U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

CERTIFICATE OF WAIVER AND AUTHORIZATION

ISSUED TO

Apex Police Department
Responsible Person: Ryan Russell James Lambert
Waiver Number: 107W-2026-03112

ADDRESS –

205 Saunders Street
Apex, NC 27502

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 within and beyond the visual line of sight of the remote pilot in command (PIC), are permitted in operations at or below 200 feet above ground level (AGL), or within 100 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, or as described and authorized in the Special Provisions.

LIST OF WAIVED REGULATIONS BY SECTION AND TITLE

14 CFR §§ 107.31—Visual line of sight aircraft operation,
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 29, inclusive, are set forth on the attached pages.

This Certificate of Waiver is effective from November 16, 2026, to November 30, 2030, and is subject to cancellation at any time upon notice by the Administrator or an authorized representative.

BY DIRECTION OF THE ADMINISTRATOR

CHRISTOPHE
R M DOHERTY

Digitally signed by
CHRISTOPHER M DOHERTY
Date: 2026.11.19 05:59:00
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Emerging Technologies Division, AFS–700

SPECIAL PROVISIONS ISSUED TO:
Apex Police Department

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 "Responsible Person."

General.

The FAA's Flight Standards Service has reviewed your application to ensure compliance with the requirements of 14 CFR § 107.31, 107.39, and 107.145. 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** in accordance with listed **Special Provisions,** however, no part of this document will function as an airspace authorization for prohibited or restricted airspace.

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 is trained and certified by the 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; and
   c. Must ensure the remote PIC, manipulators of the controls, and VO(s) are informed and familiar with part 107 regulations;

   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 be combined with an Airspace Authorization issued through CAPS/CADZ, but 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;

[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.

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 Responsible Person 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 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 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 Responsible Person is responsible to comply with the most restrictive provision, unless otherwise authorized;

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

10. During Visual Line of Sight (VLOS) Operations:
    a. With vision that is unaided by any device other than corrective lenses, the remote pilot in command, and the person manipulating the flight control of the small unmanned aircraft system must be able to see the unmanned aircraft throughout the entire flight, and
    b. In controlled airspace where UASFMs are applicable, the UA may be operated up to 400 feet (AGL), or the UASFM grid height altitude, whichever is lower;
    c. In Class G airspace, the UA must comply with the altitude limitations of 14 CFR § 107.51(b);

11. During Beyond Visual Line of Sight (BVLOS) Operations, flights may occur without a VO, provided the UA remains:
    a. In **Class G Airspace**,
        1) at or below 200 feet above the ground, or
        2) 100 feet above the height of any obstruction (natural or man-made) that is within a 100 foot radius of the sUA, not to exceed 400 feet AGL, or
    b. In **Class B, C, D or E (Surface Area) Airspace**,
        1) at or below 200 feet above the ground, or
        2) below the UASFM altitude, whichever is lower;

12. An airspace authorization must be obtained through FAADroneZone, at https://faadronezone-access.faa.gov/#/, for any flights:
    a. above 400 Feet AGL in Class G airspace,
    b. above the UASFM grid heights,
    c. in controlled airspace where UASFM's are not applicable, or VLOS or BVLOS, within controlled airspace of Sault Ste. Marie Airport (CYAM), Abbotsford Airport (CYXX), Chippewa County International Airport (KCIU), or Bellingham International Airport (KBLI);

13. The small unmanned aircraft must have lighted anti-collision lighting visible for at least 3 statute miles that has a flash rate sufficient to avoid a collision. The remote pilot in command may reduce the intensity of, but may not extinguish, the anti-collision lighting if he or she determines that, because of operating conditions, it would be in the interest of safety to do so;
Note: The anti-collision light system must be operational at all times, day or night.

14. The remote PIC must comply with the weather operating limitations of 14 CFR § 107.51(c) and (d);

15. Operations over people and moving vehicles are only authorized if:
    a. 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:
    b. the sUA weighing up to and including 0.88 pounds at takeoff is 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;
    c. the sUA weighing more than 0.88 pounds at takeoff is 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 operator 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 operator manual must be accessible to the remote PIC at all times during the operation. A digital copy of this manual is acceptable;

16. The remote PIC must have situational awareness of air traffic in the vicinity of the operation, and be in compliance with 14 CFR §107.37 Operation near aircraft; right-of-way rules;

17. The Responsible Person 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;

18. The Responsible Person 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 to open the "Visualize It" section;

19. 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;

20. Prior to takeoff, the sUAS must be programmed to execute a pre-programmed return-to-home (RTH) command if the signal is lost. The RTH altitude must avoid any obstructions along the RTH route and the UA must remain;
    a. at or below 200 feet above the ground, or
    b. within 50 feet of an obstruction in Class G Airspace, and
    c. at or below the UASFM altitudes in Class B, C, D or E (Surface Area) airspace;

21. Prior to commencing any flight under this waiver, a checklist should 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) manipulating the controls, 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 Command and Control (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.

22. 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;

23. During emergency and/or life-threatening operations, when the operation needs to exceed the limitations of this COW and/or when operating outside the pre-approved operating areas or altitudes specified in these Special Provisions, unless otherwise authorized, the operator must request a Special Government Interest (SGI) approval by contacting the System Operations Support Center (SOSC) at 202-267-8276, or by submitting an SGI application at https://waivers.faa.gov/aap/te_pages.p_login;

24. 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;

25. The Responsible Person must maintain, and make available to the Administrator upon request, a record of all flight times for the duration of the waiver to include monthly total flight time;

26. When operating BVLOS, the remote PIC must use a detection system to identify aircraft that are transmitting ADS-B out (978 MHz and 1090 MHz);

27. ADS-B out transmissions must be received or obtained through a sensor/receiver owned, operated, or controlled by the Agency, onboard the UA itself, or an FAA approved UTM third party data service provider;

28. The Responsible Person, by the most expeditious means available, must report all aircraft accidents, incidents, or occurrences to the National Transportation Safety Board (NTSB) in accordance with 49 CFR 830; and

29. The Responsible Person must report to the Federal Aviation Administration (FAA), using FAADroneZone, at https://faadronezone-access.faa.gov/#/ the following:
    a. Each event that meets the criteria of 107.9 Safety Event reporting, and
    b. Each event where a UA was operated less than 500 feet vertically and/or horizontally from an aircraft with at least one person onboard. Include the closest point of approach between the two aircraft in straight line distance, horizontal distance, and vertical distances, and
    c. The date and description of any event in which the UA experiences a loss of control.