



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
US ARMY INSTALLATION MANAGEMENT COMMAND
HEADQUARTERS, UNITED STATES ARMY GARRISON, FORT SILL
462 HAMILTON ROAD, SUITE 120
FORT SILL, OKLAHOMA 73503

IMWE-SIL-PLA

12 March 2010

MEMORANDUM FOR Department of the Army Representative, 2601 Meacham Blvd.,
ATTN: ASW-920, Fort Worth, TX 76137

SUBJECT: Application for Army Unmanned Aircraft System (UAS) Certificate of
Authorization (COA)

1. Purpose: To support the Oklahoma National Guard Unmanned Aerial System operations. This COA application is for the Henry Post Army Airfield (HPAAF) on Fort Sill, Oklahoma.
2. Effective Date: 1 August 2010
3. Detailed description of the operation including the classification of the airspace:

UAS will depart from Henry Post's Class D Surface Area below 3,700' and enter directly into restricted airspace (R5601). The greatest distance from the Class D surface Area to R5601 is approximately 13,000 feet (2.5 miles). The UAS will operate within the lateral and vertical boundaries of R5601 then reverse course directly to HPAAF.

4. UAS physical characteristics:

Shadow UAS

Wing Span	14 feet
Range	125 km
Weight	375 lbs
Endurance	5 hours
Payload	60 lbs
Launch Footprint	100 m X 50 m

5. System Operations:

- a. The UAS departs from HPAAF within visual range of the operators and air traffic control.

- b. The UAS is pre-programmed with lost link instructions in the event of system failure. This UAS will not return to HPAAF in the event of lost link. It will loiter over the pre-determined drop zone and attempt to re-establish link until it reaches fuel exhaustion. At that

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point it will drop with a parachute into the drop zone. Ground crews will ensure airspace sterilization measures are completed.

c. There will be a UAS coordinator in the air traffic control complex on HPAAF to relay information in real time as needed. The arrival/departure course will be sterilized for the UAS operation until clear of the Class D Surface Area. The control tower at HPAAF will used an additional observation site for the arrival and departure phases of flight. The flight will be tracked on the Airport Surveillance Radar (ASR) by Department of Defense employees within the approach control facility. This will add to the level of safety and traffic avoidance required for these operations.

6. All supporting documentation (maps, certificates and specifications) will be submitted on-line with this memorandum.

7. Point of contact is (b) (6), DSN 639-2387, COMM (580) 442-2387,
(b) (6)

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