U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

CERTIFICATE OF WAIVER AND AUTHORIZATION

ISSUED TO

Rancho Cucamonga Fire District

Waiver Number: 91.113-2026-01360

ADDRESS –

10500 Civic Center Drive

Rancho Cucamonga, CA 91730

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 as described and authorized in the Special Provisions below.

LIST OF WAIVED REGULATIONS BY SECTION AND TITLE

14 CFR §§ 91.113(b) — Right-of-way rules: Except water operations
91.119(b) and (c) — Minimum safe altitudes: General
91.126(d) — Operating on or in the vicinity of an airport in Class G airspace
91.127(c) — Operating on or in the vicinity of an airport in Class E airspace
91.129(c) — Operations in Class D airspace
91.130(c) — Operations in Class C airspace
91.131(a)(1) and (c)(2) — Operations in Class B airspace
91.155 — Basic VFR weather minimums
91.209(a) — Aircraft lights

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 39, inclusive, are set forth on the attached pages.

This Certificate of Waiver is effective from November 6, 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

DEREK W HUFTY

Digitally signed by DEREK W HUFTY
Date: 2026.11.06 12:04:15 -05'00'

Emerging Technologies Division, AFS–700

SPECIAL PROVISIONS ISSUED TO:
Rancho Cucamonga Fire District

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 "Operator."

Public Aircraft

1. A public aircraft operation is determined by statutes 49 U.S.C. § 40102(a)(41) and § 40125.
2. All public aircraft flights conducted under a waiver 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 Standard/Special Provisions.
4. 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.

General.
The FAA's Flight Standards Service has reviewed your application to ensure compliance with the requirements of 14 CFR § 91.113. 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 operations within prohibited areas.

Common Special Provisions. The operator 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) comply with all provisions of this waiver.

1. The operator 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 operator:
   a. Must ensure the remote PIC is trained by the Operator agency and certified by that 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 91 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 or 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;

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 operator 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 operator 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 Operator 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, with vision that is unaided by any device other than corrective lenses, the remote PIC and the person (if one is used) manipulating the flight control of the sUAS:
    a. must be able to see the unmanned aircraft throughout the entire flight;
    b. may operate the sUA up to 400 feet (AGL), or the UASFM altitude value, whichever is lower; and
    c. may operate UA in a flight restricted area (e.g., Temporary Flight Restriction (TFR) or Special Security Instruction (SSI) area) when authorized, in accordance with special provision below pertaining to operations within prohibited areas or restricted areas. Altitude limitations are waived when in compliance with the applicable Notice to Airmen (NOTAM), and at the discretion of the Point of Contact (POC) or the official in charge of the activity.

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, and

3) in a TFR or SSI area when authorized in accordance with special provision below pertaining to operations within prohibited or restricted areas. Altitude limitations are waived when in compliance with the applicable NOTAM, and at the discretion of the Point of Contact (POC) or the official in charge of the activity, or

b. In **Class B, Class C, Class D, or Class E (Surface Area) Airspace**,
   1) at or below 200 feet above the ground, or
   2) below the UASFM altitude value, whichever is lower; however the remote PIC may operate the UA:
      a) above the UASFM altitude value, when authorized by Air Traffic Organization (ATO) in a supplemental Certificate of Authorization that specifically references this CoW/A, and
      b) in a TFR or SSI area when authorized in accordance with special provision below pertaining to operations within prohibited or restricted areas. Altitude limitations are waived when in compliance with the applicable NOTAM, and at the discretion of the Point of Contact (POC) or the official in charge of the activity.

12. An airspace **authorization** must be obtained through CAPS or CADZ, at https://caps.faa.gov/coaportal, for any flights:
    a. above 400 Feet AGL in Class G airspace,
    b. above the UASFM altitude value,
    c. in controlled airspace where UASFMs are not published/applicable, or
    d. 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);
    Note: The airspace at these airports is controlled by Nav Canada. Special coordination is required to operate in their control zones;

13. Prior to conducting operations that are the subject of the COW, the remote PIC and VO (if used) must be trained to recognize and overcome visual illusions caused by darkness and understand physiological conditions which may degrade night vision. This training must be documented and must be presented for inspection upon request from the Administrator or an authorized representative;

14. The sUA must be equipped with anti-collision lighting to increase the conspicuity of the sUA to three statute miles for civil twilight and/or night operations. Anticollision light system must be operational at all times, day or night. The intensity of the anti-collision lighting may be reduced if, because of operating conditions, it would be in the interest of safety to do so;

15. The maximum speed of the sUA shall not exceed 87 knots (100 miles per hour);

16. No person may act as a PIC or VO (if applicable) for more than one UA at one time, unless otherwise authorized;

17. No operations may be conducted from a moving vehicle or watercraft unless the operation is over a sparsely populated area and the PIC and VO (if applicable) are co-located, unless otherwise authorized;

18. The maximum takeoff weight of the sUA and all attachments (such as prop guards, Parachute Recovery System (PRS), remote ID module, camera, anti-collision light, and/or payload) must be less than 55 pounds;

19. The minimum flight visibility, as observed from the sUA takeoff and landing location must be
    a. In Class G airspace, no less than one statute mile;

b. In Class B, Class C, Class D, and Class E (surface area), no less than three statute miles, unless otherwise authorized by ATO in a certificate of authorization referencing this waiver;

20. The minimum distance the sUA must be from clouds:
    a. In Class G airspace,
        1) the sUA must remain clear of clouds at all times, and
        2) operations into clouds is prohibited;
    b. In Class B, Class C, Class D, and Class E (surface area) airspace,
        1) no less than 500' below and 2000' horizontally, unless otherwise authorized by ATO in a certificate of authorization referencing this waiver;

21. Operations over people and moving vehicles are only authorized if the sUA is part 107 subpart D Category 1, 2, 3, or 4 compliant and listed on the FAA accepted Declaration of Compliance (DOC) for operations over people page, https://uasdoc.faa.gov/listDocs, or:
    a. An sUA weighing up to and including 0.88 pounds at takeoff 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;
    b. An sUA weighing more than 0.88 pounds at takeoff 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 (e.g., 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; or
    c. For those operations where it is necessary to operate over a human being in order to safeguard human life, in these situations the remote PIC must not operate any lower or in proximity to human beings or moving vehicles necessary to accomplish the operation and must not operate over people for any duration of time longer than it is necessary to safeguard that human life;

22. The remote PIC must have situational awareness of air traffic in the vicinity of the operation, and be in compliance with § 91.111(a) Operating Near Other Aircraft;

23. The remote PIC must ensure there is always a safe operating distance between other aviation activities and their UA. Additionally, the sUAS shall not be operated in a manner that interferes with operations or traffic patterns at any airport, heliport, or seaplane base;

24. The operator 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;

25. The operator is responsible for reviewing the current UASFM prior to each flight, noting any changes to the area of operations (e.g., airspace modifications or flight restrictions). Access the UASFM website at https://udds-faa.opendata.arcgis.com, then scroll down and open the "Visualize It" section;

26. No person may operate a sUA in a prohibited or restricted area unless that person has:
    a. written authorization from the using agency (operator must present proof of authorization to the Administrator upon request), and
    b. complies with the NOTAM issued for that restricted area, if applicable.
    Note: Information and a list of using agencies can be found at AP1A/B (DoD Flight Information Publication).

27. Operations conducted in flight restricted area issued under §§ 99.7 Special Security Instructions (SSI), or 91.141 Flight restrictions in the proximity of the Presidential and other parties, are prohibited unless the operator complies with the NOTAM issued for that TFR, and the operator obtains a written authorization from the point of contact or the person in charge of the activity as described in the NOTAM and receives access approval via: TSA/FAA Waiver & Airspace Access Program.
    a. See TFR Map Website for a list of the current flight restrictions and the NOTAM text;
    b. When authorized to operate inside a flight restricted area by the using agency point of contact or person in charge of the activity as described in the NOTAM, altitude limitations, as well as ceiling and visibility limitations, are waived at the discretion of the point of contact or person in charge for VLOS and BVLOS operations;
    Note: For the purposes of this provision, the following are using agencies; the agency, organization, or military command whose activity within a restricted area necessitated the area being so designated;
    c. When a flight restriction is located inside controlled airspace, operations require an additional airspace authorization.
        1) For non-time sensitive access requests, contact the applicable FAA service center: Eastern: ESA-TFR-Request@faa.gov, Western: Events-TFR-Western@faa.gov, or Central: 9-ATO-CSC-TFR-Request@faa.gov.
        2) For time sensitive access requests, contact the SOSC at 202-267-8276;

28. Operations conducted in a flight restricted area issued under 49 U.S.C. § 44812, or §§ 91.137 through 91.139, and §§ 91.143 through 91.145 are prohibited unless the operator complies with the NOTAM issued for that TFR, and the operator obtains an authorization from the point of contact or the person in charge of the activity as described in the NOTAM.
    a. See TFR Map Website for a list of the current flight restrictions and the NOTAM text;
    b. When authorized to operate inside a flight restricted area by the using agency point of contact or person in charge of the activity as described in the NOTAM, altitude limitations, as well as ceiling and visibility limitations, are waived at the discretion of the point of contact or person in charge for VLOS and BVLOS operations;
    Note: For the purposes of this provision, the following are using agencies; the agency, organization, or military command whose activity within a restricted area necessitated the area being so designated;
    c. When a flight restriction is located inside controlled airspace, operations require an additional airspace authorization.
        1) For non-time sensitive access requests, contact the applicable FAA service center: Eastern: ESA-TFR-Request@faa.gov, Western: Events-TFR-Western@faa.gov, or Central: 9-ATO-CSC-TFR-Request@faa.gov.
        2) For time sensitive access requests, contact the SOSC at 202-267-8276;

29. If operating in controlled airspace below the UASFM altitude value, ATO authorizes sUAS operations without requiring two-way radio communication between that aircraft and ATC;

30. The FAA waives the requirement in § 91.131(a)(1) and (c)(2), for the sUAS operator to receive an ATC clearance from the ATC facility having jurisdiction for that area before operating an aircraft below the UASFM altitude value in that Class B airspace area;

31. 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;
    a. the UA must remain 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 altitude value in Class B, Class C, Class D, or Class E (Surface Area) airspace;

32. 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 one 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.

33. 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;

34. For time sensitive operations, or when responding to natural disasters or other emergency situations, when the operator is unable to comply with the provisions of this CoW/A, the operator may 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;

35. All emitters used in sUAS must be in compliance with all applicable Federal Communications Commission (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;

36. The operator 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;

37. When operating BVLOS, RPIC must use a detection system to identify aircraft that are transmitting ADS-B Out (978 MHz and 1090 MHz);

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

39. The operator, by the most expeditious means available, must report:
    a. All aircraft accidents, incidents, or occurrences to the National Transportation Safety Board (NTSB) in accordance with 49 CFR part 830; and
    b. The operator must report to the Federal Aviation Administration (FAA) via email, at 9-AVS-AFS-750-91.113Waivers@faa.gov, the following:
        1) 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
        2) The date and description of any event in which the UA experiences a loss of control.