

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CERTIFICATE OF WAIVER

ISSUED TO

Wing
Responsible Person: Chris Jackman
Waiver Number: 107W-2023-01489

ADDRESS—

3400 Hillview Ave.
Bldg 4
Palo Alto, CA 94304

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); Small unmanned aircraft system (sUAS) operations in which a participating Visual Observer (VO) is not able to see the unmanned aircraft; Acting as a remote pilot in command (PIC) or visual observer (VO) in the operation of more than one small unmanned aircraft (sUA) at the same time; Small unmanned aircraft system (sUAS) operations over human beings; Small unmanned aircraft system (sUAS) operations over a moving vehicle.

LIST OF WAIVED REGULATIONS BY SECTION AND TITLE

14 CFR §§ 107.31—Visual line of sight aircraft operation,
107.33(b) & (c)(2)—Visual observer,
107.35—Operation of multiple small unmanned aircraft systems,
107.39—Operation over human beings, and
107.145—Operations over moving vehicles

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

This Certificate of Waiver is effective from November 21, 2023, to August 31, 2025, and is subject to cancellation at any time upon notice by the Administrator or an authorized representative.

BY DIRECTION OF THE ADMINISTRATOR

Emerging Technologies Division, AFS-700

SPECIAL PROVISIONS ISSUED TO Wing

General.

This Certificate of Waiver is an amendment which supersedes and replaces Waiver 107W-2022-02524 issued to Wing for operations under 14 CFR 107. Waiver 107W-2022-02524 is no longer valid.

The FAA's Flight Standards Service has reviewed your application to ensure compliance with the requirements of 14 CFR § 107.200 and § 107.205. Pursuant to these authorities, the Administrator finds that the proposed small unmanned aircraft (sUA) operation can be conducted safely under the provisions of this Certificate of Waiver (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.

List of Regulations Waived by Section and Title. The following regulations are waived:

14 CFR § 107.31, Visual line of sight aircraft operation, is waived to allow operation of the small unmanned aircraft (sUA) beyond the direct visual line of sight of the remote pilot in command (PIC);

14 CFR § 107.33(b) & (c)(2), Visual observer, is waived to the extent necessary to allow operation of the small unmanned aircraft (sUA) when any Visual Observer (VO) who is participating in the operation may not be able see the unmanned aircraft in the manner specified in § 107.31;

14 CFR § 107.35, Operation of multiple small unmanned aircraft systems, is waived to allow a person to act as the remote Pilot in Command (PIC) or visual observer (VO) to operate multiple small UAS simultaneously;

14 CFR § 107.39, Operations over human beings, is waived to allow sUA operations over human beings who are not direct participants, necessary for the safe operation of the small unmanned aircraft;

14 CFR § 107.145, Operations over moving vehicles, is waived to allow sUA operations over a moving vehicle.

No part of this waiver will function as an airspace authorization under 14 CFR § 107.41. The FAA's Air Traffic Organization responds directly to requests for such authorizations.

Common Special Provisions. The Responsible Person 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)¹ comply with all provisions of this Waiver.

1. The Responsible Person 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 Responsible Person:
 - a. 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;
 - b. Must ensure the remote PIC, manipulators of the controls, and VO(s) are informed and familiar with part 107 regulations; and
 - c. Evidence of the above (a and b) 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;
5. The Responsible Person listed on this Waiver must maintain a current list of pilots by name and remote pilot certificate number used in operations under this Waiver. This list must be presented for inspection upon request from the Administrator or an authorized representative;
6. The Responsible Person 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;

Waiver Specific Special Provisions. sUAS operations beyond the visual line of sight (BVLOS) of the remote PIC and VO(s), and acting as a remote PIC or VO(s) in the operation of more than one sUA at the same time may be conducted under this waiver when the operation complies with the following provisions:

OPERATIONAL PROVISIONS

8. Operations are limited to the concept of operations specifically described in the waiver application;
9. Operations may not be conducted at night or civil twilight;

¹ Title 14 CFR § 107.3 defines the term “visual observer.” Any VO participating in operations conducted under this Waiver must meet the requirements listed in § 107.33 throughout the duration of flight operations.

10. The remote PIC must ensure sufficient VO(s) are used to identify any non-participating aircraft prior to their entry into the planned operational area as described in the waiver application. VO(s) are also required to continuously observe at least a 2 statute mile radius of airspace surrounding all sUA in flight. The remote PIC must confirm VO(s) are physically located such that the remote PIC receives sufficient notice to ensure the UA remains well clear of all other aircraft;
11. Individuals directly participating in the operation of the sUAS must be easily identifiable visually (e.g., apparel, safety vests);
12. The Responsible Person must ensure all operations conducted under this Waiver follow the procedures outlined in the operations manual. If a discrepancy exists between the provisions in this Waiver and the procedures outlined in the operations manual, the provisions of this Waiver take precedence and must be followed;
13. The operations manual contains at least the following items:
 - a. Operator name, address, and telephone number,
 - b. Method of manual distribution and revision,
 - c. Aircraft description and limitations list by aircraft type and model,
 - d. Method to ensure safety of non-participating persons and aircraft,
 - e. Safety briefing of Direct Participants,
 - f. Direct Participant minimum requirements,
 - g. Method of communications,
 - h. Normal operating procedures,
 - i. Abnormal operating procedures,
 - j. Emergency procedures,
 - k. Crew Resource Management,
 - l. Risk management, and
 - m. Accident Notification. The operations manual must contain procedures for notification and reporting of accidents in accordance with 14 CFR § 107.9;
14. The Responsible Person may update or revise the operations manual. The Responsible Person must track such revisions and present revised documents to the Administrator or an authorized representative upon request. The Responsible Person must also present revised documents when applying for extension of or amendment to this Waiver. If any revision to the manual would be contrary to the information provided in the waiver application or obviate a condition or limitation of this waiver, then the Responsible Person must apply for an amendment to this Waiver;
15. The Responsible Person must ensure a copy of the operations manual is available to the remote PIC and all other direct participants prior to and during sUAS operations that are the subject of this Waiver;

16. The Responsible Person listed on this Waiver must ensure each remote PIC who will conduct operations under this Waiver is trained in a manner that addresses the items listed in § 107.49(a)-(e) and in a manner that is consistent with how the sUAS will be operated under this Waiver. All training and demonstration for all remote PICs and VOs must be documented and made available upon request by the Administrator or an authorized representative. Training operations may only be conducted under the standard requirements of part 107 (without waiver). The training must include:
- sUA limitations,
 - sUA programming,
 - sUA operational procedures,
 - Abnormal procedures,
 - Air traffic avoidance procedures,
 - Crew Resource Management,
 - sUA flight training,
 - Recognizing and overcoming visual illusions caused by darkness,
 - Understanding physiological conditions which may degrade night vision, and
 - Demonstration of sUA ground and flight skills;
17. Prior to operations under this Waiver, all direct participants must attend a safety briefing that addresses at minimum, the following items:
- Designated positions, physical locations, responsibilities, and Crew Resource Management,
 - Planned flight operating area,
 - Designated launch and recovery areas,
 - Verification of geo-fence boundaries,
 - Verification of return home and land flight profile, and course,
 - Verification of emergency landing site(s), land profile, and course,
 - Procedures for avoidance of other aircraft,
 - Procedures for operating under this Waiver;
18. Communication between the remote PIC and VO must occur to facilitate, when necessary, the remote PIC taking action to maneuver the sUA with sufficient time to:
- Give way to all other aircraft in accordance with § 107.37,
 - React to any unforeseen operational or mechanical failure without creating a hazard to other people, other aircraft, or property in the event of a loss of control of the sUA, and
 - Maintain compliance with this Waiver and the requirements of part 107;
19. Operations subject to this waiver must cease as soon as possible in manner that does not jeopardize the safety of human beings, property or other aircraft, if, at any time:
- Safety of human beings or property on the ground or in the air is in jeopardy,
 - Any failure to comply with the provisions of this Waiver exists,
 - Full-duplex or half-duplex communications as described in the waiver cannot be maintained between the remote PIC and any VO participating in the operation,
 - A non-participating aircraft enters the designated flight operating area,
 - GPS signal is lost, or sUA GPS location information is degraded;
20. No sUA flight that occurs under this waiver may carry the property of another for compensation or hire;

21. The Responsible Person must file a Notice to Air Mission (NOTAM) no more than 72 hours and no less than 24 hours prior to operating under this waiver. A NOTAM can be filed by calling 1-877-487-6867 (1-877-4-US-NTMS) or online at <https://www.1800wxbrief.com/Website/login#!/>, and must include the location and/or operating area, altitude, and time and nature of the activity. The Responsible Person must verify the NOTAM has been issued prior to conducting waived operations;
22. The Responsible Person must establish and maintain a Safety Management System (SMS) appropriate for the size, scope, and complexity of operations that occur under this Waiver. Guidance on establishing and maintaining an SMS is available in FAA Advisory Circular 120-92B (or current revision). This program must be made available upon request by the Administrator;
23. The Responsible Person shall email monthly reports to the Administrator, at 9-afs-820-Part107Reports@faa.gov. Documentation of all operations associated with UAS activities is required, regardless of the airspace within which the sUA operates. All such documentation shall be retained for a period of 90 days after the expiration date of the Waiver. Negative reports (zero flights) are required. Reports must include the following information:
 - a. Name of operator,
 - b. Aircraft registration number(s),
 - c. sUA type and model,
 - d. Operating locations to include city name and latitude/longitude,
 - e. Number of flights (per location, per aircraft),
 - f. Number of cycles (per location, per aircraft),
 - g. Total aircraft operational hours,
 - h. Abnormal Damage incurred during operations (i.e. Bird Strike, FOD),
 - i. Equipment malfunctions. Reportable malfunctions include, but are not limited to the following:
 1. On-board flight control system,
 2. Navigation system,
 3. Power plant failure in flight,
 4. Fuel system failure,
 5. Electrical system failure, or
 6. Control station failure; and
 - j. Number and duration of lost link events (control, performance, health monitoring, or communications) per aircraft per flight;
24. The responsible person must email a report within seven days to 9-afs-820-Part107Reports@faa.gov if any of the following occur:
 - a. Incident,
 - b. Accident,
 - c. Any landings outside the Nest Location;
 - d. Lost link,
 - e. Near Mid-Air Collision, or
 - f. Avoidance maneuvers due to manned aircraft in the vicinity;

TECHNICAL PROVISIONS

25. Operations conducted under this Waiver may only occur with model sUA as described in the waiver application. Proposed operations of any other manufacturer, make or model of sUAS will require a new waiver application or an request to amend this Waiver;
26. All sUAS operations conducted in accordance with this Waiver must comply with all manufacturer recommendations and limitations for the sUAS;
27. Any modification to the sUAS design is prohibited; repair and replacement of damaged components is allowed with a replacement part that is exactly the same as the original; no substitutions are allowed unless the Responsible Person submits a new waiver request describing the substitution or modification;
28. The Responsible Person must maintain each sUAS and its components in accordance with manufacturer's instructions and recommendations. sUAS maintenance includes scheduled and unscheduled overhaul, repair, inspection, modification, replacement, and system software upgrades of the sUAS and its components necessary for flight. A log of all maintenance performed must be kept for each aircraft operated under this waiver. This log must be available to the remote PIC for review prior to conducting operations that are the subject of this waiver. Each sUAS maintenance log must be presented to the Administrator when requested. The log must contain the following information for each maintenance activity:
 - a. A description (or reference data acceptable to the Administrator) of work performed,
 - b. The date of completion of the work performed,
 - c. The name of the person who performed the work, and
 - d. The signature of the person who performed the work;
29. Any sUAS that has undergone maintenance must undergo a functional test flight prior to conducting operations under this Waiver. A log entry must be made for each functional test flight. The log entry must contain at minimum the:
 - a. Calendar date,
 - b. sUA registration number,
 - c. Remote PIC who performed the functional test flight,
 - d. Duration of the flight, and
 - e. The result of the functional flight test;
30. A functional test flight may only be conducted under the standard requirements of part 107 (without waiver);
31. The sUA must be equipped with high visibility markings and lighting to increase the conspicuity of the sUA to 1 statute mile for daylight operations;
32. As described in the waiver application, sUAS ground control station must display in real time the following information: sUA altitude, sUA position, sUA direction of flight, and sUAS flight mode. This information must be available at all times to the remote PIC;

33. The sUAS must audibly and visually alert the remote PIC of degraded system performance, sUAS malfunction, or loss of Command and Control (C2) link between the ground control station and the sUA;
34. Launch or recovery areas must be pre-designated and monitored to keep any human being who is not directly participating in the operation out of the areas prior to, during, and immediately following flight operations;
35. Prior to conducting operations under this Waiver, the remote PIC must determine all control links will work properly at the maximum planned distance for the proposed operation;
36. If the remote PIC loses command or control link or the command and control link latency has the potential to degrade the ability of the RPIC to immediately maneuver the sUA, the sUA must follow a predetermined route to either reestablish link or immediately recover/land at a predesignated location;
37. If communication between the VO and the remote PIC will occur by electronic device:
 - a. The device must provide for real-time communications, either half-duplex or full,
 - b. There must be a reliable back-up communication method;
38. ADS-B out (1090/978 MHz) may not be transmitted from the sUAS when operating pursuant to this Waiver;
39. 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;
40. sUAS flight routes must be planned, and sUAS must be programmed for semiautonomous flight;
41. Operations conducted under this Waiver are limited to no more than 100 sUA operated by the remote PIC;
42. The remote PIC must have the ability to receive flight data on every individual airborne sUA to include any possible malfunctions, failures, or degradation in performance;
43. The remote PIC must have the ability to control each sUA individually and simultaneously;
44. An individual system failure must not interfere with the operation of other sUA or cause incidents, accidents, or loss of control involving other sUA that are the subject of this Waiver;

ENVIRONMENTAL PROVISIONS

45. Operations under this Waiver are limited to location described in the waiver application; and
46. As described in the waiver application flight areas must be designed to avoid airports including approach and departures and other expected manned air traffic patterns unless a Letter of Agreement (LOA) with that airport's management is obtained or otherwise permitted by a Certificate of Authorizations (COA).