

## CERTIFICATE OF WAIVER OR AUTHORIZATION

ISSUED TO

Headquarters, United States Special Operations Command (USSOCOM)

ADDRESS

210 Hartson Street  
Hurlbert Field, Florida 32544

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 Raven Unmanned Aircraft System (UAS) in Class D airspace at Southern California Logistics Airport (VCV) in accordance with this Certificate of Authorization (COA) and the Letter of Agreement effective 1 January 2008. All operations will be within a one-half (1/2) NM ring centered at 34° 34.9' N, 117° 21.67' W from the surface to 1000' AGL under the jurisdiction of the VCV Airport Traffic Control Tower (ATCT). See special provisions.

LIST OF WAIVED REGULATIONS BY SECTION AND TITLE

### STANDARD PROVISIONS

1. A copy of the application made for this certificate shall be attached and become a part hereof.
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.
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 are set forth and attached.

This certificate 2008-WSA-60 is effective from June 18, 2009 through June 17, 2010, and is subject to cancellation at any time upon notice by the Administrator or his/her authorized representative.

BY DIRECTION OF THE ADMINISTRATOR



FAA Headquarters, AJR-36  
(Region)

Ardyth Williams  
(Signature)

June 18, 2009  
(Date)

Air Traffic Manager, Unmanned Aircraft Systems  
(Title)

**ATTACHMENT to FAA FORM 7711-1**

**Issued To:** Headquarters  
United States Special Operations Command (USSOCOM)

**Address:** 210 Hartson Street  
Hurlbert Field, Florida 32544

**Activity:** Operation of the Raven Unmanned Aircraft System (UAS) in Class D airspace at Southern California Logistics Airport (VCV) in accordance with this Certificate of Authorization (COA) and the Letter of Agreement effective 1 January 2008 (see attachment 1). All operations will be within a one-half (1/2) NM ring centered at 34° 34.9' N, 117° 21.67' W from the surface to 1000' AGL (see attachment A of the LOA) under the jurisdiction of the VCV Airport Traffic Control Tower (ATCT).

**Purpose:** To prescribe UAS operating requirements (outside of restricted and/or warning area airspace) in the National Airspace System (NAS) for the purpose of training and/or operational flights.

**Dates of Use:** This Certificate of Authorization (COA) 2008-WSA-60 is valid from June 18, 2009 through June 17, 2010. Should a renewal become necessary, the proponent shall advise the Federal Aviation Administration (FAA), in writing, no later than 60 days prior to the requested effective date.

**General Provisions:**

- The review of this activity is based on our current understanding of UAS operations, and the impact of such operations in the NAS, and therefore should not be considered a precedent for future operations. As changes occur in the UAS industry, or in our understanding of it, there may be changes to the limitations and conditions for similar operations.
- All personnel connected with the UAS operation must comply with the contents of this authorization and its provisions.
- This COA will be reviewed and amended as necessary to conform to changing UAS policy and guidance.

**Safety Provisions:**

Unmanned Aircraft (UA) have no on-board pilot to perform see-and-avoid responsibilities, and therefore, when operating outside of restricted areas, special provisions must be made to ensure an equivalent level of safety exists for operations had a pilot been on board. In accordance with 14 CFR Part 91, General Operating and Flight Rules, Subpart J-Waivers, 91.903, Policy and Procedures, the following provisions provide acceptable mitigation of 14 CFR Part 91.113 and must be complied with:

- For the purpose of see-and-avoid, visual observers must be utilized at all times except in Class A airspace, restricted areas, and warning areas. The observers may either be ground based or in a chase plane. The UA must remain within a lateral distance of no more than 0.5 Nautical Miles (NM) and 1,000 feet vertically from the visual observer. If the chase aircraft is operating more than 100ft above/below and or ½ nm laterally, of the UA, the chase aircraft PIC will advise the controlling ATC facility.
- UAS pilots will ensure there is a safe operating distance between manned and unmanned aircraft at all times in accordance with 14 CFR 91.111, *Operating Near Other Aircraft*, and 14 CFR 91.113, *Right-of-Way Rules*. Cloud clearances and VFR visibilities for Class E airspace will be used regardless of class of airspace. Additionally, UAS operations are advised to operate well clear of all known manned aircraft operations.
- The dropping or spraying of aircraft stores, or carrying of hazardous materials (included ordnance) outside of active Restricted, Prohibited, or Warning Areas is prohibited unless specifically authorized in the Special Provisions of this COA.

#### **Airworthiness Certification Provisions:**

- UA must be shown to be airworthy to conduct flight operations in the NAS.
- Public Use Aircraft must contain one of the following:
  - A civil airworthiness certification from the FAA, or
  - A statement specifying that the Department of Defense Handbook “Airworthiness Certification Criteria” (MIL-HDBK-516), as amended, was used to certify the aircraft or
  - Equivalent method of certification.

#### **Pilot / Observer Provisions:**

- **Pilot Qualifications:** UA pilots interacting with Air Traffic Control (ATC) shall have sufficient expertise to perform that task readily. Pilots must have an understanding of and comply with Federal Aviation Regulations and Military Regulations applicable to the airspace where the UA will operate. Pilots must have in their possession a current second class (or higher) airman medical certificate that has been issued under 14 CFR 67, Medical Standards and Certification, or a military equivalent. 14 CFR 91.17, Alcohol or Drugs, applies to UA pilots.
- Aircraft and Operations Requirements:
  - Flight Below 18,000 Feet Mean Sea Level (MSL).
    - UA operations below 18,000 feet MSL in any airspace generally accessible to aircraft flying in accordance with visual flight rules (VFR) require visual observers, either airborne or ground-based. Use of ATC radar alone does not constitute sufficient collision risk mitigation in airspace where uncooperative airborne operations may be conducted.
  - Flights At or Above 18,000 Feet Mean Sea Level (MSL)

- When operating on an instrument ATC clearance, the UA pilot-in-command must ensure the following:
  1. An ATC clearance has been filed, obtained and followed.
  2. Positional information shall be provided in reference to established NAS fixes, NAVAIDS, and waypoints. Use of Latitude/Longitude is not authorized.
- **Observer Qualifications:** Observers must have been provided with sufficient training to communicate clearly to the pilot any turning instructions required to stay clear of conflicting traffic. Observers will receive training on rules and responsibilities described in 14 CFR 91.111, *Operating Near Other Aircraft*, 14 CFR 91.113, *Right-of-Way Rules*, cloud clearance, in-flight visibility, and the pilot controller glossary including standard ATC phraseology and communication. Observers must have in their possession a current second class (or higher) airman medical certificate that has been issued under 14 CFR 67, Medical Standards and Certification, or a military equivalent. 14 CFR 91.17, Alcohol or Drugs, applies to UA observers.
- **Pilot-in-Command (PIC) –**
  - **Visual Flight Rules (VFR) as applicable:**
    - The PIC is the person directly responsible for the operation of the UA. The responsibility and authority of the pilot in command as described by 14 CFR 91.3 (or military equivalent), applies to the UAS PIC.
    - The PIC operating a UA in line of sight must pass at a minimum the required knowledge test for a private pilot certificate, or military equivalent, as stated in 14 CFR 61.105, and must keep their aeronautical knowledge up to date.
    - There is no intent to suggest that there is any requirement for the UAS PIC to be qualified as a crewmember of a manned aircraft.
    - Pilots flying a UA on other than instrument flight plans beyond line of sight of the PIC must possess a minimum of a current private pilot certificate, or military equivalent in the category and class, as stated in 14 CFR 61.105.
  - **Instrument Flight Rules (IFR) as applicable:**
    - The PIC is the person directly responsible for the operation of the UA. The responsibility and authority of the pilot in command as described by 14 CFR 91.3 (or military equivalent), applies to the UAS PIC.
    - The PIC must be a certified pilot (minimum of private pilot) of manned aircraft (FAA or military equivalent) in category and class of aircraft flown.
    - The PIC must also have a current/appropriate instrument rating (manned aircraft, FAA or military equivalent) for the category and class of aircraft flown.
- **Pilot Proficiency – VFR/IFR as applicable:**
  - Pilots will not act as a VFR/ IFR PIC unless they have had three qualified proficiency events within the preceding 90 days.
    - The term “qualified proficiency event” is a UAS-specific term necessary due to the diversity of UAS types and control systems.

- A qualified proficiency event is an event requiring the pilot to exercise the training and skills unique to the UAS in which proficiency is maintained.
- Pilots will not act as an IFR PIC unless they have had six instrument qualifying events in the preceding six calendar months (an event that requires the PIC to exercise instrument flight skills unique to the UAS).
- **PIC Responsibilities:**
  - Pilots are responsible for a thorough preflight inspection of the UAS. Flight operations will not be undertaken unless the UAS is airworthy. The airworthiness provisions of 14 CFR 91.7, Civil Aircraft Airworthiness, or the military equivalent, apply.
  - One PIC must be designated at all times and is responsible for the safety of the UA and persons and property along the UA flight path.
  - The UAS pilot will be held accountable for controlling their aircraft to the same standards as the pilot of a manned aircraft. The provisions of 14 CFR 91.13, *Careless and Reckless Operation*, apply to UAS pilots.
- **Pilot/Observer Task Limitations:**
  - Pilots and observers must not perform crew duties for more than one UA at a time.
  - Chase aircraft pilots must not concurrently perform either observer or UA pilot duties along with chase pilot duties.
  - Pilots are not allowed to perform concurrent duties both as pilot and observer.
  - Observers are not allowed to perform concurrent duties both as pilot and observer.

**Standard Provisions:** These provisions are applicable to all operations unless indicated otherwise in the Special Provisions section.

- The UA PIC will maintain direct two-way communications with ATC and have the ability to maneuver the UA per their instructions, unless specified otherwise in the Special Provisions section. The PIC shall comply with all ATC instructions and/or clearances.
- If equipped, the UA shall operate with an operational mode 3/A transponder, with altitude encoding, or mode S transponder (preferred) set to an ATC assigned squawk.
- If equipped, the UA shall operate with position/navigation lights on at all times during flight.
- The UA PIC shall not accept any ATC clearance requiring the use of visual separation or sequencing.
- VFR cloud clearances and visibilities for Class E airspace will be used regardless of class of airspace the UAS is operating in.
- Special VFR is not authorized.
- Operations (including lost link procedures) shall not be conducted over populated areas, heavily trafficked roads, or an open-air assembly of people.

- Operations outside of restricted areas, warning areas, prohibited areas (designated for aviation use) and/or Class A airspace may only be conducted during daylight hours, unless authorized in the Special Provisions section.
- 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.
- Operations conducted under VFR rules shall operate at appropriate VFR altitudes for direction of flight (14 CFR 91.159).
- The UA PIC or chase plane PIC (whichever is applicable) will notify ATC of any in flight emergency or aircraft accident as soon as practical.
- The USSOCOM (and/or its representatives) is responsible at all times for collision avoidance with non-participating aircraft and the safety of persons or property on the surface with respect to the UAS.

### **Special Provisions:**

1. In the event of a lost link, the UAS pilot will immediately notify VCV ATCT, state pilot intentions, and comply with the following provisions:
  - Follow the lost link procedures listed in the paragraph 5a(6) of the LOA (see attachment 2).
  - The UA lost link mission will not transit or orbit over populated areas.
2. All parties involved in the UAS operation shall be briefed on and comply with the provisions of the letter of agreement between the VCV ATCT, VCV Airport and the USSOCOM effective 1 January 2008.
3. Due to the increased number of UA operations at this particular airport and numerous proponents operating various UA, operations within the KVCV Class D airspace are limited to one UA at a time. This stipulation is intended to mitigate potential conflicts between other UA's as well as other aircraft including manned military and general aviation operations. USSOC is responsible for working with additional COA holders at VCV to deconflict the flight schedule.

**NOTAM:** A distance (D) Notice to Airman shall be issued when UA operations are being conducted. This requirement may be accomplished through your local base operations or NOTAM issuing authority. You may also complete this requirement by contacting Flight Service Station at 1-877-4-US-NTMS (1-877-487-6867) not more than 72 hours in advance, but not less than 48 hours prior to the operation and provide:

- Name and Address of pilot filing NOTAM request
- Location, Altitude or the operating Area
- Time and nature of the activity

**NOTE FOR PROPONENTS FILING THEIR NOTAM WITH DoD ONLY:** This requirement to file with the AFSS is in addition to any local procedures/requirements for

filing through DINS. The FAA Unmanned Aircraft Systems Office is working with the AFSS, and to eliminate the requirement to file a NOTAM with both the AFSS and DINS in the near future.

**Incident / Accident Reporting Provisions:** The following information is required to document unusual occurrences associated with UAS activities in the NAS.

- The proponent for the COA shall provide the following information to [Donald.E.Grampp@faa.gov](mailto:Donald.E.Grampp@faa.gov) on a monthly basis:
  - Number of flights conducted under this COA.
  - Pilot duty time per flight.
  - Unusual equipment malfunctions (hardware/software).
  - Deviations from ATC instructions.
  - Operational/coordination issues.
  - All periods of loss of link (telemetry, command and/or control)
- The following shall be submitted via email or phone (202-385-4542, cell 443-569-1732) to [Donald.E.Grampp@faa.gov](mailto:Donald.E.Grampp@faa.gov) **within 24 hours:**
  - All accidents or incidents involving UAS activities, including lost link.
  - Deviations from any provision contained in the COA.

This COA does not, in itself, waive any Federal Aviation Regulation (FAR) 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 United States Special Operations Command to resolve the matter. **This COA does not authorize flight within Special Use Airspace without specific approval from the Using Agency.** The United States Special Operations Command is hereby authorized to operate the Raven UAS in the operations area depicted in “Activity” above and attachment 1 below.

## Attachment 1

LETTER OF AGREEMENT  
BETWEEN  
VICTORVILLE AIRPORT TRAFFIC CONTROL TOWER AND UNITED STATES SPECIAL  
OPERATIONS COMMAND

**EFFECTIVE: 1 JANUARY 2008**

**SUBJECT: Unmanned Aircraft Systems (UAS):** UAS operations at the Southern California Logistical Airport (VCV) Class "D" airspace.

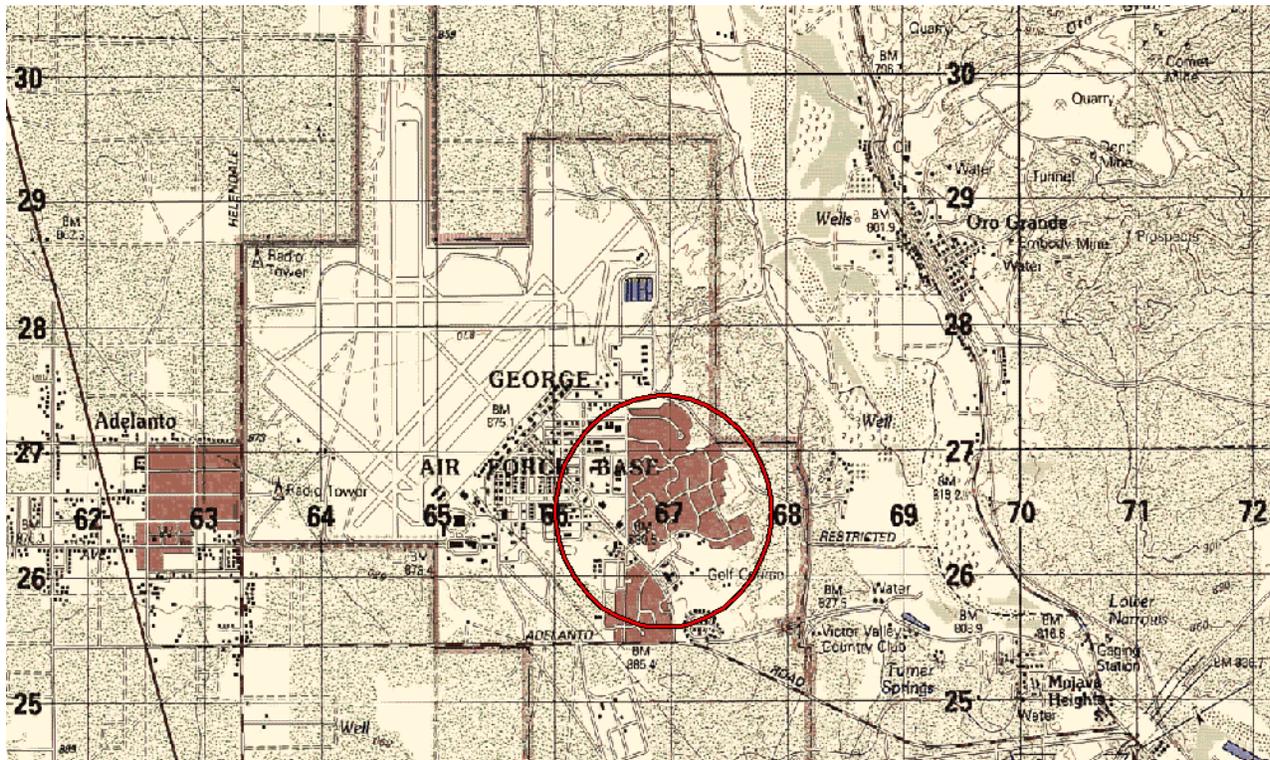
1. Purpose: To establish procedures for operations of the Raven UAS within VCV Class "D" airspace.
2. Scope: The procedures herein apply to VCV Airport Traffic Control Tower (ATCT) and United States Special Operations Command (USSOCOM).
3. Responsibilities: Parties of this Letter of Agreement (LOA) shall ensure their respective personnel comply with its provisions.
4. Scheduling/Cancellation:
  - a. USSOCOM UAS operators will submit a request for issuance of a Notice to Airman (NOTAM) to VCV Airport Operations no later than one business day prior to UAS flight within VCV Class "D" airspace.
  - b. A current Letter of Agreement and FAA 7711-1 on file with ATCT and airport operations is the prerequisite for NOTAM consideration.
5. Procedures:
  - a. General:
    - (1) All UAS operations will be conducted within a one-half (1/2) NM ring centered at 34° 34.9' N, 117° 21.67' W from the surface to 1000' AGL. See attachment "A."
    - (2) It is the responsibility of the Pilot in Command (PIC) or Mission Commander (MC) to ensure VCV ATCT is informed of completion of UAS flight operations.
    - (3) It is the responsibility of USSOCOM to deconflict operation schedules with other UAS operators. VCV ATCT will not be involved with deconfliction of proposed flight schedules.

- (4) All flight communications for launch and recovery at VCV, or VCV Class "D" airspace shall be accomplished on VCV ATCT assigned frequencies.
- (5) If voice communications between the PIC and VCV ATCT are lost, VCV ATCT will be notified immediately via recorded telephone line. The UAS can continue to operate as originally cleared, as long as alternate direct two-way communications are maintained between VCV ATCT and the PIC.
- (6) Loss link procedures. VCV ATCT will be notified immediately of any loss of link. The UAS will proceed to a predetermined point within the approved operating area in attachment "A" and orbit at or below 300' AGL while attempting to reestablish link. In the event link is not established, the UAS will autonomously set itself to auto land and will land at the rally point (normally over the Ground Control Station (GCS)). In the event of errant or dangerous behavior of the UAS, the operator will shut down the motor forcing the UAS to auto land or land now.
- (7) Ground observers shall maintain visual contact with the UAS during all phases of flight. If the ground observers lose sight of the UAS while in operation, the following methodologies shall be employed:
  - (a) The ground observer shall communicate directly to the PIC that visual contact has been lost and that attempts to regain visual observation are being employed.
  - (b) Subsequently, the PIC shall contact VCV ATCT to inform that visual contact has been lost by the ground observers and that the UAS will orbit at 300' AGL over the operating site until visual contact can be reacquired. If visual contact is not acquired within three minutes, the PIC will fly the UAS to the rally point (normally over the GCS) and land.
  - (c) Once visual contact of the UAS is reacquired, the observer will communicate to the PIC that visual contact has been re-established.
  - (d) If loss of visual contact of the UAS occurs during the recovery phase of flight, the UAS will continue in its landing process.
- (8) In the event of an UAS emergency, the PIC shall contact VCV ATCT immediately to advise of the situation and intentions. Manned aircraft emergencies shall take priority over unmanned aircraft emergencies. The UAS PIC shall comply with all VCV ATCT instructions that may

include returning to rally point, holding, or land now to accommodate a manned aircraft emergency.

- (9) All UAS flights shall be conducted in visual flight rules (VFR) conditions.

## Attachment "A" of Letter of Agreement



**UAS Operating Area:** All UAS operations will be conducted within the one-half (1/2) NM ring, the center being located at 34° 34.9' N 117° 21.67' W from the surface to 1000' AGL.

(10) VCV ATCT will segregate all known manned and unmanned aircraft within the Class "D" airspace. Specifically, left downwind traffic to runway 17 and 21 or right downwind traffic to runway 3 and 35 should not be authorized during UAS operations.

(11) USSOCOM UAS operator will notify VCV ATCT 15 minutes prior to beginning launch activity.

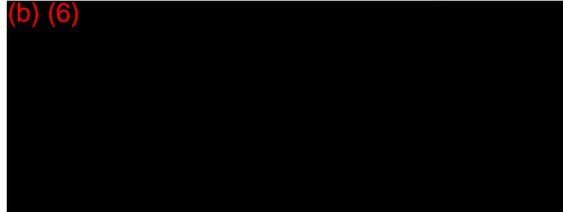
NOTE: The Airport Director is the final authority for all ground based operations onboard Southern California Logistics Airport.

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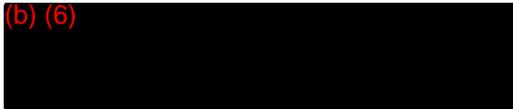
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Southern California Logistics Airport

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