

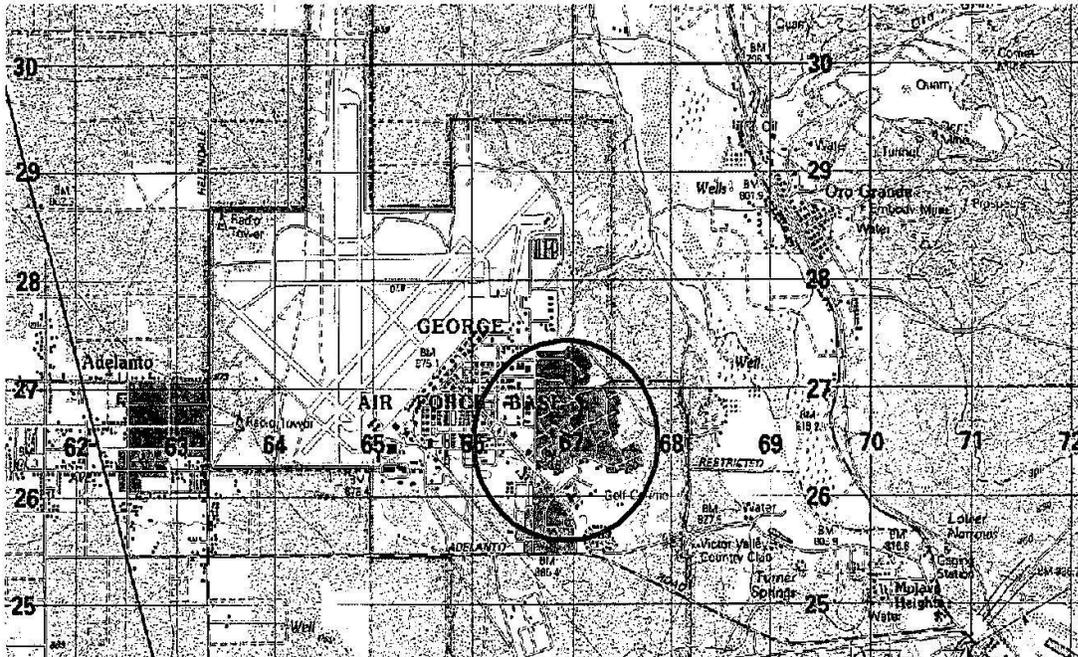
LETTER OF AGREEMENT  
BETWEEN  
VICTORVILLE AIRPORT TRAFFIC CONTROL TOWER AND UNITED STATES SPECIAL  
OPERATIONS COMMAND

**EFFECTIVE: 1 JANUARY 2008**

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

1. Purpose: To establish procedures for operations of the Raven UAS within VCV Class "D" airspace.
2. Scope: The procedures herein apply to VCV Airport Traffic Control Tower (ATCT) and United States Special Operations Command (USSOCOM).
3. Responsibilities: Parties of this Letter of Agreement (LOA) shall ensure their respective personnel comply with its provisions.
4. Scheduling/Cancellation:
  - a. USSOCOM 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 ATCT and airport operations is the prerequisite for NOTAM consideration.
5. Procedures:
  - a. General:
    - (1) All UAS operations will be conducted within a one-half (1/2) NM ring centered at 34° 34.9' N, 117° 21.67' W from the surface to 1000' AGL. See attachment "A."
    - (2) 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.
    - (3) It is the responsibility of USSOCOM to deconflict operation schedules with other UAS operators. VCV ATCT will not be involved with deconfliction of proposed flight schedules.
    - (4) All flight communications for launch and recovery at VCV, or VCV Class "D" airspace shall be accomplished on VCV ATCT assigned frequencies.

- (5) If voice communications between the PIC and VCV ATCT are lost, VCV ATCT will be notified immediately via recorded telephone line. The UAS can continue to operate as originally cleared, as long as alternate direct two-way communications are maintained between VCV ATCT and the PIC.
- (6) Loss link procedures. VCV ATCT will be notified immediately of any loss of link. The UAS will proceed to a predetermined point within the approved operating area in attachment "A" and orbit at or below 300' AGL while attempting to reestablish link. In the event link is not established, the UAS will autonomously set itself to auto land and will land at the rally point (normally over the Ground Control Station (GCS)). In the event of errant or dangerous behavior of the UAS, the operator will shut down the motor forcing the UAS to auto land or land now.
- (7) 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 at 300' AGL 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.
- (8) In the event of an UAS emergency, the PIC shall contact VCV ATCT 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 VCV ATCT instructions that may include returning to rally point, holding, or land now to accommodate a manned aircraft emergency.
- (9) All UAS flights shall be conducted in visual flight rules (VFR) conditions.



**UAS Operating Area:** All UAS operations will be conducted within the one-half (1/2) NM ring, the center being located at 34° 34.9' N 117° 21.67' W from the surface to 1000' AGL.

(10) VCV ATCT will segregate all known manned and unmanned aircraft within the Class "D" airspace. Specifically, left downwind traffic to runway 17 and 21 or right downwind traffic to runway 3 and 35 should not be authorized during UAS operations.

(11) USSOCOM UAS operator will notify VCV ATCT 15 minutes prior to beginning launch activity.

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

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Southern California Logistics Airport

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