

LETTER OF PROCEDURE

**LIBBY AIR TRAFFIC CONTROL
AND
FORT HUACHUCA AIR TRAFFIC AND AIRSPACE OFFICE
AND
C COMPANY, 2nd BATTALION, 13TH AVIATION REGIMENT, 1st AVIATION
BRIGADE, FORT HUACHUCA**

SUBJECT: US Army Gray Eagle Unmanned Aircraft (UA) Entering and Exiting Libby Army Airfield and Fort Huachuca Special Use Airspace R-2303

EFFECTIVE DATE: 30 October 2011

1. PURPOSE: To establish air traffic control procedures to safely operate Army Gray Eagle Unmanned Aircraft conducting Unmanned Aircraft System (UAS) flight operations within Libby Army Airfield (LAAF) Class-D Airspace and transiting into and from Fort Huachuca R-2303A/B/C back into Libby Army Airfield.

2. CANCELLATION: Libby Air Traffic Control, Fort Huachuca Air Traffic & Airspace Office, Unmanned Aircraft System Training Battalion, 1st Aviation Brigade, Fort Huachuca and Program Manager Unmanned Aircraft Systems Field Office, Fort Huachuca. Subject: US Army Sky Warrior Unmanned Aircraft (UA) Entering and Exiting Libby Army Airfield and Fort Huachuca Special Use Airspace R-2303, dated 1 September 2009.

3. SCOPE: The responsibilities and procedures described in the Letter of Procedure (LOP) are applicable to C Company, 2nd Battalion, 13th Aviation Regiment (2-13th Avn Regt), 1st Aviation Brigade, Ft Huachuca AZ, Fort Huachuca Air Traffic and Airspace Office (AT&A), and Libby Air Traffic Control (ATC).

4. REFERENCES: The following documents provide the regulatory guidance under which LOP participants shall perform flight operations.

a. Federal Aviation Administration (FAA), N JO 7210.766 Air Traffic Organization Policy SUBJECT: Unmanned Aircraft Operations in the U.S. National Airspace System dated March 28, 2011

b. Department of the Army, US Army Intelligence Center and Fort Huachuca Regulation 95-2, Aviation - Test Aircraft, Unmanned Aerial Vehicle and Indirect Fire Procedures dated 22 September 2001

c. Army Regulation 95-23, Unmanned Aircraft System Flight Regulation 7 September 2006 (RAR 10 July 2010).

d. DAMO-OD-A, Interim Guidance for UAS Facilities and Operations In and Around Army Airfields in the NAS, 24 Mar 2009.

- e. ATC procedures for Predator Operations at Libby Army Airfield (LAAF) Appendix A.

5. NORMAL PROCEDURES:

a. General: While operating at Libby Army Airfield, Gray Eagle UA ground and flight operations shall be conducted in accordance with FH Reg. 95-2, AR 95-23, 14 CFR Parts 91.111 and 91.113, other appropriate subparts of 14 CFR Part 91, and/or applicable military regulations and the approved FAA Certificate of Authorization.

b. Taxi and Take-Off Procedures: Gray Eagle UA operator shall contact Libby ATC, provide intentions and receive taxi instructions and take-off clearance.

c. Departure and Traffic Pattern Procedures:

- (1). After take-off and climbing through a safe maneuvering altitude, expect a crosswind leg departure and proceed on-course per Libby ATC instructions into R-2303A, sub-sectors B and C, or as directed by ATC.
- (2). Local Traffic Pattern: 5,700 feet MSL or as directed by Libby ATC.
- (3). Runway intersection take-offs and landing may be requested and approved by Libby ATC.
- (4). Practice Automated Takeoff and Landing Aborts and Touch and Go approaches shall be coordinated with and approved by Libby ATC.

d. Arrival Procedures: The Gray Eagle UA operator will contact Libby ATC prior to commencing arrival and descent procedures from R-2303A/B with intent of landing at Libby Army Airfield.

6. LOST LINK PROCEDURES: The LOST LINK CONTINGENCY MISSION PROFILE is loaded into the Gray Eagle UA's Primary Control Module (similar to Auto-Pilot) by the operator.

- a. When a LOST LINK condition occurs, the Gray Eagle UA operator shall immediately notify Libby ATC and provide the following information:

- (1). Call Sign in accordance with DOD FLIP.
- (2). Pre-programmed UAS IFF Squawk 7600 LOST LINK CONTINGENCY.

(3). Altitude.

(4). Endurance Remaining. Expressed in hours and minutes of useable fuel remaining to burn-out (e.g. 9 hours and 22 minutes to burn-out).

(a). The Gray Eagle UA Mission Coordinator will determine if the mission can be continued or return to LAAF, in the event a LOST LINK condition occurs and the UA operator regains LINK CONTROL with the UA. The Gray Eagle operator will notify Libby ATC of intentions.

(b). CONTINGENCY MISSION PROFILE (cMP), LOST LINK GENERAL PROCEDURES:

(1). Different scenarios exist for Lost Link Procedures depending on where the UAS is flying when link with the aircraft is lost and are detailed in this LOP.

(2). INITIAL LOST LINK HEADINGS (ILLH): While operating in LAAF Class D airspace the LOST LINK HEADING will be set to the Runway Heading. While operating outside of Class D, but inside of R-2303, ILLH will be set by the operator to insure the aircraft remains within the Fort Huachuca R-2303 area in the event of LOST LINK.

(3). The aircraft will remain within Fort Huachuca R-2303 by flying the pre-established CMPs listed in the Attachment to this LOP and fly to the Contingency Mission Loiter as defined in the CMP. Aircraft will climb or descend to the CMP Altitude for each waypoint as programmed, and upon achieving the CMP altitude will continue to hold it.

(4). In the event of LOST LINK, the Gray Eagle UA will:

(a). Set airspeed to 75 KIAS. If below 75 KIAS, aircraft will adjust pitch and power to accelerate to 75 KIAS, which could result in a loss of altitude (100 to 200 feet max). If above 75 KIAS, aircraft will adjust pitch and power to decelerate to 75 KIAS, which could result in a gain in altitude (500 feet max). To ensure aircraft does not leave its assigned altitude block, the aircraft will not be intentionally flown within 500 feet above the bottom of the block altitude, and 500 feet below the top of the altitude block.

(b). Begin a climb/descent and fly an INITIAL LOST LINK HEADING (ILLH) for 51 seconds. If during the 51 seconds the aircraft reaches the INITIAL LOST LINK ALTITUDE (ILLA), the aircraft will then turn toward the CMP.

(c). If at 52 seconds, the aircraft has not reached the ILLA, the aircraft will continue to climb/descent to its INITIAL LOST LINK ALTITUDE (ILLA)

by setting up an orbiting loiter 2.5 miles from the LOST LINK location in the direction of the ILLH, or descend to the ILLA enroute, and turn, toward the CMP Initial Waypoint.

b. Detailed Lost Link Procedures during Libby traffic pattern operations or within R2303 are:

(1) Any time in the traffic pattern below 9,000 ft MSL: Immediately turn in the shortest direction to the programmed initial lost link heading (i.e., 260 degrees for Runway 26; 080 degrees for Runway 08; or as applicable for other LAAF runways) while simultaneously climbing for 51 seconds. And then:

(a) At 52 seconds if the aircraft is below 9,000 ft MSL, the aircraft will enter a circular orbit (centered on a point 2.5nms from the actual lost link point in direction of lost link heading), and continue climbing until reaching 9,000 ft MSL, and then turn in the shortest direction toward the Contingency Mission Loiter as defined in the CMP attachment while maintaining 9,000 ft MSL.

(b) If during the 51 seconds the aircraft reaches 9,000 ft MSL, the aircraft will turn in the shortest direction toward the Contingency Mission Loiter as defined in the CMP attachment while maintaining 9,000 feet MSL.

(2) If transiting to / from an assigned altitude block (or hard altitude) within R2303: Immediately turn in the shortest direction toward the ILLH (ILLH will be set by the operator to insure the aircraft remains within Fort Huachuca R-2303) while climbing/descending to any altitude within the current ATC assigned block altitude (or current assigned hard altitude) for 51 seconds. For example, if Lost Link occurs after vacating assigned block altitude FL200-220 for a descent to 15,000 ft MSL, the UAS will continue descent to 15,000 ft MSL. At 52 seconds if the aircraft has not reached the ILLA, the aircraft will enter a circular orbit (centered on a point 2.5nms from the actual lost link point in direction of lost link heading), and continue climbing/descending until reaching the ILLA, as per the example 15,000 ft MSL and then turn in the shortest direction toward the Contingency Mission Loiter as defined in the CMP attachment while maintaining 15,000 ft MSL.

(3) If established within an assigned block altitude within R2303: Immediately turn in the shortest direction toward the ILLH (ILLH will be set by the operator to ensure the aircraft remains within Fort Huachuca R-2303 and while operating in R-2303C the operators shall ensure the required vertical separation to remain clear of R-2312 airspace) while climbing/descending to an altitude halfway between the requested mission flight altitude block that has been approved by Libby ATC for 51 seconds. At 52 seconds if the aircraft has not reached the ILLA, the aircraft will enter a circular orbit (centered on a point 2.5nms from the actual lost link point in direction of lost link heading), and continue climbing/descending until reaching the ILLA, as per the example 15,000 ft MSL and then turn in the shortest direction toward the Contingency Mission Loiter as defined in the CMP attachment while maintaining 15,000 ft MSL.

(a) Once the aircraft reaches the CONTINGENCY Mission Loiter portion of the CMP it will continuously fly the (six (6) waypoint) Loiter at CMP altitude until LINK CONTROL is regained or fuel exhaustion.

(b) LOST LINK CONTINGENCY LANDING: The aircraft will follow its designated CMP to the CMP Loiter portion of the CMP and will fly the CMP Loiter until link is reestablished. If link is not reestablished, the UA will fly the CMP Loiter until fuel exhaustion, at which time the engine will quit and the UA will transition to BATTERY POWER. Aircraft will then continue to fly the CMP Loiter under battery power, lower landing gear, and commence a preprogrammed descent at the CMP airspeed until ground contact.

(c) Minimum LL altitude assigned and programmed will be 9000' MSL regardless of area of operation.

7. OTHER IN-FLIGHT EMERGENCIES:

- a. Contact Libby ATC. Declare the emergency condition and state intentions.
- b. If landing at LAAF is possible, inform Libby ATC and follow instructions.
- c. If landing at LAAF cannot be accomplished, inform Libby ATC and provide location of intending landing.
- d. All necessary action will be taken by the Gray Eagle operator to minimize collateral damage.

8. ATTACHMENT :

**CONTINGENCY MISSION PROFILE (CMP) FLIGHT PLANS
CONTINGENCY MISSION PROFILE (CMP) DIAGRAMS
CONTINGENCY MISSION AND ILLA PLANNING DIAGRAM**

9. TAKEOFFS AND LANDINGS:

a. For normal operations, the Gray Eagle UA system performs an Automated Takeoff and Landing (ATLS) utilizing a Differential Global Positioning System (DGPS) and runway survey information. The UA then flies a 9 Waypoint Landing Pattern. The UA Pilot/Operator has the ability to enter the landing pattern at Waypoints 1, 2, or 3 and can abort the landing at any Waypoint and follow ATC instructions. During takeoff the Pilot/Operator can take the UA out of the Automated Takeoff Mode once the UA has reached 300' Above Ground Level.

b. As a secondary recovery capability, the Gray Eagle UA will have a Tactical Automatic Landing System (TALS) adjacent to the runway. Until TALS, or a different backup system, is brought online, a "Legacy" Ground Control Station with an

Operator/Pilot capable of manually landing the UA will be operational and prepared to perform either the takeoff or landing as required.

10. EXCEPTIONS: Exceptions to any of the above agreement shall be coordinated and agreed upon by all parties concerned.

(b) (6)



Libby Army Airfield

Date: 17 Oct 2011

(b) (6)



Libby Army Airfield

Date: 17 Oct 2011

(b) (6)



Date: 12 OCT 2011

2 Attachments:

1. Contingency Mission Profile Flight Plans
2. Automated Landing Profile/Pattern

1 Appendix

Appendix A: ATC Procedures at Libby while conducting UAS Operations

ATTACHMENT A

CONTINGENCY MISSION PROFILE (CMP) FLIGHT PLANS

SCOPE:

a. The intent of the listed Libby Contingency Mission 'RETURN HOME' flight paths/plans is to avoid over-flight of densely populated areas should the Gray Eagle Unmanned Aircraft (UA) experience a total LOST LINK condition while performing flight operations within R-2303A/B/C and as the UA executes the LOST LINK PROCEDURES cited in paragraph six. The Libby Contingency Mission 'RETURN HOME' flight paths will navigate the aircraft to the Initial Point (IP) which is the entry waypoint (WP) of Libby Contingency Mission ([HILL FOUR]).

b. Libby Contingency Mission 'RETURN HOME' altitudes will be based on scenario/situation and will be briefed at mission brief. Per C Company, Unmanned Aircraft Training Battalion Unit SOP, no changes to the Libby Contingency Mission 'RETURN HOME' altitudes will be authorized without Mission Commander approval/direction.

1. If flying in R-2303C; aka "Charlie Corridor":

WP-1	12R WV 6500 7800 / N31 26' 05.0" W110 18' 57.4"
WP-2	12R WV 5300 9600 / N31 35' 59.0" W110 26' 31.3"
WP-3	12R WV 6500 9600 / N31 35' 56.9" W110 18' 55.6"
WP-4	12R WA 6700 0000 / N31 37.99" W110 17.61" (IP)
WP-5	12R WA 6900 0300 / N31 39.61" W110 16.33"
WP-6	12R WA 7300 0300 / N31 39.60" W110 13.80"
WP-7	12R WA 7500 0000 / N31 37.96" W110 12.55"
WP-8	12R WV 7300 9700 / N31 36.35" W110 13.83"
WP-9	12R WV 6900 9700 / N31 36.36" W110 16.36"

2. If flying West of Grid 55, aka "Sonoita Corridor":

WP-2	12R WV 5300 9600 / N31 35' 59.0" W110 26' 31.3"
WP-3	12R WV 6500 9600 / N31 35' 56.9" W110 18' 55.6"
WP-4	12R WA 6700 0000 / N31 37.99" W110 17.61" (IP)
WP-5	12R WA 6900 0300 / N31 39.61" W110 16.33"
WP-6	12R WA 7300 0300 / N31 39.60" W110 13.80"
WP-7	12R WA 7500 0000 / N31 37.96" W110 12.55"
WP-8	12R WV 7300 9700 / N31 36.35" W110 13.83"
WP-9	12R WV 6900 9700 / N31 36.36" W110 16.36"

3. If flying East of Grid 55 and North of Grid 92, aka "Whetstone Corridor":

WP-4	12R WA 6700 0000 / N31 37.99" W110 17.61" (IP)
WP-5	12R WA 6900 0300 / N31 39.61" W110 16.33"
WP-6	12R WA 7300 0300 / N31 39.60" W110 13.80"
WP-7	12R WA 7500 0000 / N31 37.96" W110 12.55"
WP-8	12R WV 7300 9700 / N31 36.35" W110 13.83"
WP-9	12R WV 6900 9700 / N31 36.36" W110 16.36"

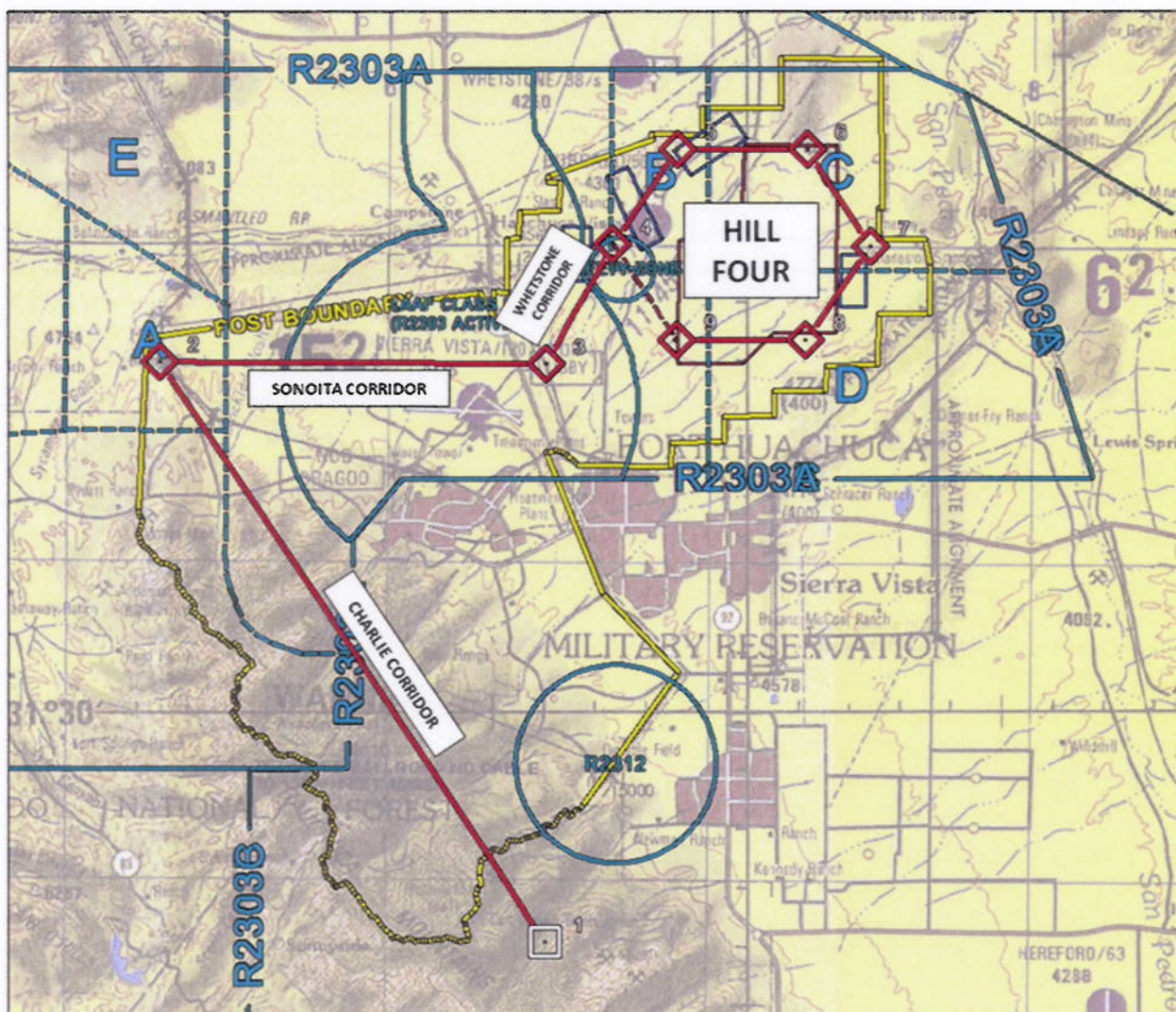


Figure 1

CONTINGENCY MISSION AND INITIAL LOST LINK ALTITUDE (ILLA) PLANNING

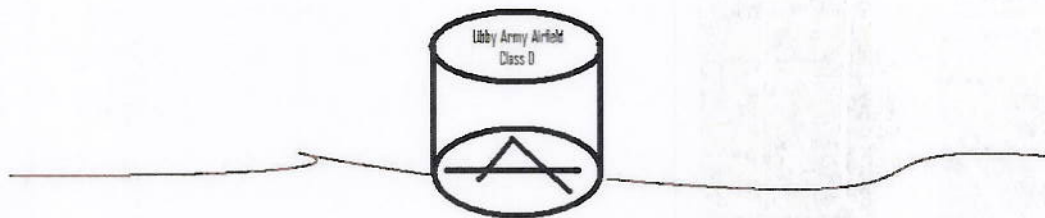
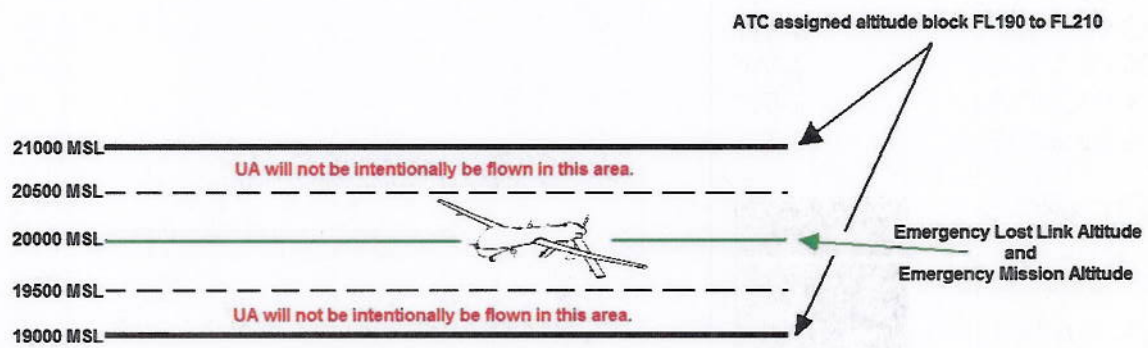


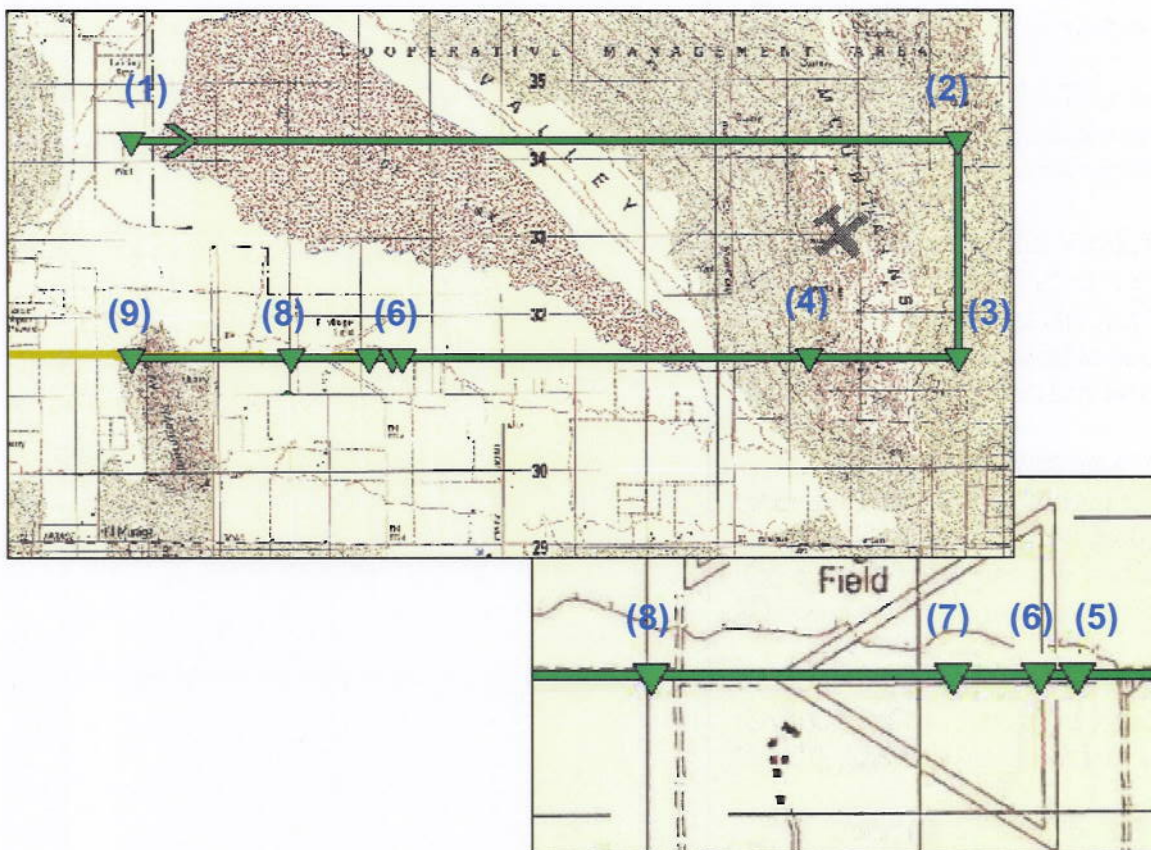
Figure 2

ATTACHMENT B

AUTOMATED LANDING PROFILE AND PATTERN

1. Point (1) - ATLS Pattern Entry Point: 1 is located 2.0 nautical miles upwind of the touch down point at 1000 ft Above Field Level (AFL). It is automatically placed 2 nautical miles abreast of the runway centerline.
2. Point (2) - ATLS Turn to Base Pattern Point: 2 is located 6.25 nautical miles downwind of 1 at 1000 ft AFL. This point is also 2.0 nautical miles abreast of the runway centerline.
3. Point (3) - ATLS Final Approach Entry Point. 3 is located 3.25 nautical miles downwind of the touchdown point at 1000 ft AFL. It is the entry point for the final landing approach. This point is separated from the glide slope intercept point in order to accommodate any remaining transients in airspeed, altitude and heading from the turn to final.
4. Point (4) - Glide Slope Intercept: 4 is located 2.0 nautical miles from the Touch Down Point (TDP), at 635 ft AFL. Once the aircraft reaches 4 the TALS TS should be tracking the aircraft during normal operation. The aircraft will lower the landing gear, set landing flaps, and configure the system for an approach.
5. Point (5) - Flare Point: 5 is located 20 feet AFL. It is based on the height of the aircraft as measured by the laser altimeter. Upon reaching 20 AFL, the aircraft pitches up to reduce VSI.
6. Point (6) - TDP: The TDP was selected during the runway survey. The aircraft automatically adjusts pitch/roll/yaw and flare control in order to land as close as possible to the TDP. The adjustment during the approach is transparent to the AO. The AO maintains the ability to manually abort or override aborts during the approach.
7. Point (7) - TALS Alignment Point/Slope Point: 7 is used to align the TALS Track Subsystem (TS) to the runway and capture the runway topography. It is entered during the runway survey by taxiing the aircraft onto the spot and clicking the record position button on the runway setup screen.
8. Point (8) - Rollout Point: 8 is the rollout point for landing. This point is used as a reference during ground roll. It is entered during the runway survey by taxiing the aircraft onto the spot and clicking the record position button.

(9) Point (9) - Go-Around Point: This point is automatically located 2.0 nautical miles upwind of the TDP. It is initially 1,000 ft AFL and aligned with the runway. This point is used as the go-to point after takeoff, as well as the go-around point for landing aborts.



APPENDIX A

ATC Procedures at Libby AAF While Conducting UAS Operations

1. Purpose. Provide uniform air traffic control procedures at Libby AAF during Warrior A, Gray Eagle, and CBP/DHS Predator UAS operation in the Class D.

***2. Scope.** These procedures are supplemental to the procedures in FAAO 7110.65, N JO 7210.766, DAMO-OD-A, Interim Guidance for UAS Facilities and Operations In and Around Army Airfields in the NAS, 24 Mar 2009, and AR 95-2. They do not waive any ATC procedures specified in the above references except where specifically addressed or the Special Provisions listed in the COA.

3. Provisions.

- a. No simultaneous/crossing traffic pattern operations with a UAS and manned aircraft. A manned aircraft may follow a UAS on final.
- b. *Deconfliction of UA and manned aircraft within the Class D airspace or transit through will be accomplished by use of segregated patterns, holding points with specific lateral (minimum 1 NM) and vertical limits (minimum 500').
- c. *A manned aircraft may only be positioned to follow an unmanned aircraft once the unmanned aircraft is established on final and is within the Class D airspace when utilizing the same runway.
- d. *Ft Huachuca Air Traffic and Airspace Officer or Libby ATC Chief will provide briefings to all routine airfield users concerning UAS operations at LAAF. Briefing will include lost link procedures, lost communication procedures, emergency procedures, contingency procedures, standard operating procedures, use of UA Zones and UA Operating Areas,

4. Definitions.

- a. Intruder aircraft: Any aircraft operating within the Class D airspace without two way radio communication with the ATC facility per 14 CFR Part 91.
- b. UA Zones: Published marshalling zones, defined by visual or GPS reference, used by UA and ATC as departure/arrival points to/from airfield. UA Zones are also used for lost link and emergency orbit points for UA.
- c. UA Operating Area: Area designated for UA operations within the Class D airspace.

Rev 2, 10 October 2011

- d. UAS VFR holding points: Geographic or GPS based locations to contain the UAS at a specific location.
- e. *Lost link: UAS Operator/Pilot has lost the ability to provide real-time control of the UAS airborne or on the ground. Loss may be permanent or temporary.
- f. *Lost link procedures: Pre-approved written procedures to be followed by the UAS in the event of lost link both airborne or on the ground. ATC will approve and maintain a copy of all lost link procedures. Lost link procedures may make use of UA zones or UAS VFR holding points.
- g. *Lost of radio communications: UAS pilot/operator is not able to communicate with ATC.
- h. Primary radio communications: Recorded communications made between ATC and the UAS pilot/operator on local ATC tower UHF/VHF frequencies.
- i. Alternate communications: Recorded communications made between ATC and the UAS pilot/operator on a ground-to-air radio or telephone.
- j. Observer: A person who is responsible to assist the UAS pilot/operator, by visual means, in meeting the requirements of FAR 91.111/113 or 115 and to relay situations that are observed, which may cause a collision hazard to other aircraft.

5. Procedures.

a. ATC Procedures.

(1) Description of aircraft types. Describe UAS to other aircraft as “unmanned aircraft”.

(2) ATIS Procedures. Make a new recording when UAS operations are in effect or have terminated for the day.

(3) Light Signals. Light signals will only work with UAS when line of sight with pilot/operator or observer is possible.

(4) Sequencing and Spacing Application. UAS pilots cannot be instructed to follow another aircraft.

(5) Simultaneous Same Direction. All UAS will be treated as “other” aircraft.

(6) Same Runway Separation. All UAS will be treated as Category III aircraft.

*(7) All UAS will be treated as small aircraft for the purpose of applying wake turbulence.

(8) Use of Visual Separation between UAS and manned aircraft or UAS and UAS is not authorized.

(9) SVFR is not authorized with UAS.

b. Development of Departure/Arrival/Operations/Emergency Procedures.

(1) UA Zones and VFR holding points are used as departure/arrival points to and from the airfield, for lost link orbit points, emergency orbit points, and to assist ATC with spacing and sequencing. Subsections B and C of the East Range currently serves as the main UA Zone/VFR holding area for UAS, however, other areas may be used for departures/arrivals/holding as directed by ATC, i.e. West Range.

(2) UA Zones will not be used as UA Operating Areas. The UA Operating Area is the Class D pattern airspace, which is segregated from the UA Zones which lie in Restricted Airspace.

c. Arrival and Departure Procedures.

De-conflict UA departures from manned aircraft using one or more of the following methods:

- (1) Spatial or geographic separation
- (2) Holding of manned aircraft during UA arrivals/departures
- (3) Hold the UAS
- (4) Scheduling procedures

***d. Pattern/Transit deconfliction Procedures.**

*(1) UA will be segregated from manned aircraft utilizing one or more of the following when transiting through the Class D airspace or when necessary to sequence a manned aircraft to follow the unmanned aircraft once established on final approach:

- a) Altitude (minimum 500' vertical separation)
- b) Direction of traffic
- c) Distance from manned pattern (minimum of 1 NM)

(2) All UAS will be treated as small aircraft for the purpose of applying wake turbulence. In addition to the requirements of FAAO 7110.65, ATC will apply the following procedures:

- a) Issue cautionary wake turbulence advisories, and the position, altitude, and direction of flight to the pilot/operator of UAS landing behind all manned aircraft regardless of weight class.

- b) Wake Turbulence Rules cannot be waived by the UAS pilot/operator.

e. Non-cooperative/Intruder/NORDO Aircraft Procedures. ATC will keep the UA pilot/operator apprised of any known aircraft operations that may impact operations. ATC should assist the UA pilot/operator in ensuring de-confliction by recommending altitudes, providing directions to predetermined points (UA Zones), or by having operations ceased to a landing if it will not aggravate the situation. ATC will broadcast on emergency frequencies when non-cooperative/intruder aircraft are present to expeditiously establish two-way radio communications with the aircraft.

NOTE: All aircraft who do not establish two-way radio communication as per CFR prior to entering Class D airspace will be reported to the FAA.

- f. Emergency Procedures.

(1) ATC will apply the procedures listed in Chapter 10, Section 1 of FAAO 7110.65. Minimum required information for in-flight emergencies:

- Aircraft identification and type
- Nature of the emergency (lost link, equipment failure)
- Intentions of the UA pilot/operator
- Aircraft altitude / position
- Fuel remaining in time

(2) The safety of manned aircraft will take precedence over unmanned aircraft in an emergency situation.

(3) UAS within Class D airspace will be directed by ATC to land or proceed to assigned UA Zone and hold until further instructions are given by ATC.

(4) If primary radio communications between UA pilot/operator and ATC are lost, UA Operator/Pilot or ATC will be notified immediately via designated alternate communications method. Failure to establish or maintain radio communication between UA Operator/Pilot and ATC will require termination of UA operations.

(5) If lost link occurs, UAS pilot/operator will immediately notify ATC with the following information:

- a) Time of lost link
- b) Last known position
- c) Altitude
- d) Direction of flight
- e) Confirm execution of lost link procedures
- f) Confirm pilot/observer have visual contact with UA.

NOTE: UA lost link is an emergency, but may not require Crash-Rescue services

(6) In the event of lost link, lost communication between UA Observer/Pilot and ATC or lost communication between UA Operator/Pilot and observer, ATC will do the following:

- a) Cease aircraft launches until status of affected UAS is determined
- b) Recover other UA as appropriate
- c) Issue advisories and ATC instructions as appropriate to ensure the safe operation of all aircraft
- d) Terminate affected UA operations if communications cannot be re-established

(7) If UA observer loses visual/situational awareness of the UA, ATC will be notified immediately. If visual observation cannot be established, the flight shall be terminated.