

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

ISSUED TO

**Simple UAV Enterprises**  
**Responsible Person: Vergil Johnson**  
**Waiver Number: 107W-2026-00516**

ADDRESS –

**1468 Middlesbrough Dr**  
**Fayetteville, NC 28306**

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

Operation from a moving land borne vehicle over other than sparsely populated areas. Operation not for transportation of property for compensation or hire; operations under this Waiver are to be conducted in Class G airspace only unless specific airspace authorization or Waiver is received from the FAA in accordance with § 107.41; Small unmanned aircraft system (sUAS) operations over human beings; Operating Limitations for Small Unmanned Aircraft — Visibility; Operating Limitations for Small Unmanned Aircraft — Cloud Clearance; Small unmanned aircraft system (sUAS) operations over a moving vehicle.

LIST OF WAIVED REGULATIONS BY SECTION AND TITLE

**14 CFR §§ 107.25—Operation from a moving vehicle or aircraft,**  
**107.39—Operation over human beings,**  
**107.51(c)—Operating limitations for small unmanned aircraft - Visibility,**  
**107.51(d)—Operating limitations for small unmanned aircraft - Cloud Clearance, 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 38, inclusive, are set forth on the attached pages.

This Certificate of Waiver is effective from May 12, 2026, to May 31, 2028, 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**  
**Simple UAV Enterprises**

**General.**

This Certificate of Waiver is an amendment which supersedes and replaces Waiver 107W-2024-03938 issued to Vergil Johnson for operations under 14 CFR 107. Waiver 107W-2024-03938 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 § 107.25, Operation from a moving vehicle or aircraft, is waived to allow sUA operations from a moving vehicle or aircraft not meeting the requirements of § 107.25;

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 § 107.51(c), Operating limitations for small unmanned aircraft - Visibility, is waived to allow operations when the flight visibility as observed from the location of the control station is less than 3 statute miles;

14 CFR § 107.51(d), Operating limitations for small unmanned aircraft - Cloud Clearance, is waived to allow sUA operations not meeting the cloud clearance requirements of § 107.51(d);

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. The LAANC system may not 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 (remote PIC), manipulator of the controls, and visual observer(s) (VO)<sup>1</sup> comply with all provisions of this Waiver.

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<sup>1</sup> 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.

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

**Moving Vehicle sUAS Operations Special Provisions** sUAS operations may be conducted from a land or water-borne vehicle over other than sparsely populated areas. Operation not for transportation of property for compensation or hire

9. sUA Operations from a Moving Vehicle

- a. sUAS operations may be conducted from a land or water-borne vehicle;
- b. The remote PIC and VO must have an unobstructed field of view from the moving vehicle;
- c. The remote PIC, VO, and vehicle operator have general knowledge of the topography and environment for the planned flight route and have briefed the intended flight to address matters such as vehicle route, speeds, obstacles and weather;
- d. Vehicle movement does not interfere with the duties and responsibilities of the remote PIC and/or VO;
- e. The remote PIC, the VO(s), and the person operating the moving vehicle must be designated in advance of the commencement of the operation, and may serve only in a single role throughout the operation. For example, the person who operates the moving vehicle may not simultaneously act as the VO; and
- f. Any electronic communication conducted by the driver or remote PIC during waived operations must be by use of a hands-free device
- g. The Responsible Person must ensure that the loss of data link procedures account for the dynamic location of the remote PIC. These procedures must include a safe flight termination method or a safe lost link flight path around all obstacles, adverse weather conditions, non-participating aircraft, and persons on the ground, which are encountered during the operation;

10. Visual Observers: All operations conducted under this Waiver must use one or more VO as described in the waiver application:

- a. All VOs 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;
  - 3) Overall operations conducted under this Waiver;
- b. Sufficient VO(s), defined as the minimum number of VO(s) required to continuously observe at least a 2 statute mile radius of airspace surrounding the sUA 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 remote PIC receives sufficient notice to ensure the UA remains well clear of all other aircraft;
  - 3) Physically located to notify the remote PIC of any moving vehicle or human presence that may pose a hazard to the operation;
- c. Communication between the remote PIC and VO must occur to facilitate, when necessary, for the remote PIC taking action to maneuver the sUA 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 remote PIC will occur by electronic device:
  - 1) The device must be continuous full-duplex;
  - 2) The remote PIC must be able to use the device hands-free; and
  - 3) There must be a reliable back-up communication method;

11. Operational Parameters: The sUA must not be operated;
  - a. To exceed 150 feet above ground level, unless the sUA is flown within a 50-foot radius of a structure, and does not fly higher than 150 feet above that structure's immediate uppermost limit;
  - b. Further than 600 feet downrange of the remote PIC;
  - c. Within a 3-statute mile radius of any airport, heliport, known agricultural aerial application operation or aerial military installation;
  - d. Into clouds, and that the ability of remote PIC and VO to maintain visual line of sight of the sUA is not hampered by clouds;
  - e. Below a minimum flight visibility of less than 1 statute mile, as observed from the location of the control station or where VO is positioned. At no time will the sUA be operated in an area where minimum flight visibility is less than 1 statute mile; and
  - f. Must remain in visual line of sight of both the remote PIC and VO at all times;
12. Prior to conducting waived operations, the Responsible Person listed on the Waiver must ensure the remote PIC, VO, and driver have general knowledge of the topography and environment for the planned flight route and have briefed the intended flight to address matters such as vehicle route, speeds, obstacles and weather;
13. The maximum takeoff weight of the sUA and all attachments such as shielding for rotating components (i.e., prop guards), remote ID module, camera, anti-collision lights, and/or payload **must not exceed 0.88 pounds**;

#### **SPECIAL PROVISIONS APPLICABLE TO sUA GREATER THAN 0.88 POUNDS**

14. 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;
15. The maximum takeoff weight of the sUA and all attachments such as shielding for rotating components (i.e. prop guards), remote ID module, camera, anti-collision light, parachute recovery system, and/or payload **must not exceed 3.5 pounds (3 pounds, 8 ounces)**;

16. The sUA must be equipped and operated with a Parachute Recovery System (PRS) conforming to the ASTM F3322–18 (or newer) standard.
  - a. The PRS must be maintained per the manufacturers recommended procedures, and safety checked prior to flight;
  - b. The operation over human beings and moving vehicles occupied by people must immediately terminate if the PRS experiences an inflight failure or fails a safety check per the operator's manual;
  - c. The sUA must be operated at or above the minimum altitude specified in the PRS operator's manual when the sUA is over human beings and moving vehicles occupied by people; and
  - d. The RPIC must have the most recent version of the PRS operator's manual for the PRS being used in their possession, and readily accessible, during the operation. A digital copy of this manual is acceptable for this purpose;

### **SPECIAL PROVISIONS APPLICABLE TO ALL sUAS**

17. The sUAS must be equipped and operated with a mechanism to shield or prevent rotating parts from causing lacerations to human skin (e.g., prop guards);
18. The remote PIC must ensure the area ahead of the small unmanned aircraft is scouted immediately prior to the arrival of the sUA to ensure no hazards are present;
19. Transient operations over moving vehicles occupied by people are prohibited unless:
  - a. The sUA remains within a closed- or restricted-access site and all non-participants in the sUA operation are on notice of the sUAS operation prior to takeoff, or
  - b. For other than closed set operations, sUA operations shall be operated in a manner that minimizes risk to moving vehicles;
  - c. sUA up to and including 0.88 pounds must be operated no lower than fifty feet above ground level (AGL); and
  - d. sUA greater than 0.88 pounds must be operated at or above the minimum altitude specified in the PRS manufacturer's operator's manual;
20. Sustained operations over moving vehicles occupied by people are prohibited unless the sUA operation remains within a closed- or restricted-access site and all non-participants in the sUA operation are on notice of the sUAS operation prior to takeoff;
21. 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;

22. Operations over people attending sporting events, concerts, crowds, political events, races, controlled access events, and other open-air assemblies of people is prohibited, unless, prior to sUAS operations conducted under this Waiver, the responsible person coordinates the sUAS operations with the event's security planner or venue's designee. For this Waiver, "coordinates" means contacting the venue designee or event's security planner and
  - a. Providing a copy of this Waiver,
  - b. Providing a schedule of planned sUAS operation(s) times,
  - c. Providing the location the remote PIC will be operating the sUAS from,
  - d. Providing the remote PIC's phone number where they can be contacted during sUAS operations, and
  - e. Receiving written confirmation from the event security planner or venue's designee that the above information has been provided to him/her;
23. The route of flight must be planned and flown to minimize the time the sUA is over people and moving vehicles occupied by people;
24. Prior to each flight a checklist must be used to aid in identifying potential ground and air hazards along the route of flight and in the immediate vicinity, completed by the RPIC, and briefed to the VO(s) and the person flying the drone. The checklist must cover the following items at a minimum:
  - a. Identify 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, within one statute mile of the intended operating area or route;
  - b. Identify locations of expected pedestrian and vehicular traffic in the immediate vicinity of the operating area or route of flight; and
  - c. Identify the highest obstacle or obstruction in the operating area that may be encountered between the takeoff/home location and anywhere along the planned route of flight should a pre-programmed return-to-home (RTH) flight be initiated;
25. Prior to takeoff, the sUAS must be programmed to execute a pre-programmed RTH command if the signal is lost or disrupted for more than 5 seconds. The RPIC must program a RTH altitude that avoids any obstructions along the RTH route, limited to no higher than 400 feet AGL;
26. At least one VO is required for each operation over people and moving vehicles occupied by people. The VO(s) must understand the general concept of the operation and their specific duties.
  - a. The VO(s) must be positioned where they can immediately alert the RPIC of collision hazards. If the VO(s) is(are) not collocated with the Remote Pilot in Command, the VO(s) must have direct voice communication with the RPIC at all times during the flight.
  - b. If voice communication is lost between the VO(s) and the RPIC, the operation must cease until the communication issue is resolved;
27. The Responsible Person must ensure that a Safety Risk Assessment is performed, as described in the waiver application, prior to operating any moving vehicle during waived operations;
28. Operations conducted under this waiver are limited to location(s) that meet the performance-based criteria contained in the waiver application;
29. As described in the waiver application, the manipulator of the sUAS controls must be the holder of a remote pilot certificate with an sUAS rating;

30. Unmanned Aircraft System: Operations conducted under this Waiver may only occur with the make and model sUAS described in the waiver application. Proposed operations of any other manufacturer, make or model of sUAS will require a new waiver application or a request to amend this Waiver;
31. 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 services) must be operational and monitored during all operations pursuant to this Waiver;
32. Position Lighting: For operations conducted during Civil Twilight and Night the sUA must:
  - a. Be equipped with position lights. Left and right position lights must be installed on the sides of the aircraft. These lights must be positioned as far apart as possible to maximize their visibility. When the sUA is in its normal flying position, the red light should be on the left side, while the green light is on the right side.
  - b. In addition to the left and right position lights, a rear position light is also necessary. This light must be a white light mounted as far aft as possible.
  - c. The position lighting must be in and operational during all Civil Twilight and Night operations.

Note: Compliance guidance examples could be found in AC 20-30B and in SAE ARP 991C, Position and Anticollision Light - Fixed-Wing Aircraft;
33. Anti-Collision Lighting: The sUA must be equipped with anti-collision lighting compliant with §107.29 to appropriately increase the conspicuity of the sUA. The anti-collision lighting system must be operational at all times;
34. As described in the waiver application, upon sighting of any aircraft in the vicinity, the sUA will be lowered to no greater than 50 feet AGL and immediately return home to land;
35. Ground Control Station, 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;
  - b. Alerting: The remote PIC must ensure the GCS is configured to audibly and/or visually alert the remote 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 remote 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 remote PIC must ensure any installed collision/obstacle avoidance sensors are operational;

36. 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 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:
  - 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) Remote PIC who performed the functional test flight;
- 4) Duration of the flight; and
- 5) The result of the functional flight test;

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

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