

United States Marine Corps
Marine Corps Air Station, Yuma
Box 99100
Yuma, Arizona 85369-9100

Yuma County Airport Authority, Inc.
Yuma International Airport
2191 East 32nd Street, Suite 218
Yuma, Arizona 85365

Effective: MMM, DD YYYY

SUBJECT: Joint-Use Operating Agreement between Marine Corps Air Station, Yuma (MCAS Yuma) and Yuma County Airport Authority (YCAA)

WHEREAS, the respective rights of the parties hereto are set forth under the United States of America Patent No. 1160556, nothing in this Joint Operating Agreement will constitute an amendment to the Patent or the Easement it conveys, and

WHEREAS, in consideration of the benefits to be derived, MCAS Yuma and the YCAA consider this Joint Operating Agreement to be in the public interest, and

WHEREAS, it is therefore in the interest of MCAS Yuma and the YCAA to establish an agreement which will provide a framework to facilitate operational procedures for joint use aircraft operations and address areas of mutual interest and concern at MCAS Yuma/Yuma International Airport, and

WHEREAS, all aeronautical activity is governed by applicable Federal Aviation Administration (FAA) rules and regulations, and this airfield is operated under Department of Defense/Navy (DoD/DoN) rules and regulations that govern military aeronautical activity; and civil aeronautical activity is further governed by State of Arizona, Yuma County, YCAA, and City of Yuma rules and regulations, the operators of military and civil aircraft are required to comply with all applicable rules and regulations, and

WHEREAS, the development of day-to-day operational procedures for joint use aircraft operations will be addressed in Letters of Agreement attached to this document, and

WHEREAS, MCAS Yuma/Yuma International Airport is operated and maintained per military standards, and the use of the landing facilities at MCAS Yuma by civil aircraft shall be at the risk of the operator, therefore

Now therefore, this Joint-Use Operating Agreement is entered into between Marine Corps Air Station Yuma, Arizona, acting on behalf of the United States Marine Corps and the Yuma County Airport Authority, Incorporated, of the State of Arizona. This agreement has been reviewed and is subject to the authority vested in the individual activities involved.

Joint Use Operating Agreement

1. **PURPOSE.** This Joint-Use Operating Agreement is designed to:
 - a. Establish policy and procedure for the joint military and civil use of Marine Corps Air Station Yuma and Yuma International Airport.

- b. Formalize day-to-day operating procedures to facilitate military and civil aircraft operations at Marine Corps Air Station Yuma/Yuma International Airport.
 - c. Address areas of mutual interest between Marine Corps Air Station Yuma and the Yuma County Airport Authority.
2. **SCOPE.** This Joint-Use Agreement is intended to establish procedures and outline responsibilities for the joint use of Marine Corps Air Station Yuma (hereinafter referred to as "MCAS Yuma") and Yuma International Airport with regard to the terms and conditions of the United States of America Patent No. 1160556, granted to the County of Yuma, State of Arizona, the Articles of Incorporation of the Yuma County Airport Authority and Secretary of the Navy Instructions 3770.1C and 3770.2A.
 3. **BACKGROUND.** On February 14, 1956, the United States of America, acting through the Secretary of the Interior, granted Patent No. 1160556 to the County of Yuma, State of Arizona for public airport purposes. The Yuma County Airport Authority was formed under Arizona State Statutes on December 29, 1965, for the purpose of operating a public airport, and on January 17, 1966, the Yuma County Board of Supervisors contracted with the YCAA for operation of the Yuma County Airport. The Yuma County Airport is now known as Yuma International Airport.

On January 1, 1959, the Department of the Navy assumed control of Vincent Air Base with subsequent control going to the Marine Corps on January 10, 1959. On August 18, 1959, the General Services Administration approved the transfer of Vincent Air Base, then renamed Marine Corps Auxiliary Air Station (MCAAS) Yuma, to the Department of the Navy. On October 21, 1959, MCAAS Yuma was transferred to the Department of the Navy from the Department of the Interior, Bureau of Reclamation. On December 14, 1959, the Department of the Navy, acting through the Eleventh Naval District, accepted as described the Report of Excess Real Property, Holding Agency No. R3-G.4RP-57, dated January 17, 1958 (GSA Control No. I-Ariz-439-A), with restrictions as delineated on page one (1) of Schedule B of the Report. Under these restrictions the Public is entitled to use the Flying Facilities at MCAAS Yuma as delineated in the Patent. MCAAS Yuma is now known as Marine Corps Air Station Yuma. "Flying facilities" are defined as the existing and future runways, taxiways, aprons, airfield pavement, radio and navigational aids, lighting systems, and markings.

4. **DEFINITIONS**

Air operations area (AOA) means the areas of Marine Corps Air Station Yuma and Yuma International Airport that are restricted from general public access which includes runways, taxiways, aprons, the maneuvering areas, fields and any open grounds, and the roadways designated for the use of airfield servicing, aircraft support, airport maintenance and for construction vehicles.

Flying Facilities are defined as the existing and future runways, taxiways, aprons, airfield pavement, airspace, radio and navigational aids, lighting systems, and markings.

Joint-use airport, as defined by CFR Title 14, Part 139.5, means an airport owned by the United States that leases a portion of the airport to a person operating an airport specified under Sec. 139.1(a).

Joint-use facility, as defined by SECNAVINST 3770.1C, is a Navy or Marine Corps facility where a specific agreement between the Department of the Navy and a civilian community, or between the U.S. Government and a foreign government, provides for

civil aircraft use of the runways and taxiways. Civil aircraft terminal, parking, and servicing facilities are established and controlled by civil authorities in an area separate from those of the Navy or Marine Corps.

KNYL is the International Civil Aviation Organization identifier for the combined Flying Facilities of Marine Corps Air Station Yuma and Yuma International Airport.

MILCON means Military Construction, as defined in 10 U.S.C. 2801, for construction on military installations for all types of buildings, roads, airfield pavements, and utility systems costing \$750,000 or more.

Military Contract Aircraft are defined as those military aircraft/units that have contracted with YCAA Fixed Base Operators (FBO) for services and that operate on YCAA controlled property.

Movement area means the runways, taxiways, and other areas of an airport that are used for taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and aircraft parking areas.

Shared-use airport, as defined by CFR Title 14, Part 139.5, means a U.S. Government-owned airport that is co-located with an airport specified under Sec. 139.1(a) and at which portions of the movement areas and safety areas are shared by both parties. (This definition applies to Yuma International Airport.)

Aircraft Weight Class. The FAA has established the following Aircraft Weight Class definitions for the purposes of separation distances:

- **Small Aircraft** are capable of takeoff weights of not more than 41,000 pounds.

- **Large Aircraft** are capable of takeoff weights of greater than 41,000 pounds but not more than 255,000 pounds.

- **Heavy Aircraft** are capable of takeoff weights of greater than 255,000 pounds.

5. FAA AIRPORT CERTIFICATION

In accordance with Code of Federal Regulations, Title 14--Aeronautics and Space, Part 139 - Certification of Airports, Yuma International Airport maintains a Part 139 certificate authorizing the operation of civilian air carrier commercial aircraft; i.e. scheduled passenger service. Under Part 139 YCAA has a responsibility to maintain the airport facilities under its control to the specifications outlined in FAA regulations.

MCAS Yuma will meet FAA Part 139 standards that fall within DoN/DoD safety requirements and standards. In the event FAA Part 139 are more stringent than MCAS requirements, MCAS Yuma and YCAA will coordinate to pursue an agreeable means to resolve the discrepancy to mutual satisfaction through use of the Joint Use Advisory Group..

6. AIRFIELD AREAS OF RESPONSIBILITY.

- a. Jurisdiction for respective areas of responsibility are established by the Patent, property lines, lease agreements, licenses, and easement restrictions.
- b. Maps. MCAS Yuma and YCAA will develop airfield orientation/operations maps identifying and labeling areas of responsibility and access for general facilities maintenance, aircraft rescue and fire fighting, environmental, and security purposes.

7. JOINT-USE ADVISORY GROUP.

- a. A Joint-Use Advisory Group (JUAG) consisting of the MCAS Yuma Operations Officer and the Yuma International Airport Director are the appointed custodians of this agreement. They will oversee the day-to-day operation of this agreement and are responsible for making the necessary procedural changes to keep the agreement relevant and active. In the interests of both parties and to offset the burden to the Department of Defense, the JUAG will also actively seek the means to establish processes through YCAA for obtaining FAA, Arizona Department of Transportation (ADOT), and other non-DoD federal resources to accommodate the requirements and contribute to the proportion of civil and commercial operations aboard the airfield.
- b. The Commanding Officer MCAS, Yuma, and the President of YCAA may appoint such other members, as they deem necessary.
- c. Meetings. The JUAG shall conduct regularly scheduled meetings at least quarterly. Meetings may be called as necessary to deal with specific issues. If an impasse is reached on an issue, the matter shall be referred to the Commanding Officer MCAS Yuma, and the President of YCAA for resolution. Meeting locations will alternate between the parties except when mutually agreed to otherwise.
- d. Agenda Items. If deemed appropriate, an agenda will be produced and disseminated 24 hours prior to quarterly meetings, by the hosting party.
- e. Minutes of JUAG Meetings. If requested by either party, minutes of the JUAG meetings will be typed and disseminated within seven (7) working days of meeting closure, by the hosting party. Approval of the minutes will be indicated by signature of both the MCAS Yuma Operations Officer and the Yuma International Airport Director. Minutes may only be released to the general public in accordance with Arizona Statutes.

8. OPERATING REQUIREMENTS. Day-to-day operating requirements will be addressed in Letters of Agreement (LOA) incorporated in this Joint-Use Agreement. Once developed and approved in concept at the appropriate level for each party, the Commanding Officer MCAS Yuma, and the President of YCAA will sign this agreement on behalf of their respective organizations. By signing this document, each party agrees to all seven original Letters of Agreement. After execution, all Letters of Agreement shall remain in effect until modified by mutual consent.

Additional Letters of Procedure (LOPs) and plans will be developed as specified within this agreement to define additional procedural means for fulfilling the intent.

9. TERM OF AGREEMENT. The parties stipulate that this Agreement and all seven original Letters of Agreement shall remain in effect until amended or terminated as stipulated below. This Agreement and all seven original Letters of Agreement shall be jointly reviewed and renewed every five (5) years.

10. CHANGE PROCEDURES. The JUAG may identify modifications to any of the original Letters of Agreement to be mutually advantageous. Such changes may be discussed and agreed to by the Advisory Group and published as numbered changes without having new signatures affixed to the Agreement. The numbered changes will be annotated on the Revision History page.

11. AMENDMENT OF THE JOINT-USE OPERATING AGREEMENT. If significant changes in circumstances relevant to this agreement should occur, MCAS Yuma and the YCAA may enter into negotiations to revise the provisions of this agreement upon sixty (60)

days written notice to the other party. This Agreement or any of the seven original Letters of Agreement may be amended at any time through mutual consent by both parties.

12. TERMINATION OF THE JOINT-USE OPERATING AGREEMENT.

- a. If significant changes in circumstances relevant to this agreement should occur, either MCAS Yuma or the YCAA may terminate this agreement with 60 days notice.
- b. National Emergency. At any time during any national emergency declared by the President or Congress of the United States, the Secretary of Defense, the Secretary of the Navy, or their designees, may suspend or terminate this Agreement in whole or part or may prohibit or restrict all or certain civil aviation operations hereunder. Any suspensions, termination, prohibition, or restriction required for national security pursuant to the national emergency will only be for the scope and duration required by the government to meet those national security needs. The YCAA will be given as much advance notice of such actions as possible.

IN WITNESS WHEREOF, the respective duly authorized representatives of the parties hereto have executed this Agreement on the date set forth.

Marine Corps Air Station Yuma

Yuma County Airport Authority

By: _____
Colonel Mark Werth, Commanding Officer

Karl Moedl , President YCAA

Date: _____

Table of Contents

Joint Use Operating Agreement..... 1
Revision History 7
Letter of Agreement #1: Aircraft Rescue and Fire Fighting..... 8
Letter of Agreement #2: Airfield Operations..... 11
Letter of Agreement #3: Environmental Compliance..... 15
Letter of Agreement #4: Facilities 17
Planning, Design, and Construction Coordination for Facility Maintenance and Repair. 17
Letter of Agreement #5: Reimbursement of Expenses 20
Letter of Agreement #6: Security 21
Letter of Agreement #7: Visiting Aircraft Line..... 25
Points of Contact..... 26
Attachment 1 – Airport Maps 27

Revision History

Revision Number	Date Revised	MCAS Initials	YCAA Initials	Revision Title and/or Remarks
Draft version 1.1	June 10, 2007			Initial Draft from 1999 Joint Use Agreement
Draft version 1.2	June 24, 2007	EB	CW	Incorporates MCAS suggested Changes
Draft version 1.3	August 5, 2007	EB	CW	Incorporates MCAS suggested changes
Draft version 1.4	February 4, 2008	EB	CW	Incorporates SECNAVINST 3770.1C and new layout
Draft version 2.1	February 19, 2008	EB	CW	Incorporates Alternative Taxiway procedures
Draft version 2.2	June 10, 2008	EB	CW	Incorporates MCAS suggested Changes
Draft version 2.3	June 11, 2008	EB	CW	Incorporates MCAS suggested Changes
Draft version 2.4	June 17, 2008	EB	CW	Incorporates YCAA suggested changes
Draft version 2.5	June 25, 2008		CW	Incorporates YCAA counsel changes
Draft version 2.6	Aug 14, 2008		CW	Incorporates YCAA Committee changes (not true yet)
New Release	In Draft		CW	New JUA with all LOAs

Letter of Agreement #1: Aircraft Rescue and Fire Fighting

1. **PURPOSE.** This Letter of Agreement is designed to cover Aircraft Rescue and Fire Fighting (ARFF) operations associated with civil aircraft mishaps/accidents aboard MCAS Yuma /Yuma International Airport (YCAA). This replaces the stand alone ARFF Letter of Agreement dated January 10, 2007.
2. **SCOPE.** It is the intent of this Letter of Agreement to establish procedures for MCAS Yuma ARFF operations in response to civil aircraft mishaps/accidents aboard MCAS Yuma /YCAA.
 - a. **Marine Corps Air Station Yuma**
 - (1) MCAS Yuma ARFF personnel maintain a presence in the ARFF facility on a 24 hour-per-day / 7 days-per-week / 365 days-per-year basis. When notified by Yuma International, and within the limits of the capabilities of MCAS Yuma ARFF, the Marine Corps will respond to crash and fire rescue emergencies involving commercial air carrier aircraft and civil aviation aircraft aboard MCAS Yuma/YCAA.
 - (2) MCAS Yuma has no obligation to provide any increase in ARFF equipment or personnel, or to conduct training or inspection beyond its current airfield responsibilities. In addition, MCAS Yuma will only maintain physical surveillance of or position Marine Corps ARFF equipment on the airfield movement areas when the MCAS Yuma Air Traffic Control Tower is open.
 - (3) MCAS Yuma reserves the right to use any method to clear runways, taxiways and airfield surface areas of any aircraft or wreckage. Care will be exercised to preclude unnecessary damage in removing wrecked aircraft; however, the Marine Corps assumes no liability as a result of such removal.
 - b. **Yuma County Airport Authority**
 - (1) YCAA is responsible for the surveillance of runways and taxiways during hours when the MCAS Yuma Air Traffic Control Tower is closed and during periods when MCAS Yuma is closed to military aircraft via a Notice to Airmen (NOTAM). YCAA is responsible for notifying MCAS Yuma ARFF that a civil aircraft mishap/accident has occurred or an emergency is imminent during these periods.
 - (2) YCAA shall provide and maintain six (6) programmable hand-held VHF radios for MCAS Yuma ARFF in order to comply with the communication requirements outlined in 14CFR Part 139.
3. **CIVIL AVIATION AIRCRAFT MISHAP/ACCIDENT RESPONSIBILITIES.**
 - a. In the event of a civil aviation aircraft mishap/accident response aboard MCAS Yuma /YCAA, MCAS Yuma ARFF will have overall responsibility for directing emergency response to the incident and for the technical directing of aircraft fire fighting and rescue efforts.
 - b. In the event of MCAS Yuma ARFF response to a civil aviation mishap on land adjacent to MCAS Yuma / YCAA within a 15 NM radius, MCAS Yuma ARFF will have overall responsibility in the form of a Unified Command structure in accordance with local Mutual Assistance Agreements, with local authorities for directing emergency response to the incident.

- c. Upon response, site jurisdiction and aircraft release authority remains with the MCAS Yuma ARFF Officer or his designated representative while aboard MCAS Yuma / YCAA. Once the senior ARFF representative deems the mishap/accident site safe, notification of the situation to the MCAS Yuma Operations Officer or his designated representative will occur. Transfer of site jurisdiction and aircraft to YCAA representative will occur as soon as practicable after proper notification is made.
- d. Civil aviation aircraft mishap/accident investigations will be conducted by the Federal Aviation Administration and National Transportation Safety Board. In the event of a civil aircraft mishap, YCAA agrees to cooperate with MCAS Yuma with any investigation required by DoD.
- e. General procedures for MCAS Yuma ARFF response and two operational scenarios are provided at the end of this LOA.

4. AIRFIELD ACCESS FOR EMERGENGY RESPONSE

Commercial Passenger Terminal, U.S. Customs and Border Protection (USCBP), and Lux Air Fixed Base Operation (FBO) access to the south side of the Commercial Passenger Terminal will be accomplished through VEHICLE GATE #1 (east end of parking lot). Access to the Lux Air North FBO is best accomplished through VEHICLE GATE # 3T (west end of parking lot in front of Lux Air North FBO).

- a. Northwest Hangars
Access to the Northwest Hangars is best accomplished through VEHICLE GATE # 3N (Fortuna Avenue, ¼ mile south of 32nd Street).
- b. CareFlight FBO
Access to the airport side of the CareFlight FBO is best accomplished through VEHICLE GATE # 2W (Fortuna Avenue, almost ½ mile south of 32nd Street).
- c. Federal Express (FedEx) and USCBP
Access to the FedEx building is best accomplished through VEHICLE GATE # 4W (southern end of Fortuna Avenue) and to USCBP facilities through VEHICLE GATE 5W.
- d. Bet-Ko Air FBO and Sun Western Flyers Maintenance
Access to the airfield side of the BET-KO AIR FBO and Sun Western Flyers Maintenance is best accomplished through VEHICLE GATE #11W (south on Arizona Avenue, east on 36th Street to property).

5. GENERAL PROCEDURES AND OPERATIONAL SCENARIOS

There are two general operational scenarios when ARFF services may be required. The following is a listing of those operational scenarios, types of emergencies, and some expectations of response.

- a. Operational Scenario One:
MCAS Yuma is open with an operable Air Traffic Control Tower.
MCAS Yuma is normally open Monday through Friday 0730 – 2230(L), 0800-1600(L) on Saturdays, and closed Sundays, excluding all Federal holidays. During this period, MCAS Yuma provides all ARFF service for military and civilian aircraft upon notification. MCAS Yuma will be the first responder and provide incident command for the operation.

For mishaps involving military aircraft, MCAS Yuma will assume the responsibilities of Incident Commander as defined by the National Incident Management Systems (NIMS). The role of the Yuma City Fire Department (YCFD) (in accordance with the established Mutual Assistance Agreement) is to provide Advanced Life Support (ALS) to injured personnel once removed from the aircraft on an as required basis.

For mishaps involving civil aircraft, MCAS Yuma will assume the responsibilities of Incident Commander as defined by the NIMS. The YCFD will provide ALS to any passenger or crew.

b. Operational Scenario Two:

MCAS Yuma is closed (ATC control tower closed)

YCAA will notify MCAS ARFF and YCFD when a civil aircraft mishap has occurred or an emergency is imminent during the hours when MCAS is closed. MCAS Yuma Air Traffic Control Approach Control radar is operational 24 hours a day and monitors the Common Traffic Advisory Frequencies (CTAF) and Approach Control frequencies. MCAS Yuma ARFF will monitor CTAF on VHF radios provided by YCAA. ATC will notify MCAS ARFF if an emergency is declared by an aircraft. MCAS Yuma Dispatch will notify YCAA. MCAS Yuma ARFF will respond and assume Incident Command upon arrival at the scene of an aircraft emergency or mishap. MCAS Yuma ARFF will notify MCAS Yuma Base Operations and Officer of the Day. MCAS Yuma Operations personnel will determine airfield status and issue the appropriate NOTAM.

In the event of a mishap involving civilian aircraft or personnel, MCAS Yuma ARFF will respond and establish Incident Command. The mishap aircraft shall not be moved unless deemed necessary by MCAS Yuma Operations Department. Precautions for moving any mishap wreckage will be in accordance with FAA Advisory Circular 150/5200-12B. YCAA will be responsible for all FAA required mishap notifications and reports. MCAS ARFF will notify MCAS Yuma Base Operations and Officer of the Day. MCAS Yuma Operations personnel will determine airfield status and NOTAMs.

c. The following frequencies are in use at MCAS Yuma:

Description	Frequency
TOWER/CTAF	119.3
APP/DEP	125.55 / 124.7 / 374.8
GND FM/VHF	41.95 / 121.9

d. Other Emergencies

Ground emergencies that occur on YCAA property are the sole responsibility of YCAA and the YCFD. MCAS Yuma ARFF will not approve requests to monitor refueling operations at the local FBOs.

Letter of Agreement #2: Airfield Operations

The Marine Corps maintains an Airfield Operations Division in support of military operations at or near MCAS Yuma. MCAS Yuma/Yuma International Airport (YCAA) is operated as a shared use airfield with public use granted by U.S. Patent No. 1160556. YCAA maintains an FAA Part 139 Certificate to serve scheduled air carrier aircraft per Federal Aviation Regulation Part 139 of Title 14, Code of Federal Regulations (FAR Part 139, 14 CFR). It is in the interest of MCAS Yuma and YCAA to enter into an agreement which will set forth procedures for MCAS Yuma and YCAA when conducting aviation activities aboard MCAS Yuma Flying Facilities and YCAA associated facilities and land areas in accordance with the following terms:

1. **PURPOSE.** This Letter of Agreement is designed to establish procedures and responsibilities to cover:
 - a. Airfield operating requirements aboard MCAS Yuma Flying Facilities and YCAA associated facilities and land areas.
 - b. Airfield operating responsibilities of MCAS Yuma and YCAA.
 - c. After hours notification and response procedures.
2. **RESPONSIBILITIES**
 - a. MCAS Yuma shall:
 - (1) Maintain Flying Facilities for the operation of military and civil aircraft, excluding YCAA property and the General Aviation areas.
 - (2) Advise YCAA of any MCAS Yuma Flying Facilities restrictions.
 - (3) Accommodate as practicable requests from YCAA for assistance.
 - (4) Be responsible for all Terminal Instrument Approach Procedures at MCAS Yuma/Yuma International Airport to include obstacle evaluations.
 - (5) Provide flightline drivers training to YCAA personnel at their facility annually.
 - (6) Maintain complete records of ALL flight activity within MCAS Yuma airspace.
 - b. Yuma County Airport Authority shall:
 - (1) Maintain YCAA/Yuma International Airport facilities and land areas for civil aircraft operations.
 - (2) Coordinate all special civil aviation (such as hot air balloons, etc.) and essential airfield service requirements with the MCAS Yuma Airfield Operations Division prior to the activity commencing.
 - (3) YCAA Part 139 Self-Inspection qualified personnel will maintain a current military drivers license with MCAS Flightline authorization.
 - (4) Maintain complete and accurate accountability of all civil and commercial flights departing and arriving at YCAA.
3. **AIR TRAFFIC CONTROL.** During scheduled military operating hours, all ground and air movement of aircraft and all vehicle movement on runways and taxiways will be controlled by the MCAS Yuma Air Traffic Control (ATC) Tower.
4. **CLOSED FIELD ARRIVALS AND DEPARTURES.** For safety and security purposes, it is in the interest of both MCAS Yuma and Yuma International Airport to minimize movement aboard the airfield during periods when the ATC Tower is closed. All reasonable attempts will be made to conduct flight operations and movement aboard the airfield surfaces during

the period when the tower is open. All closed field arrivals and departures (military or civilian) will be coordinated and managed between YCAA Operations and MCAS Airfield Operations prior to execution. Upon signature and any subsequent revision of this document, MCAS Yuma Airfield Operations and YCAA will promulgate a formal Letter of Procedure (LOP) to delineate this flight management process.

5. AIRCRAFT ARRESTING GEAR. Due to military operational requirements, the MCAS Yuma aircraft arresting gear will be rigged and “in battery” unless otherwise directed by the MCAS Yuma Airfield Operations Officer or his designated representative. YCAA requests to de-rig the arresting gear will be made through the MCAS Yuma Airfield Operations Officer or his designated representative.
6. AIRCRAFT SERVICES, GROUND SUPPORT EQUIPMENT AND RESPONSE
 - a. Aircraft Services. YCAA clients, tenants and/or contractors, will be responsible for providing aircraft services, to include fueling, maintenance, and emergency repairs, to civilian aircraft and, when possible, military contract aircraft that utilize MCAS Yuma Flying Facilities and YCAA/Yuma International Airport associated facilities and land areas.
 - b. Ground Support Equipment. YCAA clients, tenants and/or contractors, will be responsible for providing required Ground Support Equipment (GSE) utilized by civilian aircraft and military contract aircraft using MCAS Yuma Flying Facilities and YCAA/Yuma International Airport associated facilities and land areas.
 - c. Aircraft Service and Support. YCAA clients, tenants and/or contractors, will be responsible for all civilian aircraft and military contract aircraft service and support requirements aboard MCAS Yuma Flying Facilities and YCAA/Yuma International Airport associated facilities and land areas.
 - d. Disabled Civil Aircraft Response Procedures. YCAA will require certain FBOs to maintain aircraft tow bars and tugs sufficient to expeditiously remove disabled civil aircraft weighing 12,500 pounds or less from runways and taxiways. MCAS Yuma will remove aircraft weighing more than 12,500 pounds.
 - e. MCAS Yuma has no obligation to assist YCAA in clearing civilian or military contract aircraft from the runways, but will do so when YCAA cannot meet the requirement. MCAS Yuma reserves the right to use any method to clear runways, taxiways and airfield surface areas of any disabled aircraft or wreckage to ensure continued safe operation of military and civilian air traffic. Care will be exercised to minimize damage in removing disabled or wrecked aircraft and MCAS Yuma will bear no liability for damage incurred through reasonable means of removal.
 - f. YCAA Disabled Aircraft Response Procedures. YCAA will provide MCAS Airfield Operations Department with a copy of its procedures for handling disabled aircraft.
7. AIRFIELD MAINTENANCE REQUESTS. MCAS Yuma is responsible for maintaining and repairing MCAS Yuma Flying Facilities to support military requirements. YCAA will, if requested, send Part 139 Self-Inspection airfield discrepancies to the MCAS Yuma Airfield Operations Department. After hours emergency requests will be made through the MCAS Yuma ATC Facility Radar Watch Supervisor (RWS) who will notify the MCAS Yuma Installation and Logistics Department (I&L) for repairs.
8. COMMERCIAL AVIATION OPERATIONS

- a. YCAA will maintain a data collection system for acquiring specific civil aircraft data, which will be utilized to assess long term impacts on runway and taxiway pavements to determine service life, and maintenance, repair, and replacement timelines. This will include Part 139 aircraft and aircraft that exceed 255,000 pounds gross weight.
 - b. YCAA will account for and report all civil and commercial flights arriving and departing from YCAA. The information will be provided to the MCAS Yuma Airfield Operations Officer monthly. This includes:
 - (1) Aircraft type (indicating FAA weight class).
 - (2) Number of operations.
9. NOTICE TO AIRMEN. All Notices to Airmen (NOTAM) concerning MCAS Yuma or Yuma International Airport will be coordinated, promulgated and disseminated through the MCAS Yuma Flight Clearance Section during scheduled military operating hours. After scheduled hours, NOTAMs will be coordinated through the MCAS Yuma ATC Facility RWS who will contact the Prescott Automated Flight Service Station for dissemination. MCAS Yuma and Yuma International Airport will also coordinate the release of Airfield Advisories to civil aviation denoting high-volume periods of military traffic. These advisories will be disseminated via NOTAM and directly to the airfield FBOs in an effort to minimize civil arrivals and departures during those periods.
10. PILOT AUTOMATIC LIGHTING SYSTEM
- a. Marine Corps Air Station Yuma
 - (1) MCAS Yuma Control Tower personnel are responsible for testing and enabling the Pilot Automatic Lighting System (PALS) for Runways 8/26, 17/35, and associated taxiways prior to securing tower operations.
 - (2) If the PALS fails to function properly, MCAS ATC personnel will manually enable lighting for Runways 8/26, 17/35, and associated taxiways and will notify YCAA of the malfunction.
 - (3) I&L Base Services Division (BSD) will be notified of the malfunction for repairs.
 - b. Yuma County Airport Authority
 - (2) YCAA will notify the MCAS Yuma Airfield Operations Officer or his designated representative of any special runway lighting required after scheduled military operating hours and in sufficient time to insure proper coordination and implementation of such requests. Such notification is not necessary for the routine activation of the PALS.
11. RUNWAY 3L/21R LIGHTING
- a. MCAS Yuma ATC personnel are responsible for enabling the lighting control for Runway 3L/21R prior to terminating control tower operations. The MCAS Yuma ATC Facility RWS is responsible for testing Runway 3L/21R lighting prior to tower operations securing.
 - b. YCAA or civilian pilots may request the lighting of Runway 3L/21R after scheduled military operating hours through the MCAS Yuma ATC Facility RWS. If the runway is available for use, the MCAS Yuma ATC Facility RWS will turn on the Runway 3L/21R lights.
12. SHORT-NOTICE MILITARY AVIATION ACTIVITIES. MCAS Yuma Airfield Operations Division will inform YCAA of all short-notice military aviation activities which

will affect civilian aircraft operations, such as unanticipated runway maintenance, and will inform YCAA when these activities are complete.

13. SURFACE / SELF INSPECTION CHECKS

- a. The MCAS Yuma Flight Clearance Section will conduct airfield surface and lighting self-inspection checks during scheduled military operating hours when the MCAS Yuma Control Tower is manned.
- b. YCAA will conduct airfield surface and lighting self-inspection checks prior to the first commercial air service operation of the day in accordance with agreed upon procedures using required airfield communications.
- c. After scheduled military operating hours YCAA will conduct surface and lighting checks to accommodate civilian aircraft requirements in accordance with agreed upon procedures and required airfield communications.
- d. YCAA will comply with Federal Aviation Administration (FAA) standards in controlling Foreign Object Damage (FOD) on YCAA/Yuma International Airport associated facilities and land areas.

14. SWEEPERS. YCAA and MCAS Yuma will be responsible for sweeping the portions of the Flying Facilities for which they have the responsibility of pavement maintenance.

16. WEATHER REPORTING. Current weather and forecasting services are maintained by MCAS Yuma METOC. Users can utilize the KNYL ICAO to retrieve current Aviation Routine Weather Reports (METAR's) and Terminal Area Forecasts (TAF's) through the National Weather Service (NWS). Current weather is available 24 hours a day via Automated Surface Observation System (ASOS) and can be retrieved via web, Automatic Terminal Information Service (ATIS), or dial in. TAF's are available during field hours and are updated every 6 hours. Users can access this information from various sources but the most common and accurate site is Aviation Digital Data Service (ADDS) which is hosted by the NWS (<http://adds.aviationweather.noaa.gov>).

Letter of Agreement #3: Environmental Compliance

The Marine Corps maintains an Environmental Department in support of military operations at or near MCAS Yuma. Environmental compliance aboard MCAS Yuma/Yuma International Airport is continual and impacts both parties. It is in the interest of MCAS Yuma and YCAA to enter into an agreement that will set forth procedures for environmental compliance in accordance with the following terms:

1. **PURPOSE.** This Letter of Agreement is designed to establish procedures and delineate responsibilities for environmental compliance and management responsibilities of MCAS Yuma and YCAA.
2. **RESPONSIBILITIES**
 - a. **Marine Corps Air Station Yuma:** The Commanding Officer MCAS Yuma is responsible to environmental regulatory agencies for all environmental compliance matters aboard MCAS Yuma. Environmental compliance aboard MCAS Yuma will be in conformity with all federal, state, and local regulations per Marine Corps policies.
 - b. **Yuma County Airport Authority:** YCAA is responsible to environmental regulatory agencies for all environmental compliance matters upon its facilities and land areas. Environmental compliance aboard YCAA facilities and land areas will be in conformity with all federal, state, and local regulations.
3. **COORDINATION AND CONSULTATION:** MCAS Yuma and YCAA agree to coordinate and consult each other on all environmental compliance matters that impact the property or operations of the other party.
4. **WATER POLLUTION CONTROL.**
 - a. MCAS Yuma and YCAA assume primary responsibility for all water pollution control storage/accumulation areas and outfalls on their respective property unless a mutual, alternate arrangement exists. In addition, MCAS Yuma will continue to maintain its storm water basin on land leased from Yuma County for the control of MCAS Yuma storm water.
 - b. MCAS Yuma and YCAA will immediately notify the other party of any accidental or non-permitted water discharge that effects the other's operations or property.
 - c. MCAS Yuma and YCAA will apply for, maintain, and hold all permits issued pursuant to water pollution and water quality certification for their respective areas or responsibility. Both parties agree to provide the other with information required for applying for such permits.
5. **OIL AND HAZARDOUS SUBSTANCE SPILL PREVENTION AND RESPONSE.**
 - a. MCAS Yuma and YCAA will immediately notify the other party of any spill or discharge on runways, taxiways, and aprons. At a minimum, a telephone call will be made within 24 hours of discovery. YCAA will be responsible to cleanup discharges from civil aircraft and YCAA activities on MCAS property and MCAS Yuma will be responsible to cleanup military aircraft and MCAS Yuma activities on YCAA property.
 - b. If both parties' environmental personnel respond to an incident on MCAS Yuma property, MCAS Yuma will act as the On-Scene Coordinator and property owner, as a Large Quantity Generator (LQG) under Resource Conservation and Recovery Act (RCRA), and as a National Priorities List (NPL) site under Comprehensive

Environmental Recovery Compensation and Liability Act (CERCLA). YCAA will act as the On-Scene Coordinator on YCAA property.

- c. MCAS Yuma and YCAA agree that where one party's environmental compliance requirements will affect the other party, appropriate advance notice will be given to allow for the proper operational coordination and ensured compliance.

Letter of Agreement #4: Facilities

Planning, Design, and Construction Coordination for Facility Maintenance and Repair.

Both military and civil funds will be utilized for the planning, design, construction, maintenance, and repair processes, on MCAS Yuma and Yuma International Airport. This has the potential to benefit both. It is in the public's best interest that both parties enter into an agreement that will maximize this benefit for all concerned.

1. **PURPOSE.** This Letter of Agreement is designed to cover the planning, design, construction, maintenance, and repair processes aboard MCAS Yuma Flying Facilities and land areas, and YCAA/Yuma International Airport associated facilities and land areas.
2. **RESPONSIBILITIES.**
 - a. **Marine Corps Air Station Yuma**
 - (1) The Commanding Officer MCAS Yuma and his designated representatives are responsible for the maintenance and repair of MCAS Yuma Flying Facilities.
 - (2) The Marine Corps has no obligation to provide equipment, personnel or any aviation facilities other than those required in support of military operations. Meeting military operational requirements is expected to satisfy most FAA Part 139 requirements. In the event that Part 139 requirements are not being met, MCAS will allow YCAA to take the necessary corrective action at its own expense.
 - (3) MCAS Yuma will notify YCAA of any notable maintenance, repair, planning or construction actions that may impact civil aircraft operations to the extent allowable.
 - (4) MCAS Yuma will ensure YCAA access to alternative runways during maintenance.
 - b. **Yuma County Airport Authority**
 - (1) YCAA will coordinate YCAA sponsored maintenance, repair, planning, design, and construction projects with MCAS Yuma.
 - (2) YCAA understands that certain MILCON projects within National Environmental Policy Act (NEPA) processes are not releasable to the public prior to Record of Decision.
3. **PLANNING AND GROWTH**
 - a. YCAA will maintain an "Airport Master Plan" which identifies all planned avenues of growth. This Master Plan will generally be conducted in accordance with FAA Advisory Circular 150/5070-6B, "Airport Master Plans," the FAA Western-Pacific Region and ADOT, Airport Master Plan/ALP checklist and NAVAIR guidelines. The objective of the Master Plan is to provide the community, public officials, MCAS, and the Yuma County Airport Authority (YCAA) with proper guidance for future development to satisfy military, commercial air and general aviation demands while being compatible with the environment.
Additionally, the Airport Master Plan has an objective of evaluating existing guidance in the 1999 Airport Master Plan and identifying and incorporating current and future military and civilian objectives.
Coordination between MCAS, YCAA, local, regional, state and federal agencies, and any consultant team(s) will be essential in bringing together all facts and data relevant to the

project and in developing a mutual agreement regarding future development of the Shared Use Airfield.

It is understood that YCAA Airport Master Plan is NOT a "Military Planning Document" and MCAS Yuma will not be a signatory. Rather, the Airport Master Plan will clearly delineate the aviation impact of the projected growth in civilian and military operations with respect to pavement, ground space and airspace. To accomplish that goal, considerable effort will be invested to understand and incorporate both the civilian and the military perspective.

- b. MCAS and YCAA agree that, National Security considerations excepted, future growth of Yuma International Airport will adhere to the growth alternatives identified in the Airport Master Plan. Mutual airport growth will be reviewed annually by the JUAG as measured in terms of number and type of operations specific to both MCAS and YCAA. If at any time growth trends suggest an adverse trend to either party, the JUAG will evaluate concerns and determine agreeable mitigation measures. An adverse trend suggests any increase in operations of more than 5% annually or 10% over a five-year period based upon the previous five-year average. Any accumulative increase in YCAA heavy aircraft operations which are determined to substantially impair, increase the deterioration rate, and accelerate rehabilitation schedules of airfield surfaces maintained by MCAS Yuma are of particular concern. In such a case a formal review of the situation with representatives from the JUAG and the FAA will be held to determine an equitable and appropriate solution (heavy aircraft are defined in the "Definitions" section of this document).
- c. YCAA's Airport Layout Plan (ALP) will incorporate both YCAA and MCAS Yuma proposed/sponsored projects. MCAS will provide Computer Aided Drawing (CAD) support for this purpose. MCAS Yuma and YCAA will share long range planning information via the Joint-Use Advisory Group.
- d. The Joint-Use Advisory Group will cooperatively develop aircraft design models for traffic and pavement considerations.
- e. YCAA and MCAS will respect each other's design and/or safety limitations.

4. DESIGN CRITERIA

- a. Design Criteria. Design criterion will be determined by funding source. Construction projects funded by the military will be designed to meet DoN/DoD specifications. YCAA construction projects funded by the FAA or ADOT will be designed to meet FAA design criteria to include NAVFAC P-80.3 restrictions.
- b. Design Phase. During the design phase YCAA will provide MCAS with periodic review drawings, i.e. at the 30%, 60% and 95% design phase. Every reasonable effort will be made to accommodate MCAS engineering review comments. Responses not received from MCAS within two weeks will be considered an acceptance of the design.
- c. Software Compatibility. On an annual basis MCAS Yuma will provide YCAA with the current MCAS Engineering software standards and electronic copies of the existing aerodrome engineering database. YCAA will require their consultants to use the same or compatible software and CAD database.
- d. All design work and topographic survey information shall be prepared using Arizona State Plane coordinates, North American Datum 84, North American Vertical Datum 88.

5. MAINTENANCE AND REPAIRS.

- a. YCAA staff will notify MCAS Yuma of Part 139 discrepancies that are located on MCAS maintenance areas when identified during normal inspections. When identified discrepancies are within NAVAIR and NAVFAC requirements, constraints, and standards, MCAS Airfield Operations will schedule corrective action as soon as possible.
6. CONSTRUCTION. The following procedures apply when requested by either party on any given construction project.
 - a. Beginning with the initial design meeting both parties shall provide copies of design scope and contract documents to the other party for review. MCAS Yuma has an open invitation to attend all YCAA design and construction meetings.
 - b. Review and Distribution
 - (1) At each stage in the design process (i.e. preliminary, 30%, 60%, 95%, etc.) each party will supply the other with an electronic version of all available documents for review. Documents will be delivered to members of the Joint-Use Advisory Group. Additional copies may be provided as required upon request.
 - (2) Normal review cycle for comment preparation is approximately 14 calendar days from date of receipt. Lack of comments will be assumed to mean agreement with the proposed design.
 - (3) The project sponsor is responsible for incorporating responses to all review comments made by the reviewing party or for providing written justification to the reviewer addressing technical reasons for not incorporating recommendations into the project.
 - c. On completion of the project's design one (1) complete set of specifications and drawings and one (1) electronic copy of specifications and drawings will be submitted to the other party for archiving.
 - d. On completion of the project's construction one (1) set of "as-built" drawings and one (1) electronic copy of "as-built" drawings will be submitted to the other party for archiving.
 - f. Any documentation requested by either party shall be provided at no cost and copies will not be released to the general public unless agreeable to both parties, subject to Arizona Statutes.

Letter of Agreement #5: Reimbursement of Expenses

Certain airfield expenses are associated with civil aircraft operations, and it is in the interest of MCAS Yuma and YCAA to enter into an agreement that will set forth procedures for the reimbursement of expenses associated with civil aircraft operations in accordance with the following terms:

1. **PURPOSE.** This Letter of Agreement is to establish procedures, responsibilities, and to identify those reimbursable expenses associated with civil aircraft operations aboard MCAS Yuma Flying Facilities and YCAA/Yuma International Airport associated facilities and land areas.
2. **RESPONSIBILITIES**
 - a. **Marine Corps Air Station Yuma**
 - (1) MCAS Yuma will determine prior to providing service to any civilian entity, a) who is requesting that service and b) that the service will require reimbursement.
 - (2) MCAS Yuma will consider any request for reimbursable service from entities other than those in paragraph "b" below as a business transaction that does not include YCAA.
 - (3) MCAS Yuma will invoice YCAA for authorized expenses.
 - (4) MCAS Yuma reserves the right to waive all charges.
 - b. **Yuma County Airport Authority.**
 - (1) Only the Airport Director and Chief of Airport Operations are authorized to request reimbursable service from MCAS Yuma.
 - (2) In the event YCAA incurs charges for reimbursable expenses, it will pay all invoices on a Net 30 basis.
3. **AIRCRAFT ARRESTING GEAR.** Runway arresting gear on the parallel runways (3/21 will normally be rigged in accordance with military aircraft requirements. De-rigging and re-rigging arresting gear will be provided to YCAA for a flat fee of \$300 with adequate advance notice. This includes one cycle of de-rigging and re-rigging.
4. **AIRFIELD MAINTENANCE/REPAIR REQUESTS.** In the event YCAA is not able to provide its own required maintenance support, it may request assistance from MCAS Yuma. An agreement on approximate costs will be reached prior to any services being provided. YCAA will pay all invoices for such services on a Net 30 basis.
5. **PILOT AUTOMATIC LIGHTING SYSTEM.** YCAA assumes all expenses in conjunction with the Pilot Automatic Lighting System (PALS).
6. **VISITING AIRCRAFT LINE.** YCAA will pay all invoices on a Net 30 basis.
7. **YCAA LANDING FEES AND CHARGES.** YCAA will not collect landing fees from civilian aircraft operating at MCAS Yuma on official government business.

Letter of Agreement #6: Security

As a military installation, MCAS Yuma has security requirements beyond those required for the operation of a civil airport. MCAS Yuma maintains a military police organization in support of military operations at or near MCAS Yuma and YCAA maintains an airport security organization in support of civil airport operations. MCAS Yuma and YCAA have mutual airfield security concerns and neither party will take any action to compromise the security requirements of the other party. It is in the interest of MCAS Yuma and YCAA to establish joint security procedures.

1. PURPOSE. This Letter of Agreement is designed to:

- a. Address mutual security concerns and requirements of MCAS Yuma and YCAA.
- b. Delineate areas of responsibility.
- c. Establish security guidelines, which will assist in meeting standards that comply with Federal Aviation Administration (FAA), Transportation Security Administration (TSA), Department of Defense (DoD), and Department of the Navy (DoN) directives and regulations.
- d. Ensure MCAS Yuma and YCAA security plans are developed, mutually supporting, and integrated.
- e. Delineate security response guidelines.
- f. Establish procedures and designated responsibilities when conducting mutually supporting security operations aboard MCAS Yuma Flying Facilities and land areas, and YCAA associated facilities and land areas.
- g. Establish information sharing guidelines as they may pertain to projects or activities that may affect the security of MCAS or YCAA (i.e. construction projects affecting perimeter security, foreign trade/visitors, incidents in which YCAA security, MCAS security, or the TSA responds or has suspicion that a threat or illegal activity may have taken place).

2. SCOPE. It is the intent of this Letter of Agreement to establish procedures and delineate responsibilities for MCAS Yuma and YCAA when conducting mutually supporting airfield security operations aboard MCAS Yuma Flying Facilities, YCAA associated facilities and areas, and designated fence line clear zones.

3. RESPONSIBILITIES.

- a. Marine Corps Air Station, Yuma
 - (1) MCAS Yuma maintains a comprehensive security program in accordance with DoD, DoN, and Marine Corps regulations. This program generally includes, but is not limited to, terrorism threat assessments, criticality, vulnerability, and risk assessments, physical security measures, and terrorist incident response and consequence management measures.
 - (2) MCAS Yuma has no obligation to assist YCAA with YCAA-specific security protection.
 - (3) MCAS Yuma will collaborate with YCAA for the development of an “All Hazards” mutual security plan which addresses threat reporting, mitigation, and response. This plan will be reviewed annually or as required at the request of either party.

- (4) To the maximum extent practicable, MCAS Yuma will participate in YCAA-sponsored security training and exercises.
- b. Yuma County Airport Authority.
 - (1) YCAA provides security for Yuma International Airport.
 - (2) YCAA will provide three (3) copies of the TSA approved Yuma International Airport Security Plan to MCAS Yuma.
 - (3) YCAA shall integrate its security plan, whenever practical, with MCAS Yuma's security program.
 - (4) To the maximum extent practicable, YCAA will participate in MCAS Yuma-sponsored security training and exercises.
- 4. DEPARTMENT OF DEFENSE TERRORIST THREAT LEVELS, FORCE PROTECTION CONDITIONS AND FAA AVIATION SECURITY CONTINGENCY PLAN ALERT LEVELS.
 - a. General. Department of Defense (DoD) Force Protection Conditions (FPCONs) and FAA Aviation Security Contingency Plans (AVSEC) have been developed to ensure appropriate levels of security for DoD facilities and commercial aviation facilities. Both are mutually beneficial and must be coordinated in order to provide specific levels of security for MCAS Yuma and Yuma International Airport.
 - b. FPCONs and FAA AVSEC ALERT Levels at MCAS Yuma and Yuma International Airport shall be based on appropriate DoD Orders and Directives, and TSA/FAA Orders and Directives. As required, and when practical, parallel security levels will be utilized.
 - c. Notification. When either party increases its security posture, it will inform the other party as soon as practical. FPCONs and AVSEC PLAN security levels, from least restrictive to most restrictive, are as follows:
 - (1) THE DoD FORCE PROTECTION CONDITION (FPCON) SYSTEM. The FPCON System describes the progressive level of protective measures implemented by all DoD Components in response to terrorist threats. It is the principal means through which the MCAS Yuma Commanding Officer applies an operational decision on how to best guard against a threat. These guidelines assist the commander in reducing the effect of terrorist and other security threats to MCAS Yuma.
 - (a) FORCE PROTECTION CONDITIONS (FPCONs). There are five FPCONs. The circumstances that apply and the purposes of each protective posture are as follows:
 - 1. FPCON NORMAL applies when a general global threat of possible terrorist activity exists and warrants a routine security posture.
 - 2. FPCON ALPHA applies when there is an increased general threat of possible terrorist activity against personnel or facilities, the nature and extent are unpredictable. ALPHA measures must be capable of being maintained indefinitely.
 - 3. FPCON BRAVO applies when an increased or more predictable threat of terrorist activity exists. Sustaining BRAVO measures for a prolonged period may affect operational capability and relations with local authorities.
 - 4. FPCON CHARLIE applies when an incident occurs or intelligence is received indicating some form of terrorist action or targeting against personnel or facilities is likely. Prolonged implementation of CHARLIE measures may create hardship and affect the activities of the unit and its personnel. At

FPCON CHARLIE, the Commanding Officer of MCAS Yuma is required to reduce flight activity to only essential operational flights. Only Medical and Part 121 aircraft will be given landing clearance. General aviation will be limited to departures only.

5. FPCON DELTA applies in the immediate area where a terrorist attack has occurred or when intelligence has been received that terrorist action against a specific location or person is imminent. Normally, this FPCON is declared as a localized condition. FPCON DELTA measures are not intended to be sustained for substantial periods. At FPCON DELTA, the Commanding Officer of MCAS Yuma is required to cease all flight activity except for flight he specifically authorizes. Civilian flights, other than medical departures, will not be conducted unless personally authorized by the Commanding Officer of MCAS Yuma. Normally, these requests will be denied.

(2) DEPARTMENT OF HOMELAND SECURITY

(a) THREAT LEVEL INFORMATION

1. LOW CONDITION (GREEN)
2. GUARDED CONDITION (BLUE)
3. ELEVATED CONDITION (YELLOW)
4. HIGH CONDITION (ORANGE)
5. SEVERE CONDITION (RED)

NOTE: FPCON Levels and DHS Levels do not correspond. MCAS Yuma and YCAA will make every attempt to integrate these levels to form a mutually supporting security posture.

5. INCREASED SECURITY LEVELS.

- a. Neither MCAS Yuma nor YCAA will take any action to compromise the security requirements of the other. At no time will the implementation of specific security levels preclude the executing authority from imposing security precautions and measures higher than those defined in appropriate directives and orders.
 - b. During periods of increased security, to include Special Events such as VIP visits, the annual Air Show, operational deployments etc, both parties will ensure they work especially close in order to integrate their security programs.
 - c. In the interest of mutual security, both parties agree to notify the other whenever any local, state, or federal laws or established security procedures that are violated will affect the other.
 - d. The carrying of fire arms will be restricted to each party's respective property unless properly coordinated and approved through the appropriate security office (MCAS PMO or YCAA TSA) with specific purpose stated.
6. FEDERAL OFFENSES. MCAS Yuma PMO will respond to Federal Offenses committed on MCAS Yuma. In cases of hijacking, terrorist activity, hostage taking, bomb threats or narcotics trafficking upon or in YCAA/Yuma International Airport facilities and land areas, MCAS Yuma PMO will take all actions necessary to protect the security of MCAS Yuma.
8. MILITARY WORKING DOGS. As allowed by current law and in accordance with Memorandums of Agreement with local law enforcement authorities, Marine Corps Military Police working dogs, when available and approved by the Commanding Officer MCAS Yuma or his designated representative, can assist YCAA/TSA in conducting searches when

the response is to a threat to the security of MCAS Yuma.

9. **FLIGHTS FROM SPECIAL INTEREST COUNTRIES.** MCAS Yuma shall supply the YCAA with a list of Special Interest Countries. Whenever a flight originating from one of these countries has filed a flight plan to YCAA, YCAA shall notify the Resident Agent in Charge of the Naval Criminal Investigative Service (NCIS). At its discretion, NCIS may inspect the aircraft and its cargo and question the crew and any passengers. The aircraft may be impounded and its crew detained if the NCIS suspects a violation of federal law has occurred.

10. MCAS Yuma reserves the right to deny any aircraft the use of its runways and taxiways if, in the opinion of the Commanding Officer of MCAS Yuma, such use could compromise the security of MCAS Yuma.

11. **JOINT SECURITY REVIEWS.** MCAS Yuma and YCAA agree to the joint review of security procedures on a quarterly basis. The TSA and NCIS shall be invited to these reviews.

Letter of Agreement #7: Visiting Aircraft Line

The Marine Corps maintains a Visiting Aircraft Line (VAL) organization in support of transient and non-tenant military operations at MCAS Yuma. YCAA may require the use of the MCAS Yuma Ground Support Equipment (GSE) from time to time. It is in the interest of MCAS Yuma and YCAA to enter into an agreement that will set forth procedures for MCAS Yuma VAL to respond to requests for MCAS Yuma VAL GSE in accordance with the following terms:

1. **PURPOSE.** This Letter of Agreement is designed to cover VAL operations associated with civil aircraft operations aboard MCAS Yuma Flying Facilities and YCAA/Yuma International Airport associated facilities and land areas.
2. **RESPONSIBILITIES**
 - a. **Marine Corps Air Station Yuma**
 - (1) The use of the MCAS VAL GSE will be at the discretion of the MCAS Yuma Airfield Operations Officer or his designated representative, and will not interfere with the operations and activities of MCAS Yuma in any manner, but will not be withheld without undue cause.
 - (2) When requested by YCAA, and approved by the MCAS Yuma Operations Officer, or his designated representative, the VAL Line will transport the requested GSE equipment to the designated location.
 - (3) Only qualified MCAS VAL personnel will operate VAL GSE.
 - (4) MCAS Yuma will ensure the proper working condition of VAL GSE and ensure VAL personnel are adequately trained to operate the respective equipment. MCAS Yuma will maintain records of routine preventive maintenance, inspections, repairs and operational training.
 - b. **Yuma County Airport Authority**
 - (1) YCAA/Yuma International Airport will request the use of the MCAS Yuma VAL GSE as far in advance as possible.
 - (2) Only the Airport Director or Operations Director are authorized to request support.

Points of Contact

MCAS Yuma Points of Contact	
Station Operations Officer	269-3558
Airfield Operations Officer	269-3327
Airfield Ops Chief	269-3230
Antiterrorism Officer	269-6223
ATC Facility RWS	269-2231
Compliance Division	269-2809
Mission Assurance Director	269-2351
Dispatcher	269-2385
Environmental Department	269-2282
Facilities Management Officer	269-2071
Fire Dispatch	269-2285
Physical Security Branch	269-5363
PMO Desk Sergeant	269-2204
Provost Marshal	269-6223
Section Leader	269-3494
Station Comptroller	269-2236
Support Division	269-3161
VAL Supervisor	269-6511
NCIS	269-2305

YCAA Points of Contact	
Airport Director	726-5882 Ext 223
Chief Financial Officer	726-5882 Ext 213
Maintenance Director	941-2392 (cell)
Operations Director	726-5882 Ext 156
Operations Desk	726-5882 Ext 160
Operations Duty Officer	941-1836 (cell)

Attachment 1 – Airport Maps

YCAA Property Definition as of June 2007

