

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	
CERTIFICATE OF WAIVER OR AUTHORIZATION	
ISSUED TO	Public Agency – University of Colorado - Boulder
	Part 91
ADDRESS	University of Colorado - Boulder 3100 Marine St., Room 653 Boulder, CO 80309
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	Operation of the RAAVEN small Unmanned Aircraft System (sUAS) weighing less than 55 pounds and operating at speeds of less than 87 kts. (100 mph) in Class E and G airspace at or below 1,700 feet AGL in the vicinity of Kenosha, Wisconsin, under the jurisdiction of Milwaukee Terminal Radar Approach Control (MKE TRACON) and Chicago Terminal Radar Approach Control (C90 TRACON). See Special Provisions and Attachments.
LIST OF WAIVED REGULATIONS BY SECTION AND TITLE	N/A
STANDARD PROVISIONS	
<ol style="list-style-type: none"><li>1. A copy of the application made for this certificate shall be attached and become a part hereof.</li><li>2. This certificate shall be presented for inspection upon the request of any authorized representative of the Federal Aviation Administration, or of any State or municipal official charged with the duty of enforcing local laws or regulations.</li><li>3. The holder of this certificate shall be responsible for the strict observance of the terms and provisions contained herein</li><li>4. This certificate is nontransferable.</li></ol>	
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 A thru I, inclusive, are set forth on the reverse side hereof.	
This certificate is effective from <b>June 2, 2025</b> , to <b>June 1, 2027</b> , and is subject to cancellation at any time upon notice by the Administrator or his/her authorized representative.	
BY DIRECTION OF THE ADMINISTRATOR	
<u>FAA, Central Service Area</u> (Region)	<u>Dallas W. Lantz</u> (Signature)
	<u>Tactical Operations Team Manager (A), (AJV-C23)</u> (Title)

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

Public Aircraft

1. A public aircraft operation is determined by statutes, 49 USC §40102(a) (41) and §40125.
2. All public aircraft flights conducted under a COA 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 Special Provisions.
4. This COA provides an alternate means of complying with 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 operator cannot adhere to any of these requirements, a separate FAA Form 7711-2 waiver application may be required.

**SPECIAL PROVISIONS****A. General.**

1. All personnel connected with the UAS operation must read and comply with the contents of this authorization and its provisions.
2. A copy of the COA including the special limitations must be immediately available to all operational personnel at each operating location whenever UAS operations are conducted.
3. This authorization may be canceled at any time by the Administrator, the person authorized to grant the authorization, or the representative designated to monitor a specific operation. As a general rule, this authorization 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 the authorization is cause for cancellation. The proponent will receive a written notice of cancellation.
4. During the time this COA is approved and active, a site safety evaluation/visit may be accomplished to ensure COA compliance, assess any adverse impact on ATC or airspace, and ensure this COA is not burdensome or ineffective. Deviations, accidents/incidents/mishaps, complaints, etc., will prompt a COA review or site visit to address the issue. Refusal to allow a site safety evaluation/visit may result in cancellation of the COA.

**Note:** This section does not pertain to agencies that have other existing agreements in place with the FAA.

5. Radiofrequency spectrum authorization is independent of the COA process and requires the proponent to obtain Federal Communications Commission (FCC) equipment certification (47 CFR Part 2, Subpart J and 47 CFR Part 87, Subpart D) and frequency licenses (47 CFR Part 87) in the Aeronautical Radionavigation, Aeronautical Mobile (Route), or Aeronautical Mobile Services, as appropriate, for the control link, ATC radios, transponders, detect and avoid systems, and navigation systems used to support this COA. For systems operating exclusively below 400 feet, and within visual line of sight, the control link equipment may be licensed under 47 CFR Part 15 (Radio Frequency Devices). Equipment licensed under 47 CFR Part 5 (Experimental) does not provide the protection necessary for NAS operations.

**B. Operations.**

1. The UA must be operated within visual line of sight (VLOS) of the Pilot in Command (PIC) and the person manipulating the flight controls at all times unless otherwise specified in a Special Provision. This requires the PIC to be able to use human vision unaided by any device other than corrective lenses. Although the remote PIC and person manipulating the controls must maintain the capability to see the UA, using one or more Visual Observers (VO) allows the remote PIC and person manipulating the controls to conduct other mission-critical duties (such as checking displays) while still ensuring situational awareness of the UA.
2. Must yield right of way to other aircraft, manned or unmanned.
3. First-person view camera cannot satisfy “see-and-avoid” requirement but can be used as long as the visual requirement is satisfied in other ways.

4. 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.
5. The minimum distance of the small unmanned aircraft from clouds must be no less than:
  - a. 500 feet below the cloud
  - b. 2,000 feet horizontally from the cloud
6. No person may act as a remote pilot in command or VO for more than one unmanned aircraft at one time unless otherwise authorized as a separate provision.
7. No operations from a moving vehicle or watercraft unless the operation is over a sparsely populated area and the PIC and VO are co-located.
8. Lost link must remain within visual line of sight of the PIC and VO.
9. The remote pilot in command may deviate from the requirements of this rule in response to an in-flight emergency.
10. Requests to operate in an area outside the approved operating area of this authorization should be limited to emergency/life threatening operations. Coordinate these flights through the Special Government Interest (SGI) process by calling the System Operations Support Center (SOSC) at (202) 267-8276, or email: [9-ATOR-HQ-SOSC@faa.gov](mailto:9-ATOR-HQ-SOSC@faa.gov).

**C. Safety of Flight.**

1. The operator or delegated representative is responsible for halting or canceling activity in the COA area if, at any time, the safety of persons or property on the ground or in the air is in jeopardy, or if there is a failure to comply with the terms or conditions of this authorization.
  - a. Any crew member responsible for performing see-and-avoid requirements for the UA must have and maintain instantaneous communication with the PIC.
  - b. Visual observers must be used at all times except in Class A airspace, active restricted areas, and warning areas designated for aviation activities or as authorized in the Special Provisions.
    - (1) Visual Observers:
      - (a) Must be able to communicate clearly to the pilot any instructions required to remain clear of conflicting traffic, using standard phraseology as listed in the Aeronautical Information Manual when practical.
      - (b) The PIC is responsible to ensure visual observers are able to see the aircraft and the surrounding airspace throughout the entire flight, and
      - (c) The PIC is responsible to ensure visual observers are able to provide the PIC with the UA's flight path, and proximity to all aviation activities and other hazards (e.g., terrain, weather, structures) sufficiently to exercise effective control of the UA to:
        - Comply with 14 CFR § 91.111, §91.113 and § 91.115, and
        - Prevent the UA from creating a collision hazard, and

- Comply with all conditions of this COA.

**D. Notice to Airmen (NOTAM).**

1. A Distant (D) NOTAM must be issued prior to conducting UAS operations not more than 72 hours in advance, but not less than 24 hours for UAS operations prior to the operation for routine operations. This requirement may be accomplished:
  - a. Through the operator's local base operations or (D) NOTAM issuing authority, or
  - b. By contacting the NOTAM Flight Service Station at 1-877-4-US-NTMS (1-877-487- 6867). The issuing agency will require:
    - (1) Name and contact information of the pilot filing the (D) NOTAM request
    - (2) Location, altitude and operating area
    - (3) Time and nature of the activity.
2. The area of operation defined in the (D) NOTAM must only be for the actual area to be flown for each day defined by a point and the minimum radius required to conduct the operation.
3. Operator must cancel (D) NOTAMs when UAS operations are completed or will not be conducted.
4. For first responders only. Due to the immediacy of some emergency management operations, the (D) NOTAM notification requirement may be issued as soon as practical before flight and if the issuance of a (D) NOTAM may endanger the safety of persons on the ground, it may be excluded. If the (D) NOTAM is not issued, the proponent must be prepared to provide justification to the FAA upon request.

**E. Reporting Requirements.**

1. Documentation of all operations associated with UAS activities is required regardless of the airspace in which the UAS operates.
2. The Proponent must submit the number of flights on a monthly basis through the COA Application Processing System (CAPS).

**F. Minimum Safe Altitude Operations.**

A waiver from the requirements of 14 CFR 91.119(b) and (c) is approved as follows:

1. The ground speed of the small UAS must not exceed 100 mph/87 knots.
2. Except for those operations where it is necessary to safeguard human life, no person may operate a small unmanned aircraft over a human being unless that human being is:
  - a. Directly participating in the operation of the small unmanned aircraft; or
  - b. Located under a covered structure or inside a stationary vehicle that can provide reasonable protection from a falling small unmanned aircraft

**Note:** People "directly participating in the operation of the small unmanned aircraft" may include qualified non-crewmembers, as defined in § 49 USC 40125.
3. For those operations where it is necessary to operate over a human being in order to safeguard human life, the remote pilot in command must not operate any lower or in proximity to human beings necessary to accomplish the operation.

### G. Special Use Airspace.

1. Coordination and de-confliction between Military Training Routes (MTR) and Special Use Airspace (SUA) is the operator's responsibility. When identifying an operational area the operator must evaluate whether an MTR or SUA will be affected. In the event the UAS operational area overlaps an MTR or SUA, the operator will contact the scheduling agency as soon as practicable in advance to coordinate and de-conflict. Approval from the scheduling agency is required for regulatory SUA, but not for MTR's and non-regulatory SUA. If no response to coordination efforts, the operator must exercise extreme caution and remain vigilant of all MTRs and/ or non-regulatory SUAs.
2. Scheduling agencies for MTRs are listed in the Area Planning AP/1B Military Planning Routes North and South America. If unable to gain access to AP/1B contact the FAA at email address mail to: [9-AJV-115-UASOrganization@faa.gov](mailto:9-AJV-115-UASOrganization@faa.gov) with the IR/VR routes affected and the FAA will provide the scheduling agency information. Scheduling agencies for SUAs are listed in the FAA JO 7400.10.

### H. Air Traffic Control Requirements.

1. Coordination Requirements.
  - a. Proponent filing and the issuance of a NOTAM prior to commencing UAS operations will serve as an advance notification to ATC about UAS operations.
  - b. Proponent must contact MKE TRACON at 414-489-2160 to coordinate activity no later than two hours prior to commencing UA operations, and provide the following:
    - (1) Information on intended operating location (Area A or B) including maximum UAS operating altitude.
    - (2) Expected duration of UA activity.
    - (3) Phone number of PIC or Observer for immediate contact if required.
    - (4) Applicable NOTAM number.
  - c. MKE TRACON may delay, limit, prohibit or terminate operation when the safety of manned aircraft operations is a concern.
  - d. Proponent must notify MKE TRACON immediately upon completion of UA activity.
2. Communication Requirements.
  - a. UAS operator must monitor ENW ATCT and UGN ATCT frequencies to maintain situational awareness of local traffic:
    - UGN ATCT Frequency: 120.05
    - ENW ATCT Frequency: 118.6
3. Flight Planning Requirements.
  - a. The proponent is responsible for reviewing the most current Chart Supplement at [https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/digital\\_products/dafd/search/](https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dafd/search/) for the intended airport of operation to determine operating hours and class of airspace.
  - b. The operator is responsible for ensuring that proposed UAS operating area does not enter a UAS flight restricted areas as described under CFR 14 Part 99.7, Temporary Flight Restriction (TFR), Special Security Instruction (SSI). Location and contact information for the TFR SSI is depicted on the FAA website: <http://udds-faa.opendata.arcgis.com/>.

Proponent must request permission and receive authorization via the contacts listed on the website prior to entering a TFR SSI.

- c. It is the operator's responsibility for obtaining authorization from the appropriate authority for any operations that may result in launching and/or landing from lands or waters administered by a Federal, State, Tribal or Public agency (e.g., National Parks, State Parks, Wilderness Area, and Wildlife Refuge, etc.)
- d. Photographing and/or video of the military installations and assets or the military ranges are illegal and prohibited by Federal Law. The proponent must be familiar with and comply with 18 U.S. Code § 795 "Photographing and sketching defense installations".
- e. If a review of NOTAMs during preflight actions reveals another proponent operating in all, or part of, the intended operating area, the proponent must de-conflict the intended operating area from the active operating area by contacting that proponent.
- f. Flights will not be conducted within three nautical miles of any active airfield.

## 2. Procedural Requirements.

- a. ATC may delay, limit, prohibit or terminate operation when the safety of manned aircraft operations is a concern.
- b. ATC services are not provided.
- c. Night operations are not approved under the authority of this COA.
- d. Operations (including lost link procedures) must not be conducted over populated areas, heavily trafficked roads, or open-air assemblies of people.
- e. UAS Operations shall not loiter on Victor airways, Jet Routes, Q Routes, IR Routes, or VR Routes. When necessary, transit of airways and routes shall be conducted as expeditiously as possible.
- f. This COA does not authorize flight within SUA without approval from the using agency. If SUA is used as part of the operations approved under this COA, it is the responsibility of the proponent to coordinate with SUA scheduling and using agencies.
- g. The ATC Special Provisions in this COA in conjunction with operations area location, and altitude of operation is an acceptable mitigation of 14 CFR §91.215 requirement concerning the absence of a Mode C transponder.

### I. Lost Link Emergency/Contingency Procedures.

#### 1. Lost Link Procedures:

- a. If Lost Link occurs while operating in controlled airspace in accordance with the UASFM, the UAS Lost Link profile will remain at or below the published altitudes and within the defined operating area and land.
- b. The UAS will not transit or orbit over populated areas.

#### 2. Fly-Away Procedures:

- a. In the event of a fly-away toward an area or airport where the PIC has determined the UAS may create a hazard to aviation or persons on the ground, the PIC will immediately notify the appropriate ATC facility:

- MKE TRACON: 414-489-2160
- C90 TRACON: 847-608-5654
- ENW ATCT: 262-652-2110, Ext. 1
- UGN ATCT: 847- 336-8154

b. The PIC will provide the following information:

- (1) Approximate location
- (2) Direction of flight
- (3) Last know altitude
- (4) Maximum remaining flight time

3. Loss of Sight:

If a VO loses sight of the UA, the PIC must be notified immediately. If the UA is visually reacquired, the mission may continue. If not, the PIC must immediately terminate the operation.

4. Loss of Communication between the PIC and VO:

The UAS will return to Lost Link Home point and land. If communications are reestablished, the mission may resume. If communication cannot be promptly re-established, the PIC must land as soon as practical.

## **AUTHORIZATION**

This Certificate of Waiver or Authorization does not, in itself, waive any Title 14 Code of Federal Regulations not specifically stated, nor any state law or local ordinance. Should the proposed operation conflict with any state law or local ordinance, or require permission of local authorities or property owners, it is the responsibility of the proponent to resolve the matter. This COA does not authorize flight within Temporary Flight Restrictions, Special Flight Rule Areas, regulatory Special Use Airspace or the Washington DC Federal Restricted Zone (FRZ) without pre-approval. The proponent is hereby authorized to operate the small Unmanned Aircraft System in the NAS within the areas defined in the Operations Authorized section of the cover page.



**Attachment 1**

**Operating Location:** Class E and G airspace in the vicinity of Kenosha, WI, as depicted below and defined by the following:

**Area A** - Within **GREEN** shaded polygon as defined and depicted below:

42°30'42.55" N 87°49'51.72" W 42°29'53.47" N 87°48'57.91" W

42°29'53.33" N 87°50'02.92" W 42°30'42.49" N 87°50'04.04" W

**Altitude:** At or Below 1400 feet Above Ground Level

**Area B** - Within **MAGENTA** shaded polygon as defined and depicted below:

42°30'42.55" N 87°49'51.72" W 42°29'53.47" N 87°48'57.91" W

42°29'53.74" N 87°46'40.56" W 42°30'44.61" N 87°46'39.82" W

**Altitude:** At or Below 1700 feet Above Ground Level



**Attachment 2**

**Operating Location:** Class E and G airspace in the vicinity of Kenosha, WI, as depicted below and defined by the following:

**Area A** - Within **GREEN** shaded polygon as defined and depicted below:

42°30'42.55" N 87°49'51.72" W 42°29'53.47" N 87°48'57.91" W

42°29'53.33" N 87°50'02.92" W 42°30'42.49" N 87°50'04.04" W

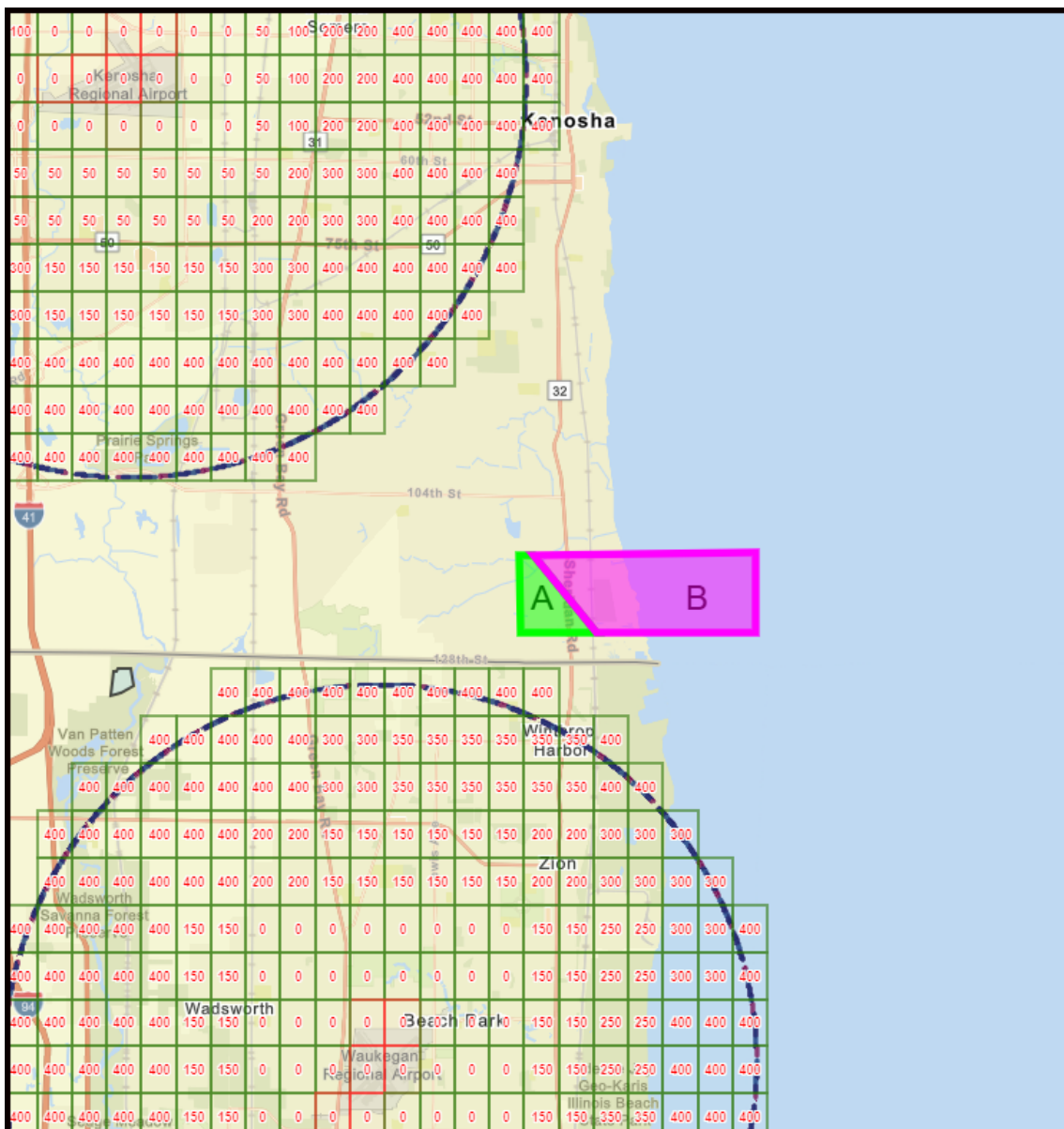
**Altitude:** At or Below **1400** feet Above Ground Level

**Area B** - Within **MAGENTA** shaded polygon as defined and depicted below:

42°30'42.55" N 87°49'51.72" W 42°29'53.47" N 87°48'57.91" W

42°29'53.74" N 87°46'40.56" W 42°30'44.61" N 87°46'39.82" W

**Altitude:** At or Below **1700** feet Above Ground Level





**Attachment 3**

**Operating Location:** Class E and G airspace in the vicinity of Kenosha, WI, as depicted below and defined by the following:

**Area A** - Within **GREEN** shaded polygon as defined and depicted below:

42°30'42.55" N 87°49'51.72" W 42°29'53.47" N 87°48'57.91" W

42°29'53.33" N 87°50'02.92" W 42°30'42.49" N 87°50'04.04" W

**Altitude:** At or Below **1400** feet Above Ground Level

**Area B** - Within **MAGENTA** shaded polygon as defined and depicted below:

42°30'42.55" N 87°49'51.72" W 42°29'53.47" N 87°48'57.91" W

42°29'53.74" N 87°46'40.56" W 42°30'44.61" N 87°46'39.82" W

**Altitude:** At or Below **1700** feet Above Ground Level

