



U.S. Department
of Transportation
**Federal Aviation
Administration**

August 14, 2015

Department of the Interior, Office of Aviation Services
300 E. Mallard Dr. Suite 200
Boise, ID 83706-3991

RE: ADDENDUM TO CERTIFICATE OF WAIVER OR AUTHORIZATION (COA) 2015-WSA-63

DATES OF USE:

This addendum is valid from August 14, 2015 until October 13, 2015 and replaces the previous letter dated August 13, 2015 for the same purpose identified in the subject line above.

OPERATIONS AUTHORIZED:

This addendum supplements all Standard Provisions contained in the primary COA (2015-WSA-63). The Department of the Interior, Office of Aviation Services (DOI), is authorized to operate the Scan Eagle UAS and other DOI unmanned aircraft assets in Class E and G airspace at or below 10,000' Mean Sea Level (MSL) within the confines of a 14 CFR Part 91.137(a)(2) Temporary Flight Restriction (TFR) for firefighting purposes. The TFR will be in the vicinity of Olympic National Park (see operational area) under the jurisdiction of Seattle Air Route Traffic Control Center (ARTCC) for the purpose of firefighting during the effective dates listed above. In coordination and concurrence with the office of primary responsibility within the FAA, the issuance of the eCOA is to enable UAS beyond visual line of sight (BVLOS) operations within the confines of a 91.137 (a) (2) TFR for firefighting purposes is approved for the purpose of data collection and lessons learned to inform DOI in the eventual submission of an exemption to 14 CFR Part 91.113 for said purposes. The highly segregated airspace environment with controlled access and remote area of operations provides a safe operating environment for that purpose.

MISSION PROFILE:

1. The UAS will launch and recover from a location with coordinates of 47°42'58.83"N / 123°54'24.54"W, with flight times not to exceed 12 hours, and will remain wholly within the confines of a TFR.
2. The Department of Interior, Office of Aviation Services, must possess a de-confliction plan for all manned and unmanned aircraft, to include law enforcement and accredited news representative aircraft within the TFR.

AIR TRAFFIC CONTROL COORDINATION REQUIREMENTS

1. Direct, two-way communication with Seattle ARTCC is not required. A published NOTAM is sufficient to affect coordination with Seattle ARTCC.
2. In the event of an emergency, notify Seattle ARTCC at (253) 351-3520.

PRIMARY COA CHANGES:

1. Remove the following sections of the primary COA:
 - a. FLIGHT STANDARDS SPECIAL PROVISIONS
 - i. A. Contingency Planning
2. Change the following sections of the primary COA:
 - a. FLIGHT STANDARDS SPECIAL PROVISIONS
 - i. B. Night Operation Limitations

Delete:

Night operations are not authorized. 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).

Add:

Night operations are authorized. 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).

OPERATIONAL AREA:

A 5 NM radius centered on 47°41'43.38"N / 123°49'15.94"W, surface to 10,000' Mean Sea Level (MSL).



LOST LINK PROCEDURE:

In the event of a loss of link (30 seconds after detection of lost link), the PIC will notify Seattle ARTCC at (253) 351-3520 and proceed with the following maneuver. The aircraft will climb to a predetermined altitude (not to exceed 10,000' MSL), return to the launch and recovery site (47°42'58.83"N / 123°54'24.54"W), and orbit over the launch and recovery location for a predetermined period of time. Once the orbit time expires, the UA will begin its recovery sequence leading to a belly landing. All phases of the lost link profile will remain within the confines of the TFR.

Randy Willis
Manager, Emerging Technologies, AJV-115