



DFS Deutsche Flugsicherung

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Effective from: 15.07.2011
Valid until: Further notice

**Supplementary regulation to the Manual of Operations for Air Traffic Services
in accordance with MO-ATS (BA-FVD) 111.7
"Euro Hawk"
Consecutive number 10/2011**

Dear Sir or Madam

In keeping with MO-ATS (BA-FVD) item 111.7, the following supplementary regulation shall apply with effect from 15.07.2011:

1. General

1.1 Abbreviations

Item 171 of the MO-ATS is supplemented as follows:

171 RPA Remotely Piloted Aircraft

1.2 Principle

Flights by the RPA Euro Hawk are OAT IFR flights to which separation must be applied. As a rule, the RPA Euro Hawk follows a preprogrammed route. Deviating control instructions to the planned route may be issued at any time. However, the operator has requested not to guide the RPA Euro Hawk away from the preprogrammed route. In airspace Classes D and E, the RPA Euro Hawk shall only be operated within restricted areas.

2. Procedures

Due to the special characteristics of the UAS Euro Hawk, the procedures laid down in the MO-ATS are supplemented as follows:

2.1 Separation minima

432.15 Vertical separation to the RPA Euro Hawk shall be at least 2000 FT.

433.4 Radar separation minima from the RPA Euro Hawk shall be increased by 1 NM.

435.12 In case of wake turbulence, radar separation minima from the RPA Euro Hawk shall be increased by 1 NM.
(Remark: WTC Euro Hawk = Medium).

2.2 Emergency procedures

679 Euro Hawk emergency procedures

As a rule, flight paths for emergency situations of the RPA Euro Hawk are preprogrammed. For this reason the behaviour of the RPA is in part predictable. The following cases are described:

679.1 Loss of data connection ("Contingency 1 – C1")

In the case of loss of data connection between the ground control station and the RPA, the pilot will inform the competent air traffic control unit without delay. Seven minutes after the loss of data connection, the RPA will set the transponder to Mode 3A/C 7600 and autonomously follow a preprogrammed C1 route to the aerodrome of departure. The pilot will inform the competent air traffic control unit about the flight path.

679.2 Emergency landing ("Contingency 3 – C3")

In the case of initiation of an emergency landing, the pilot will inform the competent air traffic control unit without delay. The RPA will set the transponder to Mode 3A/C 7700 and autonomously follow a preprogrammed C3 route. Further details are laid down in local provisions. The pilot will inform the competent air traffic control unit about the flight path. Since these flight paths do not comply with instrument approach procedures, the competent air traffic control unit will issue no clearances. The competent air traffic control unit shall, as far as possible, keep the expected flight path clear of other traffic, establish separation from other traffic affected and, if necessary, provide information about essential traffic.

679.3 Radio telephony failure ("Euro Hawk Telephone")

In the case of a radio telephony failure, communication between the competent air traffic control unit and the pilot-in-command shall be conducted by telephone. For this purpose, a special (cordless) "Euro Hawk Telephone" is available in the ACCs and UACs. Further details are laid down in local provisions.

3. Entry into effect

The present regulation shall apply with effect from 15.07.2011.

Yours faithfully



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Head of ATM Operations & Strategy



Michael Jung
Head of ATM Operations

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