



Federal Aviation Administration

Memorandum

Date: August 15, 2010

Ardyth Williams

From: Ardyth Williams, Air Traffic Manager, Unmanned Aircraft Systems
To: Manager, System Support Group, Western and Central Service Area
Subject: Department of the Homeland Security, Customs and Border Protection –
Certificate of Waiver or Authorization (2008-WSA-22) Change

Include this change page as part of the Certificate of Waiver or Authorization referenced above. This change is valid from August 16, 2010 until August 18, 2010 for one 24 hour period.

Add to special provisions:

9.2.7 – CBP (North Dakota) GCS number is 701-(b) (7)(E). CBP (North Dakota) Operations Center number is 701-(b) (7)(E).

29. (b) (7)(E) UAS operations are authorized to support current operational needs. All associated lost link procedures are detailed in attachment #3.

a. (b) (7)(E)

b. Coordination requirements: CBP will adhere to all flight planning requirements identified in paragraph 25. Additionally, CBP will coordinate all operational information (b) (7)(E) (b) (7)(E) per the Memorandum of Agreement/Understanding.

This change is being made to allow the Department of the Homeland Security, Customs and Border Protection to complete mission requirements in support of national security.

If you have any questions please contact Ardyth Williams at 202-497-7688, email Ardyth.Williams@faa.gov or Jon Semanek at 505 250-1234, email Jon.Semanek@faa.gov.

WARNING: This correspondence may contain Sensitive Security Information and attachments that are controlled under 49 CFR 15 and 1520. No part of this correspondence may be disclosed to persons without a "need to know", as defined in CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C 552 and 49 CFR parts 15 and 1520.

Attachment #3

CBP (b) (7)(E) **Mission** (b) (7)(E) **:**
On Departure

(b) (7)(E)

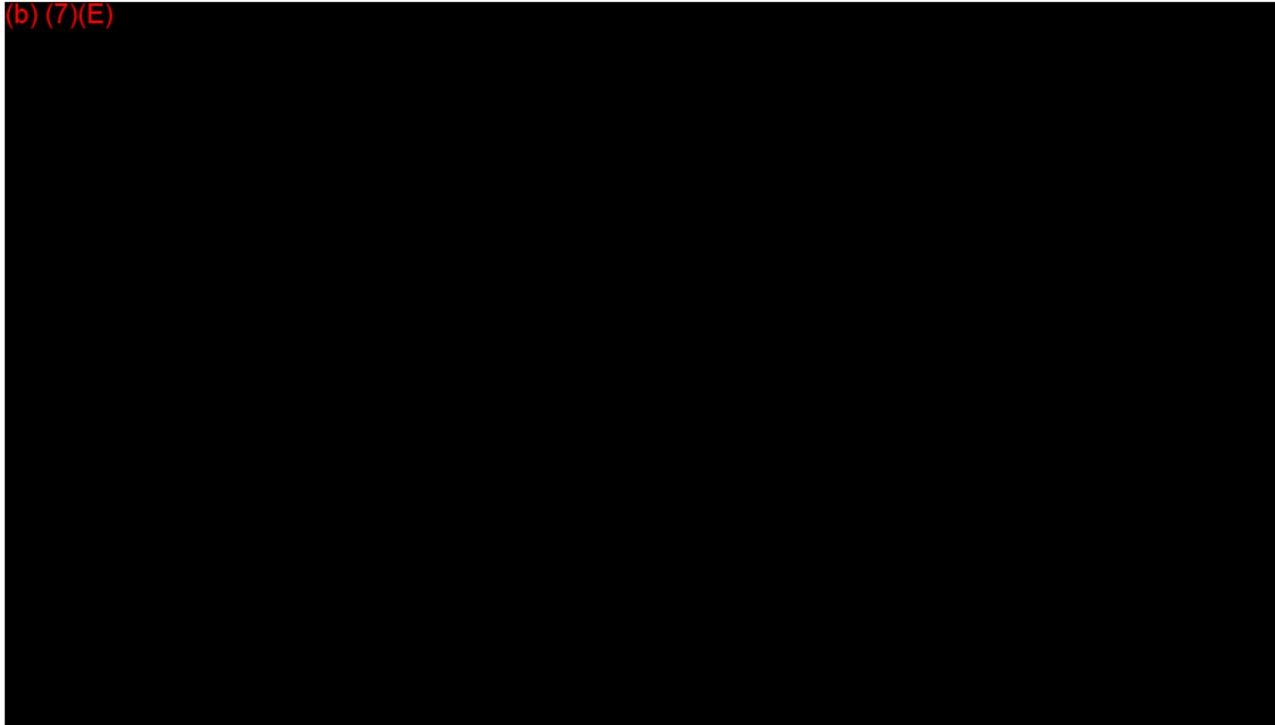


WARNING: This correspondence may contain Sensitive Security Information and attachments that are controlled under 49 CFR 15 and 1520. No part of this correspondence may be disclosed to persons without a "need to know", as defined in CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C 552 and 49 CFR parts 15 and 1520.

Attachment #3

CBP (b) (7)(E) **Mission** (b) (7)(E) :
(b) (7)(E) **Aircraft in Op Area,** (b) (7)(E)
(b) (7)(E) **Acft either "Enroute" or "On Station"**

(b) (7)(E)

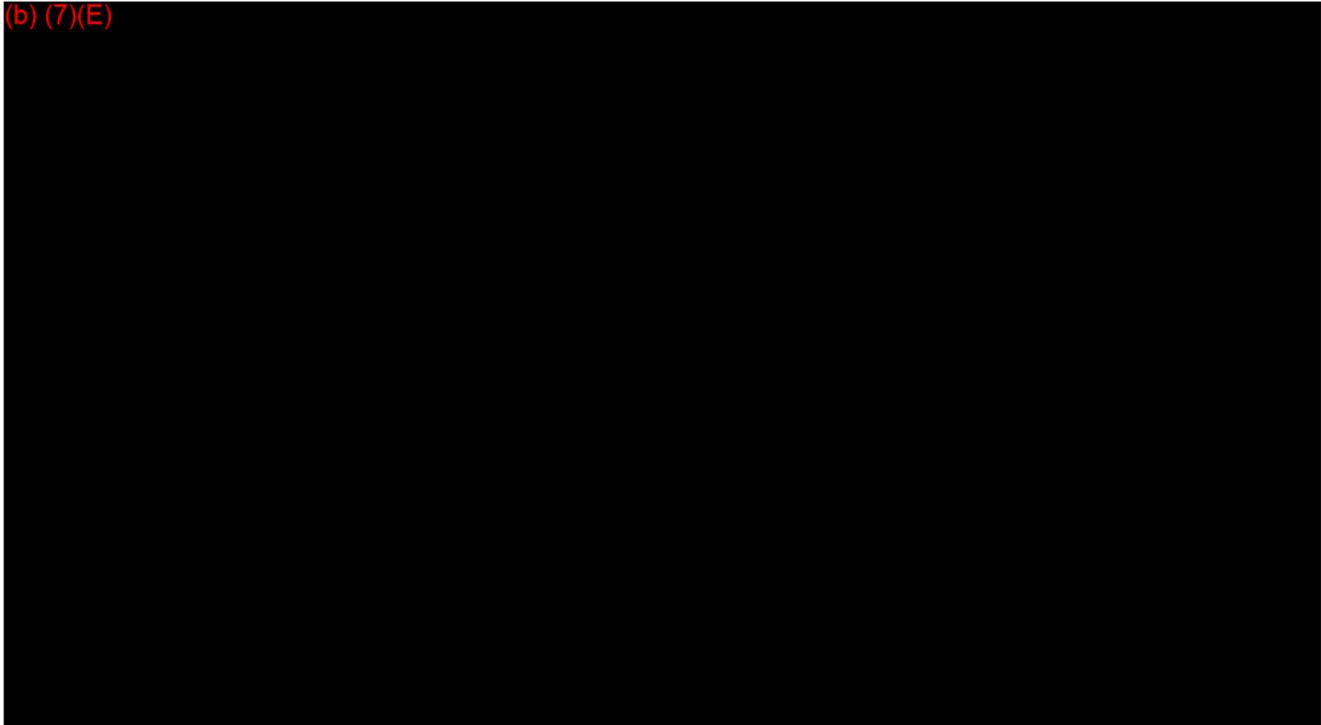


WARNING: This correspondence may contain Sensitive Security Information and attachments that are controlled under 49 CFR 15 and 1520. No part of this correspondence may be disclosed to persons without a "need to know", as defined in CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C 552 and 49 CFR parts 15 and 1520.

Attachment #3

CBP (b) (7)(E) **Mission** (b) (7)(E) :
(b) (7)(E) **Aircraft in Op Area,** (b) (7)(E)
(b) (7)(E) **Acft "On Station" at AOR**

(b) (7)(E)



WARNING: This correspondence may contain Sensitive Security Information and attachments that are controlled under 49 CFR 15 and 1520. No part of this correspondence may be disclosed to persons without a "need to know", as defined in CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C 552 and 49 CFR parts 15 and 1520.

Attachment #3

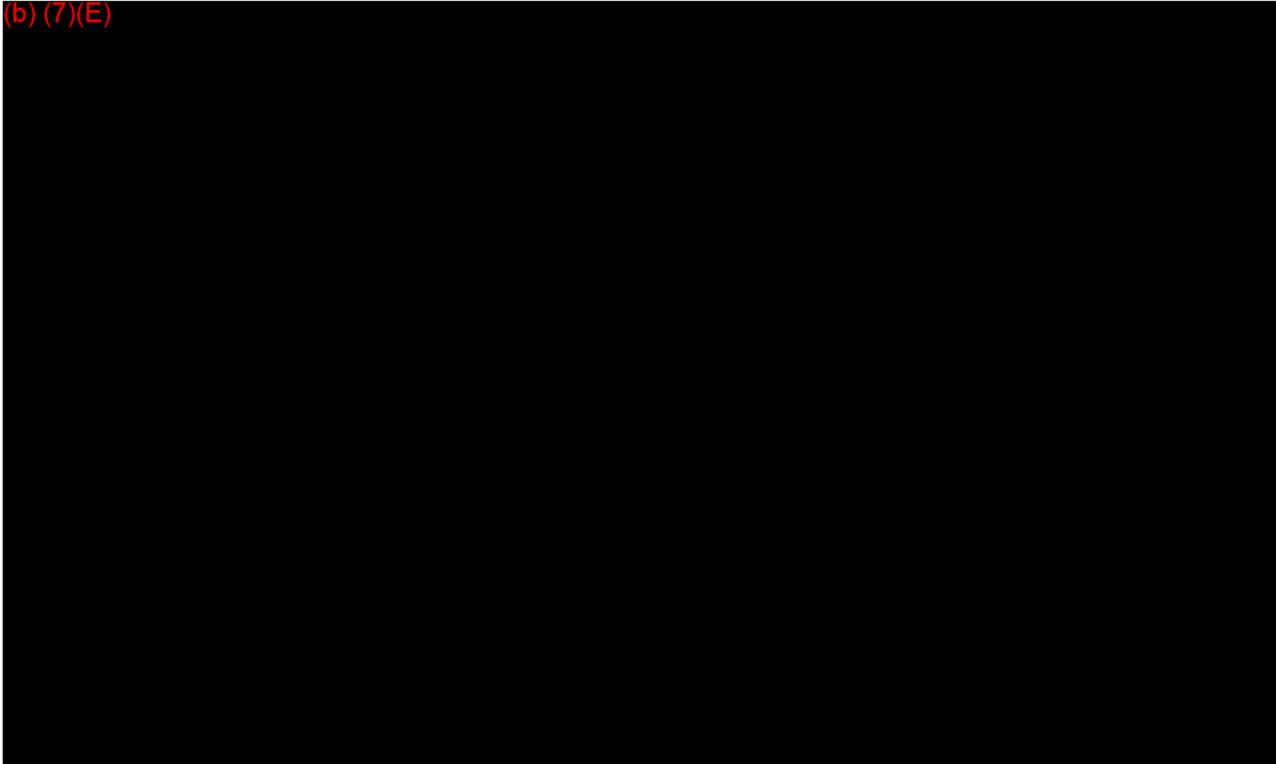
CBP (b) (7)(E) Mission (b) (7)(E) :

(b) (7)(E) Aircraft in Op Area, (b) (7)(E)

(b) (7)(E) Acft "Enroute" to AOR

(b) (7)(E) Acft "On Station" at AOR

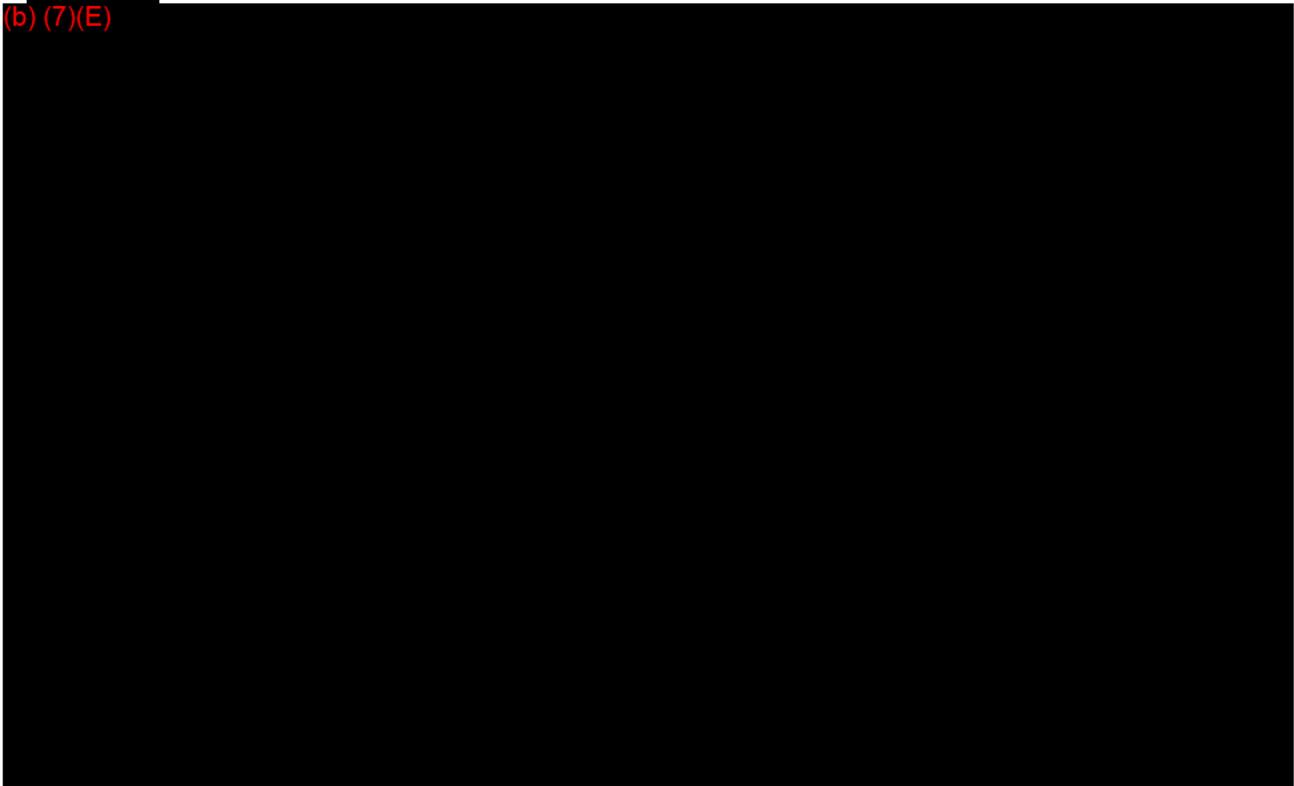
(b) (7)(E)



WARNING: This correspondence may contain Sensitive Security Information and attachments that are controlled under 49 CFR 15 and 1520. No part of this correspondence may be disclosed to persons without a "need to know", as defined in CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C 552 and 49 CFR parts 15 and 1520.

Attachment #3

CBP (b) (7)(E) **Mission** (b) (7)(E) :
(b) (7)(E) **Aircraft in Op Area,** (b) (7)(E)
(b) (7)(E) **“Recovering” to** (b) (7)(E)
(b) (7)(E) **“On Station” at AOR**
(b) (7)(E)



WARNING: This correspondence may contain Sensitive Security Information and attachments that are controlled under 49 CFR 15 and 1520. No part of this correspondence may be disclosed to persons without a "need to know", as defined in CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C 552 and 49 CFR parts 15 and 1520.

(b) (7)(E) Lost Link

On Departure

(b) (7)(E)

Departure phase of flight ends when A/C leaves the (b) (7)(E) Area

(b) (7)(E)

(b) (7)(E)

the PIC shall coordinate with ATC (and AMOC as required) to

(b) (7)(E)

(b) (7)(E) Aircraft Lost Link

(b) (7)(E)

(b) (7)(E) Aircraft Lost Link

(b) (7)(E) Enroute Aircraft

(b) (7)(E)

(b) (7)(E) On Station Aircraft

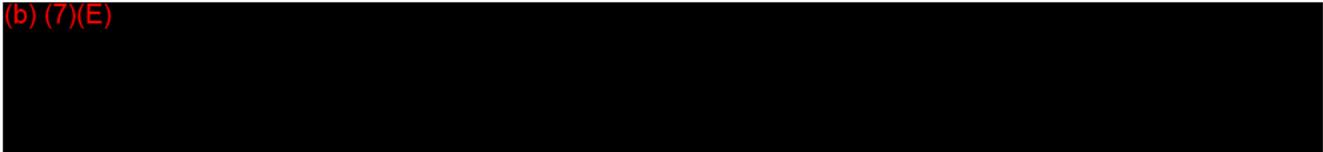
(b) (7)(E)

(b) (7)(E) On Station Aircraft

WARNING: This correspondence may contain Sensitive Security Information and attachments that are controlled under 49 CFR 15 and 1520. No part of this correspondence may be disclosed to persons without a "need to know", as defined in CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C 552 and 49 CFR parts 15 and 1520.

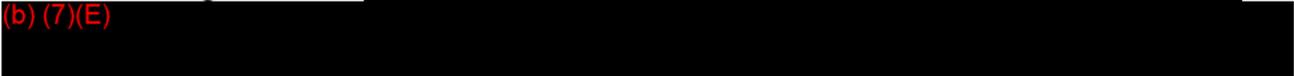
Attachment #3

(b) (7)(E)



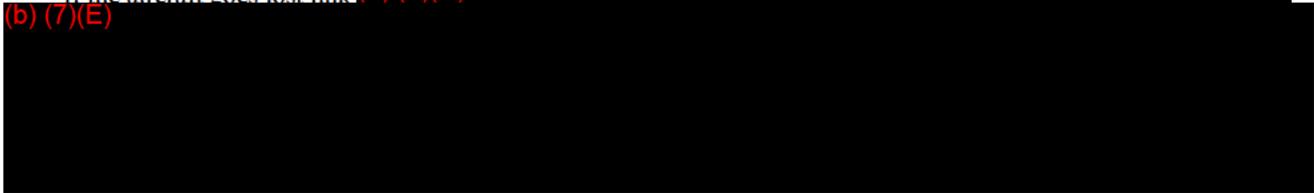
If the aircraft goes lost link (b) (7)(E)

(b) (7)(E)



If the aircraft goes lost link (b) (7)(E)

(b) (7)(E)



If the aircraft goes lost link (b) (7)(E)

(b) (7)(E)



WARNING: This correspondence may contain Sensitive Security Information and attachments that are controlled under 49 CFR 15 and 1520. No part of this correspondence may be disclosed to persons without a "need to know", as defined in CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C 552 and 49 CFR parts 15 and 1520.