

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

CERTIFICATE OF WAIVER

ISSUED TO

In Orbit Aerospace Inc.
Responsible Person: Antonio Coelho
Waiver Number: 107W-2025-04185

ADDRESS

20600 Gramercy Pl Ste 204
Torrance, CA 90501

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

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 higher than 400 feet above ground level (AGL), when not within a 400 foot radius of a structure.

LIST OF WAIVED REGULATIONS BY SECTION AND TITLE

14 CFR §§ 107.35—Operation of multiple small unmanned aircraft systems, and
107.51(b)—Operating limitations for small unmanned aircraft - Altitude

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 1 to 27, inclusive, are set forth on the attached pages.

This Certificate of Waiver is effective from February 05, 2026, to February 28, 2026, and is subject to cancellation at any time upon notice by the Administrator or an authorized representative.

BY DIRECTION OF THE ADMINISTRATOR

Adam Vetter
Tactical Operations Manager
FAA Western Service Center

SPECIAL PROVISIONS ISSUED TO In Orbit Aerospace Inc.

General.

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 sUAS 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 sUAS 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 § 107.35, 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 § 107.51(b), Operating limitations for small unmanned aircraft - Altitude, is waived to allow sUAS operations higher than 400 feet AGL, not to exceed 1,190 feet AGL.

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 such requests. The FAA LAANC system cannot be used for airspace authorizations for waivered operations.

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 (PIC), manipulator of the controls, and Visual Observers (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 PIC, manipulators of the controls, and VO(s) are informed of the terms and provisions of this Waiver and the strict observance of the terms and provisions herein;
 - b. Must ensure the PIC, manipulators of the controls, and VO(s) are informed of, 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;

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.

2. This Waiver must 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 PIC at the ground control station during sUAS 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 PICs, persons manipulating the controls, VOs, and any persons whose involvement is necessary for safety of the sUAS 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 takes precedence and must be followed;

Waiver Specific Special Provisions: sUAS operations with multiple sUA may be conducted at altitudes above 400 feet AGL, not to exceed 1,190 feet AGL, provided:

9. Operations may not be conducted at night or during civil twilight, as defined in 14 CFR § 1.1 and § 107.29(c), respectively;
10. The Flight Crew for operations under this Waiver must consist of the personnel specified in the waiver application and supporting documentation, in the number and crew specialties as specified;
11. The PIC must:
 - a. Be located within the Operational Area and positioned to have a viewshed to continuously observe at least a 2 statute mile (SM) radius of airspace surrounding the sUAS in flight; and
 - b. Relocate to a suitable position if the 2 SM viewshed is compromised;
12. Non-Shielded Operations: With VO(s)
 - a. The sUA must not exceed 1,190 feet AGL;
 - b. Must use sufficient VO(s), defined as the minimum number of VO(s) required to continuously observe at least a 2 SM radius of airspace surrounding the sUAS in flight, are:
 - 1) Used to identify any non-participating aircraft prior to their entry into the planned operational area;
 - 2) Physically located such that the PIC receives sufficient notice to ensure the sUAS remains well clear of all other aircraft;

- 3) Physically located to notify the PIC of any moving vehicle or human presence that may pose a hazard to the operation;
- c. Communication between the PIC and VO must occur to facilitate, when necessary, for the PIC taking action to maneuver the sUAS with sufficient time to;
 - 1) Give way to all other aircraft in accordance with § 107.37;
 - 2) 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
 - 3) Maintain compliance with this Waiver and un-waived provisions of Part 107;
- d. If communication between the VO and the PIC will occur by electronic device:
 - 1) The device must be continuous full-duplex;
 - 2) The PIC must be able to use the device hands-free; and
 - 3) There must be a reliable back-up communication method;
- e. All VO(s) must receive documented training for their duties and responsibilities to include;
 - 1) Scanning of the Operational Volume for Air and Ground based intruders;
 - 2) Communications procedures and phraseology; and
 - 3) Overall operations conducted under this Waiver;

13. Multiple UAS Operations: DISCRETE C2 SYSTEM

- a. The PIC may conduct operations of up to Two (2) sUA of the make/model defined in the waiver application, equipped with discrete flight control and transmission systems, able to operate without interference from the other sUA C2 systems;
- b. sUAS operations are limited to a maximum altitude of 1,190 feet AGL and must remain inside the stated operational area;
- c. All sUA must be operated to a maximum 180° of the PIC's front facing field of view;
- d. All sUA must be operated on full autonomous, way-pointed flight plans with the operational volume confined by Geo-fencing. Manual flight is allowed as necessary to address abnormal situations;
- e. No operation within 3 SM of an airport unless VO(s) are added to assist airspace clearance and monitor local CTAF frequencies; and
- f. All GCS Controllers in use must be conspicuously marked to their respective sUA for ready identification and positioned for easy access to the PIC as necessary;

14. The PIC must ensure:

- a. Prior to conducting operations under this Waiver, the PIC must perform a documented site survey to:
 - 1) Identify flight operational area obstacles and boundaries so as to avoid collision with, or damage to property;
 - 2) Validate C2 signal strength is sufficient for control through the entire route;
 - 3) Validate suitable launch/recovery site(s); and
 - 4) Complete and document a Flight Risk Assessment;
- b. Routes are pre-planned (using waypoints) prior to flight and aircraft are programmed to automatically follow the route. Manual flights are allowed as necessary;

- c. Geofencing is used to confine the Operational Volume (defined as the property lines of the assets or perimeter boundaries of the controlled access area, or right of way specified in the waiver application + maximum allowed altitude);
- d. Return to Home/Return to Land feature must not allow the sUAS to deviate from the defined operational volume;
- e. Launch or recovery areas are 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;
- f. Non-participant persons inside the operational area are notified of sUAS operations; and
- g. Individuals directly participating in the operation of the sUAS must be easily identifiable visually (e.g., apparel, safety vests);

15. The Responsible Person must ensure:

- a. A copy of the waiver application and Waiver is available to the PIC and all other direct participants prior to and during sUAS operations that are the subject of this Waiver;
- b. A copy of the current operations manual required by this Waiver is available to the PIC and all other direct participants prior to and during sUAS operations that are the subject of this Waiver;
- c. All operations conducted under this Waiver follow the procedures outlined in the current 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;
- d. A documented notification from the operator(s) of the sUAS to any airport, heliport, known agricultural aerial application operation or aerial military installation within a 3 mile radius of the operating area; and
- e. Each PIC who will conduct operations under this Waiver is trained in a manner that addresses the items listed in § 107.49(a) and in a manner that is consistent with how the sUAS will be operated under this Waiver. All training and demonstration for all PICs and VO(s) 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:
 - 1) sUA limitations;
 - 2) sUA programming;
 - 3) sUA operational procedures;
 - 4) Abnormal procedures;
 - 5) Air traffic avoidance procedures;
 - 6) Crew Resource Management;
 - 7) sUA flight training; and
 - 8) Demonstration of sUA ground and flight skills;

16. Operations Manual: Prior to operations, the Responsible Person must develop an operations manual that contains at least the following items:

- a. Operator name, address, and telephone number;
- b. Method of manual distribution and revision;

- c. Certificate of Waiver. The operations manual must include a copy of the current Waiver(s);
- d. Aircraft description and limitations list by aircraft type and model;
- e. Method to ensure safety of non-participating persons and aircraft;
- f. Safety briefing of Direct Participants;
- g. Direct Participant minimum requirements;
- h. Method of communications;
- i. Normal operating procedures;
- j. Abnormal operating procedures;
- k. Emergency procedures;
- l. Crew Resource Management;
- m. Risk management; and
- n. Accident Notification. The operations manual must contain procedures for notification and reporting of accidents in accordance with 14 CFR Part § 107.9 and NTSB 830;

17. Operations Manual: The Responsible Person must update or revise the operations manual (aka CONOPs) submitted with the waiver application for changes in the operation. 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;

18. Operations subject to this Waiver must cease as soon as possible in a manner that does not jeopardize the safety of human beings, property or other aircraft, if, at any time:

- a. Safety of human beings or property on the ground, or in the air is in jeopardy;
- b. Any failure to comply with the provisions of this Waiver exists; and
- c. Full-duplex communications cannot be maintained between the PIC and any VO participating in the operation;

19. NOTAM: The Responsible Person must file a Notice to Airmen (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); and must include the location and/or operating area, altitude, time, nature of the activity, Waiver and/or COA number, PIC name and contact information. The Responsible Person must verify the NOTAM has been issued prior to conducting waivered operations;

20. Safety Briefing: Prior to operations under this Waiver, all Direct Participants must attend a safety briefing that addresses, at minimum, the following items as applicable:

- a. Designated positions, physical locations, responsibilities, and Crew Resource Management;
- b. Planned flight operating area;
- c. Designated launch and recovery areas;

- d. Verification of geo-fence boundaries;
- e. Verification of return home and land flight profile, and course;
- f. Procedures for avoidance of other aircraft and obstacles;
- g. Procedures for operating under this Waiver;
- h. Land vehicle speed;
- i. Intended flight path;
- j. Abnormal procedures; and
- k. Emergency procedures;

21. ADS-B out (1090/978 MHz) may not be transmitted from the sUAS when operating pursuant to this Waiver. An ADS-B in Receiver (other than a cell phone, or third party internet service) must be operational and monitored during all operations pursuant to this Waiver;

22. Anti-Collision Lighting: The sUAS must be equipped and operated with High Visibility Markings and/or anti-collision lighting compliant with §107.29 to appropriately increase conspicuity of the sUAS in order to be seen by crewmembers in other aircraft. The anti-collision lighting system must be operational at all times;

23. Ground Control Station (GCS), Control and Communications (C2) System:

- a. Telemetry: The sUAS ground control station must display in real-time the sUA altitude, position, direction of flight, ground speed, C2 signal strength, GPS or navigation system signal condition, battery condition, and sUA distance from the control station as described in the waiver application. This information must be available at all times to the PIC;
- b. Alerting: The PIC must ensure the GCS is configured to audibly and/or visually alert the PIC of degraded system performance, geofence loss of containment, loss of Control Link with the sUA, and intrusion alerts as described in the waiver application;
- c. Emergency Profiles: The PIC must ensure the GCS is configured for automated emergency actions (e.g. RTL/RTH, altitude descend, position hold, etc.) as described in the waiver application; and
- d. Sensors: The PIC must ensure any installed collision/obstacle avoidance sensors are operational;

24. As described in the waiver application, prior to operations subject to this Waiver, a geo-fence must be set to contain all sUA within the planned operational area;

25. UAS Maintenance: All sUAS operations conducted in accordance with this Waiver must comply with all manufacturer recommendations and limitations for the sUAS:

- a. 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;
- b. A log of all maintenance performed must be kept for each aircraft operated under this Waiver. This log must be available to the 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:

- 1) A description (or reference data acceptable to the Administrator) of work performed;
- 2) The date of completion of the work performed;
- 3) The name of the person who performed the work; and
- 4) The signature of the person who performed the work;

c. Any sUAS that has undergone maintenance must undergo a functional test flight prior to conducting operations under this Waiver. The functional test flight may only be conducted under the standard requirements of Part 107 (without waiver). A log entry must be made for each functional test flight. The log entry must contain at minimum the:

- 1) Calendar date;
- 2) sUA registration number;
- 3) PIC who performed the functional test flight;
- 4) Duration of the flight; and
- 5) The result of the functional flight test;

26. All emitters used in the 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; and

27. Operations Area: Operations conducted under this Waiver are limited to the Operations Area as described in the waiver application (see description and images below).



