**147RW MQ-1 Flight Operations at Polk AAF**

The following procedures document how the 147W MQ-1 aircraft will operate within, to and from the Polk Class D airspace and R-3804. These procedures come directly from the “Letter of Procedure – 147 RW RPA Operations at PAAF” memorandum dated 23 September 2010. Coordinates were converted from military grid reference system to latitude/longitude.

b. Operations:

i. Ground Ops: Normal launch procedures include coordination with Polk Army Airfield Ground Control for clearance to start and/or taxi and Control Tower for clearance to takeoff from the runway. The RPA will squawk the pre-assigned code obtained from Ft Polk ATC. A ground observer (SOF) will be stationed in a position that he/she can monitor the RPA at all times while in the Class D airspace and will have continuous radio contact with the RPA pilot.

ii. Operations within Polk Army Airfield (PAAF) Class D: The Class D airspace extends from the surface to 2,800 feet MSL. After takeoff, the RPA shall proceed to point LRS east of the airfield (N 31° 02.6440' W 093° 11.0037') while climbing to 2,500 feet MSL. Tower shall frequency change RPA to TALATHA Radio as required. Upon entering R3804A, the RPA can climb to coordinated mission altitude. TALATHA Radio will monitor the RPA to IP4 and advise the JACC [548 CTS] and/or Range Control of RPA departure.

iii. Range Procedures: Departing LRS, the RPA will normally proceed to IP4 (described in Table 1) climbing to 3,000 feet MSL. TALATHA Radio will advise JOC and/or Range Control of the RPA departure. Once reaching IP4, the RPA will climb to the assigned altitude, normally 8,000 to 9,000 feet MSL. De-confliction with other aircraft will be handled by the JOC (JACC [548 CTS]) during GREEN FLAG East exercises. At all times, the RPA will remain within the restricted area. The RPA SOF will be located in the Tower all times to assist with watching for hazardous weather.

iv. Recovery to Pattern: The RPA shall proceed to IP4, descend to 3,000 MSL and advise TALATHA Radio that they are RTB. TALATHA Radio shall notify the JOC or Range Control of RTB. The RPA will depart IP4 and proceed to point LRS while descending to 2,500 feet MSL. TALATHA Radio shall frequency change the RPA to Polk Tower. RPA will orbit LRS until Class D is available for recovery. Polk Tower shall provide instructions for the RPA to enter the pattern for RWY 15 or RWY 33 as appropriate.

v. Traffic Pattern: The traffic pattern for the runway will be to the west: right traffic on RWY 15 and left traffic on RWY 33. The traffic pattern direction can be changed by Ft Polk Tower at anytime. The SOF will be positioned in a location on the airfield that allows 100% visual observation of the RPA while in Class D airspace, as well as assist the crew with notification of RPA height above touchdown, landing and go-around calls.

The following are standard procedural points used for RPA airspace coordination/de-confliction.

**Table 1**

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| --- | --- | --- | --- | --- |
| ID | Coordinates | **EFFECTED LEVEL** | **SIZE** | **LOCATION** |
| IP1 | N 31° 07.7924' W 093° 06.2935' | 3,000 MSL – 17,999 MSL | 1 km | North of FP 700 |
| IP2 | N 31° 08.3362' W 092° 58.7412' | 3,000 MSL – 17,999 MSL | 1 km | Concrete Bunker |
| IP3 | N 31° 04.5450' W 092° 54.9681' | 3,000 MSL – 17,999 MSL | 1 km | Jetertown |
| IP4 | N 31° 02.9215' W 093° 03.7729' | 3,000 MSL – 17,999 MSL | 1 km | Holly Springs/Bivouac Rd |
| IP5 | N 31° 04.9229' W 093° 06.4791' | 3,000 MSL – 17,999 MSL | 1 km | Iron Triangle |