

Description for all: The NVESD shall employ a see-and-avoid capability that achieves an equivalent level of safety, comparable to the see-and-avoid requirements for manned aircraft. The RMAX will be in visual sight of the external pilot and designated visual observers at all times during flight operations. As a minimum, there will be sufficient visual observers on the surface to continuously observe the UAS in flight.

Visual observers shall maintain direct communication with the RMAX pilot. Visual observers are responsible for seeing other aircraft and providing the RMAX pilot with a change of course and/or altitude to prevent a collision. Two-way radios are provided for all observers and the Ground Control Station personnel. The RMAX pilot and the visual observers shall have no other duties or responsibilities when performing their function, and maintaining aviation safety shall be more paramount than achieving mission objectives. The presence of manned aircraft within the airspace being utilized will be cause for the RMAX to be held on the ground or flight terminated immediately if in flight. Direction from the OIC to the RMAX ground control station will require mandatory, immediate ground control compliance. RMAX does not have a position light installed and/or anti-collision light. However, a study is under way to add position lights to the wing stores and tail which will aid in seeing its position in flight. The use of chase aircraft is typically not used.