



10th SFG(A) Chase Plane SOP v5

The overall classification of this briefing is **UNCLASSIFIED**

11 FEB 11

Shadow TUAV



***T-41 B
Chase Plane***



Chase Plane

- Platform must be able to transport Aerial Observer.
- Must remain 1 NM lateral separation & 1000' vertical separation of the Shadow TUAS during flight.
- Must possess a VHF radio to communicate with shadow GCS on 122.75 (Air to Air Frequency).
- Must be able to fly a similar flight profile as the Shadow TUAS (60-90 KTS) and an altitude of 6K to 10K MSL.



Aerial Observer

- The Aerial Observer will be an Army AVN (FW or RW) Pilot or a Shadow TUAS Pilot.
- Must have a current annual flight physical (DA Form 4186).
- Must be trained on rules and responsibilities in 14 CFR 91.111 (Operating Near other Aircraft) and 14 CFR 91.113 (Right-of-Way Rules).
- Aerial Observers must have vision correctible to 20/20 (both eyes).



Aerial Observer Training

- The Shadow Platoon Leadership will identify those Shadow Pilots who are selected for Aerial Observer duties.
- Initial training will first occur in the UH-60 SFTS on BAAF to conduct initial area orientation using the VFR Data Base of Pinon Canyon MOA.
- Aerial Observer will be trained on the IMBTR Radio (FM, VHF & UHF).

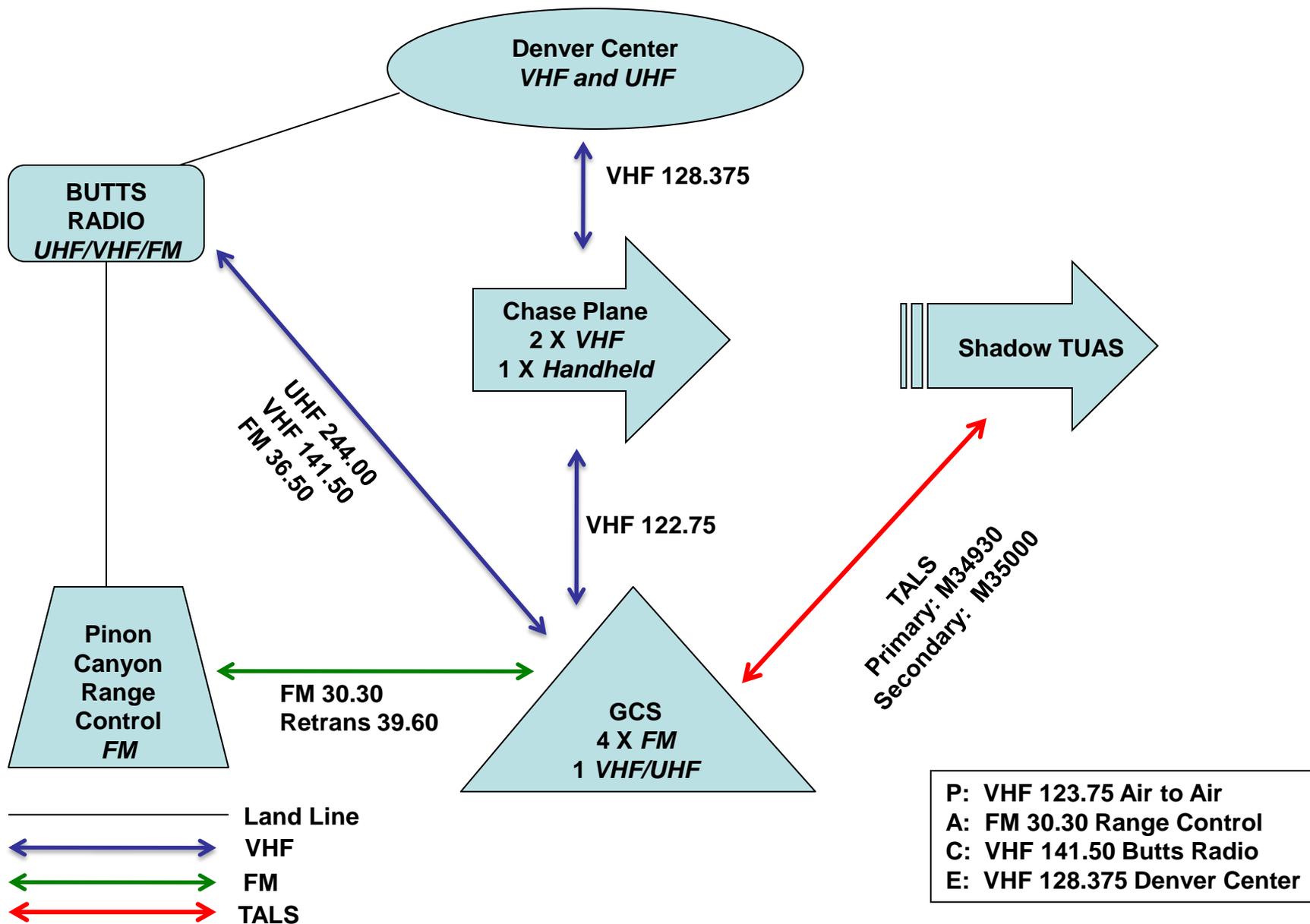


Rehearsals

- Use 2 X T-41B/C (or C-172) planes for rehearsals.
 - 1st airplane will simulate the Shadow.
 - 2nd airplane will act as the chase plane.
 - Exercise the communications plan (VHF, FM & UHF).
 - Practice flying TTPs to allow best aerial observation of Shadow.
- Conduct Aerial Rehearsals of PCMS MOA Boundary using the Garmin GPS in plane. Also back up navigation with Maps.



Commo Plan v4





IMBTR Radio Preset Freqs

Preset Channel	Organization	Frequency
1	Shadow GCS Air to Air	122.75
2	PCMS Range Control	30.30
3	PCMS RC Retrans	39.60
4	Butts Radio FM	36.50
5	Butts Radio VHF	141.50
6	Butts Radio UHF	244.00
7	Denver Center VHF	128.375
8	Denver Center UHF	379.95
9	FCCO Range Control	39.60
10	FCCO Butts Radio	38.38



Emergency Procedures

- Loss-of-Link.
 - GCS Procedures:
 - If the GCS cannot communicate with the Shadow, the Shadow will be pre-programmed to fly back to the Loss-of-Link (LoL) location (see map on next slide).
 - The LoL location is 3 KM East of the Air Strip at 2000 AGL. Once link is re-established, the GSC will command the Shadow to RTB.
 - Chase plane Procedures:
 - Will communicate with the GCS to confirm LoL.
 - Confirm the Shadow is flying (as programmed) to LoL Rally Location.
 - Contact Denver Center if Shadow flies outside the PCMS MOA.
- Failed comms between GCS and Chase Plane.
 - Contact Range Control, Butts Radio or Denver Center to relay information to the GCS.
- If the CGS and Chase Plane cannot communicate, all operations will stop and Shadow will RTB.



Safety

- Chase Plane will have a Garmin GPS 430, which will depict the PCMS MOA for situational awareness.
- Chase Plane Crews will attend the Shadow Platoon's Daily Mission Briefings prior to each flight.
- Chase Plane Crew will ensure the Shadow TUAV has less fuel than the Chase Plane.
- In the event visual contact is lost, chase will transmit "No-Joy" to the AVO whereby AVO and Chase Plane Pilot will maintain their current and altitude (already having 1000' vertical separation) while transmitting this information. Shadow will then navigate direct to the GCS site, and if necessary hold until chase can re-join.



Weather

- Shadow Platoon will get their Wx Briefings from 23rd Operational Weather Squadron.
- Chase Plane will obtain Wx Briefings from Peterson AFB.
- If the Wx is below 3000' AGL, Missions will be not be flow.