

**DEPARTMENT OF THE NAVY, PROGRAM EXECUTIVE OFFICE STRIKE
WEAPONS AND UNMANNED AVIATION, PROGRAM MANAGER FOR NAVY
AND MARINE CORPS MULTI-MISSION TACTICAL UNMANNED AIR
SYSTEMS (PMA 266),
TRENT LOTT INTERNATIONAL AIRPORT ATC FACILITY, AND
NORTHROP GRUMMAN AEROSPACE SYSTEMS, STRIKE AND
SURVEILLANCE SYSTEM DIVISION (NGAS SSSD)
LETTER OF AGREEMENT
(LOA)**

EFFECTIVE: 20 September 2010

SUBJECT: COORDINATION AND CONTROL PROCEDURES

1. **PURPOSE:** This Letter of Agreement (LOA) establishes procedures for the control of air traffic between the MQ-8B, Fire Scout, Vertical Takeoff and Landing Unmanned Aerial Vehicle (VTUAV) Program and Trent Lott International Airport Air Traffic Control Facility (PQL). This LOA is supplemental-to and does not supersede the FAAH 7110.65 and FAAH 7210.3, nor does this LOA supersede conditions or procedures stipulated elsewhere in the approved Certificate of Authorization.
2. **SCOPE:** This LOA outlines the procedures to be used in control of air traffic and the MQ-8B, Fire Scout, Unmanned Aircraft System (UAS) operating within PQL Class D airspace and as otherwise described herein.
3. **RESPONSIBILITIES:** The United States Navy, Program Manager for Navy and Marine Corps Multi Mission Tactical Unmanned Air Systems, (PMA 266), his designated agents, and PQL are responsible for ensuring compliance with the procedures set forth in this agreement.
4. **GENERAL PROCEDURES:** Deviation from any procedures contained herein is authorized for immediate safety considerations and in other instances where prior coordination is accomplished which clearly defines responsibility and accountability. All altitudes are in MSL unless otherwise indicated.
 - a. NGAS SSSD will ensure that all MQ-8B air vehicle operators (AVOs) undergo thorough training on local course rules, radio communications procedures, separation standards, and airspace procedures prior to conducting flight operations at PQL.
 - b. All MQ-8B operations will have a primary control station. If an unplanned interruption of communication between the control station and

the MQ-8B occurs, the AVO-in-command shall immediately notify the appropriate controlling agency.

c. All MQ-8B operations at PQL shall be under control of the PQL Control Tower (PQL Tower). The airfield consists of a single 6500' runway 17/35 with a parallel taxiway. Unless otherwise arranged in advance, PQL taxiway "Bravo" will serve as the primary launch and recovery point for MQ-8B operations. The launch pad at the Northrop Grumman facility will serve as the secondary MQ-8B launch and recovery point.

d. The PQL Class D airspace is activated during the published hours of operation as contained in the Airport/Facility Directory or per NOTAM. The Class D airspace is depicted on the current New Orleans VFR Sectional. It is defined as that airspace extending upward from the surface up to and including 2,500 feet MSL within a 4.1 statute mile radius of PQL airport.

e. Local flights shall remain within the boundaries of PQL Class D airspace. Local flights will be conducted within the parameters set forth in this LOA.

f. Warning Area flights are defined as those authorized flights originating/terminating within PQL Class D airspace, but conducted primarily within Warning Area (W-453). Warning Area flights will be conducted within the parameters specified in agreement with the Naval Air Station Pensacola Fleet Area Control Surveillance Facility (FACSFAC) call sign SEABREEZE and Houston Air Route Traffic Control Center (ARTCC).

g. During Fire Scout flight operations when piloted aircraft are in the airport traffic pattern, the MQ-8B should remain east of the parallel taxiway and the piloted aircraft should remain west of the Runway 17/35 centerline. These traffic patterns are directed and coordinated by PQL Tower. Pattern altitudes for piloted fixed wing/rotary-wing aircraft will be at 1000 ft. and 500 ft. respectively. The normal MQ-8B downwind pattern is east of the parallel taxiway at 500 ft. or requested altitude for MQ-8B Warning Area Flight departures and arrivals.

h. PQL Tower will grant approval for all MQ-8B flights departing and entering the PQL Class D airspace. PQL tower will provide initial advisories to Mobile Approach Control for MQ-8B aircraft departing the Class D airspace to W-453 and any known arriving MQ-8B inbound to PQL from W-453.

5. **DEPARTURE PROCEDURES:** Prior to departure, the AVO-in-command shall obtain approval to proceed from PQL Tower or (b) (3) (Local Control Frequency). The AVO will notify PQL Tower with a proposed schedule with estimated departure times of MQ-8B flights as soon as practicable but no later than one hour prior to moving the MQ-8B to the launch location (taxiway Bravo) on the day of operation. Any substantial changes (up to 30 minutes) to the proposed schedule or estimated departure times will be coordinated with PQL Tower. PQL Tower may temporarily withhold MQ-8B departure authorization for traffic de-confliction.
6. **ARRIVAL PROCEDURES:** The AVO-in-command will notify PQL Tower with proposed arrival of MQ-8B as it exits W-453, and shall request permission from PQL Tower to enter PQL Class D airspace. PQL Tower may temporarily withhold approval for MQ-8B to enter PQL Class D airspace for traffic de-confliction. The AVO-in-command shall obtain landing clearance for the MQ-8B from PQL Tower.
7. **PQL TOWER CLOSED OPERATIONS:** Because Air Traffic Control services are not provided when the tower is closed, the MQ-8B will not operate during periods when the PQL Tower is closed.
8. **EMERGENCY PROCEDURES:** The AVO-in-command shall be responsible for the handling of all actual emergency procedures. PQL Tower will assist when requested by the AVO-in-command.
 - a. **Loss of Link:** When commanding data uplinks between the controlling station and the MQ-8B are lost, the AVO-in-command will immediately advise PQL Tower of the situation. PQL Tower will actively manage air traffic to ensure the anticipated MQ-8B flight path is clear of all traffic.
 - b. **Flight Control Malfunctions:** Any MQ-8B experiencing flight control malfunctions will be recovered as soon as possible. If recovery to the runway at PQL is not possible, then all efforts will be made to fly the MQ-8B to an uninhabited area to minimize the hazard to persons and property on the ground.
 - c. **Loss of Communications (NORDO):** Should primary communications be lost, between the AVO-in-command and PQL Tower, NGAS SSSD will attempt telephone contact with PQL Tower to coordinate MQ-8B recovery.
9. **WEATHER MINIMUMS:** The following weather criteria shall be adhered to when conducting MQ-8B flight operations under VFR only while arriving and departing PQL Class D airspace.

10. **MISHAP REPORTING:** Mishap investigation and reporting for incidents involving MQ-8B will be the responsibility of PMA 266. PQL Tower shall be notified immediately of any accident/incident, involving any MQ-8B operating to/from PQL.

APPROVED BY:

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Tactical Unmanned Systems, NGAS SSSD

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Unmanned Air Systems (PMA 266)