

LETTER OF AGREEMENT (REVISED)

OPERATIONAL AGREEMENT FOR ARRESTING GEAR, LAMBERT - ST. LOUIS
INTERNATIONAL AIRPORT, ST. LOUIS, MISSOURI

- 1 The following operational agreement is entered into by or on behalf
2 of the Federal Aviation Administration, McDonnell-Douglas Corporation
3 (herein after known as McDonnell), the 131st Tactical Fighter Wing of
4 the Missouri Air National Guard, U. S. Air Force Plant Representative,
5 McDonnell-Douglas Corporation, St. Louis, Missouri and the City of
6 St. Louis for the operation and use of arresting gear equipment
7 installed on runways 12R/30L and 6/24 at Lambert-St. Louis International
8 Airport.
- 9 1. General:
- 10 a. McDonnell has installed aircraft arresting gear upon runways
11 12R/30L and 6/24 at the Lambert-St. Louis International
12 Airport with remote control equipment in the Airport Traffic
13 Control Tower. Detailed descriptions and operational functions
14 of the arresting gear installed on runways 30L and 24 are
15 contained in McDonnell Report Number 4103 dated 9 May 1955,
16 the gear on runway 12R and 06 are contained in MDC drawings
17 P.E. 9866 (C-1-2-3) dated 12 January 1972.
- 18 b. Other than for testing purposes, this equipment will be used
19 only for emergencies being experienced by pilots of military
20 aircraft and aircraft under the jurisdiction of McDonnell.
- 21 c. The Federal Aviation Administration agrees to operate the
22 aforesaid remote control equipment in the Airport Traffic
23 Control Tower, in accordance with the procedures set forth
24 in this Letter of Agreement.

Original Date _____
Revision Date _____

FAA Approval _____

- 25 d. McDonnell covenants and agrees to indemnify and save harmless
26 the UNITED STATES OF AMERICA to the extent that it may be acting
27 by and through the Federal Aviation Administration, and the
28 agents, employees, or designees of said agency, against any and
29 all loss, damage, costs and expenses which it or they may here-
30 after incur, suffer, or pay by reason of its or their negligence
31 in the operation of the said aircraft arresting gear; provided,
32 however, that the foregoing shall not be applicable to any incident
33 arising in connection with the operation of the equipment
34 by the Federal Aviation Administration personnel for aircraft
35 other than aircraft operated by McDonnell, its agents, and
36 employees.
- 37 e. McDonnell covenants and agrees that it shall undertake the
38 proper functioning of the said arresting gear and remote control
39 equipment and shall promptly perform all maintenance and repairs
40 required thereto.
- 41 f. It is mutually agreed by McDonnell and the Federal Aviation
42 Administration for and on behalf of the ~~UNITED STATES OF AMERICA,~~
43 that this Agreement shall not serve to grant or confer upon
44 McDonnell any control of supervision over any employee, agent,
45 or designee of the agency or over the operation and management
46 of the St. Louis Airport Traffic Control Tower.
- 47 g. It is further mutually agreed that this agreement and the said
48 Letter of Agreement may be terminated by either McDonnell or the
49 Federal Aviation Administration by notice thereof in writing or
50 otherwise by mutual agreement.

Original Date _____
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51 2. Procedures:

- 52 a. No aircraft shall be cleared for takeoff when the arresting
53 gear is in the raised position on the runway to be used.
- 54 b. Upon specific radio request from the pilot of the aircraft
55 concerned (or from McDonnell Flight Operations or Missouri
56 Air National Guard Mobile Control Officer when McDonnell or
57 National Guard aircraft are concerned), the arresting gear
58 will be activated for the appropriate runway by Control Tower
59 personnel through use of the control panels located in the
60 Tower. In case of conflicting desires or instructions between
61 the pilot and his respective operations agency, the final authority
62 or decision shall rest with the pilot.
- 63 c. Pilot phraseologies shall be as follows for raising the arresting
64 gear:
- 65 (1) "REQUEST - CABLE - CABLE - CABLE
- 66 (2) "RAISE CABLE, RUNWAY (number)." NOTE: Normally,
67 only the cable at the far end of the runway will
68 be raised unless otherwise requested by the pilot through
69 use of the following phraseologies:
- 70 (3) "RAISE CABLE (APPROACH END, BOTH ENDS, or ALL
71 RUNWAYS)."
- 72 d. After the control panels in the Tower indicate that the appro-
73 priate arresting gear has been activated, control tower personnel
74 shall confirm to the pilot and the emergency equipment personnel
75 which cable/cables have been raised by using the following

Original Date _____
Revision Date _____

FAA Approval _____

- 76 phraseology: "CABLE INDICATES RAISED, (FAR END,
77 APPROACH END, BOTH ENDS, ON ALL RUNWAYS) RUNWAY (number)."
- 78 e. Control Tower personnel will alert the appropriate emergency
79 equipment when arresting gear use is requested. The airport
80 emergency equipment attends all emergencies. The McDonnell
81 emergency equipment will normally attend only those emergencies
82 concerning McDonnell-built or owned aircraft. In addition,
83 McDonnell Flight Operations shall be immediately advised for
84 other than McDonnell aircraft.
- 85 f. Control Tower personnel shall notify McDonnell Flight Operations
86 immediately of any improper operation of the control lights,
87 proper light indications are as shown below:
- 88 (1) The green (cable down), white (air pressure),
89 yellow (lower) and blue (raise) light should be on at all
90 times when the cable is down.
- 91 (2) The red light should be on when the cable is completely
92 raised.
- 93 g. Under no circumstances will the arresting gear be raised for
94 civil and/or commercial aircraft.
- 95 3. Each agency participating in this agreement shall ensure that the
96 pilots and appropriate personnel under its jurisdiction are properly
97 indoctrinated in the characteristics, operation and use of the
98 arresting gear.
- 99 4. Recissions:
- 100 a. This Operations Agreement cancels and supersedes the following
101 agreements:

Original Date _____
Revision Date _____


FAA Approval _____

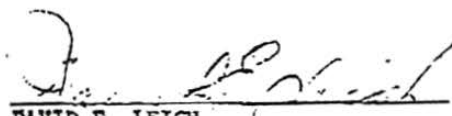
102 (1) Operational Agreement for Arresting Gear, Lambert-
103 St. Louis International Airport, St. Louis, Missouri
104 dated 22 November 1971.

105 5. Dated this 1st day of April 1973.

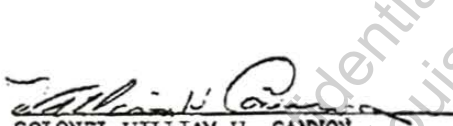
106 For McDonnell-Douglas Corporation:


For the City of St. Louis:

107 
108 R. D. SINGLETON
109 Director, Plant Engineering
110 McDonnell-Douglas Corporation


DAVID E. LEIGH
Acting Director
St. Louis Airport Authority

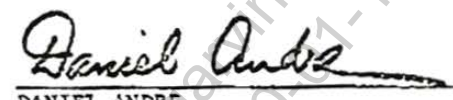
111 For the 131st Tactical Fighter
112 Group, Mo. Air National Guard:

113 
114 COLONEL WILLIAM W. CANNON
115 Missouri Air National Guard


HENRY J. BROMSCHWIG
Airport Manager, Lambert-
St. Louis International Airport

116 For the United States Air Force:

For the Federal Aviation
Administration:

118 
119 DANIEL ANDRE
120 Colonel, USAF
121 AFPRO, McDonnell-Douglas Corp.


WILLARD H. REAZIN
Chief, St. Louis Airport Traffic
Control Tower

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