U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

CERTIFICATE OF WAIVER AND AUTHORIZTION

ISSUED TO

Monroe County Sheriff's Office

ADDRESS –

130 South Plymouth Ave

Rochester, NY 14614

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 beyond the visual line of sight of the remote pilot in command (PIC), are permitted in operations at or below 200 AGL, or within 50 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.

14 CFR §§ 91.113(b)— Right-of-way rules: Except water operations.,
91.119(b) and (c)— Minimum safe altitudes: General.
91.155 —Basic VFR weather minimums
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

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 36, inclusive, are set forth on the attached pages.

This Certificate of Waiver is effective from April 18, 2025, to April 30, 2029, and is subject to cancellation at any time upon notice by the Administrator or an authorized representative.

BY DIRECTION OF THE ADMINISTRATOR

CHRISTOPHER R M DOHERTY

Digitally signed by CHRISTOPHER M DOHERTY
Date: 2025.04.18 11:10:29 -05'00'

Emerging Technologies Division, AFS–700

SPECIAL PROVISIONS ISSUED TO:
Monroe County Sheriff's Office

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

Public Aircraft

1. A public aircraft operation is determined by statutes 49 U.S.C. § 40102(a)(41) and § 40125.
2. All public aircraft flights conducted under a waiver 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. This waiver provides an alternate means of complying with Title 14 CFR § 91.113(b) for unmanned aircraft operations.
5. All operations will be conducted in compliance with Title 14 CFR § 91 and the conditions of the authorization issued herein. If the proponent cannot adhere to any of these requirements, a separate FAA Form 7711-2 waiver application may be required.

General.

The FAA's Flight Standards Service has reviewed your application to ensure compliance with the requirements of 14 CFR § 91.113. Pursuant to this authority, the Administrator finds that the proposed small unmanned aircraft systems (sUAS) operation can be conducted safely under the provisions of this Certificate of Waiver as listed below because you have established adequate mitigations for risks involved with operating your sUA in the manner you described. Adherence to the provisions of this Waiver establishes the required level of safety within the national airspace system.

The Administrator may cancel this Waiver at any time. As a general rule, this Waiver may be canceled when it is no longer required, there is an abuse of its provisions, or when unforeseen safety factors develop. Failure to comply with any provision listed below is a violation of the terms of this Waiver and will serve as justification for cancellation.

This document also serves as an airspace authorization for operations:

a) at or below 200 feet above the ground, or
b) within 50 feet of an object in Class G Airspace, and
c) at or below the UASFM altitudes in Class B, C, D or E (Surface Area) airspace.

No part of this waiver will function as an airspace authorization for prohibited or restricted airspace.

Common Special Provisions. The proponent is directly responsible for safety of operations conducted under this Waiver and will ensure the Remote Pilot in Command (remote PIC), manipulator of the controls, and visual observer(s) (VO) comply with all provisions of this Waiver.

1. The proponent listed on the Waiver is responsible to the FAA for the safe conduct of the operations. Prior to conducting operations that are the subject of this Waiver, the proponent:
   a. Must ensure the remote PIC is trained by the Proponent agency and certified by that agency as having the requisite knowledge to safely operate a sUA in the National Airspace System;
   b. Must ensure the remote PIC, manipulators of the controls, and VO(s) are informed of the terms and provisions of this Waiver and strictly observe the terms and provisions herein;

c. Must ensure the remote PIC, manipulators of the controls, and VO(s) are informed and familiar with part 91 regulations; and

Note: Evidence of the above (a, b, and c) must be documented and must be presented for inspection upon request from the Administrator or an authorized representative;

2. This Waiver may not be combined with any other waiver(s), authorizations(s), or exemption(s) without specific authorization from the FAA;

3. The FAA has the authority to cancel or delay any or all flight operations if the safety of persons or property on the ground or in the air are in jeopardy or there is a violation of the terms of this Waiver;

4. A copy of this Waiver must be accessible and available to the remote PIC at the ground control station during sUA operations that are the subject of this Waiver and 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. A digital copy is acceptable;

5. The proponent listed on this Waiver must maintain a current list of pilots by name used in operations under this Waiver. This list must be presented for inspection upon request from the Administrator or an authorized representative;

6. The proponent listed on this Waiver must maintain a current list of sUA by registration number(s) used in operations under this Waiver. This list must be presented for inspection upon request from the Administrator or an authorized representative;

7. For the purposes of this Waiver, direct participants are the remote PICs, persons manipulating the controls, VOs, and any persons whose involvement is necessary for safety of the sUA operation. All other persons are considered non-participants;

8. If a discrepancy exists between the provisions in this Waiver and the Waiver application, the Waiver issued takes precedence and must be followed;

9. If operations under this Waiver are being conducted in conjunction with a COA or grant of exemption, then all provisions of those documents must be complied with in addition to the provisions of this Waiver. If there is a conflict in provisions between the documents, the Proponent is responsible to comply with the most restrictive provision;

Waiver Specific Special Provisions. The remote PIC may conduct sUAS operations without the ability to see the unmanned aircraft throughout the entire flight, over people and moving vehicles, provided:

10. VLOS Operations:
Unless operating in accordance with provision 12 or 13 of this waiver, the UA must be operated within visual line of sight (VLOS) of the PIC and the person manipulating the flight controls at all times. This requires the PIC to be able to use human vision unaided by any device other than corrective lenses. Although the PIC and person manipulating the controls must maintain the capability to see the UA, using one or more visual observers (VO), if applicable, allows the PIC and person manipulating the controls to conduct other mission-critical duties (such as checking displays), while still ensuring

situational awareness of the UA;
Note: This waiver allows operations up to 400 above the ground if the UA remains in VLOS of the PIC or utilizing a VO(s).

11. BVLOS operations using Visual Observers (VO's) to detect and avoid other aircraft:
    a. The PIC or any VO used must be able to view the airspace surrounding the UA to detect crewed aircraft with sufficient time to ensure the UA remains at a safe distance; and
    b. Each VO who is not located within the immediate vicinity of the PIC, must have the ability to maintain two-way radio communication with the PIC during BVLOS Operations;

Note: BVLOS Operations in Non-Congested Areas Require the use of a VO.

12. BVLOS operations, using other than VOs (no VO) to detect and avoid other aircraft, that are conducted in the location(s), manner, and with associated elements described in the Waiver application:
    a. BVLOS Operations may occur without a VO in airspace over any congested area of a city, town, or settlement, or over any open-air assemblies of persons:
        1) If the UA will remain at or below 200 feet above the ground or within 50 feet of an object for the entire flight:
            (a) Must use a detection system with a minimum capability to detect aircraft that are transmitting on ADS-B out (978 MHz and 1090 MHz),
            (b) ADS-B out transmissions may be received or obtained through a sensor owned, operated, or controlled by the Proponent, onboard the UA itself, or an FAA approved third party data service provider,
        2) If the UA exceeds 200 feet above the ground (but not higher than 400ft AGL) or further than 50 feet from an object at any point during the flight, the other aircraft detection system (DAA system) must be able to detect aircraft transmitting ADS-B out (978 MHz and 1090 MHz) and those aircraft who are not transmitting ADS-B out (Non participating aircraft),
        3) Additional aircraft detection information may be received or obtained through a sensor owned, operated, or controlled by the Proponent, onboard the UA itself, or an FAA approved third party data service provider;

13. Operations may be conducted at night, as defined in Title 14 CFR § 1.1, provided the following:
    a. Prior to conducting operations that are the subject of the COW, the remote PIC and VO must be trained to recognize and overcome visual illusions caused by darkness and understand physiological conditions which may degrade night vision. This training must be documented and must be presented for inspection upon request from the Administrator or an authorized representative; and
    b. The small UAS must be equipped with lighted anti-collision lighting visible from a distance of no less than three statute miles. The intensity of the anti-collision lighting may be reduced if, because of operating conditions, it would be in the interest of safety to do so. Additionally, in order to comply with Title 14 CFR § 91.209, the aircraft must have position lighting that enables determination of location altitude, attitude, and direction of flight;

14. The maximum speed of the sUA shall not 87 exceed knots (100 miles per hour);

15. No person may act as a PIC or VO (if applicable) for more than one UA at one time, unless otherwise authorized;

16. No operations may be conducted from a moving vehicle or watercraft unless the operation is over a sparsely populated area and the PIC and VO (if applicable) are co-located, unless otherwise authorized;

17. The maximum takeoff weight of the sUA and all attachments (such as prop guards, Parachute Recovery System (PRS), remote ID module, camera, anti-collision light, and/or payload) must be less than 55 pounds;

18. The minimum flight visibility, as observed from the location of the control station must be no less than 3 statute miles. For purposes of this section, flight visibility means the average slant distance from the control station at which prominent unlighted objects may be seen and identified by day and prominent lighted objects may be seen and identified by night;

19. The minimum distance of the sUA from clouds must be no less than:
    a. 500 feet below the cloud; and
    b. 2,000 feet horizontally from the cloud.

20. Operations over people and moving vehicles are only authorized if the sUA is Part 107 subpart D Category 1, 2, 3, or 4 compliant and listed on the FAA accepted Declaration of Compliance for operations over people page, https://uasdoc.faa.gov/listDocs, or:
    a. An sUA weighing up to and including 0.88 pounds at takeoff equipped and operated with a mechanism to shield or prevent rotating components (i.e., prop guards or prop brake mechanism) from causing lacerations to human skin; or
    b. An sUA weighing more than 0.88 pounds at takeoff equipped with a Parachute Recovery System (PRS) that conforms to the ASTM F3322-18 (or newer) standard and operated in accordance with the manufacturer's proponent manual equipped and operated with a mechanism to shield or prevent rotating components (i.e., prop guards or prop brake mechanism) from causing lacerations to human skin. The PRS manufacturer's proponent manual must be accessible to the remote PIC at all times during the operation. A digital copy of this manual is acceptable; or
    c. For those operations where it is necessary to operate over a human being in order to safeguard human life, in these situations the remote PIC must not operate any lower or in proximity to human beings or moving vehicles necessary to accomplish the operation and must not operate over people for any duration of time longer than it is necessary to safeguard that human life;

21. The remote PIC must have situational awareness of air traffic in the vicinity of the operation, and be in compliance with §91.111(a) Operating Near Other Aircraft;

22. The remote PIC must ensure there is always a safe operating distance between other aviation activities and their UA. Additionally, the sUAS shall not be operated in a manner that interferes with operations or traffic patterns at any airport, heliport, or seaplane base;

23. The proponent must coordinate and deconflict their activities with other known first responder and emergency response entities flying manned aircraft and must give way to all other manned aircraft;

24. The proponent is responsible for reviewing the current (UASFM) prior to each flight, noting any changes to the area of operations (e.g., airspace modifications or temporary flight restrictions [TFR]). Access the UASFM website at, https://udds-faa.opendata.arcgis.com, then scroll down and open the

"Visualize It" section;

25. No person may operate a UA in a prohibited area or restricted area unless that person has permission from the using or controlling agency, as appropriate. The AP1A/B (DoD Flight Information Publication), found via the following link, lists agencies scheduling special use airspace (SUA): https://www.daip.jcs.mil/pdf/ap1b.pdf;

26. If operating in controlled airspace below the UASFM altitudes, ATC authorizes sUAS operations without requiring two-way radio communication between that aircraft and ATC;

27. The FAA waives the requirement for the sUAS proponent to receive an ATC clearance from the ATC facility having jurisdiction for that area before operating an aircraft below the UASFM altitudes in that Class B airspace area;

28. Prior to takeoff, the sUAS must be programmed to execute a pre-programmed return-to-home (RTH) command if the signal is lost, in compliance with provision No. 11. The RTH altitude must avoid any obstructions along the RTH route and be limited to no higher than 50 feet above any obstruction encountered along the route or 200 feet AGL, or, at or below the UASFM Altitude, whichever is lower;

29. Prior to commencing any flight under this Waiver, a checklist must be completed by the remote PIC to identify potential ground and air hazards that are within 1 statute mile of the intended operating area or route of flight. The checklist must:
    a. Be briefed to VO(s) and person(s) flying the drone, and
    b. Identify the following items, at a minimum:
        1) Areas or routes of low-level helicopter and airplane operations, such as helipads, grass airstrips, airports, military operations areas below 500 feet above ground level (AGL), tour operator flights, and farmland suitable for agricultural aircraft operations,
        2) Location(s) of expected pedestrian and/or vehicular traffic,
        3) Highest obstacle or obstruction that may be encountered,
        4) Validate C2 signal strength is sufficient for control through the entire route, and
        5) Validate suitable launch/recovery site;

    Note: During critical/urgent emergency management operations, the completion of this checklist should be considered, but is not required.

30. Emergency/Fly-Away Procedures:
    a. 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 the ATC facility having jurisdiction for the airspace;
    b. The PIC must provide the following information:
        1) Nature of emergency,
        2) Last known UA position, altitude, and direction of flight, and
        3) Maximum remaining flight time;

31. For all sUAS requests in controlled airspace above the UASFM altitudes, above 400ft above the ground or further than 50 feet of an object in Class G Airspace, the proponent must apply for an Air Traffic

Organization (ATO) COA at https://caps.faa.gov/coaportal;

32. For emergency operations where the PSO needs to exceed the limitations of this COW**,** a request for a Special Governmental Interest COA/Waiver must be submitted to the FAA's Systems Operations Support Center at https://www.faa.gov/uas/advanced_operations/emergency_situations/;

33. All emitters used in sUAS must be in compliance with all applicable FCC regulations and all provisions of the FCC authorization granted for the emitter. A FCC experimental authorization may not be used for sUAS operations under this Waiver;

34. The Proponent must maintain a record of all flight times for the duration of the waiver to include:
    a. Monthly total aggregate flight time,
    b. Each occurrence where a UA operated less than 500 feet vertically and/or horizontally of an aircraft with at least one person onboard. Each occurrence must include the closest point of approach between the two aircraft in straight line distance, horizontal distance, and vertical distances, and
    c. Number and description of any instances of loss of control of the UA;

    Note: These records must be made available to the Administrator upon request.

35. The operator, by the most expeditious means available, must report aircraft accidents, incidents, or occurrences to the National Transportation Safety Board in accordance with 49 CFR 830 and report via email to, 9-AVS-AFS-750-91.113Waivers@faa.gov; and

36. Operations conducted under this Waiver are limited to the location(s) as described in waiver application.