sUAS, 14 CFR Part 91 PAO – BVLOS Above UASFM
Certificate of Authorization, FAA Form 7711-1 2026-CSA-19310-COA

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

CERTIFICATE OF WAIVER OR AUTHORIZATION

ISSUED TO
Monroe County Sheriff's Office

14 CFR Part 91

CONTACT INFORMATION
Attention of Name: Matthew S. Whiting
Address: 130 S. Plymouth Avenue
City, State, ZIP: Rochester, NY 14614
Proponent Phone # 585-753-2248

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) and within Visual Line of Sight (VLOS) of the Pilot in Command (PIC) in accordance with the operator's 14 CFR Part 91.113(b) BVLOS waiver 91-113-2025-00065, in Class C airspace, at or below **200 feet** and at or below **400 feet** Above Ground Level (AGL) in the vicinity of Rochester, NY under the jurisdiction of Frederick Douglass/Greater Rochester International Airport Traffic Control Tower (ROC ATCT). 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, 2026-CSA-19310-COA, is effective from **August 21, 2026** to **August 20, 2028,** and is subject to cancellation at any time upon notice by the Administrator or his/her authorized representative.

BY DIRECTION OF THE ADMINISTRATOR

BRIAN T KRINNER
Digitally signed by BRIAN T KRINNER
Date: 2026.08.19 06:28:38 -05'00'

FAA, Central Service Area
(Region)

Brian T. Krinner
(Signature)

Tactical Operations Team Manager (A), AJV-C23
(Title)

FAA Form 7711-1 (7-74)

sUAS, 14 CFR Part 91 PAO – BVLOS Above UASFM
Certificate of Authorization, FAA Form 7711-1 2026-CSA-19310-COA

Purpose: To prescribe sUAS operating requirements in the National Airspace System (NAS) for the purpose of Public Aircraft Operations (PAO). The holder of this COA will be referred herein as the "Proponent."

PUBLIC AIRCRAFT

1. A PAO is determined by statutes 49 U.S.C. § 40102(a)(41) and § 40125.

2. All PAO conducted under a COA must comply with the terms of the statute.

3. All flights must be conducted per the declarations submitted in the application and as specified in the following Standard/Special Provisions.

4. All operations will be conducted in compliance with Title 14 CFR § 91 and the conditions of the authorization issued herein. If the operator cannot adhere to any of these requirements, a separate FAA Form 7711-2 Authorization application may be required.

SPECIAL PROVISIONS

1. GENERAL:

a. Operations under this COA must be conducted in accordance with the provisions contained in the approved AFS-700 issued 14 CFR § 91.113 waiver 91-113-2025-00065.

b. All personnel connected with the sUAS operation must read and comply with the contents of this authorization and its provisions.

c. A copy of the COA including the special provisions must be immediately available to all operational personnel at each operating location whenever sUAS operations are conducted.

d. This authorization may be canceled at any time by the Administrator, the person authorized to grant the authorization, or the representative designated to monitor a specific operation. As a general rule, this authorization may be canceled when it is no longer required, if there is an abuse of its provisions, or when unforeseen safety factors develop. Failure to comply with the authorization is cause for cancellation. The proponent will receive a written notice of cancellation.

e. 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.

Note: This section does not pertain to agencies that have other existing agreements in place with the FAA.

f. 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.

g. The operator must be aware of systems in the airport environment that produce high intensity radiated fields (HIRF) and ensure that the sUA is capable of operating within the HIRF level produced by those systems. Further, the operator must actively monitor the control link for any degradation or radiofrequency interference. When there is an indication that HIRF levels for these sUA may be exceeded or that radiofrequency interference exists or may develop, the operator must immediately terminate the operation, report the event, and cease conducting operations at that location until the issues can be mitigated.

2. NOTICE TO AIRMEN (NOTAM) FLIGHT OPERATIONS:

a. A Distant (D) NOTAM must be issued prior to conducting sUAS operations not more than 72 hours in advance, but not less than 24 hours for sUAS operations prior to the operation for routine operations. This requirement may be accomplished:

(1) Through the operator's local base operations or (D) NOTAM issuing authority, or

(2) By contacting the NOTAM Flight Service Station at 1-877-4-US-NTMS (1-877-487-6867). The issuing agency will require:

(a) Name and contact information of the pilot filing the (D) NOTAM request

(b) Location, altitude, and operating area.

(c) Time and nature of the activity.

b. A separate NOTAM (D) must be filed for each day, for the actual area to be flown, defined by a point and the minimum radius required to conduct the operation.

c. Operator must cancel (D) NOTAMs when sUAS operations are completed or will not be conducted.

d. For first responders only. Due to the immediacy of some emergency management operations, the (D) NOTAM notification requirement may be issued as soon as practical before flight and if the issuance of a (D) NOTAM may endanger the safety of persons on the ground, it may be excluded. If the (D) NOTAM is not issued, the proponent must be prepared to provide justification to the FAA upon request.

3. FLIGHT OPERATIONS:

a. BVLOS operations at or below **200** feet AGL and above the UASFM altitudes in Class C airspace, and VLOS operations at or below **400 feet** AGL and above the UASFM altitudes will be authorized in accordance with "Operations Authorized" section of this COA, Special Provisions section 5 "SPECIAL INSTRUCTIONS" and as described in attachments.

b. Requests for **Special Government Interest (SGI) operations** in an area outside the approved operating area of this authorization should be limited to emergency and/or life-threatening operations. Coordinate these flights through the process by calling the System Operations Support Center (SOSC) at 202-267-8276, or submit an application for an SGI at https://waivers.faa.gov/aap/te_pages.p_login.

c. If operations under this COA are being conducted in conjunction with an operational waiver or grant of exemption, then all provisions of those documents must be complied with in addition to the provisions of this airspace authorization. If there is a conflict in provisions between the documents, the proponent is responsible to comply with the most restrictive provision.

d. Airborne Collision Avoidance System (ACAS)/Traffic Alert and Collision Avoidance System (TCAS) may be operated in Traffic Advisory Only (TA-ONLY) mode for increased situational awareness for an operator. An ACAS/TCAS mode that provides Resolution Advisories (RAs) may only be used as part of an approved DAA system, such as a Class 2 DAA system under FAA Technical Standard Order (TSO)-C211. In any mode, an operating ACAS/TCAS does not, by itself, provide relief for 14 CFR § 91.113.

4. LOST LINK PROCEDURES:

In the event of a lost link, the sUAS pilot will comply with the following provisions:

a. Lost link procedures will be programmed to remain within the operations area and altitude and will provide sufficient time to communicate with ATC if necessary.

b. Lost link procedures must not present an undue hazard to other aircraft by performing such maneuvers as crossing a runway.

c. Emergency/Fly-Away Procedures:

(1) In the event of an emergency/fly-away toward an area or airport where the PIC

has determined the UA may create a hazard to aviation, the PIC will immediately contact **ROC ATCT at 585-463-3823** and provide the following:

(a) Nature of emergency.

(b) Last known UA position, altitude, and direction of flight.

(c) Maximum remaining flight time.

5. SPECIAL INSTRUCTIONS:

a. The operator is responsible for reviewing the published UASFM at https://udds-faa.opendata.arcgis.com/ and scroll down and open the "Visualize It" section prior to each flight to ensure that no changes have been made to the map (i.e., altitude changes, airspace modifications, etc.).

b. For UAS operations outside of the prescribed special instructions below, the proponent will operate in accordance with waiver 91-113-2025-00065.

c. The operator is responsible for ensuring that proposed UAS operating area does not enter a UAS flight restricted areas as described under CFR 14 Part 99.7, Temporary Flight Restriction (TFR), Special Security Instruction (SSI). Location and contact information for the TFR SSI is depicted on the FAA website: http://udds-faa.opendata.arcgis.com/. Proponent must request permission and receive authorization via the contacts listed on the website prior to entering a TFR SSI.

d. ROC ATCT may disapprove, terminate, restrict, or delay UAS flight operations at any time.

e. UAS flight operations are NOT authorized under the provisions of this COA within the **RED** shaded areas in the vicinity of ROC airport (No Fly Zone).

f. Operations within ROC Class C surface area:

(1) For BVLOS operations within **GREEN** shaded area, as depicted and defined on Attachments 1-5, UAS flight operations are authorized above the ROC UASFM grid altitudes, at or below **200 feet** AGL, in accordance with waiver 91-113-2025-00065 and this COA.

(2) For VLOS operations within **GREEN** shaded area, as depicted and defined on Attachments 1-5, UAS flight operations are authorized above the ROC UASFM grid altitudes, at or below **400 feet** AGL, in accordance with waiver 91-113-2025-00065 and this COA.

(3) Special Law Enforcement Authorized Operating Area: UAS flight operations within **YELLOW** shaded area, as depicted and defined on Attachments 1-5, are authorized above the ROC UASFM grid altitudes, at or below **200 feet** AGL for BVLOS operations and, at or below **400 feet** AGL for VLOS operations, in accordance with waiver 91-113-2025-00065 and this COA **provided**:

(a) **Prior to commencing UAS flight operations, UAS PIC must contact ROC ATCT at 585-463-3823 to obtain final approval. UAS operator must advise:**

i. Location of operation
ii. Requested altitude (at or below **200** or **400** feet AGL)
iii. Expected duration
iv. Operator Phone Number

(4) For UAS operations requiring final approval in accordance with para. 5.f.(3)(a) above, UAS PIC must contact ROC ATCT to advise completion of flight operations.

AUTHORIZATION: This COA does not waive any 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 holder of this authorization to resolve the matter. The holder of this authorization is hereby authorized to operate a sUA in the NAS within the areas defined in the Operations Authorized section of the cover page.

Attachment 1

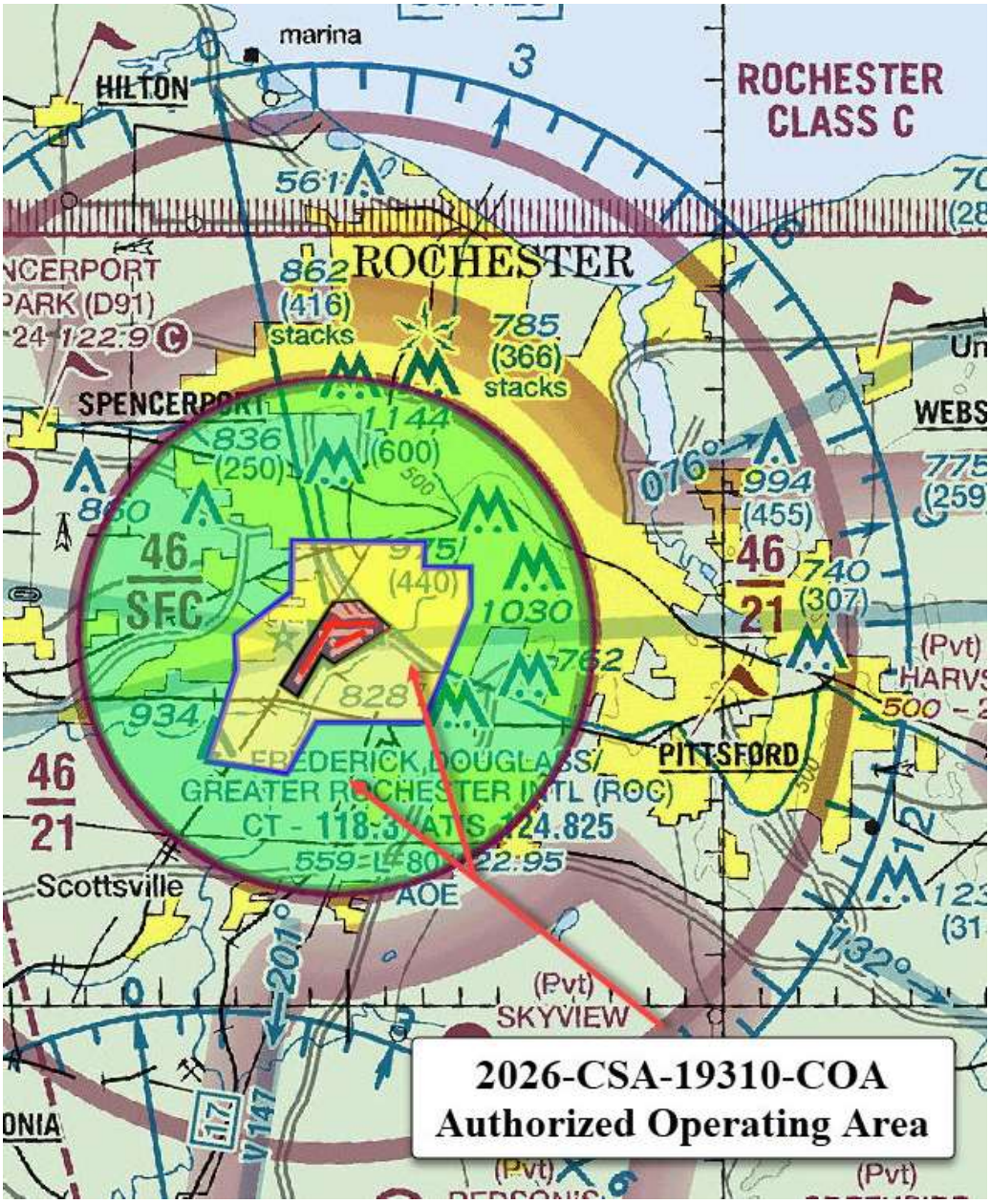
Operations Area

Class of Airspace: C

Altitude: (BVLOS) At or Below **200** feet AGL / (VLOS) At or Below **400** feet AGL

Location: In the vicinity of Rochester, NY within the lateral boundaries of the ROC Class C surface area, within the **GREEN** and **YELLOW** shaded areas as depicted below and defined on Attachments 4 and 5:

NOTE: UAS flight is NOT authorized in RED shaded – No Fly Zone



Attachment 2

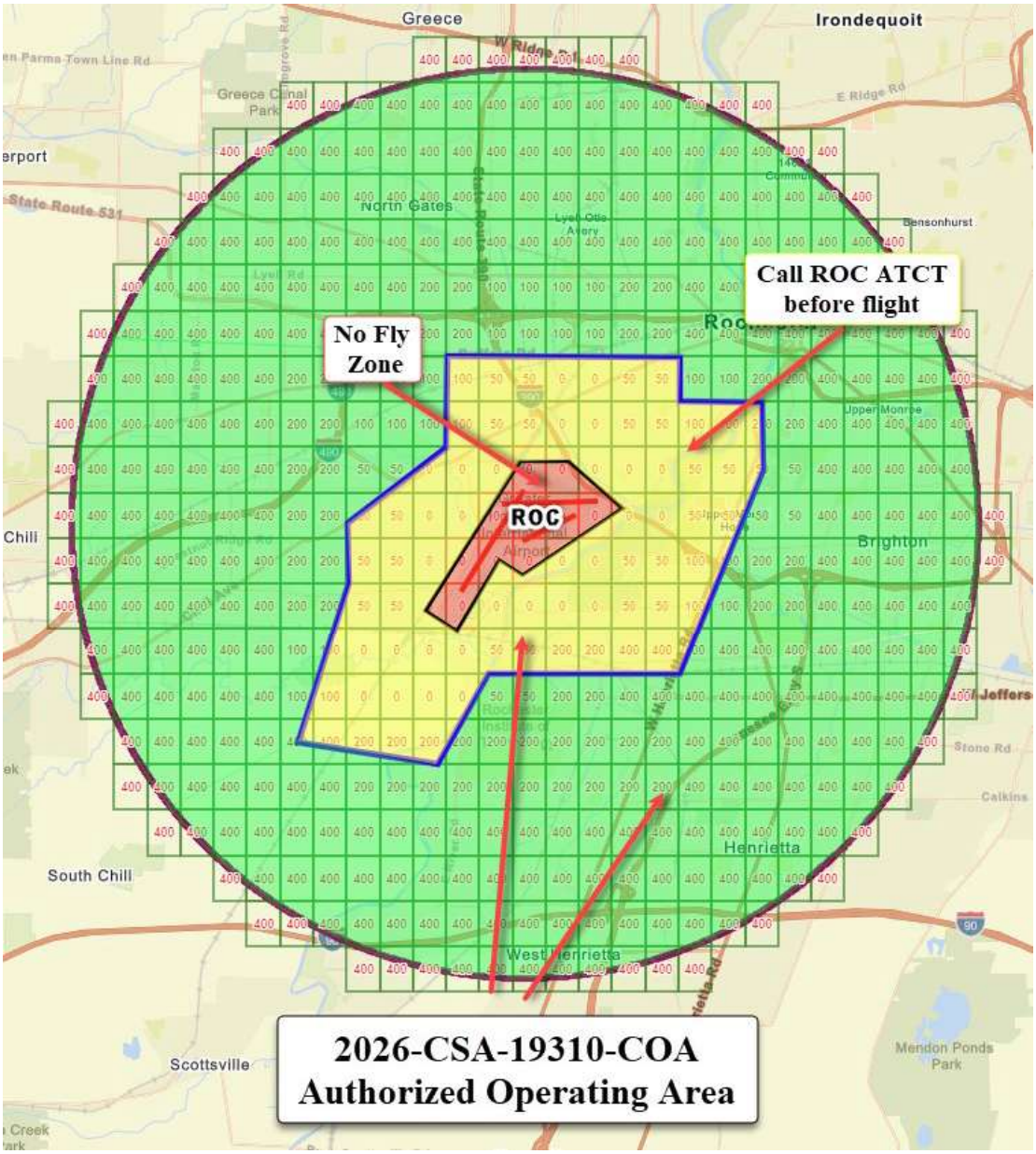
Operations Area

Class of Airspace: C

Altitude: (BVLOS) At or Below **200** feet AGL / (VLOS) At or Below **400** feet AGL

Location: In the vicinity of Rochester, NY within the lateral boundaries of the ROC Class C surface area, within the **GREEN** and **YELLOW** shaded areas as depicted below and defined on Attachments 4 and 5:

NOTE: UAS flight is NOT authorized in RED shaded – No Fly Zone



Attachment 3

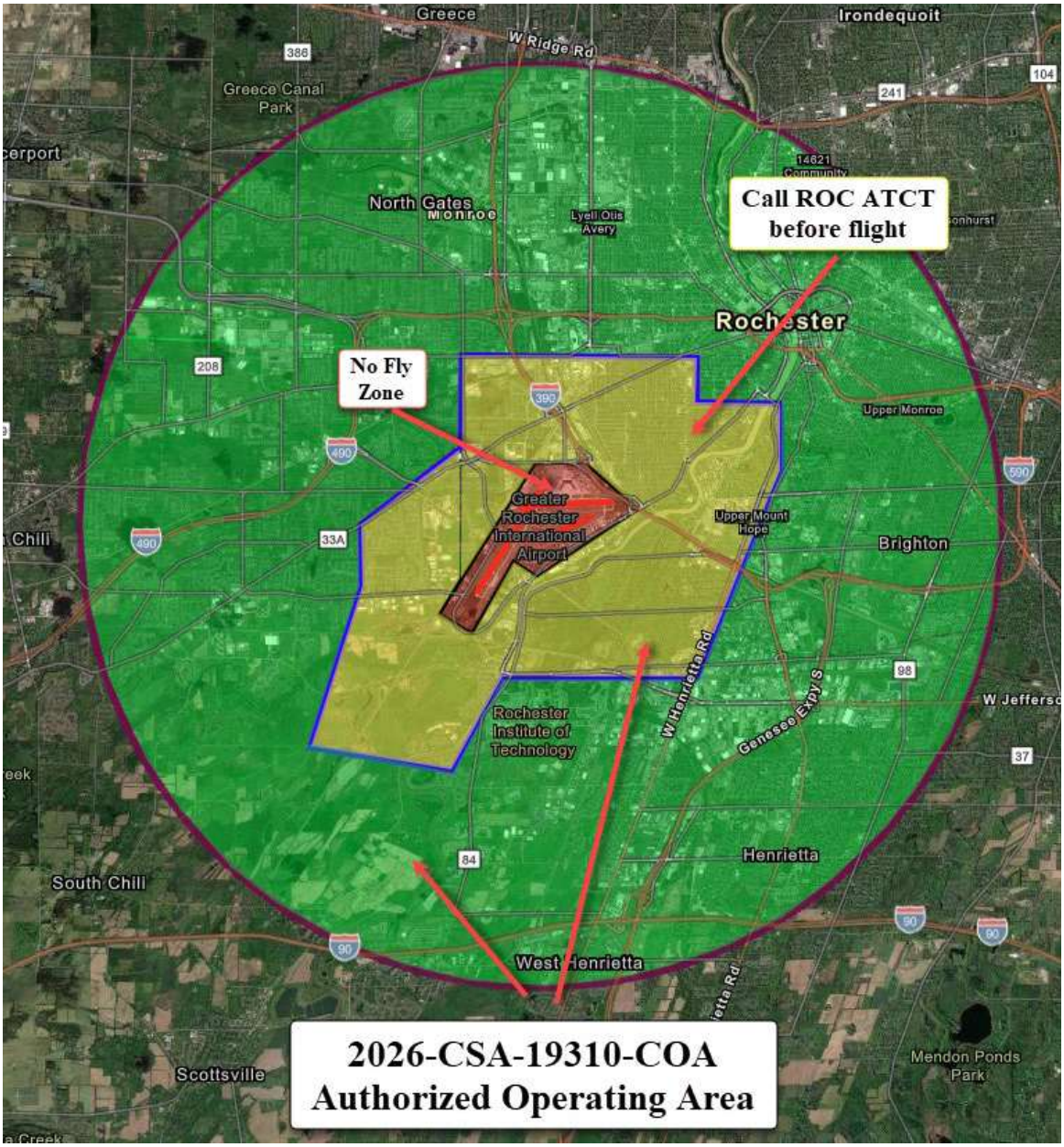
Operations Area

Class of Airspace: C

Altitude: (BVLOS) At or Below **200** feet AGL / (VLOS) At or Below **400** feet AGL

Location: In the vicinity of Rochester, NY within the lateral boundaries of the ROC Class C surface area, within the **GREEN** and **YELLOW** shaded areas as depicted below and defined on Attachments 4 and 5:

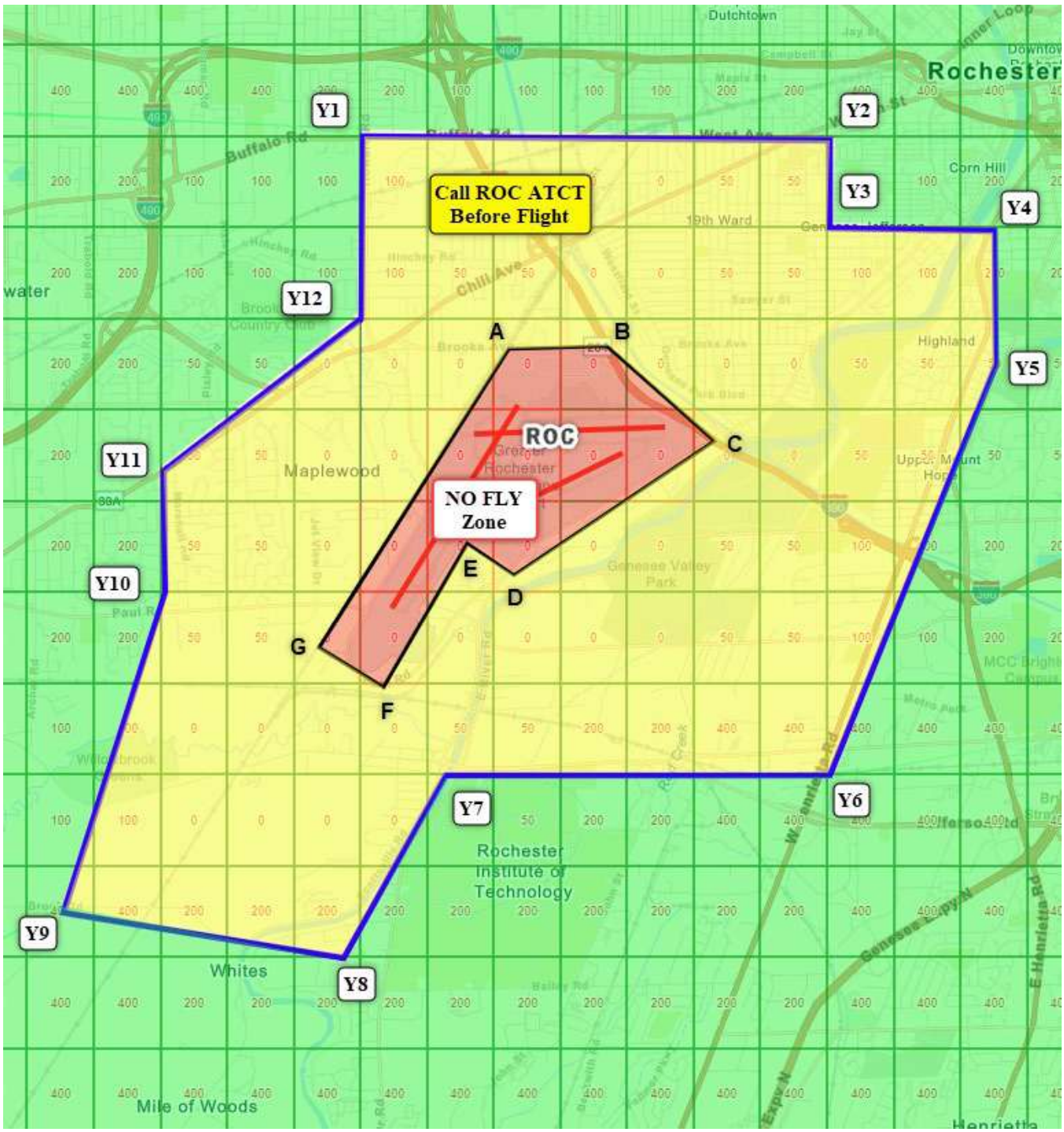
NOTE: UAS flight is NOT authorized in RED shaded – No Fly Zone



Attachment 4

2026-CSA-19310-COA
Authorized Operating Area – expanded

(Defined on Attachment 5)



Attachment 5

Operations Areas – defined

GREEN shaded area: all airspace within the lateral boundaries of ROC Class C surface area excluding RED and YELLOW shaded areas.

RED shaded area: 2026-CSA-19310-COA **No Fly Zone** (UAS operations NOT authorized)

A	43°07′50″N, 77°40′24″W	B	43°07′51″N, 77°39′39″W
C	43°07′20″N, 77°38′51″W	D	43°06′36″N, 77°40′21″W
E	43°06′46″N, 77°40′42″W	F	43°05′59″N, 77°41′20″W
G	43°06′12″N, 77°41′49″W		

YELLOW shaded area: UAS operator **must** contact ROC ATCT Before Flight

Y1	43°09′00″N, 77°41′29″W	Y2	43°08′59″N, 77°37′59″W
Y3	43°08′30″N, 77°37′59″W	Y4	43°08′29″N, 77°36′45″W
Y5	43°07′45″N, 77°36′44″W	Y6	43°05′30″N, 77°37′59″W
Y7	43°05′30″N, 77°40′52″W	Y8	43°04′30″N, 77°41′38″W
Y9	43°04′45″N, 77°43′44″W	Y10	43°06′30″N, 77°42′58″W
Y11	43°07′10″N, 77°42′59″W	Y12	43°08′00″N, 77°41′30″W