

MEMORANDUM FOR FILE

SUBJECT: UAS Route Mitigations

1. The following procedures will be used to mitigate the risk of UAS operations within Henry Post Class Delta Surface Area.
2. Procedures common for all operations include:
 - To clear known obstructions (power lines, etc.); attain minimum altitudes over the airport prior to departure.
 - UAS aircraft will remain over military property at all times except arrival to Runway 35. Runway 35 will be a rare operation and arrival is over an open field, cemetery, storage business and two houses which are in our Crash Zone. Runway 35 will be utilized only if tail winds prohibit landing to runway 17. Holding to the south will be designed as to hold over sparsely populated areas. Runway 17 is the preferred runway and is in use 90% of the time; holding pattern is in restricted airspace.
 - Mission isolation from non-participating aircraft during launch and recovery.
 - Visual observation by DOD Air Traffic Controllers and pilots in command within the Class Delta Surface area.
 - Radar tracking by DOD Approach air traffic controllers will be used in addition to visual surveillance.
3. Departures will orbit over the airport to gain altitude prior to transition to R5601. Westbound missions will follow tracks that avoid populated areas for entry into R5601. This is the preferred route. East bound missions will be used as an alternate route only and will cross Interstate 44 at a right angle to minimize over-flight times.
4. Use of the north end of the taxiway permits arrivals to establish final over non-populated areas.

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