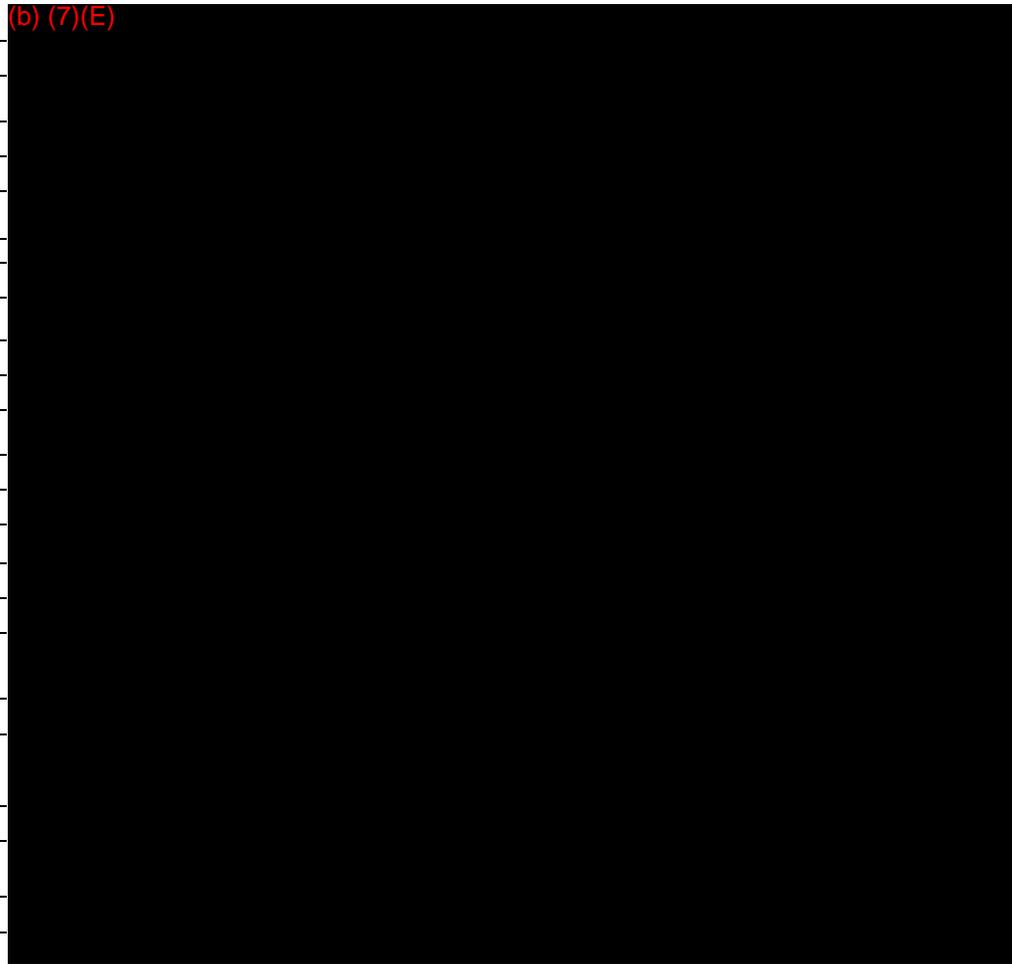


		ASN	2010-ESA-11-COA
		Case Status	APPROVED
		Date Created	03/24/2010
		Date Submitted	03/29/2010
Proponent Organization		Sponsor	Customs and Border Protection
		Attn Of	(b) (6), (b) (7)(C)
		Address	13355 Customs Drive
		Address2	Bldg 605
		City	March Air Reserve Base
		State	CA
		Postal Code	92518
		Telephone	(95) (b) (6), (b) (7)(C)
		Email	(b) (6), (b) (7)(C) dhs.gov
Declaration		Declaration(a)	Yes
		Declaration(b)	Yes
Point of Contact		Representative	(b) (6), (b) (7)(C)
		Address	1355 Customs Way
		Address2	
		City	March Air Reserve Base
		State	CA
		Postal Code	92518
		Telephone	(95) (b) (6), (b) (7)(C)
		Email	(b) (6), (b) (7)(C) dhs.gov
Operational Description	Requested Effective Period	Beginning	
		End	
		Light out operation	No
		VFR operation	Yes
		IFR operation	Yes
		Day operation	Yes
		Night operation	Yes
		Program Executive Summary	(b) (7)(E) Protection (US CBP) Air and Marine Unmanned Aircraft System (UAS) is paramount in defending our nation's borders against unlawful entry, potential terrorist groups, national crisis or natural disaster. (b) (7)(E) has traditionally allowed for year round smuggling activity. In particular, (b) (7)(E) With the limited ground and air asset availability the UAS will provide additional law enforcement detection and (b) (7)(E) (b) (7)(E)

			(b) (7)(E) CBP air/marine assets, ground personnel, and other government agencies who have equities within the region. This deployment will demonstrate the value of unmanned assets to queue and posture law enforcement elements and collectively bring together regional LE share holders in an operational deployment. The CBP Predator B will operate (b) (7)(E)
		Operational Summary	(b) (7)(E) work in a (b) (7)(E)
	Location	State	NY
		County	(b) (7)(E)
		Nearest Airport	(b) (7)(E)
		AOR	New York
	Class Of Airspace	Class-A	(b) (7)(E)
		Class-B	
		Class-C	
		Class-D	
		Class-E	
		Class-G	
System Description		Aircraft Type	(b) (7)(E) Predator B
		Aircraft Type And Model Description Attachment	2
		Control Station Attachment	6
		Communications System Attachment	1
		List Certified Components (TSO) Attachment	1
		Other Attachment	(b) (7)(E)
Performance Characteristics		Climb Rate (feet/Minute)	
		Descent Rate (feet/Minute)	
		Turn Rate (Degrees/Second)	
	Cruise Speed	Maximum	
		Minimum	
		Approach Speed	
	Operating Attributes	Maximum MSL	
		Minimum MSL	
		Gross Takeoff Wt	
		Launch/Recovery Attachment	
Airworthiness		FAA Type Certificate	

		If No FAA Certificate (Public Aircraft Only) Attachment	1
Procedures		Lost Link/Mission Procedures Attachment	1
		Lost Communications Procedures Attachment	1
		Emergency Procedures Attachment	1
Avionics/Equipment		Equipment Suffix Type	(b) (7)(E)
		GPS	
		Moving map indicator (Command Station)	
		Tracking capability	
		TCA/MCAS	
		ELT	
	Transponder	Transponder	Yes
		On	(b) (7)(E)
		Off	
		Standby	
		Ident	
		Mode S	
		Mode C	
		Transponder Retuneable in Flight	
Lights		Landing	
		Position/Navigation	
		Anti-collision	
		Infrared (IR)	
Spectrum Analysis Approval		Data Link	
		Data Link Attachment	
		Control Link(s)	
		Control Link Attachment	
		Operations utilizing Radio Control (R/C) frequencies as described in Title 47 CFR 95	
		NTIA/FCC Authorization Attachment	
ATC Communications	Transmitter VHF Band	VHF Band	

		Quantity
		In-Flight Retunable
	Transmitter UHF Band	UHF Band
		Quantity
		In-Flight Retunable
	Transmitter HF band	HF Band
		Quantity
		In-Flight Retunable
	Receiver VHF Band	VHF Band
		Quantity
		In-Flight Retunable
	Receiver UHF Band	UHF Band
		Quantity
		In-Flight Retunable
	Receiver HF band	HF Band
		Quantity
		In-Flight Retunable
	Guard (Emergency) Frequencies VHF Band	VHF Band
		Quantity
	Guard (Emergency) Frequencies UHF Band	UHF Band
		Quantity
	Instantaneous Two-Way Voice	Direct to pilot
		SATCOM
		Relay via aircraft
Electronic Surveillance/Detection Capability		EO/IR
		Terrain detection
		Weather/icing detection
		Radar
		Other Attachment
		Electronic detection systems
		Electronic detection systems attachment



Yes



		Radar observation	(b) (7)(E)
		NAS Operational Capability Attachment	
Visual Surveillance/Detection Capability	Maximum Distance from UA	Vertical	3000 Feet
		Horizontal	2.5 Nautical Miles
		Airborne based (Chase Aircraft)	(b) (7)(E)
		Ground based	Yes
		Visual observation from one or more ground sites	Yes
		Forward or side looking cameras	Yes
		Attachment for All	(b) (7)(E)
Aircraft Performance Recording		Flight data recording	
		Control station recording	
		Voice Recording	
Flight Aircrew Qualifications	Pilots	Private (Written)	
		Private (Certified)	
		Instrument	
		Commercial	
		Air Transport	
		Unique Trained Pilot	Yes
		Unique Trained Pilot Description	Only CBP-approved and designated UAS pilots in compliance with contract provisions and DCMAI 8210.1 are authorized to operate CBP UAS aircraft.
		DOD certified/trained	(b) (7)(E)
		Other Certified Training	Yes
		Trained on FAR Part 91 Requirement	Yes
		Medical Certification Class (FAA or DOD equivalent)	(b) (7)(E)
		Currency Status	A pilot that acts as a PIC shall have no less than three qualified proficiency events within the preceding 90 days.

			IAW DCMAI 8210.1, para 1.9.2., the basic crew duty period shall not exceed 12 consecutive hours. The GFR is authorized to grant extensions to the basic crew duty period of not more than two hours on a case-by-case basis. The CDO and the assigned PIC(s) must assess each crewmember's fitness for flight duty prior to launch/shift change. Additionally, any assigned crewmember may effect termination or non-acceptance of flight duty without prejudice based on his/her personal assessment. UAS crewmembers may fly no more than 8 hours in any 24-hour period; unless consecutive hours of off-duty time (3.7.1A) have been met. Additionally, without GFR approval, crewmembers may fly no more than 4 consecutive hours without at least a 30-minute rest break. IAW ASI-0009 para 1.9.3.1, it is highly recommended that crewmembers swap out every 2 hours to minimize the effects of fatigue.
		Duty Time Restrictions	
		Single UAS Control	Yes
		UAS Description	One PIC per UAS operated.
		Total Numbers of UAS Controlled	(b) (7)(E)
	Observers	Private (Written)	(b) (7)(E)
		Private (Certified)	
		Instrument	
		Commercial	
		Air Transport	
		Unique Trained Pilot	
		Unique Trained Pilot Description	Observers receive training on the unique characteristics of the Predator B aircraft as well as FAR Part 91 training.
		DOD certified/trained	(b) (7)(E)
		Other Certified Training	Yes
		Trained on FAR Part 91 Requirement	Yes
		DOD Certified Training Attachment	(b) (7)(E)
		Medical Certification Class (FAA or DOD equivalent)	
		Currency Status	An individual that acts as a visual observer shall have at least one qualified proficiency event within the preceding 90 days, or refresher training will be required.
		Duty Time Restrictions	The visual observer is part of the aircrew and as such meets the same duty restrictions as a PIC.
		Single UAS Control	Yes
		UAS Description	One Visual Observer per UAS.
		Total Numbers of UAS Controlled	(b) (7)(E)
			CBP will transport the UAS (b) (7)(E) CBP will use visual observers (b) (7)(E) (b) (7)(E) There are 6 attachments depicting the operational (b) (7)(E)
			(b) (7)(E) (b) (7)(E)
Special Circumstances		Special Circumstances	CBP is proposing (b) (7)(E)

Flight Operations Area/Plan

Type	User Define Area ID	Point	Loc ID	Degree	Distance	Latitude	Longitude	MSL Ceiling	MSL Floor	Maximum Speed	Minimum Speed	Radius	SUA Description
DEPARTURE						(b) (7)(E)							

Total Map Attachment 7