

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

CERTIFICATE OF WAIVER OR AUTHORIZATION

ISSUED TO

United States Special Operations Command

ADDRESS

304 Terry Ave., Bldg. 90137
Hurlburt 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.

Operation of the Scan Eagle Unmanned Aircraft System (UAS) in Class E and G airspace at or below 3000' Above Ground level (AGL), in the area depicted in attachment 1 and under the jurisdiction of the Air Force Academy Air 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 2010-WSA-15 effective from August 2, 2010 through August 1, 2011 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)

July 30, 2010
(Date)

Air Traffic Manager, Unmanned Aircraft Systems
(Title)

ATTACHMENT to FAA FORM 7711-1

Issued To: United States Special Operations Command (USSOCOM)

Address: 304 Terry Ave. Bldg. 90137
Hurlburt Field, Florida 32544

Activity: Operation of the Scan Eagle Unmanned Aircraft System (UAS) in Class E and G airspace at or below 3000' Above Ground level (AGL), in the area depicted in attachment 1 and under the jurisdiction of the Air Force Academy Air 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) (2010-WSA-15) is valid from August 2, 2010 through August 1, 2011. 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.
- The FAA has the authority to cancel this COA or delay any activities if the safety of persons or property on the ground or in the air is in jeopardy, or if there is a violation of the terms specified.

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, aboard a watercraft, or in a chase plane. The UA must remain within a **lateral distance of no more than 1 Nautical Mile (NM) and 3,000 feet vertically** from the visual observer. The distances listed are the maximum distance; at no time will the UA be operated at a distance beyond the visual line of sight for the visual observer.
- UAS pilots will ensure there is a safe operating distance between manned and unmanned aircraft at all times in accordance with 14 CFR Part 91.111, *Operating Near Other Aircraft*, and 14 CFR Part 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.
- The Department of the Air Force has made its own determination on the Airworthiness and safety of the UAS. The Scan Eagle UAS must be operated in strict compliance with all provisions and conditions contained in the Waiver to the Airworthiness Certification, including all appendices.
- An information assurance risk analysis must be performed in accordance with Department of Defense Instruction 8500.2 and Air Force Instruction 33-210 as required in the Waiver to the Airworthiness 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 Part 67, *Medical Standards and Certification*, or a military equivalent. 14 CFR Part 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.
- **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 Part 91.111, *Operating Near Other Aircraft*, 14 CFR Part 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 Part 67, *Medical Standards and Certification*, or a military equivalent. 14 CFR Part 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 Part 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 Part 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 Part 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 Part 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 Part 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 Part 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.**

- When required, the UA PIC will maintain direct two-way communications with ATC and have the ability to maneuver the UA per their instructions. The PIC shall comply with all ATC instructions and/or clearances.
- To the maximum extent possible, all communications with ATC shall be recorded in accordance with FAA Order JO 7210.3, *Facility Operation and Administration*, and FAA Order 8020.11, *Aircraft Accident and Incident Notification, Investigation, and Reporting*.
- 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, except when operating in Class A airspace where 14 CFR Part 91.155 will apply.
- 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.
- Operations shall not loiter on Victor airways, Jet Routes, Q Routes, T 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 Part 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.
- All operators that use GPS as a sole source must check all NOTAMs and Receiver Autonomous Integrity Monitoring (RAIM). Flight into GPS test area or degraded RAIM is prohibited.
- At no time will TCAS be used in any mode while operating an unmanned aircraft.
- Only one UA will be flown in the operating area.
- The PIC of the UA will have a copy of the COA on hand for reference during the flight.
- The United States Special Operations Command 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. Operations Area shall be divided into two independent sub-areas. The West Area and the Jacks Valley Area.
2. Concurrent sub-area operations are authorized; however, only one Scan Eagle UAS can be flown in each sub-area at a time, to include lost-link situations. Each operation and sub-area will be mutually exclusive of the other in all phases of flight.
3. Each sub-area must have a maximum of one UA, one PIC, one primary Ground Controlled Station (GCS) per Scan Eagle UA, one dedicated Visual Observer and lost link procedures that are de-conflicted from each sub-area.
4. Direct communication capability between UA PIC in each sub-area is required anytime concurrent operations are taking place.
5. A takeoff and landing segregation plan is required to/from the Aardvark Airstrip anytime concurrent operations are taking place to ensure compliance with Special Provisions # 2.

6. A segregated lost link plan must be in effect and outlined below, to prevent simultaneous lost link scenarios from terminating at the Aardvark Airstrip at the same time.
7. The lost-link procedure begins after the 10 second link timeout timer has expired without the Scan Eagle receiving any messages from the GCS. In the event of a lost link, the UAS pilot will immediately notify the Air Force Academy ATCT (719) 333-3641, state pilot intentions, and comply with the following provisions:

- Lost link in West Operations Area. After the 10-second timer has expired the West Scan Eagle will fly directly to the West UAS Holding Area defined as:

N 39° 02' 14.97" / W 104° 53' 40.72"

N 39° 02' 26.91" / W 104° 53' 41.05"

N 39° 02' 27.30" / W 104° 53' 09.88"

N 39° 02' 15.35" / W 104° 53' 09.47"

Once in the West UAS Holding Area, the PIC shall notify the Jacks Valley PIC. The West Area UA will orbit for one hour while attempting to reacquire link with the GCS. At the conclusion of one hour without regaining link the West UA is pre-programmed to return to the Aardvark Airstrip for an autonomous recovery. Unless notified of link reacquisition, the PIC in Jacks Valley will orbit for 10 minutes before returning to Aardvark Airfield for a normal recovery to clear the airspace.

- Lost link in Jacks Valley Operations Area. After the 10-second timer has expired the Jacks Valley Scan Eagle will fly directly to the Jacks Valley UAS Holding Area defined as:

N 39° 01' 37.45" / W 104° 52' 37.31"

N 39° 01' 37.90" / W 104° 52' 06.16"

N 39° 01' 26.64" / W 104° 52' 05.97"

N 39° 01' 26.09" / W 104° 52' 37.20"

Once in the Jacks Valley UAS Holding Area, the PIC shall notify the West Area PIC. The Jacks Valley UA will orbit for 30 minutes while attempting to reacquire link with the GCS. At the conclusion of 30 minutes without regaining link the Jacks Valley UA is pre-programmed to return to the Aardvark Airstrip for an autonomous recovery. Until notified of link reacquisition or landing at the Aardvark Airstrip, the PIC in the West Area will coordinate with the Jacks Valley PIC before returning to Aardvark Airfield for a normal recovery.

- Simultaneous lost link by both aircraft. After the 10-second timer has expired each aircraft will proceed to its designated Holding Area in the West and Jacks Valley. Each PIC will notify the other of lost link. The West Area UA will orbit for one hour while attempting to reacquire link with the GCS. The Jacks

Valley will orbit for 30 minutes while attempting to reacquire link. At the conclusion of their respective holding orbits the UA's will return to the Aardvark Airstrip for an autonomous recovery. The Jacks Valley UA will be programmed to always recover at Aardvark Airstrip first.

- The UA lost link mission will not transit or orbit over populated areas.
 - Lost link programmed procedures will avoid unexpected turn-around and/or altitude changes and will provide sufficient time to communicate and coordinate with ATC.
 - Lost link orbit points shall not coincide with the centerline of Victor airways
8. Pilot will maintain communications with Air Force Academy tower at all times. If communications are lost, the UA will return to landing point immediately and land until communications are resumed.
 9. A pilot in command (PIC) must be designated prior to the launch of the Scan Eagle UAS.
 10. The PIC and Visual Observer must read and adhere to the provisions of the COA including the Special Provisions.
 11. All crew members including the pilot in command and visual observers must receive training under the direct supervision of a qualified instructor.
 12. The use of cell phones or other telephonic communication is restricted to the operational control of the UA, and any required communications with Air Traffic Control.
 13. The PIC must conduct a pre-takeoff briefing which includes a briefing of the contents of the COA, maximum altitude to be flown, initial heading, frequencies to be used, lost link procedures, the parameters for use of a ditch point, hazards unique to the flight being flown, emergency procedures on takeoff or landing, and a briefing on the amount of fuel including a reserve on the UA.
 14. A frequency integrity check must be conducted prior to the launch of the UA.
 15. Sterile cockpit procedures must be observed during critical phases of flight.
 16. The holder of this COA, or designated representative, is responsible for halting or cancelling activity in the operations 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 waiver.
 17. The PIC is responsible to deconflict UA operations from any manned aircraft approved to transit the Operations Area on the UV-18 route.

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

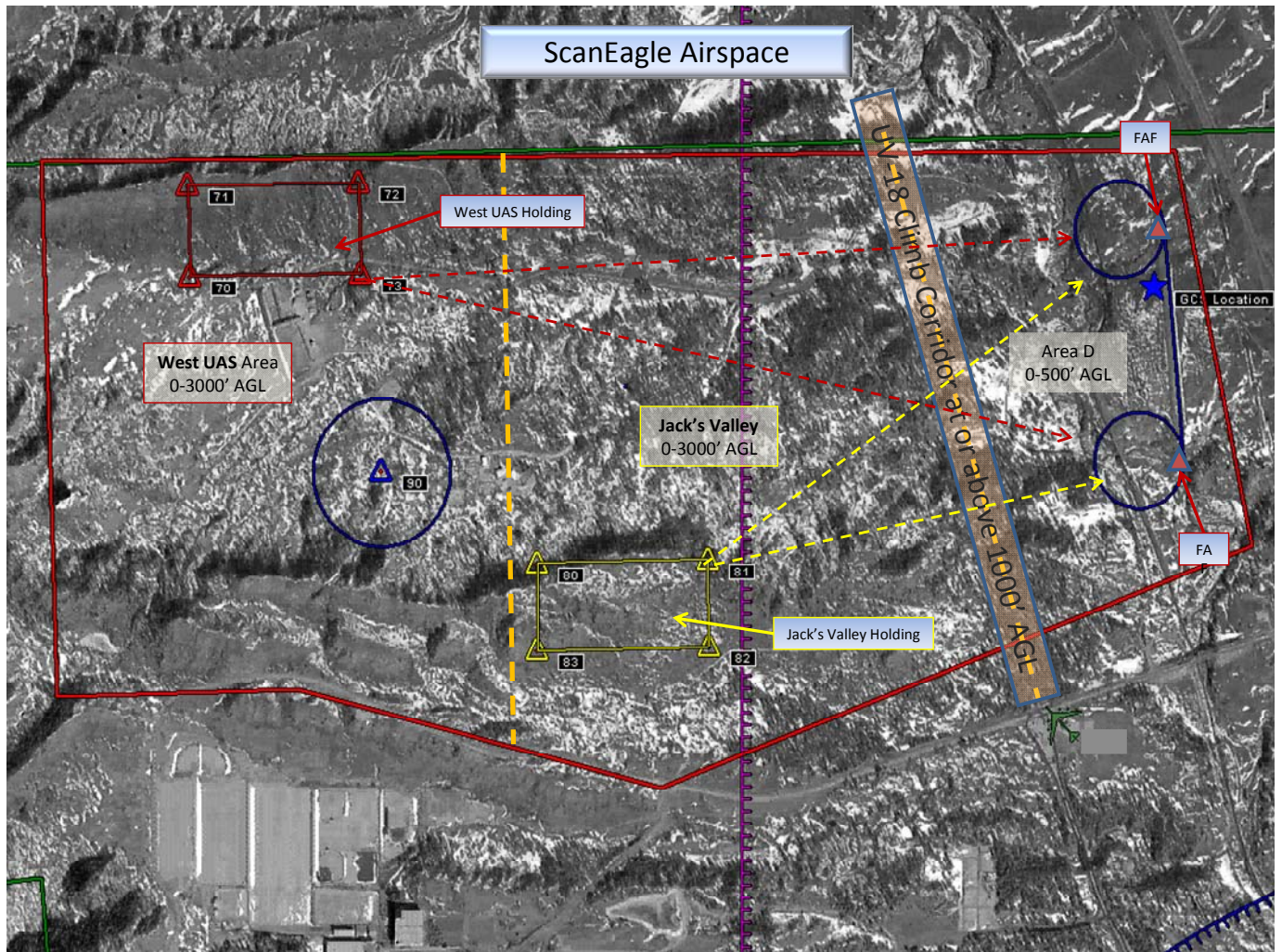
NOTE FOR PROPONENTS FILING THEIR NOTAM WITH DoD ONLY: This requirement to file with the AFSS is in addition to any local procedures/requirements for filing through DINS. The FAA Unmanned Aircraft Systems Office is working with the AFSS, and to eliminate the requirement to file a NOTAM with both the AFSS and DINS in the near future.

Incident / Accident and Normal Reporting Provisions: The following information is required to document routine and 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 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 **within 24 hours and prior to any additional flight under this COA:**
 - 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 approval from the Using Agency. The United States Special Operations Command is hereby authorized to operate the Scan Eagle Unmanned Aircraft System UAS in the operations area depicted in “Activity” above and attachment 1 below.

Attachment 1 Operations Area



Visual Observer Plan

Visual Observer Locations

