

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

CERTIFICATE OF WAIVER OR AUTHORIZATION

ISSUED TO

HQ Air Force Special Operations Command

ADDRESS

210 Harston Street
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.

OPERATIONS AUTHORIZED

Operation of the MQ-1 Predator, Unmanned Aircraft System (UAS) in Class A airspace as depicted in attachment 1 under the jurisdiction of the Albuquerque Air Route Traffic Control Center (ZAB) or Cannon Approach Control. Operations may be conducted between Flight Level (FL)180 and FL230, with the exceptions of corridor operations between R-5104A and restricted area R-5107B which will be restricted to FL180 to FL210. 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

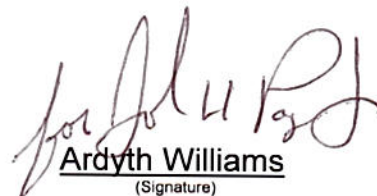
Special Provisions are set forth and attached.

This certificate 2009-CSA-4 (Amendment Dated December 24, 2009) is effective from December 1, 2009 through November 30, 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)

December 24, 2009
(Date)


Ardyth Williams
(Signature)

Air Traffic Manager, Unmanned Aircraft Systems
(Title)

ATTACHMENT to FAA FORM 7711-1

Issued To: HQ Air Force Special Operations Command

Address: 210 Harston Street
Hurlburt Field, Florida 32544

Activity: Operation of the MQ-1 Predator, Unmanned Aircraft System (UAS) in Class A airspace as depicted in attachment 1 under the jurisdiction of the Albuquerque Air Route Traffic Control Center (ZAB) or Cannon Approach Control. Operations may be conducted between Flight Level (FL)180 and FL230, with the exceptions of corridor operations between R-5104A and restricted area R-5107B which will be restricted to FL180 to FL210.

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) 2009-CSA-4 is valid from December 1, 2009 through November 30, 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 2 Nautical Miles (NM) and 3,000 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, 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, 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.
- All operators that use GPS as a sole source, must check all NOTAM's and Receiver Autonomous Integrity Monitoring (RAIM). Flight into GPS test area or degraded RAIM is prohibited without specific approval in the special provisions.
- 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 unless indicated otherwise in the Special Provisions.
- UAS must remain within the restricted areas, corridor, and maneuvering area (as described in this COA) at all times.
- The HQ Air Force 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. A maximum of one UA will be controlled at a time from each ground control station.
2. U.S. Air Force Special Operations Command will have contingency plans to ditch UA in Safe Uninhabited areas during all phases of flight operations.
3. When departing from or arriving to the Cannon Class D to and from restricted areas R5104A/B the UA will fly in accordance with certificate of authorization 2008-CSA-62 or its renewal.
4. Entry/Exit Points for Restricted Areas are as listed below
 - R-5104 entry/exit point - N34 11' 38.74" W103 54' 59.69".
 - R5107 entry/exit point - N33 56' 23.38" W106 03' 50.99"
5. If due to emergency condition the UA must ditch outside of R-5104 or R-5107 the UA will only be ditched at the points indicated at one of the points listed below and as indicated in attachment 1.
 - 20.00 NMs from R-5104 Entry/Exit point
 - 15.60 NMs from point #1
 - #3 – 20.00 NMs from point #2
 - #4 – 20.00 NMs from point #3
 - #5 – 17.90 NMs from point #4
6. The UAS must be MARSA with all SUA operations depicted in Attachment 1.
7. *Night operations are authorized in the area at flight level 180 and above within 10 NM of Restricted Area 5104/5107 and flight level 230 and above within 15 NM of Restricted Area 5104/5107. The proponent is responsible for relaying all*

data pertaining to night operations with their monthly reports (see "Incident / Accident and Normal Reporting Provisions" section of this COA). This data will be used to access future night operations. Night operations within the corridor area are not authorized.

8. Transit corridor is defined by the following waypoints N 34 11' 38" W 103 55" 00" to turn point N 33 50' 20" W 105 30' 04" to restricted area 5107C entry/exit point N 33 56' 23" W 106 03' 51". The corridor is 4 NM either side of course centerline, FL 180 B FL 210.
9. In the event of a lost link, the UAS pilot will immediately notify the Albuquerque ARTCC Front Line Manager at 505-856-4573 b/u 505-856-4500, state pilot intentions, and comply with the following provisions:
 - Lost Link Outside of Restricted Airspace (not within corridor):
 - After initial indication of lost link and the aircraft is unable to regain link, the aircraft's Emergency Lost Link Mission will conduct the following:
 - Aircraft will orbit in a 1.5 NM circular orbit for 30 minutes within the assigned airspace given by ATC and at last assigned altitude (within FL180 and FL230).
 - If still unable to obtain link within 30 minutes, the aircraft will proceed to the Melrose restricted area (R-5104A/B) at the same cleared altitude and on a standardized emergency mission routing.
 - When lost link aircraft arrives in Melrose restricted area (R-5104A/B), the aircraft will enter a six waypoint lost link orbit (3 NM radius centered on N 34° 15' 16.00" W 103° 47' 50.00"). This six waypoint lost link orbit will provide a sterilized area in the event link cannot be re-established. The aircraft will orbit in the last six waypoints until link is regained or fuel exhaustion. At fuel exhaustion, the MQ-1 will lower the landing gear and continue to fly the orbit while descending (engine out) until ground impact.
 - Lost Link within R-5104:
 - If a lost link situation occurs while operating within R-5104, the aircraft will orbit in a 1.5 NM circular orbit at N 34° 15' 16.00" W 103° 47' 50.00" for 30 minutes at the last operating altitude.
 - If still unable to obtain link within 30 minutes, the aircraft will proceed to the R-5104 lost link orbit area and hold until link is re-established or fuel exhaustion.
 - Lost Link procedures within the Corridor:
 - When operating within the corridor all MQ-1 aircraft will fly within FL180 through FL210.
 - When operating within the corridor and command link is lost, the MQ-1 will be programmed to proceed to one of 3 waypoints (depending on where they are within the corridor; (1) R-5104 entry/exit point, (2) Corridor turn point, or (3) R-5107C entry/exit point. The aircraft will be programmed to hold for 30 minutes at one of these waypoints at the last assigned altitude within a 1.5 NM radius while the pilot attempts to re-establish link. The pilot will ensure that the MQ-1's lost link orbit remains within the corridor COA airspace (corridor is 8 NMs wide). If unable to regain link within the 30 minute hold period, the lost link aircraft will proceed to R-5104 A/B on a

standardized lost link Emergency Mission route at the last assigned altitude. Upon reaching R-5104 A/B, the lost link aircraft will conduct the lost link procedures listed in the paragraph above covering lost link procedures for R-5104.

- Lost Link Procedures within R-5107:
 - When lost link occurs within R-5107, the pilot will ensure that the holding area remains within R-5107. The aircraft will hold for 30 minutes at the last assigned altitude within a 1.5 NM radius within R-5107 while the pilot attempts to re-establish link. If unable to regain link within the 30 minute hold period, the aircraft can be preprogrammed to climb to a higher altitude to increase possibility of re-establishing link as long as the aircraft remains within restricted airspace. Aircraft will hold at this altitude until link is re-established or fuel exhaustion.
- All lost link return home points will be located in restricted airspace.
- If lost link occurs within a restricted or warning area, or the lost link procedure above takes the UA into the restricted or warning area – the aircraft will not exit the restricted or warning areas until the link is re-established.
- The UA lost link mission will not transit or orbit over populated areas.
- When outside of restricted/warning area airspace, 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.

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 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 before further flight:**
 - 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 HQ Air Force Special Operations Command to resolve the matter. **This COA does not authorize flight within Special Use Airspace without approval from the Using Agency.** The HQ Air Force Special Operations Command is hereby authorized to operate the MQ-1 Predator Unmanned Aircraft System UAS in the operations area depicted in "Activity" above and attachment 1 below.

Attachment 1

