

LETTER OF AGREEMENT  
BETWEEN  
VICTORVILLE AIRPORT TRAFFIC CONTROL TOWER, HIGH DESERT  
TERMINAL RADAR APPROACH CONTROL, AND UNITED STATES SPECIAL  
OPERATIONS COMMAND

**EFFECTIVE: May 11, 2010**

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

1. Purpose: To establish procedures for operations of the A160 Hummingbird UAS within VCV Class D airspace and the Class G and E airspace below 13,000 feet mean sea level (MSL) between the northern boundary of the VCV Class D airspace and the southern boundary of R-2515.
2. Scope: The procedures herein apply to VCV Airport Traffic Control Tower (ATCT), High Desert Terminal Radar Approach Control (E10) and United States Special Operations Command (SOCOM).
3. Responsibilities: Parties of this Letter of Agreement (LOA) shall ensure their respective personnel comply with its provisions.
4. Scheduling/Cancellation:
  - a. SOCOM 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 VCV ATCT and airport operations are the prerequisite for NOTAM consideration.
5. Procedures:
  - a. General:
    - (1) Operators will comply with all Air Traffic Control (ATC) instructions/clearances.
    - (2) All VCV Class D UAS operations will be conducted within the area depicted in attachment 1 below.
    - (3) 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.
    - (4) VCV ATCT will advise E10 of daily completion of flight operations.

- (5) It is the responsibility of SOCOM to deconflict operational schedules with other UAS operators. VCV ATCT will not be involved with deconfliction of proposed flight schedules.
- (6) All flight communications for launch and recovery at VCV, or VCV Class D airspace shall be accomplished on VCV ATCT assigned frequencies.
- (7) UAS will be assigned a discrete squawk of 0106 from VCV ATCT prior to departing the VCV Class D airspace.
- (8) VCV ATCT shall advise E10 when UAS is airborne and proceeding to E10 airspace.
- (9) SOCOM will maintain two-way radio communications with E10 on an ATC assigned frequency while operating outside of VCV Class D airspace.

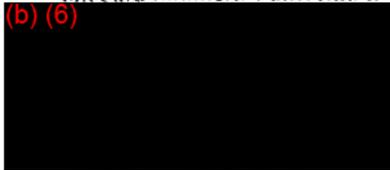
b. Distress/Emergency Situation

- (1) If voice communications between the PIC and ATC are lost, ATC will be notified immediately via recorded telephone line. The UAS can continue to operate as originally cleared, as long as acceptable alternate direct two-way communications are maintained between ATC and the PIC. ATC may terminate the flight if the alternate communication method becomes unmanageable and detracts from the safety of the operation.
- (2) 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 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.
- (e) In the event of an UAS emergency, the PIC shall contact the appropriate ATC facility 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 ATC instructions that may include returning to rally point, holding, or land now to accommodate a manned aircraft emergency.

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

(b) (6)



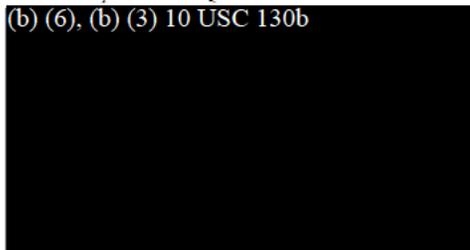
Airport Manager, VCV

(b) (6)



Air Traffic Control Manager, VCV ATCT

(b) (6), (b) (3) 10 USC 130b



*Susan Marmet*  
Mark Heinrich  
Air Traffic Manager, 1110 TRACON

Attachment "A"

**Local Operating Area at SCLA, Victorville, CA**

Shown in Figure below is the specific local flight area within the Class D Airspace at SCLA that will be used during flights by the A160. Blue areas are airport runways; Red areas are no-fly zones; Yellow areas are uninhabited rough terrain, Green areas are pre-surveyed potential emergency landing sites. The Blue line denotes the pre-programmed lost link final approach path to the landing site. The Warrior Ramp take/off and landing site is denoted as "Home".

