

Flight Operations Area/Plan

Closed Traffic pattern Operations:

Unmanned Aircraft (UA) will depart Robert Gray AAF Taxiway "A" and execute either a right or left turn maintaining West traffic. All UAS flight operations, to include planned flight profiles, shall be coordinated with ATC to ensure that the Hunter UAS, manned fixed wing, and manned rotary wing aircraft traffic pattern altitudes are separated by a minimum of 500 feet. UA will conduct closed traffic pattern work in the RGAAF West traffic pattern only. The UA traffic pattern altitude shall be 2000 feet MSL and established no more than 1 NM from the runway centerline. A minimum of 1 ground observer will be used to maintain visual contact with the UA while conducting closed traffic. Night closed traffic will be conducted between the hours of 2300 local and 0400 local time. No commercial aircraft are scheduled during this time period. UA traffic pattern is 2 NM by .5 NM. The UA will not extend beyond 1NM from the takeoff point (31° 04' 01.03"N 97° 49' 53.41"W) on departure and/or final before turning Crosswind/Base and will not extend beyond .5NM from the centerline of the landing/takeoff surface (Taxiway "A") on the downwind. (See Diagram)

R-6302 Operations:

UAS will depart from RGAAF taxiway "A" and proceed to the west "Lost Link" point located at 31° 03' 32.22"N 097° 51' 12.14"W and climb to 3500 MSL. Once the UA reaches the "Lost Link" point it will be handed off to the operator in the Ground Control Station (GCS). The GCS operator will navigate the UA at 3500 MSL or below as coordinated with Air Traffic Control to R-6302 via the UA corridor. Return and recovery procedures are the same as above, only in reverse order. A minimum of four (4) ground observers will be used to maintain visual contact with the UA while operating outside of R-6302 and within the UA corridor. These procedures will be used for both day and night operations.

General:

All UAS operations shall be in accordance with United States Army Aeronautical Services Agency's , Interim Guidance for Unmanned Aircraft Systems (UAS) Operations in the National Airspace System (NAS). Each of the outside observers will have direct two-way contact with the UA operator at all times. The UA operators shall be in direct communications with Robert Gray AAF Air Traffic Control Tower while operating in the UAS COA area of operation. All Hunter UA operations will take off and land to the west parallel taxiway (Robert Gray AAF taxiway "A"). Manned aircraft operations are not allowed on taxiway "A" while Hunter UA landing and takeoff operations are being conducted.