

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

CERTIFICATE OF WAIVER OR AUTHORIZATION

ISSUED TO

New Mexico State University

ADDRESS

21st Century Aerospace
Mail Stop 3548 NMSU
Las Cruces, NM 88003

This certificate is issued for the operations specifically described hereinafter. No person shall conduct any operation pursuant to the authority of this certificate except in accordance with the standard and special provisions contained in this certificate, and such other requirements of the Federal Aviation Regulations not specifically waived by this certificate.

OPERATIONS AUTHORIZED

Operation of the Aerostar Unmanned Aircraft System (UAS) in Class G and E airspace identified in Attachment 1 from surface to 17,500 feet Mean Sea Level (MSL) under the jurisdiction of the Albuquerque Air Route Traffic Control Center (ARTCC) (ZAB).

LIST OF WAIVED REGULATIONS BY SECTION AND TITLE

N/A

STANDARD PROVISIONS

1. A copy of the application made for this certificate shall be attached and become a part hereof.
2. This certificate shall be presented for inspection upon the request of any authorized representative of the Federal Aviation Administration, or of any State or municipal official charged with the duty of enforcing local laws or regulations.
3. The holder of this certificate shall be responsible for the strict observance of the terms and provisions contained herein.
4. This certificate is nontransferable.

Note-This certificate constitutes a waiver of those Federal rules or regulations specifically referred to above. It does not constitute a waiver of any State law or local ordinance.

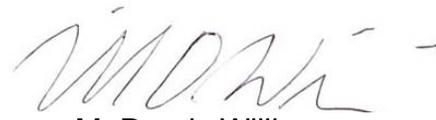
SPECIAL PROVISIONS

Special Provisions are set forth and attached.

This certificate 2012-CSA-40 is effective from September 20, 2012 to March 19, 2013, and is subject to cancellation at any time upon notice by the Administrator or his/her authorized representative.

BY DIRECTION OF THE ADMINISTRATOR

FAA Headquarters, AJV-115
(Region)


M. Randy Willis
(Signature)

September 19, 2012
(Date)

Air Traffic Manager, UAS Integration Office
(Title)

COA Number: 2012-CSA-40

Issued To: New Mexico State University, referred herein as the “proponent”

Address: 21st Century Aerospace
Mail Stop 3548 NMSU
Las Cruces, NM 88003

Activity: Operation of the Aerostar Unmanned Aircraft System (UAS) in Class G and E airspace identified in Attachment 1 from surface to 17,500 feet Mean Sea Level (MSL) under the jurisdiction of the Albuquerque Air Route Traffic Control Center (ARTCC) (ZAB).

Purpose: To prescribe UAS operating requirements in the National Airspace System (NAS) for the purpose of training.

Dates of Use: This COA is valid from September 20, 2012 through March, 19, 2013. Should a renewal become necessary, the proponent shall advise the Federal Aviation Administration (FAA), in writing, no later than 60 business days prior to the requested effective date.

Public Aircraft

1. A public aircraft operation is determined by statute, 49 USC §40102(a)(41) and §40125.
2. All public aircraft flights conducted under a COA must comply with the terms of the statute.
3. All flights must be conducted per the declarations submitted on COA on-line.

STANDARD PROVISIONS

A. General.

The review of this activity is based upon current understanding of UAS operations and their impact in the NAS. This COA will not be considered a precedent for future operations. (As changes in or understanding of the UAS industry occur, limitations and conditions for operations will be adjusted.)

All personnel connected with the UAS operation must read and comply with the contents of this authorization and its provisions.

A copy of the COA including the special limitations must be immediately available to all operational personnel at each operating location whenever UAS operations are being conducted.

This authorization may be canceled at any time by the Administrator, the person authorized to grant the authorization, or the representative designated to monitor a specific operation. As a general rule, this authorization may be canceled when it is no longer required, there is an abuse of its provisions, or when unforeseen safety factors develop. Failure to comply with the authorization is cause for cancellation. The proponent will receive written notice of cancellation.

During the time this COA is approved and active, a site safety evaluation/visit may be accomplished to ensure COA compliance, assess any adverse impact on ATC or airspace, and ensure this COA is not burdensome or ineffective. Deviations, accidents/incidents/mishaps, complaints, etc. will prompt a COA review or site visit to address the issue. Refusal to allow a site safety evaluation/visit may result in cancellation of the COA. Note: This section does not pertain to agencies that have other existing agreements in place with the FAA.

B. Airworthiness Certification.

The unmanned aircraft must be shown to be airworthy to conduct flight operations in the NAS. New Mexico State University has made its own determination that the Aerostar unmanned aircraft is airworthy. The Aerostar must be operated in strict compliance with all provisions and conditions contained in the Airworthiness Safety Release, including all documents and provisions referenced in the COA application.

1. A configuration control program must be in place for hardware and/or software changes made to the UAS to ensure continued airworthiness. If a new or revised Airworthiness Release is generated as a result of changes in the hardware or software affecting the operating characteristics of the UAS, notify the UAS Integration Office of the changes as soon as practical.

- a. Software and hardware changes should be documented as part of the normal maintenance procedures. Software changes to the aircraft and control station as well as hardware system changes are classified as major changes unless the agency has a formal process, accepted by the FAA. These changes should be provided to the UAS Integration office in summary form at the time of incorporation.
 - b. Major modifications or changes, performed under the COA, or other authorizations that could potentially affect the safe operation of the system must be documented and provided to the FAA in the form of a new AWR, unless the agency has a formal process, accepted by the FAA.
 - c. All previously flight proven systems to include payloads, may be installed or removed as required, and that activity recorded in the unmanned aircraft and ground control stations logbooks by persons authorized to conduct UAS maintenance. Describe any payload equipment configurations in the UAS logbook that will result in a weight and balance change, electrical loads, and or flight dynamics, unless the agency has a formal process, accepted by the FAA.
 - d. For unmanned aircraft system discrepancies, a record entry should be made by an appropriately rated person to document the finding in the logbook. No flights may be conducted following major changes, modifications or new installations unless the party responsible for certifying airworthiness has determined the system is safe to operate in the NAS and a new AWR is generated, unless the agency has a formal process, accepted by the FAA. The successful completion of these tests must be recorded in the appropriate logbook, unless the agency has a formal process, accepted by the FAA.
2. The Aerostar must be operated in strict compliance with all provisions and conditions contained within the spectrum analysis assigned and authorized for use within the defined operations area.
 3. All items contained in the application for equipment frequency allocation must be adhered to, including the assigned frequencies and antenna equipment characteristics. A ground operational check to verify the control station can communicate with the aircraft (frequency integration check) must be conducted prior to the launch of the unmanned aircraft to ensure any electromagnetic interference does not adversely affect control of the aircraft.
 4. The use of a Traffic Collision Avoidance System (TCAS) in any mode while operating an unmanned aircraft is prohibited.

C. Operations.

1. Unless otherwise authorized as a special provision, a maximum of one unmanned aircraft will be controlled:

- a. In any defined operating area,
 - b. From a single control station, and
 - c. By one pilot at a time.
2. A Pilot-in-Command (PIC) is the person who has final authority and responsibility for the operation and safety of flight, has been designated as PIC before or during the flight, and holds the appropriate category, class, and type rating, if appropriate, for the conduct of the flight. The responsibility and authority of the PIC as described by 14 CFR 91.3, Responsibility and Authority of the Pilot-in-Command, apply to the unmanned aircraft PIC. The PIC position may rotate duties as necessary with equally qualified pilots. The individual designated as PIC may change during flight. **Note:** The PIC can only be the PIC for one aircraft at a time. For Optionally Piloted Aircraft (OPA), PIC must meet UAS guidance requirements for training, pilot licensing, and medical requirements when operating OPA as a UAS.
3. The PIC must conduct a pre-takeoff briefing as applicable prior to each launch. The briefing should include but is not limited to the:
- a. Contents of the COA,
 - b. Altitudes to be flown,
 - c. Mission overview including handoff procedures,
 - d. Frequencies to be used,
 - e. Flight time, including reserve fuel requirements,
 - f. Contingency procedures to include lost link, divert, and flight termination, and
 - g. Hazards unique to the flight being flown.

Note: Flight Crew Member (UAS). In addition to the flight crew members identified in 14 CFR Part 1, Definitions and Abbreviations, an Unmanned Aircraft System flight crew members include pilots, sensor/payload operators, and visual observers and may include other persons as appropriate or required to ensure safe operation of the aircraft.

4. All operations will be conducted in compliance with Title 14 CFR Part 91. Special attention should be given to:
- a. § 91.3 Responsibility and authority of the pilot in command
 - b. § 91.13 Careless or reckless operation
 - c. § 91.17 Alcohol or drugs
 - d. § 91.103 Preflight Actions
 - e. § 91.111 Operating near other aircraft.
 - f. § 91.113 Right-of-way rules: Except water operations
 - g. § 91.115 Right-of-way rules: Water operations

- h. § 91.119 Minimum safe altitudes: General
 - i. § 91.123 Compliance with ATC clearances and instructions.
 - j. § 91.133 Restricted and prohibited areas
 - k. § 91.137 Temporary flight restrictions in the vicinity of disaster/hazard areas
 - l. § 91.145 Management of aircraft operations in the vicinity of aerial demonstrations and major sporting events
 - m. § 91.151 Fuel requirements for flight in VFR conditions
 - n. § 91.155 Basic VFR weather minimums
 - o. § 91.159 VFR cruising altitude or flight level
 - p. § 91.209 Aircraft Lights
 - q. § 91.213 Inoperative instruments and equipment
 - r. § 91.215 ATC transponder and altitude reporting equipment and use
 - s. Appendix D to Part 91—Airports/Locations: Special Operating Restrictions
5. Unless otherwise authorized as a special provision, all operations must be conducted in visual meteorological conditions (VMC) during daylight hours in compliance with Title 14 of the Code of Federal Regulations (CFR) Part 91 §91.155 and the following:
6. Special Visual Flight Rules (VFR) operations are not authorized.
- a. VFR cloud clearances specified in 14 CFR Part 91 §91.155, must be maintained, except in Class G airspace where Class E airspace visibility requirements must be applied, but not less than 3 statute miles (SM) flight visibility and 1000' ceiling.
 - b. Flights conducted under Instrument Flight Rules (IFR) in Class A airspace shall remain clear of clouds. NOTE: Deviations from IFR clearance necessary to comply with this provision must have prior ATC approval.
 - c. Chase aircraft must maintain 5 NM flight visibility.
7. Night operations are prohibited unless otherwise authorized as a special provision.
8. Operations (including lost link procedures) must not be conducted over populated areas, heavily trafficked roads, or an open-air assembly of people.

D. Air Traffic Control (ATC) Communications.

- 1. The pilot and/or PIC will maintain direct, two-way communication with ATC and have the ability to maneuver the unmanned aircraft in response to ATC instructions, unless addressed in the Special Provision Section.

- a. When required, ATC will assign a radio frequency for air traffic control during flight. The use of land-line and/or cellular telephones is prohibited as the primary means for in-flight communication with ATC.
2. The PIC must not accept an ATC clearance requiring the use of visual separation, sequencing, or visual approach.
3. When necessary, transit of airways and routes must be conducted as expeditiously as possible. The unmanned aircraft must not loiter on Victor airways, jet routes, Q and T routes, IR routes, or VR routes.
4. For flights operating on an IFR clearance at or above 18,000 feet mean sea level (MSL), the PIC must ensure positional information in reference to established National Airspace System (NAS) fixes, NAVAIDs, and/or waypoints is provided to ATC. The use of latitude/longitude positions is not authorized, except oceanic flight operations.
5. If equipped, the unmanned aircraft must operate with:
 - a. An operational mode 3/A transponder with altitude encoding, or mode S transponder (preferred) set to an ATC assigned squawk
 - b. Position/navigation and anti-collision lights on at all times during flight unless stipulated in the special provisions or the proponent has a specific exemption from 14 CFR Part 91.209.
6. Operations that use a Global Positioning System (GPS) for navigation must check Receiver Autonomous Integrity Monitoring (RAIM) notices prior to flight operations. Flight into a GPS test area or degraded RAIM is prohibited for those aircraft that use GPS as their sole means for navigation.

E. Safety of Flight.

1. The proponent or delegated representative is responsible for halting or canceling activity in the COA area if, at any time, the safety of persons or property on the ground or in the air is in jeopardy, or if there is a failure to comply with the terms or conditions of this authorization.
2. ATC must be immediately notified in the event of any emergency, loss and subsequent restoration of command link, loss of PIC or observer visual contact, or any other malfunction or occurrence that would impact safety or operations.
3. Sterile Cockpit Procedures:
 - a. Critical phases of flight include all ground operations involving
 - (1) Taxi (movement of an aircraft under its own power on the surface of an airport)
 - (2) Take-off and landing (launch or recovery)

- (3) All other flight operations in which safety or mission accomplishment might be compromised by distractions
 - b. No crewmember may perform any duties during a critical phase of flight not required for the safe operation of the aircraft.
 - c. No crewmember may engage in, nor may any PIC permit, any activity during a critical phase of flight which could
 - (1) Distract any crewmember from the performance of his/her duties or
 - (2) Interfere in any way with the proper conduct of those duties.
 - d. The pilot and/or the PIC must not engage in any activity not directly related to the operation of the aircraft. Activities include, but are not limited to, operating UAS sensors or other payload systems.
 - e. The use of cell phones or other electronic devices is restricted to communications pertinent to the operational control of the unmanned aircraft and any required communications with Air Traffic Control.
4. See-and-Avoid.

Unmanned aircraft have no on-board pilot to perform see-and-avoid responsibilities; therefore, when operating outside of active restricted and warning areas approved for aviation activities, provisions must be made to ensure an equivalent level of safety exists for unmanned operations. Adherence to 14 CFR Part 91 §91.111, §91.113 and §91.115, is required.

1. The proponent and/or delegated representatives are responsible at all times for collision avoidance with all aviation activities and the safety of persons or property on the surface with respect to the UAS.
2. UAS pilots will ensure there is a safe operating distance between aviation activities and unmanned aircraft at all times.
3. Any crew member responsible for performing see-and-avoid requirements for the UA must have and maintain instantaneous communication with the PIC.
4. UA operations will only be conducted within Reduced Vertical Separation Minimum (RVSM) altitudes, when appropriately equipped or having received a clearance under an FAA deviation. **NOTE:** UA operations should not plan on an en-route clearance in RVSM altitudes, without being RVSM equipped.
5. Visual observers must be used at all times except in Class A, airspace, active Restricted Areas, and Warning areas designated for aviation activities.
 - (1) Observers may either be ground-based or in a chase plane.

- (2) If the chase aircraft is operating more than 100 feet above/below and/or more than ½ NM laterally of the unmanned aircraft, the chase aircraft PIC will advise the controlling ATC facility.
6. The PIC is responsible to ensure visual observers are:
 - (1) Able to see the aircraft and the surrounding airspace throughout the entire flight, and
 - (2) Able to provide the PIC with the UA's flight path, and proximity to all aviation activities and other hazards (e.g., terrain, weather, structures) sufficiently to exercise effective control of the UA to:
 - (a) Comply with CFR Parts 91.111, 91.113 and 91.115, and
 - (b) Prevent the UA from creating a collision hazard.
 5. Observers must be able to communicate clearly to the pilot any instructions required to remain clear of conflicting traffic, using standard phraseology as listed in the Aeronautical Information Manual when practical.
 6. A PIC may rotate duties as necessary to fulfill operational requirements; a PIC must be designated at all times.
 7. Pilots flying chase aircraft must not concurrently perform observer or UA pilot duties.
 8. Pilot and observers must not assume concurrent duties as both pilot and observer.
 9. The required number of ground observers will be in place during flight operations.
 10. The use of multiple successive observers (daisy chaining) is prohibited unless otherwise authorized as a special provision.
 11. The dropping or spraying of aircraft stores, or carrying of hazardous materials (including ordnance) outside of active Restricted, Prohibited, or Warning Areas approved for aviation activities is prohibited unless specifically authorized as a special provision.

F. Crewmember Requirements.

1. All crewmembers associated with the operation of the unmanned aircraft, including chase operations, must be qualified or must be receiving formal training under the direct supervision of a qualified instructor, who has at all times, responsibility for the operation of the unmanned aircraft.
2. Pilots and observers must have an understanding of, and comply with, Title 14 Code of Federal Regulations, and/or agency directives and regulations, applicable to the airspace where the unmanned aircraft will operate.

3. Pilots, supplemental pilots, and observers must maintain a current second class (or higher) airman medical certificate that has been issued under 14 CFR Part 67, or an FAA accepted agency equivalent based on the application.
4. At a minimum, the use of alcohol and/or drugs in violation of 14 CFR Part 91 §91.17 applies to UA pilots and observers.
5. At a minimum, observers must receive training on rules and responsibilities described in 14 CFR Part 91 §91.111, §91.113 and §91.115, regarding cloud clearance, flight visibility, and the pilot controller glossary, including standard ATC phraseology and communication.
6. Recent Pilot Experience (Currency). The proponent must provide documentation, upon request, showing the pilot/supplemental pilot/PIC maintains an appropriate level of recent pilot experience in either the UAS being operated or in a certified simulator. At a minimum, he/she must conduct three takeoffs (launch) and three landings (recovery) in the specific UAS within the previous 90 days (excluding pilots who do not conduct launch/recovery during normal/emergency operations). If a supplemental pilot assumes the role of PIC, he/she must comply with PIC rating requirements.
7. A PIC and/or supplemental pilot have the ability to assume the duties of an internal or an external UAS pilot at any point during the flight.
8. A PIC may be augmented by supplemental pilots.
9. PIC Ratings.

Rating requirements for the UAS PIC depend on the type of operation conducted. The requirement for the PIC to hold, at a minimum, a current FAA private pilot certificate or the FAA accepted agency equivalent, based on the application of 14 CFR Part 61, is predicated on various factors including the location of the planned operations, mission profile, size of the unmanned aircraft, and whether or not the operation is conducted within or beyond visual line-of-sight.

 - a. The PIC must hold, at a minimum, a current FAA private pilot certificate or the FAA accepted agency equivalent, based on the application or 14 CFR Part 61.under all operations:
 - (1) Approved for flight in Class A, B, C, D, E, and G (more than 400 feet above ground level (AGL)) airspace
 - (2) Conducted under IFR (FAA instrument rating required, or the FAA accepted agency equivalent, based on the application or 14 CFR Part 61
 - (3) Approved for night operations
 - (4) Conducted at or within 5 NM of a joint use or public airfields
 - (5) Requiring a chase aircraft

- (6) At any time the FAA has determined the need based on the UAS characteristics, mission profile, or other operational parameters
 - b. Operations without a pilot certificate may be allowed when all of the following conditions are met:
 - (1) The PIC has successfully completed, at a minimum, FAA private pilot ground instruction and passed the written examination, or the FAA accepted agency equivalent, based on the application. Airman Test reports are valid for the 24-calendar month period preceding the month the exam was completed, at which time the instruction and written examination must be repeated.
 - (2) Operations are during daylight hours.
 - (3) The operation is conducted in a sparsely populated location.
 - (4) The operation is conducted from a privately owned airfield, military installation, or off-airport location.
 - (5) Operations are approved and conducted solely within visual line-of-sight in Class G airspace.
 - (6) Visual line-of-sight operations are conducted at an altitude of no more than 400 feet Above Ground Level (AGL) in class G airspace at all times.
 - c. The FAA may require specific aircraft category and class ratings in manned aircraft depending on the UAS seeking approval and the characteristics of its flight controls interface.
10. PIC Recent Flight Experience (Currency).
- a. For those operations that require a certificated pilot or FAA accepted agency equivalent, based on the application, the PIC must have flight reviews 14 CFR Part 61.56, and if the pilot conducts takeoff, launch, landing or recovery the PIC must maintain recent pilot experience in manned aircraft per 14 CFR Part 61.57,; Recent Flight Experience: Pilot in Command. .
 - b. For operations approved for night or IFR through special provisions, the PIC must maintain minimum recent pilot experience per 14 CFR Part 61.57, Recent Flight Experience: Pilot in Command, as applicable.
11. Supplemental pilots must have, at a minimum, successfully completed private pilot ground school and passed the written test or the FAA accepted agency equivalent, based on the application. The ground school written test results are valid for two years from the date of completion, at which time the instruction and written examination must be repeated. If a supplemental pilot assumes the role of PIC, he/she must comply with PIC rating, currency, medical, and training requirements listed in this document.
12. Ancillary personnel such as systems operators or mission specialists must be thoroughly familiar with and possess operational experience of the equipment being used. If the systems being used are for observation and detection of other aircraft for collision

avoidance purposes, personnel must be thoroughly trained on collision avoidance procedures and techniques and have direct communication with the UAS pilot, observer, and other crewmembers.

13. The Agency will ensure that Crew Resource Management (CRM) training is current for all crew members before flying operational or training missions. The CRM program must consist of initial training, as well as CRM recurrent training during every recurrent training cycle, not to exceed a 12 month interval between initial training and recurrent training or between subsequent recurrent training sessions.

G. Notice to Airmen (NOTAM).

1. A distance (D) NOTAM must be issued when unmanned aircraft operations are being conducted. This requirement may be accomplished:
 - a. Through the proponent's local base operations or NOTAM issuing authority, or
 - b. By contacting the NOTAM Flight Service Station at 1-877-4-US-NTMS (1-877-487-6867) not more than 72 hours in advance, but not less than 48 hours prior to the operation, unless otherwise authorized as a special provision. The issuing agency will require the:
 - (1) Name and address of the pilot filing the NOTAM request
 - (2) Location, altitude, or operating area
 - (3) Time and nature of the activity.
2. For proponents filing their NOTAM with the Department of Defense: The requirement to file with an Automated Flight Service Station (AFSS) is in addition to any local procedures/requirements for filing through the Defense Internet NOTAM Service (DINS).

H. Data Reporting.

1. Documentation of all operations associated with UAS activities is required regardless of the airspace in which the UAS operates. This requirement includes COA operations within Special Use airspace. NOTE: Negative (zero flights) reports are required.
2. The proponent must submit the following information through UAS COA On-Line on a monthly basis:
 - a. The number of flights conducted under this COA. (A flight during which any portion is conducted in the NAS must be counted only once, regardless of how many times it may enter and leave Special Use airspace between takeoff and landing)
 - b. Aircraft operational hours per flight

- c. Ground control station operational hours in support of each flight, to include Launch and Recovery Element (LRE) operations
- d. Pilot duty time per flight
- e. Equipment malfunctions (hardware/software) affecting either the aircraft or ground control station
- f. Deviations from ATC instructions and/or Letters of Agreement/Procedures
- g. Operational/coordination issues
- h. The number and duration of lost link events (control, vehicle performance and health monitoring, or communications) per aircraft per flight.

I. Incident/Accident/Mishap Reporting.

Immediately after an incident or accident, and before additional flight under this COA, the proponent must provide initial notification of the following to the FAA via the UAS COA On-Line forms (Incident/Accident).

1. All accidents/mishaps involving UAS operations where any of the following occurs:
 - a. Fatal injury, where the operation of a UAS results in a death occurring within 30 days of the accident/mishap
 - b. Serious injury, where the operation of a UAS results in a hospitalization of more than 48 hours, the fracture of any bone (except for simple fractures of fingers, toes, or nose), severe hemorrhage or tissue damage, internal injuries, or second or third-degree burns
 - c. Total unmanned aircraft loss
 - d. Substantial damage to the unmanned aircraft system where there is damage to the airframe, power plant, or onboard systems that must be repaired prior to further flight
 - e. Damage to property, other than the unmanned aircraft.
2. Any incident/mishap that results in an unsafe/abnormal operation including but not limited to
 - a. A malfunction or failure of the unmanned aircraft's on-board flight control system (including navigation)
 - b. A malfunction or failure of ground control station flight control hardware or software (other than loss of control link)
 - c. A power plant failure or malfunction
 - d. An in-flight fire
 - e. An aircraft collision
 - f. Any in-flight failure of the unmanned aircraft's electrical system requiring use of alternate or emergency power to complete the flight

- g. A deviation from any provision contained in the COA
 - h. A deviation from an ATC clearance and/or Letter(s) of Agreement/Procedures
 - i. A lost control link event resulting in
 - (1) Fly-away, or
 - (2) Execution of a pre-planned/unplanned lost link procedure.
3. Initial reports must contain the information identified in the COA On-Line Accident/Incident Report.
 4. Follow-on reports describing the accident/incident/mishap(s) must be submitted by providing copies of proponent aviation accident/incident reports upon completion of safety investigations. Such reports must be limited to factual information only where privileged safety or law enforcement information is included in the final report.
 5. Public-use agencies other than those which are part of the Department of Defense are advised that the above procedures are not a substitute for separate accident/incident reporting required by the National Transportation Safety Board under 49 CFR Part 830 §830.5.
 6. This COA is issued with the provision that the FAA be permitted involvement in the proponent's incident/accident/mishap investigation as prescribed by FAA Order 8020.11, Aircraft Accident and Incident Notification, Investigation, and Reporting.

FLIGHT STANDARDS SPECIAL PROVISIONS

A. Contingency Planning

1. **Point Identification.** The proponent must submit contingency plans that address emergency recovery or flight termination of the unmanned aircraft (UA) in the event of unrecoverable system failure. These procedures will normally include Lost Link Points (LLP), Divert/Contingency Points (DCP) and Flight Termination Points (FTP) for each operation. LLPs and DCPs must be submitted in latitude/longitude (Lat/Long) format along with a graphic representation plotted on an aviation sectional chart (or similar format). FTPs or other accepted contingency planning measures must also be submitted in latitude/longitude (Lat/Long) format along with a graphic representation plotted on an aviation sectional chart, or other graphic representation acceptable to the FAA. The FAA accepts the LLPs, DCPs, FTPs, and other contingency planning measures, submitted by the proponent but does not approve them. When conditions preclude the use of FTPs, the proponent must submit other contingency planning options for consideration and approval. At least one LLP, DCP, and FTP (or an acceptable alternative contingency planning measure) is required for each operation. The proponent must furnish this data with the initial COA application. Any subsequent changes or modifications to this data must be provided to AJV-13 for review and consideration no later than 30 days prior to proposed flight operations.

2. **Risk Mitigation Plans.** For all operations, the proponent must develop detailed plans to mitigate the risk of collision with other aircraft and the risk posed to persons and property on the ground in the event the UAS encounters a lost link, needs to divert, or the flight needs to be terminated. The proponent must take into consideration all airspace constructs and minimize risk to other aircraft by avoiding published airways, military training routes, NAVAIDs, and congested areas. In the event of a contingency divert or flight termination, the use of a chase aircraft is preferred when the UAS is operated outside of Restricted or Warning Areas. If time permits, the proponent should make every attempt to utilize a chase aircraft to monitor the aircraft to a DCP or to the FTP. In the event of a contingency divert or flight termination, the proponent will operate in Class A airspace and Special Use airspace to the maximum extent possible to reduce the risk of collision with non-participating air traffic.

a. **LLP Procedures.**

- (1) LLPs are defined as a point, or sequence of points where the aircraft will proceed and hold at a specified altitude, for a specified period of time, in the event the command and control link to the aircraft is lost. The aircraft will autonomously hold, or loiter, at the LLP until the communication link with the aircraft is restored or the specified time elapses. If the time period elapses, the aircraft may autoland, proceed to another LLP in an attempt to regain the communication link, or proceed to an FTP for flight termination. LLPs may be used as FTPs. In this case, the aircraft may loiter at the LLP/FTP until link is re-established or fuel exhaustion occurs.
- (2) For areas where multiple or concurrent UAS operations are authorized in the same operational area, a segregation plan must be in place in the event of a simultaneous lost link scenario. The segregation plan may include altitude offsets and horizontal separation by using independent LLPs whenever possible.

b. **DCP Procedures.**

- (1) A DCP is defined as an alternate landing/recovery site to be used in the event of an abnormal condition that requires a precautionary landing. Each DCP must incorporate the means of communication with ATC throughout the descent and landing (unless otherwise specified in the Special Provisions) as well as a plan for ground operations and securing/parking the aircraft on the ground. This includes the availability of ground control stations capable of launch/recovery, communication equipment, and an adequate power source to operate all required equipment.
- (2) For local operations, the DCP specified will normally be the airport/facility used for launch and recovery; however, the proponent may specify additional DCPs as alternates.
- (3) For transit and/or mission operations that are being conducted in Class A airspace or Class E airspace above flight level (FL)-600, DCPs will be identified during the flight to be no further than one hour of flight time at any given time, taking

into consideration altitude, winds, fuel consumption, and other factors. If it is not possible to define DCPs along the entire flight plan route, the proponent must identify qualified FTPs along the entire route and be prepared to execute flight termination at one of the specified FTPs if a return to base (RTB) is not possible.

- (4) It is preferred that specified DCPs are non-joint use military airfields, other government-owned airfields, or private-use airfields. However, the proponent may designate any suitable airfield for review and consideration.

c. Flight Termination Procedures.

- (1) Flight termination is the intentional and deliberate process of performing controlled flight into terrain (CFIT). Flight termination must be executed in the event that all contingencies have been exhausted and further flight of the aircraft cannot be safely achieved or other potential hazards exist that require immediate discontinuation of flight. FTPs or alternative contingency planning measures must be located within power off glide distance of the aircraft during all phases of flight and must be submitted for review and acceptance. The proponent must ensure sufficient FTPs or other contingency plan measures are defined to accommodate flight termination at any given point along the route of flight. The location of these points is based on the assumption of an unrecoverable system failure and must take into consideration altitude, winds, and other factors.
- (2) Unless otherwise authorized, FTPs must be located in sparsely populated areas. Except for on- or near-airport operations, FTPs will be located no closer than five nautical miles from any airport, heliport, airfield, NAVAID, airway, populated area, major roadway, oil rig, power plant, or any other infrastructure. For offshore locations, the proponent must refer to appropriate United States Coast Guard (USCG) charts and other publications to avoid maritime obstructions, shipping lanes, and other hazards. Populated areas are defined as those areas depicted in yellow on a VFR sectional chart or as determined from other sources.
 - (a) It is preferred that flight termination occurs in Restricted or Warning Areas, government-owned land, or offshore locations that are restricted from routine civil use. However, the proponent may designate any suitable location for review and consideration.
 - (b) The proponent is required to survey all designated areas prior to their use as an FTP. All FTPs will be reviewed for suitability on a routine and periodic basis, not to exceed six months. The proponent assumes full risk and all liability associated with the selection and use of any designated FTP.
 - (c) It is desirable that the proponent receive prior permission from the land owner or using agency prior to the use of this area as an FTP. The proponent should clearly communicate the purpose and intent of the FTP.
 - (d) For each FTP, plans must incorporate the means of communication with ATC throughout the descent as well as a plan for retrieval/recovery of the aircraft.

- (e) Contingency planning must take into consideration all airspace constructs and minimize risk to other aircraft by avoiding published airways, military training routes, NAVAIDs, and congested areas to the maximum extent possible.
- (f) In the event of a contingency divert or flight termination, if time permits, the use of a chase aircraft is preferred when the UA is operated outside of Restricted or Warning Areas.
- (g) In the event of a contingency divert or flight termination or other approved contingency measures, the proponent will operate in Class A airspace and Special Use airspace to the maximum extent possible to reduce the risk of collision with non-participating air traffic.

B. Time Spent on the Runway.

Minimum time will be spent on the runway prior to take-off. All required run ups will be conducted prior to entering the runway for departure. Similarly, the landing arresting cables will only be on the runway for the minimum time required for landing and UA recovery. During multiple traffic pattern operations, cables will only be placed on the runway for full stop landings and for only the minimum time required. A Notice to Airman will be issued stating the times of UA operations at Lordsburg or Las Cruces airports.

C. Airport Traffic Area Operations – Lordsburg or Las Cruces.

For airport traffic area operations at Lordsburg or Las Cruces airports, anytime a manned aircraft transmits a radio call for airport traffic pattern operations, the UAS pilot will make radio contact with the aircraft to notify them of UAS operations. If a radio call is not transmitted by a manned aircraft and it is spotted by an observer or UAS pilot, the UAS pilot will attempt to establish radio contact with the aircraft. If radio contact is not established, a call in the blind will be transmitted.

D. Airport Traffic Area Operations – Lordsburg or Las Cruces.

For airport traffic area operations at Lordsburg or Las Cruces airports, anytime a manned aircraft enters the airspace within five miles of the airport for any type of landing and takeoff, all arresting cables must be removed from the runway prior to the manned aircraft's arrival or departure. Additionally one of the following actions, whichever is appropriate, will be taken by the UAS pilot in conjunction with the proper radio transmissions:

- a. Delay the takeoff.
- b. Immediately land the aircraft, and then remove arresting gear if time permits.
- c. Depart the traffic pattern area, 1,000 feet above traffic pattern altitude, and hold until the outbound, inbound, or transitioning manned aircraft has departed the airport area by five nautical miles or landed.

NOTE: The paragraph above is only applicable to manned aircraft in the vicinity of Lordsburg or Las Cruces airports. This does not restrict UA operations based on manned aircraft operations located at another airport.

E. Chase Aircraft Operations.

When a chase aircraft is required to perform observation duties, the following additional provisions apply:

- a. The chase aircraft and UA will be of similar performance regarding speed range (maximum, cruise/loiter and stall) and maneuverability (turn/pitch rates, g-force capability).
- b. Chase PIC will be trained in formation/chase operations with emphasis on chasing slow moving aircraft.
- c. Chase aircraft must maintain a safe distance from the UA in case the UA experiences a malfunction.
- d. Chase aircraft must maintain position as to provide sufficient visual detection of the UA and possible conflicting aircraft in the flight path of the UA in order to advise the UA PIC of the situation.
- e. Chase aircraft operations must be conducted during daylight hours only.
- f. The chase pilot and observer must maintain direct radio voice contact with the UA pilot. The UA pilot should announce any abrupt or unplanned maneuvers with acknowledgement from the chase pilot prior to maneuver execution. For added safety, all UA maneuvers should be planned and then announced prior to execution.
- g. In case of a catastrophic malfunction that may cause the UA to crash land or flight termination be initiated, the chase pilot will provide headings or other information as needed to the UA pilot to ensure the UA is well clear of persons or property on the ground. This procedure may be used in lieu of providing predetermined flight termination points throughout the operations area.
- h. Should the chase pilot and observer lose sight of the UA, the chase pilot will immediately ensure positive altitude separation, and notify ATC, if required. The UA will maintain present position and altitude to affect a rejoin and minimize the risk of conflicts with other air traffic. If the UA is not visually reacquired in a timely manner or a rejoin is not possible, the UA PIC will terminate the flight (if available). If the UA does not have a Flight Termination System (FTS), then recover the UA using lost link procedures. In all cases, notify ATC to ensure the best course of action is coordinated.
- i. Should the chase pilot and observer lose communications with the UA PIC only, the chase pilot and UA pilot will immediately notify ATC, if required. ATC may relay critical information as needed to affect immediate recovery of the UA. Recover the UA using lost-link procedures unless ATC instructs otherwise. If the chase pilot loses communication with ATC, then the UA PIC may relay critical information as needed to affect immediate recovery the UA. Should the chase aircraft experience total radio failure, then the chase will squawk 7600 per established procedures. The UA PIC will terminate the flight (if available) upon determining the chase pilot's inability to provide see and avoid duties. If the UA does not have an FTS, then recover the UA using lost link procedures. If able, the chase aircraft should continue to chase the UA to the recovery base providing a larger visual target for other aircraft to see and avoid. The use of lost link routing, altitude and procedures provide

the safest most predictable means of resolving this situation. In all cases, notify ATC to ensure the best course of action is coordinated.

j. Should the chase aircraft experience a malfunction or emergency in which observation duties must be discontinued, the UA flight will be terminated (if available). If time and conditions permit, the chase aircraft may provide a heading to ensure the flight termination point is clear of any hazards. If the UA does not have an FTS, then recover the UA using lost link procedures. In all cases, notify ATC, if required, to ensure the best course of action is coordinated

F. Currency by Simulator.

The external pilot shall not maintain currency through the use of a simulator.

G. Loss of Communication Between PIC and Observer(s).

If the PIC loses communication with the observer(s), lost link or mission termination procedures must be executed as referenced in the COA application until communications are restored. Lost communication with ATC will follow coordinated instructions or 14 CFR Section 91.185 as appropriate.

H. Loss of UA Sight by Observer(s).

If the observer loses sight of the unmanned aircraft (UA), lost link or mission termination procedures, as coordinated with ATC, must be executed as referenced in the COA application until visual contact is regained. The observer will notify the PIC of the loss of sight. The PIC will then take appropriate action.

I. Flight Duty Day.

Flight duty day, as defined in Title 14 of the Code of Federal Regulations (14 CFR) Part 117, will be limited to 12 hours for flight crew members. Flight crew rest period, as defined in 14 CFR Part 117, will be 10 hours prior to the beginning of flight related duties.

J. COA Expiration.

This COA will be extended to a full-term COA (2 years) pending the receipt of the Attorney General Letter. Until the Attorney General Letter is received, this COA is only valid until March 19, 2013.

K. Night Operation Limitations.

UAS night operations are those operations that occur between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time. (Note: this is equal to approximately 30 minutes after sunset until 30 minutes before sunrise).

1. Night operations are not authorized.

AIR TRAFFIC CONTROL SPECIAL PROVISIONS

A. Coordination Requirements.

PIC will send Flight Schedule to Albuquerque ARTCC @ 405-686-4754, 24 hours prior to flight.

B. Communication Requirements.

If required, Albuquerque ARTCC will provide the UAS operations team with a frequency to contact ARTCC, either 128.2 (primary) or 134.25 (backup).

C. Flight Planning Requirements.

- a. Flight operations are approved for the following airports only:
 - i. Las Cruces International (KLRU),
 - ii. Lordsburg Municipal (KLSB), and
 - iii. Playas Air Strip (NM86).
- b. Flight operations at NM86 must be coordinated with operations at Playas Medical Building heliport (85NM), approximately 1.2 miles south of NM86:
 - i. Hospital # 575-436-0470, and
 - ii. Security # 575-436-0500

D. Procedural Requirements.

All transit operations between approved operating areas must be accompanied by a chase aircraft with an onboard visual observer.

E. Emergency/Contingency Procedures.

Lost Link Procedures:

In the event of a lost link, or loss of ATC communications, the UAS pilot will immediately notify Albuquerque ARTCC (ZAB) at 505-586-4500, state pilot intentions, and comply with the following provisions:

See Attachment 2.

- a) Provide Albuquerque ARTCC of the lost link condition and provide the following:
 - o UA last known location
 - o UA altitude
 - o Direction of flight/heading
 - o Fuel on board

- o The loss of link waypoint locations, route to the waypoint, and holding airspace at the loss of link waypoint
- b) Proceed to the preprogrammed lost link waypoint at the pre-programmed altitude and hold until link is reestablished or fuel is exhausted.
- c) If lost link occurs within a restricted or warning area, or the lost link procedure above takes the UA into the restricted or warning area – the aircraft will not exit the restricted or warning areas until the link is re-established.
- d) The unmanned aircraft lost link mission will not transit or orbit over populated areas.
- e) Lost link programmed procedures will avoid unexpected turn-around and/or altitude changes and will provide sufficient time to communicate and coordinate with ATC.
- f) Lost link orbit points shall not coincide with the centerline of Victor airways.

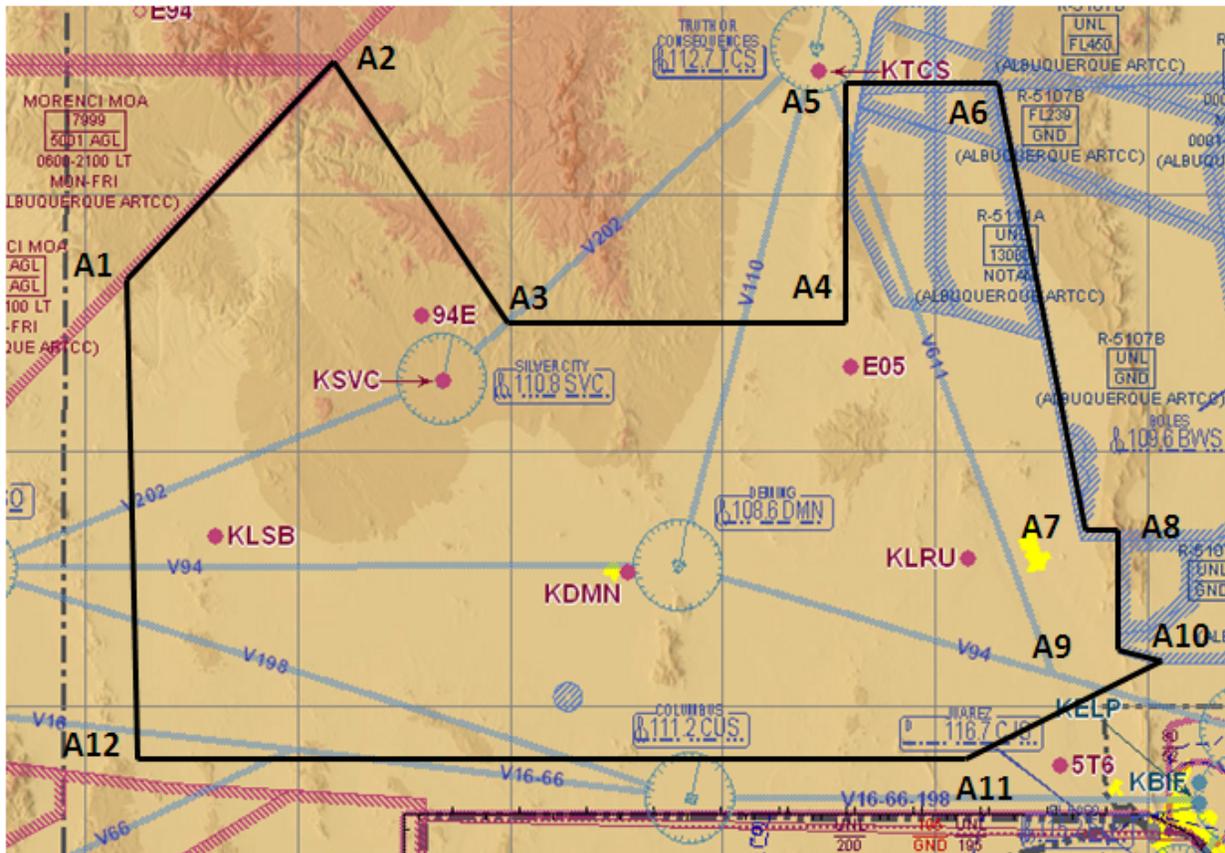
Lost Communications:

See Attachment 3.

AUTHORIZATION

This Certificate of Waiver or Authorization does not, in itself, waive any Title 14 Code of Federal Regulations, nor any state law or local ordinance. Should the proposed operation conflict with any state law or local ordinance, or require permission of local authorities or property owners, it is the responsibility of New Mexico State University to resolve the matter. This COA does not authorize flight within Special Use airspace without approval from the using agency. New Mexico State University is hereby authorized to operate the Aerostar Unmanned Aircraft System in the operations area depicted in the Activity section of this attachment.

AEROSTAR AIRSPACE ALPHA

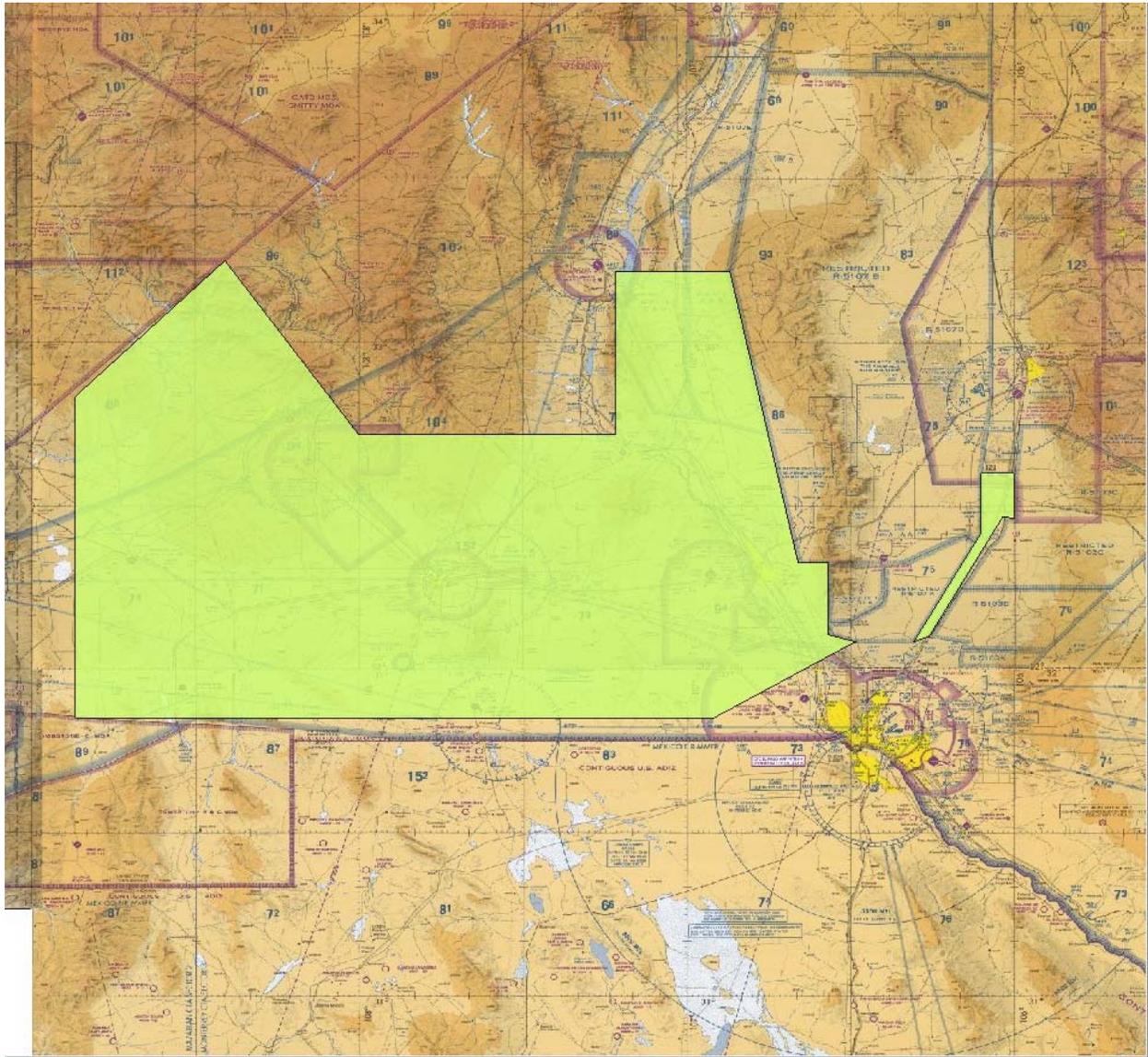


AEROSTAR AIRSPACE ALPHA

Beginning at 32-50-00N / 108-52-00W (A1) to
33-15-00N / 108-24-32W (A2) to
32-43-00N / 108-00-00W (A3) to
32-43-00N / 107-13-00W (A4) to
33-13-00N / 107-13-00W (A5) to
33-13-00N / 106-52-02W (A6) to
32-19-30N / 106-39-32W (A7) to
32-19-30N / 106-34-02W (A8) to
32-06-20N / 106-34-02W (A9) to
32-05-00N / 106-29-02W (A10) to
31-51-00N / 106-55-00W (A11) to
31-51-00N / 108-52-00W (A12) to
point of beginning

Altitude – Surface to 17,500 feet MSL

NO FLIGHT OPERATIONS WILL BE PERFORMED WITHIN ANY PORTION OF R-5111A, B, C OR D WHEN THIS RESTRICTED AREA AIRSPACE IS ACTIVE UNLESS, PRIOR APPROVAL IS OBTAINED FROM WSMR SCHEDULING AUTHORITY. ADDITIONALLY, PUBLISHED SEPARATION STANDARDS FROM RESTRICTED AIRSPACE APPLIES.



LOST LINK/MISSION PROCEDURES

Capabilities and Procedures

Capabilities:

There are two radio frequency (RF) control up-links, UHF and C-Band, between the Ground Control Station (GCS) and the Aerostar. In order for there to be a total loss of uplink between the GCS and the Aerostar both of these links must be out of service simultaneously. The Aerostar's on board flight control computer has the ability to store two Return Home Points and/or Routes with one selected as the primary. During normal flight, the Aerostar pilot can change between the two routes as the mission objectives change and also has the option of creating a new route. If Aerostar does not receive uplink command, the Aerostar will enter a "lost link" or return home mode flight. Return Home mode flight is autonomous flight using the designated Return Home Point (RHP) or Route procedure. The purpose of the RHP or Route is to put the Aerostar in a safe position close to the GCS so the crew can attempt to regain uplink via the CGS or other available equipment (Launch and Recovery System). The RHP is also planned so that it is close enough to a back up short range omni antenna that may be capable of re-establishing the communication link. Normally, the maximum distance for reception of the omni system's signal is two miles.

If only a Return Home Point is designated, the Aerostar will make a turn towards the RHP and initiate a climb of 1200' above the current altitude, not to exceed 17,500' MSL. The Aerostar will fly direct to the RHP at the new altitude.

If a Return Home Route is designated, the Aerostar will make a turn and proceed directly to the return home route (not waypoint) via the shortest distance, at the current altitude. After intercepting the return home route, if the altitude specified for that segment of the return route differs from the current altitude the Aerostar will change altitude to operate at the programmed altitude. If talking to ATC, a transmission shall be made immediately notifying ATC of the maneuver. Up to 32 waypoints can be defined in the return home route and a change of altitude can be applied to each of these waypoints. The final waypoint in the route is the Return Home Point.

When the Aerostar arrives at the RHP, it will enter a figure-eight holding pattern with a north south axis. The northern and southern points of this holding pattern are 1400m apart. The width of the holding pattern is affected by winds, but is normally about 500m wide. If the Aerostar arrives at the RHP above the defined altitude, it will descend to the defined final altitude. Conversely, if it reached the RHP below the defined altitude, the Aerostar will climb until reaching the defined final altitude.

If the crew is unable to reestablish uplink commands, the Aerostar will continue to fly the figure-eight pattern. At fuel exhaustion, the Aerostar would continue the figure-eight pattern while gliding to the ground.

Procedures:

The Aerostar crew considers all factors during mission planning and selects an appropriate Return Home methodology for the proposed flight. For flights that will remain at or near the airport, a single RHP is used. For flights that will operate away from the airport a Return Home Route that avoids populated areas, other airports, victor airways (to the greatest extent possible) and Special Use Airspace (SUA) will be used. Altitudes for the return home routes are selected to insure obstacle avoidance and compliance with appropriate cruising altitudes. One exception to the Return Home

Route criteria is for flights that will operate within an active restricted area during its mission. For these flights, the Return Home Route is programmed so that if the loss of link occurs while the flight is within the restricted area it will remain within the restricted area until the control link is reestablished or the flight expends its fuel and glides to the ground...

The final waypoint for the loss of link procedure for the three airports and the final altitude at the waypoint are.

Las Cruces NM (LRU): 32-18-07N/106-55-15W – 7,000 feet MSL

Lordsburg, NM (LSB): 32-19-24N/108-41-35W – 7,000 feet MSL

Playas, NM (NM86): 31-56-19N/108-31-42W – 7,000 feet MSL

The figure-eight holding pattern for each of these airports is located only over sparsely populated surface areas and the final altitude is well above the normal traffic pattern of the associated airport. In addition, at Las Cruces, the altitude is away from instrument approach procedures, including missed approach. There are no published instrument procedures for the Lordsburg and Playas Airports.

LOST COMMUNICATIONS PROCEDURES

Loss of communication between the Aerostar UA pilot and visual observer (surface or airborne):

- The Aerostar UA pilot shall initiate action to terminate the mission operation and commence flying the Aerostar UA to the airport/airfield of intended landing via the quickest route possible, without flying the Aerostar within 3 NM miles of any city or town, or within any active SUA.
- The Albuquerque Center, appropriate Area Operations Supervisor, shall be notified of the situation and provided details on the route and altitude that the Aerostar UA will fly to the landing airport/airfield.
- The internal pilot shall transfer flight control of the Aerostar UA to the external pilot as soon as the external pilot acquires visual contact with the Aerostar UA

Loss of communication with ATC:

The Aerostar UAS does not possess radio equipment that enables the Aerostar IP to communicate directly with ATC, except under a limited condition when the GCS is within line of sight of the of an ATC facility's radio communication receiver/transmitter site. Therefore, any Aerostar UA flight operations under IFR will be with the approval of Albuquerque Center and in compliance with the procedures, including communication procedures, specified by Albuquerque Center. Should the Aerostar UA IP be unable to communicate with Albuquerque using the method specified by the Center, the Aerostar shall be operated in compliance with 14 CFR 185, IFR operations; Two-way radio communication failure, unless different procedures were specified by Albuquerque Center in their IFR operations approval.