

UNCLASSIFIED

OPERATIONAL AGREEMENT
BETWEEN
THE ITALIAN AIR FORCE
AND THE
UNITED STATES AIR FORCE
REGARDING THE
USAF GLOBAL HAWK
UNMANNED AIRCRAFT SYSTEM
AT
NAVAL AIR STATION SIGONELLA, ITALY

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I. Purpose

In furtherance of mutual national goals to unite efforts for collective defense and for preservation of peace and security as expressed in the North Atlantic Treaty, the Ministry of Defense of Italy and Department of Defense of the United States of America have agreed to operate the United States Air Force RQ-4, Global Hawk (GH) Unmanned Aircraft System (UAS) from Naval Air Station Sigonella, Sicily, Italy (NASSIG). The purpose of this Operational Agreement is to establish general procedures for the operation of Global Hawk at NASSIG. Detailed procedures will be defined in US-Italian GH Standard Operating Procedures (SOP). Guidelines and procedures to fly GH within Italian airspace will be in accordance with all applicable Italian regulations.

II. References

1. North Atlantic Treaty signed at Washington, D.C., 4 April 1949, specifically the provisions contemplated in Article 3.
2. Agreement Between the Parties to the North Atlantic Treaty Regarding the Status of Their Forces, signed at London, 19 June 1951.
3. Bilateral Infrastructure Agreement between the United States of America and Italy, signed 20 October 1954.
4. Memorandum of Understanding Between the Ministry of Defense of the Republic of Italy and the Department of Defense of the United States of America concerning the use of Installations/Infrastructure by US Forces in Italy, 2 February 1995.
5. Technical Report by Bilateral Commission Tricarico-Prueher on Air Activity of the US Armed Forces of 13 April 1999.
6. Sigonella Technical Arrangement (TA), April 2006.
7. US-Italian Local Protection Plan.
8. Eurocontrol Air Traffic Management Guidelines for Global Hawk in European Airspace, 2010.
9. *Accordo Tecnico*- Technical Arrangement between ITAF/ENAC, 2010.
10. STANAG 3531 FS – Safety Investigation and Reporting of Accidents/Incidents Involving Military Aircraft, Missiles, and/or UAVs.

III. Applicability and Scope

This agreement applies to the military forces of the United States assigned and operating the GH UAS at and from NASSIG. It complements the current NAS Sigonella Technical Arrangement (TA) by providing general guidance pertaining to GH activities and lays the foundation for more detailed GH Standard Operating Procedures (SOPs). The three documents: Sigonella TA, this agreement, and SOPs must be referred to collectively for a complete understanding of GH UAS activities at NASSIG.

IV. Definitions and Abbreviations

In this agreement the term:

- ACC Air Combat Command
- BOC Base Operations Center (Italian, similar to USAF Command Post)
- COI Italian Joint Operational Headquarters
- DOD USA Department of Defense of the United States of America
- DUSA Designated United States Authority
- IDGS (SMD) Italian Defense General Staff
- IBC Italian Base Commander of Sigonella
- JMC US-Italian Joint Military Commission
- LPP US-Italian Local Protection Plan
- MOD IT Italian Ministry of Defense
- NATO Organization of the North Atlantic Treaty
- NATO SOFA Agreement on the Status of NATO Forces
- PIC Pilot in Command (responsible for safe operation of the aircraft)
- POP Permanent Operative Procedures
- PPR Prior Permission Required
- SMA Italian Air Force General Staff
- TA Technical Arrangement
- UAS Unmanned Aircraft System
- US United States
- USAFE US Air Forces in Europe
- USAM Italian Air Space and Meteorological General Office
- USEUCOM US European Command
- USNAVEUR US Naval Forces Europe

V. Concept of Operations (CONOPS)

The USAF Global Hawk Concept of Operations supports authorized NATO and US Department of Defense objectives by providing near real time intelligence to military commanders. The Global Hawk will be employed to support military operations, NATO and US intelligence collection requirements, and humanitarian aid and civil assistance missions.

VI. Organization and Command

1. Detachment 4 (Det 4) is under the Air Combat Command (ACC) chain of command, and is part of the 9th Reconnaissance Wing and 9th Operations Group, at Beale AFB, California. Det 4 is the US GH operational unit at NASSIG. Any change in unit designation will be reported in writing to the ITAF.
2. The Det 4 Commander has full military command over USAF personnel, equipment, and operations of his unit. He coordinates closely with the Italian Base Commander (IBC) and NASSIG Commanding Officer on all GH operational issues.

VII. Global Hawk Operational Activity.

1. World-wide USAF GH Missions are managed by the GH Operations Center (GHOC) at Beale AFB, California. GH operational activity at NASSIG fits into three categories, which are addressed in detail in the combined SOPs: Ground Activities, Flight Activities, and Emergency Procedures.
2. **Ground Activities.** The USAF & ITAF will develop combined SOPs for the following areas:
 - a. Weather Procedures.
 - b. Frequency Management Coordination. This process is further defined in the SOPs and will be in accordance with Italian regulations.
 - c. Security Procedures. Detachment 4 has dedicated security personnel to provide 24/7 security, and if necessary, armed response, to RQ-4 aircraft and ground shelters. Security procedures are defined in the US-Italian Local Protection Plan required by Annex 10 of Sigonella TA.
 - d. Mission Development and Reporting. Mission planning activities will comply with USAF and host nation requirements.
 - e. Pre-flight and Taxi Activities. These activities will comply with USAF and host nation requirements.
 - f. RQ-4 Chase Car "Hawkeye" Procedures.

3. **Flight Activities.** The USAF & ITAF will develop combined SOPs for the following areas:
 - a. **Pilot in Command.** The USAF will ensure only current and qualified GH LRE and MCE pilots fly GH missions. While in Italian Airspace, on flights to/from Sigonella, the LRE pilot is the PIC and is responsible for the safe operation of the aircraft.
 - b. **RQ-4 Training.** Dedicated training missions will be required from time to time. Ten percent of the sorties flown from NAS Sigonella are authorized as *training sorties*.
 - c. **Launch and Recovery Procedures.**
 - 1) Takeoff
 - 2) Post Departure
 - 3) Landing
 - d. **Termination Points.** These locations are normally pre-approved by the host nation prior to being implemented into a GH mission plan. However, they are not pre-approved within Italian airspace. Pilots will make every effort to steer the aircraft over international waters (optimal) or to an unpopulated area before executing termination.
 - e. **"MCE Only" Operations.** If required to land "MCE Only", the Sigonella BOC will be notified. Special authorization is required to launch RQ-4 sorties using "MCE Only" procedures.
4. **Emergency Procedures.** The USAF & ITAF will develop combined SOPs for the following emergency situations and specific details can be found in the SOP document:
 - a. **General Guidance for Emergency Situations.**
 - b. **Engine Failure Immediately After Takeoff.**
 - c. **Loss of Control Link.**
 - d. **Land as Soon as Possible.**
 - e. **Lost Link Followed by a C3 Malfunction.**
 - f. **Flight Accident/Incident.** Safety investigation and reporting of GH accidents/incidents which occur within Italian airspace will be conducted in accordance with STANAG 3531.

VIII. Procedures for Mutual Cooperation

Italian and US authorities will assure effective cooperation in order to preserve good relations and avoid, in so far as possible, local frictions and misunderstandings which might arise in the course of the implementation of these procedures.

IX. Effective Date, Implementation, and Revision

1. This Operational Agreement will become effective on the date of last signature and will continue in effect until terminated. It may be terminated immediately if both parties consent in writing to immediate termination or by either party upon giving 180 days written notice to the other party that termination is desired.
2. Changes to this Operational Agreement may be made with the concurrence of both parties; either party may request, in writing, modification of any provision at any time. Changes must be in writing, will include signatures of both countries, and will be appended to the original copies of this Operational Agreement.
3. Disagreements as to the interpretation or implementation of this Operational Agreement shall be settled through consultation between the parties at the lowest echelon possible. In no event will disagreements be subject to arbitration or litigation.

X. Authentication


This Operational Agreement is executed in both the English and Italian languages, each text being equally authentic.

IN WITNESS WHEREOF, the undersigned being duly authorized by their respective Governments, have signed this Operational Agreement.

FOR THE DEPARTMENT OF
AIR FORCE OF THE UNITED STATES
OF AMERICA

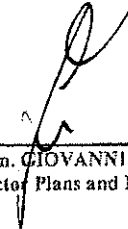


JACK B. EGGINGTON, Major General, USAF
Director Air and Space Operations, USAFE/AS



THOMAS K. ANDERSEN, Major General, USAF
Director of Requirements, ACC/AS

FOR THE
ITALIAN AIR FORCE



B. Gen. GIOVANNI FANTUZZI
Director Plans and Policy, ITAF

Done at Sipavella, this 18 day of November 2010 Done at Rome, this 19 day of November 2010

UNCLASSIFIED

TECHNICAL ACCORD
BETWEEN
THE ITALIAN AIR FORCE
AND THE
UNITED STATES AIR FORCE
REGARDING THE OPERATION OF THE
USAF PREDATOR MQ-1/9
REMOTELY PILOTED AIRCRAFT SYSTEM
AT
NAVAL AIR STATION SIGONELLA, ITALY

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I. Purpose

In furtherance of their mutual national goals to unite their efforts for collective defense and for preservation of peace and security as expressed in the North Atlantic Treaty and in the frame of UNSCR 2040 (2012), the Ministry of Defense of Italy and Department of Defense of the United States of America have agreed to temporarily operate maximum number of four (4) United States Air Force MQ-1/9 from Naval Air Station Sigonella, Sicily, Italy (NASSIG). This Technical Accord is developed to set out the general procedures for the operation of MQ-1/9 at NASSIG. Detailed procedures are defined in US-Italian MQ-1/9 Standard Operating Procedures (SOP). Above mentioned procedures and guidelines to fly MQ-1/9 in the Italian Airspace will be in accordance with all applicable Italian laws and regulations.

II. References

1. North Atlantic Treaty signed at Washington, D.C., 4 April 1949, specifically the provisions contemplated in Article 3.
2. Agreement Between the Parties to the North Atlantic Treaty Regarding the Status of Their Forces, signed at London, 19 June 1951.
3. Bilateral Infrastructure Agreement between the United States of America and Italy, signed 20 October 1954.
4. Memorandum of Understanding Between the Ministry of Defense of the Republic of Italy and the Department of Defense of the United States of America concerning the use of Installations/Infrastructure by US Forces in Italy.
5. Technical Report by Bilateral Commission Tricarico-Prueher on Air Activity of the US Armed Forces of 13 April 1999.
6. Technical Arrangement between the Ministry of Defense of the Italian Republic and the Department of Defense of the United States of America regarding the installation/infrastructure in use by the US Forces in Sigonella, Italy, of 6 April 2006 (amended in 2010).
7. Standard Operating Procedures (SOP) for United States Air Force MQ-1/9 Predator Remotely Piloted Aircraft at Naval Air Station Sigonella, Italy.
8. Technical Accord between the Italian Air Force and the Italian National Civil Aviation Organization (ENAC) for RPAS activity within the Italian airspace (DTO-003), June 2013;
9. Technical Accord between the Italian Air Force and the Italian National Civil Aviation Organization (ENAC) for establishment of airspaces dedicated to the USAF MQ-1 Predator employment , 4 April 2011.
10. STANAG 3531 FS – Safety investigation and reporting of accidents/incidents involving Military Aircraft, Missiles and/or UAVs.
11. STANAG 4670 Ed.2 – Guidance for the training of Unmanned Aircraft Systems (UAS)

Operators – ATP¹-3.3.7 Ed. A Vers. 1.

12. UNSCR 2040 (2012), 12 March 2012

13. Remotely Piloted Aircraft System Operational Working Group (RPAS OWG) Charter;

III. Applicability and Scope

This Technical Accord applies to the military forces of the United States operating the MQ-1/9 at and from NASSIG. It complements the current Sigonella Technical Arrangement (TA), as amended, by setting out general guidance pertaining to MQ-1/9 operations and lays the foundation for the more detailed MQ-1/9 Standard Operating Procedures (SOPs). The three documents: Sigonella Technical Arrangement, this Technical Accord, and SOPs must be referred to collectively for a complete understanding of MQ-1/9 Predator deployment at NASSIG and flying activity within the Italian Flight Information Region (FIR).

IV. Definitions and Abbreviations

Abbreviated terms found in this agreement:

- ACC Air Component Command
- ATP Allied Tactical Publication
- COA *Comando Operazioni Aeree* (Italian Air Operation Command)
- COI *Comando Operativo di vertice Interforze* (Italian Joint Operational Command)
- DoD USA Department of Defense of the United States of America
- DTO *Documento-Tecnico Operativo* (Technical-Operational Document)
- DUSA Designated United States Authority
- ENAC *Ente Nazionale Aviazione Civile* (Italian Civil Aviation Administration)
- ERS Expeditionary Reconnaissance Squadron
- HQ ACC Headquarters Air Combat Command
- IBC Italian Base Commander
- ISR Intelligence, Surveillance & Reconnaissance
- JMC (US- Italian) Joint Military Commission

- LRE Launch and Recovery Element
- MCE Mission Control Element
- MoD IT Italian Ministry of Defense
- NASSIG Naval Air Station Sigonella
- NATO North Atlantic Treaty Organization
- PIC Pilot in Command
- SOFA Status Of Forces Agreement
- SOP Standard Operating Procedures
- RPA Remotely Piloted Aircraft
- RPAS Remotely Piloted Aircraft System
- RPAS OWG Remotely Piloted Aircraft System Operational Working Group
- SMA *Stato Maggiore Aeronautica* (Italian Air Force General Staff)
- SMD *Stato Maggiore Difesa* (Italian Defense General Staff)
- UAS Unmanned Aircraft Systems
- US United States
- USAFE US Air Forces in Europe
- USAM *Ufficio Spazio Aereo e Meteorologia* (Italian Air Space and Meteo Office)
- USEUCOM US European Command
- USNAVEUR US Naval Forces Europe

V. Concept of Operations (CONOPS)

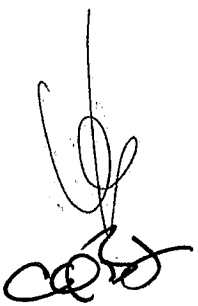
The USAF MQ-1/9 supports UN objectives by providing near real time intelligence to inform political leaders and military commanders. The MQ-1/9 will be employed to support intelligence, surveillance and reconnaissance (ISR) military operations, NATO and US intelligence collection requirements, and humanitarian aid and civil assistance missions. As previously agreed to between the U.S. Department of Defense and the Italian Defense General Staff, the above mentioned activities will be conducted in the frame of UNSCR 2040 (2012) and approved by Libyan Authorities and coordinated with them. The MQ-1/9 will operate unarmed unless authorized by the Italian MoD on a case-by-case basis.

VI. Organization and Command

1. 324th Expeditionary Reconnaissance Squadron, of the USAF's Air Combat Command, is the US MQ-1/9 operational unit at NASSIG. Any change in unit designation will be reported in writing to the ITAF.
2. The Commander, 324th ERS has full military command over USAF personnel, equipment and operations of his unit. The 324th ERS Commander coordinates closely with NASSIG Commanding officer on all MQ-1/9 issues. The NASSIG Commanding officer coordinates directly with the Italian Base Commander (IBC) on all MQ-1/9 issues.

VII. MQ-1/9 Operational Activity.

1. MQ-1/9 operational activity at NASSIG fits into three categories (Ground Operations, Flight Activities, and Emergency Procedures) which are addressed in detail in the related SOP.
2. Ground Operations. The USAF and ITAF have developed a SOP for the following conditions:
 - a. Crewmember responsibilities, duties and requirements
 - b. MQ-1/9 Crewmember Training.
 - c. Weather Procedures.
 - d. Communications Coordination.
 - e. Security & Safety Procedures.
 - f. Waiver Authority. The waiver authority for this SOP document is the 324th ERS.
 - g. Mission planning activities will comply with USAF and host nation requirements.
 - h. Pre-flight/taxi activities will comply with USAF and host nation requirements.
3. Flight Activities. The USAF and ITAF have developed SOP for the following conditions:
 - a. Pilot in Command (PIC). While in Italian Airspace, the LRE pilot is the PIC, unless the LRE does not have a viable link with the aircraft. The USAF will ensure only qualified MQ-1/9 pilots fly missions.
 - b. Launch and Recovery Procedures.
 - c. Termination Points. Termination points are not pre-approved in Italy. Pilots will make every effort to steer the aircraft over water (optimal) or to an unpopulated area before executing termination.
4. Emergency Procedures. The USAF and ITAF have developed combined SOPs for the following emergency conditions:



- a. General Guidance for Emergency Situations.
- b. Ground Safety Calls.
- c. Engine Failure Immediately After Takeoff.
- d. Loss of Control Link.
- e. Land as Soon as Possible.
- f. Lost Link Followed by a Contingency (Land Immediately) Malfunction.

VIII. Procedures for Mutual Cooperation

Italian and US authorities will assure effective cooperation in order to comply with the present Technical Accord and will establish a mechanism of cooperation and exchanges of experiences on the handling of MQ-1/9 operations. The possibility of crew and intelligence data exchanges will be coordinated in accordance with the National Disclosure Policies of each Party. In order to implement mutual cooperation, HQ USAFE will host an Italian Air Force ISR Officer at Ramstein AB, Germany to establish procedures and communication channels for the coordination and deconfliction of operations of USAF and ITAF Remotely Piloted Aircraft (RPA) and common airborne ISR activity.

IX. Effective Date, Implementation, and Revision

1. This Technical Accord will become effective on the date of last signature and will continue in effect for one year and will be extended for periods of one year by an annual exchange of letters between the parties through the co-chairmen of the RPAS OWG. It may be terminated immediately if both parties consent in writing to immediate termination or by either party upon giving 30 days written notice to the other party that termination is desired.
2. This Technical Accord supersedes the "Technical Accord between the Italian Air Force and the United States Air Force Regarding the Operation of the USAF MQ-1/9 System at Naval Air Station Sigonella, Italy" dated 17 May 2012, and, upon this Technical Accord becoming effective, the previous Technical Accord dated 17 May 2012 is terminated.
3. Changes to this Technical Accord may be made with the agreement of both parties; either party may request, in writing, modification of any provision at any time. Changes must be in writing, will include signatures of both parties, and will be appended to the original copies of this Technical Accord.
4. Any dispute regarding the interpretation or application of this agreement will be resolved through consultations and negotiations between the Parties at the lowest echelon. In no event will disagreements be subject to arbitration or litigation.

X. Authentication

This Technical Accord is executed only in English language.


UNCLASSIFIED

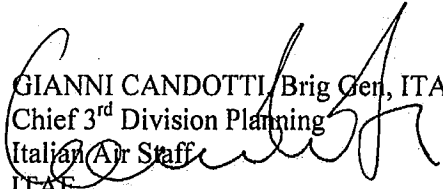
IN WITNESS WHEREOF, the undersigned, being duly authorized, have signed this
"Technical Accord between the Italian Air Force and the United States Air Force regarding
the Operation of the USAF MQ-1/9 System at Naval Air Station Sigonella, Italy."

Done at Rome, Italy this ~~SEPTEMBER~~ day of 30th, 2014

**FOR THE DEPARTMENT OF
THE AIR FORCE OF THE UNITED
STATES
OF AMERICA**

**FOR THE
ITALIAN AIR FORCE**


CHARLES Q. BROWN, JR. Maj Gen, USAF
Director of Operations, Strategic Deterrence,
and Nuclear Integration
HQ USAFE-AFAFRICA/A3/10


GIANNI CANDOTTI, Brig Gen, ITAF
Chief 3rd Division Planning
Italian Air Staff
ITAF

OPERATIONAL ARRANGEMENT

BETWEEN

THE ITALIAN AIR FORCE

AND THE

UNITED STATES AIR FORCE

REGARDING THE OPERATION OF THE

USAF MQs

REMOTELY PILOTED AIRCRAFT SYSTEM

AT

NAVAL AIR STATION SIGONELLA, ITALY

October 2017

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I. Purpose

In furtherance of their mutual national goals to unite their efforts for collective defense and for preservation of peace and security as expressed in the North Atlantic Treaty, the Ministry of Defense of Italy and Department of Defense of the United States of America have agreed to operate the United States Air Force MQ RPAS from Naval Air Station Sigonella, Sicily, Italy (NASSIG). This Operational Arrangement is developed to set out the general procedures for the operation of MQ RPAS at NASSIG. Detailed procedures are defined in US-Italian Standard Operating Procedures (SOP) for MQ RPAS. General and detailed procedures and guidelines to fly MQ RPAS within the Italian Airspace, is in accordance with all applicable Italian laws and regulations.

II. References

1. North Atlantic Treaty signed at Washington, D.C., 4 April 1949, specifically the provisions contemplated in Article 3.
2. Agreement between the Parties to the North Atlantic Treaty Regarding the Status of Their Forces, signed at London, 19 June 1951.
3. Bilateral Infrastructure Agreement between the United States of America and Italy, signed 20 October 1954.
4. Memorandum of Understanding Between the Ministry of Defense of the Republic of Italy and the Department of Defense of the United States of America concerning the use of Installations/Infrastructure by US Forces in Italy, 2 February 1995.
5. Technical Report by Bilateral Commission Tricarico-Prueher on Air Activity of the US Armed Forces of 13 April 1999.
6. Technical Arrangement between the Ministry of Defense of the Italian Republic and the Department of Defense of the United States of America regarding the installation/infrastructure in use by the US Forces in Sigonella, Italy, of 6 April 2006 (amended in 2010 and 2016).
7. Standard Operating Procedures (SOP) for United States Air Force MQ Remotely Piloted Aircraft at Naval Air Station Sigonella, Italy.
8. Technical Accord between the Italian Air Force and the Italian National Civil Aviation Organization (ENAC) for RPAS activity within the Italian airspace (DTO-004), March 2016.
9. STANAG 3531 FS – Safety investigation and reporting of accidents/incidents involving Military Aircraft, Missiles and/or UAVs.
10. STANAG 4670 Ed.4 – Guidance for the training of Unmanned Aircraft Systems (UAS) Operators – ATP-3.3.8.1 Ed. A Vers. 1 dated October 2016.
11. Remotely Piloted Aircraft System Operational Working Group (RPAS OWG) Charter, 6 December 2012.

III. Applicability and Scope

This Operational Arrangement applies to the military forces of the United States operating the MQ RPAS at and from NASSIG. It complements the current Sigonella Technical Arrangement (TA), as amended, by setting out general guidance pertaining to MQ RPAS operations and lays the foundation for the more detailed MQ RPAS Standard Operating Procedures (SOPs). The three documents: Sigonella Technical Arrangement, this Operational Arrangement, and SOPs must be referred to collectively for a complete understanding of MQ RPAS deployment at NASSIG and flying activity within the Italian Flight Information Region (FIR).

IV. Definitions and Abbreviations

Abbreviated terms found in this Arrangement:

- ACC Air Component Command
- ATP Allied Tactical Publication
- DoD USA Department of Defense of the United States of America
- DTO *Documento-Tecnico Operativo* (Technical-Operational Document)
- ENAC *Ente Nazionale Aviazione Civile* (Italian Civil Aviation Administration)
- ERS Expeditionary Reconnaissance Squadron
- FIR Flight Information Region
- HQ ACC Headquarters Air Combat Command
- IBC Italian Base Commander
- ISR Intelligence, Surveillance & Reconnaissance
- LRE Launch and Recovery Element
- MCE Mission Control Element
- MoD IT Italian Ministry of Defense
- MQ Multi-mission unmanned aerial system
- NASSIG Naval Air Station Sigonella
- NATO North Atlantic Treaty Organization
- PIC Pilot in Command

- SOP Standard Operating Procedures
- RPA Remotely Piloted Aircraft
- RPAS Remotely Piloted Aircraft System
- RPAS OWG Remotely Piloted Aircraft System Operational Working Group
- SMA *Stato Maggiore Aeronautica* (Italian Air Force General Staff)
- SMD *Stato Maggiore Difesa* (Italian Defense General Staff)
- UAS Unmanned Aircraft Systems
- US United States
- USAFE US Air Forces in Europe

V. Concept of Operations (CONOPS)

The USAF MQ RPAS supports authorized objectives by providing near real time intelligence to inform political leaders and military commanders for force protection purposes. The MQ RPAS is employed to support intelligence, surveillance and reconnaissance (ISR) military operations, NATO and US intelligence collection requirements, humanitarian aid and civil assistance missions. The MQ RPAS operates unarmed unless authorized by the Italian MoD.

VI. Organization and Command

1. The 324th Expeditionary Reconnaissance Squadron (ERS) is the US MQ RPAS operational unit at NASSIG. Any change in unit designation is reported in writing to the ITAF.

IAW Special Order GD-14, dated 6 March 2012, it is under United States Africa Command (USAFRICOM) and is part of the 409th Air Expeditionary Group, 435th Air Expeditionary Wing at Ramstein AB, Germany. World-wide USAF MQ RPAS missions sourced by the Air Combat Command (ACC) chain of command are managed by the 432nd Air Expeditionary Wing Operations Center (432 WOC) located at Creech AFB.

United States Air Forces Europe (USAFE) acts as USAFRICOM's agent for Air Traffic Control and airspace procedures as they pertain to MQ RPASs operating from NASSIG.

2. The Commander, 324th ERS has full military command over USAF personnel, equipment and operations of his unit. The 324th ERS Commander coordinates closely with NASSIG Commanding officer on all MQ RPAS issues. The NASSIG Commanding officer coordinates directly with the Italian Base Commander (IBC) on all MQ RPAS issues.

VII. MQ Operational Activity

1. USAF ensures only current and qualified MQ RPAS pilots fly MQ missions while in Italian FIR. On flights to/from Sigonella the LRE pilot is the PIC, unless the LRE does not have a viable link with the aircraft, and is responsible for the protection of persons and property and safe operation of the aircraft.

2. The LRE PIC controls the aircraft during the departure, approach and arrival. The 432nd AEW executes MCE duties and is responsible for training, supporting, and deploying qualified personnel to 324th ERS NASSIG.
3. MQ RPAS operational activity at NASSIG fits into three categories (Ground Operations, Flight Operations, and Emergency Procedures) which are addressed in detail in the related SOP.
4. Ground Operations. The USAF and ITAF have developed a SOP for the following conditions:
 - a. Crewmember responsibilities, duties and requirements.
 - b. MQ RPAS Operational and Training windows.
 - c. Weather Procedures.
 - d. Frequency Management Coordination.
 - e. Communications Coordination.
 - f. Security & Safety Procedures.
 - g. Mission planning, development and reporting.
 - h. Pre-Flight/taxi activities.
5. Flight Operations. The USAF and ITAF have developed SOP for the Launch and Recovery conditions.
6. Termination points are not pre-approved in Italy. Pilots make every effort to steer the aircraft over water (optimal) or to an unpopulated area before executing termination.
7. Emergency and Contingency Procedures. The USAF and ITAF have developed a SOP for the following emergency conditions:
 - a. General Guidance for Emergency Situations.
 - b. Ground Safety Calls.
 - c. Engine Failure Immediately After Takeoff and in corridors
 - d. Loss of Control Link.
 - e. Loss of aircraft
 - f. Flight Accident / Incident

VIII. Procedures for Mutual Cooperation

Italian and US authorities assures effective cooperation in order to comply with the present Operational Arrangement and establish a mechanism of cooperation and exchanges of experiences on the handling of MQ RPAS operations. The possibility of crew and intelligence data exchanges is coordinated in accordance with the National Disclosure Policies of each Party.

IX. Effective Date, Implementation, and Revision

1. This Operational Arrangement becomes effective on the date of last signature and

continues in effect for three years. It may be terminated immediately if both parties consent in writing to immediate termination or by either party upon giving 30 days written notice to the other party that termination is desired.

2. This Operational Arrangement supersedes the "Technical Accord between the Italian Air Force and the United States Air Force Regarding the Operation of the USAF Predator MQ RPAS at Naval Air Station Sigonella, Italy" dated 30 September 2014.

3. Changes to this Operational Arrangement may be made with the agreement of both parties; either party may request, in writing, modification of any provision at any time. Changes must be in writing, to include signatures of both parties, and attached to the original copies of this Operational Arrangement.

4. Any dispute regarding the interpretation or application of this Arrangement is resolved through consultations and negotiations between the Parties at the lowest echelon. In no event are disagreements be subject to arbitration or litigation.

X. Authentication

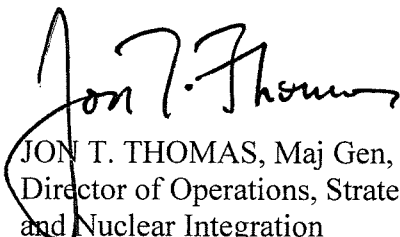
This Operational Arrangement is executed only in English language.

IN WITNESS WHEREOF, the undersigned, being duly authorized, have signed this "Operational Arrangement between the Italian Air Force and the United States Air Force regarding the USAF MQ RPAS System at Naval Air Station Sigonella, Italy."

Done at Rome, Italy this OCTOBER day of 16th, 2017

Done at Ramstein, Germany this 7th day of Dec, 2017.

**FOR THE DEPARTMENT OF
THE AIR FORCE OF THE UNITED
STATES
OF AMERICA**


JON T. THOMAS, Maj Gen, USAF
Director of Operations, Strategic Deterrence,
and Nuclear Integration
HQ USAFE-AFAFRICA/A3/10

**FOR THE
ITALIAN AIR FORCE**



LUIGI DEL BENE, Brig. Gen, ITAF
Chief 3rd Division
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ITAF

UNCLASSIFIED

OPERATIONAL ARRANGEMENT

BETWEEN

THE ITALIAN AIR FORCE

AND THE

UNITED STATES AIR FORCE EUROPE.

REGARDING THE OPERATION OF THE USAF MQs

REMOTELY PILOTED AIRCRAFT SYSTEM AT

NAVAL AIR STATION SIGONELLA, ITALY

UNCLASSIFIED

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I. Purpose

In furtherance of their mutual national goals to unite their efforts for collective defense and for preservation of peace and security as expressed in the North Atlantic Treaty, the Italian Air Force and USAFE [hereinafter referenced as Participants] intend to operate the United States Air Force MQ RPAS from Naval Air Station Sigonella, Sicily, Italy (NASSIG). This Operational Arrangement (OA) is developed to set out the general procedures for the operation of MQ RPAS at NASSIG. Detailed procedures are defined in US-Italian Standard Operating Procedures (SOP) for MQ RPAS. US - Italian SOPs for MQ RPAS may never prevail over Italian laws and regulations. General and detailed procedures and guidelines to fly MQ RPAS within the Italian Airspace shall be required to comply with all applicable Italian laws and regulations.

II. References

1. North Atlantic Treaty signed at Washington, D.C., 4 April 1949, specifically the provisions contemplated in Article 3.
2. Agreement between the Parties to the North Atlantic Treaty Regarding the Status of Their Forces, signed at London, 19 June 1951.
3. Bilateral Infrastructure Agreement between the United States of America and Italy, signed 20 October 1954.
4. Memorandum of Understanding Between the Ministry of Defense of the Republic of Italy and the Department of Defense of the United States of America concerning the use of Installations/Infrastructure by US Forces in Italy, 2 February 1995.
5. Technical Report by Bilateral Commission Tricarico-Prueher on Air Activity of the US Armed Forces of 13 April 1999.
6. Technical Arrangement between the Ministry of Defense of the Italian Republic and the Department of Defense of the United States of America regarding the installation/infrastructure in use by the US Forces in Sigonella, Italy; of 6 April 2006 (amended in 2010 and 2016).
7. Standard Operating Procedures (SOP) for United States Air Force MQ Remotely Piloted Aircraft at Naval Air Station Sigonella, Italy.
8. STANAG 3531 FS - Safety investigation and reporting of accidents/incidents involving Military Aircraft, Missiles and/or UAVs.
9. STANAG 7232 Unmanned Aircraft System Tactics, Techniques and Procedures. Edition 1, ATR-3.3.8.2 EDITION A;
10. STANAG 7234 NATO Remotely Piloted Aircraft Systems (RPAS) Airspace Integration (AI). Edition 1, AATMP-51, EDITION A
11. Remotely Piloted Aircraft System Operational Working Group (RPAS OWG) Charter, 6 December 2012.

III. Applicability and Scope

This OA applies to USAF MQ RPAs operating at and from NASSIG. It complements the current Sigonella Technical Arrangement (TA), as amended, by setting out general guidance pertaining to MQ RPAS operations and lays the foundation for the more detailed MQ RPAS SOPs. The three documents: Sigonella Technical Arrangement, this OA, and SOPs should be referred to collectively for a complete understanding of MQ RPAS deployment at NASSIG and flying activity within the Italian Flight Information Region (FIR).

IV. Definitions and Abbreviations

Abbreviated terms found in this Arrangement:

- ACC Air Component Command
- ATP Allied Tactical Publication
- DoDUSA Department of Defense of the United States of America
- DTO *Documento-Tecnico Operativo* (Technical-Operational Document)
- ERS Expeditionary Reconnaissance Squadron
- FIR Flight Information Region
- HQACC Headquarters Air Combat Command
- IBC Italian Base Commander
- ISR Intelligence, Surveillance & Reconnaissance
- LRE Launch and Recovery Element
- MCE Mission Control Element
- MoD IT Italian Ministry of Defence
- MQ Multi-mission unmanned aerial system
- NASSIG Naval Air Station Sigonella
- NATO North Atlantic Treaty Organization
- PIC Pilot in Command

- SOP Standard Operating Procedures
- RPA Remotely Piloted Aircraft
- RPAS Remotely Piloted Aircraft System
- US United States
- USAFE US Air Forces in Europe

V. Concept of Operations (CONOPS)

The USAF MQ RPAS supports authorized objectives by providing near real time intelligence to inform political leaders and military commanders for force protection purposes. The MQ RPAS is employed to support intelligence, surveillance and reconnaissance (ISR) military operations, NATO and US intelligence collection requirements, and humanitarian aid and civil assistance missions. The MQ RPAS operates unarmed unless authorized by the Italian MoD. The Italian MoD authorization shall be consistent with existing obligation under national and international humanitarian law.

VI. Organization and Command

The USAF MQ RPA unit Commander intends to coordinate closely with NASSIG Commanding officer on all MQ RPAS issues. The NASSIG Commanding officer intends to coordinate directly with the Italian Base Commander (IBC) on all MQ RPAS issues.

VII. MQ Operational Activity

1. USAF ensures only current and qualified MQ RPAS pilots fly MQ missions while in Italian FIR. On flights to/from Sigonella the designated Pilot-in-Command (PIC) is to be responsible for the protection of persons, property and safe operation of the aircraft, and shall be required to comply with the applicable national flight rules, appropriate air traffic management (ATM) procedures, and SOPs regarding the safety of civil aviation. The PIC is at all times to be able to intervene in the management of the flight and, in the event of loss of the command and control link(s), the PIC is to be able to predict the automatic flight behavior and report it to the ATM Service Provider and to the Airspace Control Agency as appropriate. This information should be distributed beforehand whenever practicable.
2. The PIC controls the aircraft during the taxiing procedure, departure, cruise-orbit ops, approach and arrival. The 432nd AEW executes MCE duties and is to be responsible for training, supporting, and deploying qualified personnel to 324th ERS NASSIG.
3. MQ RPAS operational activity at NASSIG fits into three categories (Ground Operations, Flight Operations, and Emergency Procedures), which are addressed in

detail in the related SOP.

4. Ground Operations. USAFE and ITAF have developed an SOP for the following conditions:
 - a. Crewmember responsibilities, duties and requirements.
 - b. MQ RPAS Operational and Training windows.
 - c. Weather Procedures.
 - d. Frequency Management Coordination.
 - e. Communications Coordination.
 - f. Security & Safety Procedures.
 - g. Mission planning, development and reporting.
 - h. Pre-Flight/taxi activities.
5. Flight Operations. USAFE and ITAF have developed an SOP for the Launch and Recovery conditions.
6. Termination points are not pre-approved in Italy. Pilots must make every effort to steer the aircraft over water (optimal) or to an unpopulated area before executing termination.
7. Emergency and Contingency Procedures. USAFE and ITAF have developed an SOP for the following emergency conditions:
 - a. General Guidance for Emergency Situations.
 - b. Ground Safety Calls.
 - c. Engine Failure Immediately After Takeoff and in corridors.
 - d. Loss of Control Link.
 - e. Loss of aircraft
 - f. Flight Accident / Incident

VIII. Procedures for Mutual Cooperation

Italian and US authorities intend to assure effective cooperation in order to adhere to the present OA and establish a mechanism of cooperation and exchanges of experiences on the handling of MQ RPAS operations. The possibility of crew and intelligence data exchanges should be coordinated in accordance with the National Disclosure Policies of each Participant.

IX. Miscellaneous

1. This OA is intended to become operative on the date of last signature and remain operative for three years.
2. This OA may be modified at any time by written consent of the Participants.
3. This OA may be discontinued by either Participant. The Participant wishing to discontinue this OA should endeavor to provide six months' written notice of its intent to discontinue this OA.


4. This OA supersedes the "OA between the Italian Air Force and the United States Air Force Regarding the Operation of the USAF MQs Remotely Piloted Aircraft System at Naval Air Station Sigonella, Italy" dated 7 December 2017.
5. Any dispute regarding the interpretation or application of this Arrangement should be resolved through consultations between the Participants at the lowest echelon.
6. This OA is not an international agreement, and it does not give rise to any rights or obligations under international law or under the laws of either Participant.
7. The Participants recognize that the Cooperation contemplated in this OA is subject to the availability of funds for such purposes.
8. This OA is not intended to authorize any specific procurement, awarding of a contract or contracts, cooperative development programs, authorizations for performance of work, or transferring of funds between the Participants. Such activities are to be done in accordance with the respective laws, policies, and procedures of the Participants.


X. Authentication

This OA is signed, in duplicate, in the English language.

**FOR THE UNITED STATES AIR
FORCES IN EUROPE AND
AFRICA**

FOR THE ITALIAN AIR FORCE


DEREK C. FRANCE, Major General,
USAF
Director of Operations, Strategic
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HQ USAFE-AFAFRICA/A3/10

Brig. Gen. ANDREA DI PIETRO
Chief of 3rd Division
Italian Air Staff


Date: 7-9-21

Date: