow a site safety evaluation/visit may result in cancellation of the COA.
7. Frequency spectrum approval is independent of the COA process and requires the proponent to obtain certification and frequency assignments (licenses) from the National Telecommunications and Information Administration (NTIA) (47 CFR Part 300) or Federal Communications Commission (47 CFR Part 2, Subpart J and 47 CFR Part 87, Subpart D) and frequency licenses (47 CFR Part 87) when applicable for the control link, ATC radios, transponders, detect and avoid systems, and navigation systems used to support this COA. Equipment licensed under 47 CFR Part 5 (Experimental) or 47 CFR Part 15 (Radio Frequency Devices) does not provide the protection necessary for NAS operations.

B. Safety of Flight.

1. The operator or pilot in command (PIC) is responsible for halting or canceling activity in the operations area if, at any time, the safety of persons or property on the surface or in the air is in jeopardy, or if there is a failure to comply with the terms or conditions of this authorization.
2. The PIC is responsible:
 - a. for ensuring the unmanned aircraft (UA) remains clear and always give way to all manned aviation operations and activities and

- b. for the safety of persons or property on the surface with respect to the UAS.
 - c. For compliance with CFR Parts 91.111, 91.113 and 91.115.
3. UAS pilots must ensure there is always a safe operating distance between other aviation activities and their UA.
 4. This approval does not relieve the certificate holder from the responsibility to check the airspace they are operating in and comply with all restrictions such as Restricted and Prohibited Airspace, Temporary Flight Restrictions, Notices to Air Mission (NOTAM), etc.
 5. Any requirements related to the use of a visual observer will be contained within the Grant of Exemption.

C. Coordination Requirements.

1. Operators and UAS equipment must meet the requirements (communication, equipment, and clearance) of the class of airspace within which the UA will be operated.
2. Operator filing and the issuance of required distance (D) NOTAM will serve as advance ATC facility notification for UAS operations in an area.
3. Coordination and de-confliction between Military Training Routes (MTRs) is the operator's responsibility. When identifying an operational area, the operator must evaluate whether an MTR will be affected. In the event the UAS operational area overlaps an MTR, the operator will contact the scheduling agency 24 hours in advance to coordinate and de-conflict. If prior coordination and de-confliction does not take place 24 hours in advance, the operator must remain clear of all MTRs. Scheduling agencies for SUAs are listed in the FAA JO 7400.10.

D. Flight Planning Requirements.

1. Operations must be conducted under Visual Meteorological Conditions (VMC) and meet the following conditions and limitations:
 - a. At or below 400 feet AGL,
 - b. Class G airspace, and
 - c. Beyond the following distances from the airport reference point (ARP) of a public use airport, heliport, gliderport, or seaport listed in the Digital-Chart Supplement (d-CS), Alaska Supplement, or Pacific Chart Supplement of the U.S. Government Flight Information Publications:
 - (1) 5 nautical miles (NM) from an airport having an operational control tower; or
 - (2) 3 NM from an airport having a published instrument flight procedure, but not having an operational control tower; or

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- (3) 2 NM from an airport not having a published instrument flight procedure or an operational control tower; or
 - (4) 2 NM from a heliport.
- d. may not operate in a manner that interferes with operations and traffic patterns and must give way to any manned aircraft.
2. For all UAS requests not covered by the conditions listed above, the Grant of Exemption holder must apply for a new Air Traffic Organization (ATO) COA at <https://caps.faa.gov/coaportal>.

E. Notice to Air Missions (NOTAM).

- 1. A NOTAM is not required for aircraft weighing less than 55 pounds and operating at a maximum airspeed of 100 miles per hour (87 knots) or less, unless specifically required by their accompanying 44807 Grant of Exemption. All other UAS must file a distant (D) NOTAM when unmanned aircraft operations are being conducted. This requirement may be accomplished through:
 - a. the operator's local base operations or NOTAM issuing authority, or
 - b. by contacting the NOTAM Flight Service Station at 1-877-4-US-NTMS (1-877-487-6867) not more than 72 hours in advance, but not less than 24 hours prior to the operation, unless otherwise authorized as a special provision. The issuing agency will require the:
 - (1) Name and address of the pilot filing the NOTAM request.
 - (2) Location, altitude, and/or operating area.
 - (3) Time and nature of the activity.
 - (4) Number of UAS flying in the operating area.
- 2. The area of operation defined in the NOTAM must only be for the actual area to be flown for each day and defined by a point and the minimum radius required to conduct the operation.
- 3. The operator must cancel applicable NOTAMs when UAS operations are complete or will not be conducted.

F. Reporting Requirements.

- 1. Documentation of all operations associated with UAS activities is required regardless of the airspace in which the UA operates. NOTE: Negative (zero flights) reports are required.
- 2. The Proponent must submit the following information on a monthly basis through email to 9-AVS-FS-AFS-700-Correspondence@faa.gov:
 - a. Name of Proponent, and aircraft registration number,
 - b. UAS type and model,

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- c. All operating locations, to include city name and latitude/longitude,
 - d. Number of flights (per location, per aircraft),
 - e. Total aircraft operation hours,
 - f. Takeoff or landing damage,
 - g. Equipment malfunction. Required reports include, but are not limited to, failures or malfunctions to the:
 - (1) Control station
 - (2) Electrical system
 - (3) Fuel system
 - (4) Navigation system
 - (5) On-board flight control system
 - (6) Powerplant
 - (7) In flight fire
 - h. The number and duration of lost link events (control, performance and health monitoring, or communications) per UAS, per flight.
3. Incident/Accident/Mishap Reporting
- a. The proponent must provide initial notification to the FAA via the CAPS forms (Incident/Accident), or if unable, mail at 9-AVS-FS-AFS-700-Correspondence@faa.gov within 24 hours of an incident or accident that meets the following criteria:
 - (1) All accidents/mishaps involving UAS operations where any of the following occurs:
 - (a) Fatal injury, where the operation of a UAS results in a death occurring within 30 days of the accident/mishap
 - (b) Serious injury, where the operation of a UAS results in:
 - Hospitalization for more than 48 hours, commencing within 7 days from the date of the injury was received;
 - A fracture of any bone (except simple fractures of fingers, toes, or nose);
 - Severe hemorrhages, nerve, muscle, or tendon damage;
 - Involving any internal organ; or
 - Involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.
 - (c) Total UA loss
 - (d) Substantial damage to the unmanned aircraft system where there is damage to the airframe, power plant, or onboard systems that must be repaired prior to further flight

- (e) Damage to property, other than the unmanned aircraft.
- b. Any incident/mishap that results in an unsafe/abnormal operation including but not limited to:
 - (a) A malfunction or failure of the unmanned aircraft's on-board flight control system (including navigation)
 - (b) A malfunction or failure of ground control station flight control hardware or software (other than loss of control link)
 - (c) A power plant failure or malfunction
 - (d) An in-flight fire
 - (e) An aircraft collision involving another aircraft
 - (f) Any in-flight failure of the unmanned aircraft's electrical system requiring use of alternate or emergency power to complete the flight
 - (g) A deviation from any provision contained in the COA
 - (h) A deviation from an air traffic control clearance and/or Letter(s) of Agreement/Procedures
 - (i) A lost control link event resulting in
 - Fly-away, or
 - Execution of a pre-planned/unplanned lost link procedure.
- c. Initial reports must contain the information identified in the CAPS Accident/Incident Report.
- d. Follow-on reports describing the accident/incident/mishap(s) must be submitted by providing copies of proponent aviation accident/incident reports upon completion of safety investigations.
- e. The above procedures are not a substitute for separate accident/incident reporting required by the National Transportation Safety Board under 49 Code of Federal Regulations (CFR) Part 830 §830.5.
- f. This COA is issued with the provision that the FAA be permitted involvement in the proponent's incident/accident/mishap investigation as prescribed by FAA Order 8020.11, Aircraft Accident and Incident Notification, Investigation, and Reporting.

G. Emergency/Contingency Procedures.

1. If the UAS loses communications or loses its Global Positioning Signal, the UA must return to a pre-determined location within the operating area and land. Lost link procedures must not present an undue hazard to other aircraft by performing such maneuvers as crossing a runway.

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2. Any incident, accident, or flight operation that transgresses the lateral or vertical boundaries defined in this COA must be reported to the FAA via email at: 9-AJV-115-UASOrganization@faa.gov within 24 hours. Accidents must be reported to the National Transportation Safety Board (NTSB) per instructions contained on the NTSB web site: www.nts.gov.

AUTHORIZATION: This COA does not, in itself, waive any Title 14 CFRs not specifically stated, nor any state law or local ordinance. Should the proposed operation conflict with any state law or local ordinance, or require permission of local authorities or property owners, it is the responsibility of the proponent to resolve the matter. This COA does not authorize flight within Temporary Flight Restrictions, Special Flight Rule Areas, regulatory Special Use Airspace or the Washington DC Federal Restricted Zone (FRZ) without pre-approval. The proponent is hereby authorized to operate UA in the NAS within the areas defined in the Operations Authorized section of the cover page.