

		ASN	2008-CSA-47-COA
		Case Status	DISAPPROVED
		Date Created	06/02/2008
		Date Submitted	06/03/2008
Proponent Organization		Sponsor	Otter Tail County
		Attn Of	(b) (6)
		Address	525 fir ave w
		Address2	
		City	Fergus Falls
		State	MN
		Postal Code	56537
		Telephone	(218) 998-8310
		Email	(b) (6)
Declaration		Declaration(a)	Yes
		Declaration(b)	Yes
Point of Contact		Representative	(b) (6)
		Address	525 fir ave w
		Address2	
		City	Fergus Falls
		State	MN
		Postal Code	56537
		Telephone	(218) 998-8310
		Email	(b) (6)
Operational Description	Requested Effective	Beginning	
		End	
		Light out operation	No
		VFR operation	No
		IFR operation	No
		Day operation	Yes
		Night operation	No

		Program Executive Summary	The Otter Tail County G.I.S. Dept has been using a Crop Cam plane system for photography and search and rescue mission. (Per John Page FAA sept 2006) This plane will be flown for Engineering and mapping. This plane will also be flown for Municipality projects as requested via the municipality. This plane will be flown for adjoining Governmental bodies as requested for Law Enforcement needs such as Search Warrant info and Search and Rescue. This is a 6lb plane used for G.I.S. and photography. It is flown under perfect weather conditions with 4 person crew. The crew consist of 3 trained Pilot in Command and 4 trained observers. 2 man teams at each end of the flight pattern.
		Operational	
	Location	State	MN
		County	Otter Tail
		Nearest Airport	BATTLE LAKE MUNI
		AOR	Minnesota
	Class Of Airspace	Class-A	
		Class-B	
		Class-C	
		Class-D	
		Class-E	Yes
		Class-G	Yes
System Description		Aircraft Type	102154746 - Crop Cam
		Aircraft Type And Model Description	0
		Control Station Attachment	1
		Communications System Attachment	1
		List Certified Components (TSO)	1
		Other Attachment	0
Performance Characteristics		Climb Rate (feet/Minute)	1000
		Descent Rate (feet/Minute)	750

		Turn Rate (Degrees/Second)	18
	Cruise Speed	Maximum	50
		Minimum	20
		Approach Speed	20
	Operating Attributes	Maximum MSL	7100
		Minimum MSL	200
		Gross Takeoff Wt	6.0
		Launch/Recovery Attachment	2
Airworthiness		FAA Type Certificate	
		If No FAA Certificate (Public Aircraft Only) Attachment	3
Procedures		Lost Link/Mission Procedures	4
		Lost Communications	3
		Emergency Procedures	2
Avionics/Equip ment		Equipment Suffix Type	X
		GPS	Yes
		Moving map indicator (Command	Yes
		Tracking capability	No
		TCA/MCAS	No
		ELT	No
	Transponder	Transponder	No
		On	
		Off	
		Standby	
		Ident	
		Mode S	
		Mode C	

		Transponder Retuneable in Flight	
Lights		Landing	No
		Position/Navigation	No
		Anti-collision	No
		Infrared (IR)	No
Spectrum Analysis Approval		Data Link	Yes
		Data Link	0
		Control Link(s)	Yes
		Control Link	0
		Operations utilizing Radio Control (R/C) frequencies as described in Title 47	Yes
		NTIA/FCC Authorization	0
ATC Communicati ons	Transmitter VHF Band	VHF Band	No
		Quantity	
		In-Flight Retunable	No
	Transmitter UHF Band	UHF Band	No
		Quantity	
		In-Flight Retunable	No
	Transmitter HF band	HF Band	No
		Quantity	
		In-Flight Retunable	No
	Receiver VHF Band	VHF Band	No
		Quantity	
		In-Flight Retunable	No
	Receiver UHF Band	UHF Band	No

		Quantity	
		In-Flight Retunable	No
	Receiver HF band	HF Band	No
		Quantity	
		In-Flight Retunable	No
	Guard (Emergency) Frequencies VHF Band	VHF Band	No
		Quantity	
	Guard (Emergency) Frequencies UHF Band	UHF Band	No
		Quantity	
	Instantaneous Two-Way	Direct to pilot	No
		SATCOM	No
		Relay via aircraft	No
Electronic Surveillance/ Detection Capability		EO/IR	No
		Terrain detection	No
		Weather/icing	No
		Radar	No
		Other Attachment	0
		Electronic detection systems	No
		Electronic detection systems attachment	0
		Radar observation	No
		NAS Operational Capability	0

Visual Surveillance/ Detection Capability	Maximum Distance from UA	Vertical	1500 Feet
		Horizontal	0.43 Nautical Miles
		Airborne based (Chase Aircraft)	No
		Ground based	Yes
		Visual observation from one or more	Yes
		Forward or side looking cameras	No
		Attachment for All	1
Aircraft Performance Recording		Flight data recording	Yes
		Control station	Yes
		Voice Recording	No
Flight Aircrew Qualifications	Pilots	Private (Written)	No
		Private (Certified)	No
		Instrument	No
		Commercial	No
		Air Transport	No
		Unique Trained Pilot	Yes
		Unique Trained Pilot Description	Trained by manufacture and G.I.S. Department Otter Tail County
		DOD	No
		Other Certified	No
		Trained on FAR Part 91 Requirement	No
	Medical Certification Class (FAA or DOD)	3	

		Currency Status	as required by Otter Tail County. Ultimately this is the County's responsibility. WE will decide if they can control an R/C aircraft physically, and perform the other tasks needed for safe operations.
		Duty Time	as required by Otter Tail County drug use policy, Clear sunny calm daylight hours
		Single UAS Control	Yes
		UAS Description	Crop Cam
		Total Numbers of UAS Controlled	1
	Observers	Private (Written)	No
		Private (Certified)	No
		Instrument	No
		Commercial	No
		Air Transport	No
		Unique Trained Pilot	Yes
		Unique Trained Pilot Description	trained per Crop Cam and G.I.S. Department Otter Tail County
		DOD	No
		Other Certified	No
		Trained on FAR Part 91 Requirement	No
		DOD Certified Training Attachment	1
		Medical Certification Class (FAA or DOD)	3
		Currency Status	as required by Otter Tail County. Ultimately this is the County's responsibility We will decide if they can control and R/C aircraft physically
		Duty Time	as Required by Otter Tail County drug use policy, clear sunny calm and daylight hours.
		Single UAS Control	Yes
		UAS Description	Crop Cam
		Total Numbers of UAS Controlled	1

Special Circumstances		Special Circumstances	<p>Otter Tail County purchased and started operating the Crop Cam system in 2007. At that time the regional FAA representative (John Page) was consulted he stated he thought it would be O.K. due to the size and type of plane we were using. Later your department contacted me and asked me to fill out an application to continue the program. We have been flying for about 1 year, I have read all of the memos and documents published with regard to FAA concerns. We have a very controlled and safe flying program that poses not risk to other Air Craft or the Public. We need as mentioned Clear sky's, No wind, two observer locations and a 4 man crew to operate in accordance with our procedures. On special circumstance the plane has been used in search and rescue along with reconnaissance for Law Enforcement. These uses are rare and due to their nature extra precaution need to be taken. As already stated the standing order is to sacrifice the plane and equipment if any hint of danger to other Aircraft or the public exist. We are a very rural County with the largest city population at 13,000. Air Traffic is minimal at best. Even in the most crowded municipality there are a The medical requirements with the redundancy of our operations along with the proximity to the flight Randy to answer your question, we will be basically operating under 2000 feet AGL with the majority</p>
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