Proposed method to avoid other traffic

The AirSTAR Project UAS vehicles will be flown during daylight hours under VFR conditions. A NOTAM will be filed with Leesburg Flight Service prior to the proposed flight day. These flight times will be selected to coordinate with the aircraft flight operations at Allen C. Perkinson/BAAF. At all times, the pilot will manage the airspace under "see and avoid" conditions with respect to rotary and fixed wing aircraft operating in the area. The Safety Spotter(s) will assist the pilot with observing aircraft in the area and will direct the pilot away from air traffic as necessary. Flight operations will be halted on the ground or terminated (aircraft landed) to insure airspace de-conflict with other aircraft.

Minimum crew requirements for AirSTAR Operations are the Pilot, Safety Spotter, and Chief Engineer. However, this will depend upon the type of vehicle flown. For example, the jet powered models will require two additional Safety Spotters due to their high kinetic energy level and speeds where the slower propeller driven models with less energy will only require one Safety Spotter.

The AirSTAR Project UAS will fly within the Class "E" airspace in accordance with the defined flight operation parameters as shown above in table 3-1. The flight crew will maintain positive contact with Smithfield Foods, Inc. Flight Department regarding changes in incoming or out going flight schedules.

| Parameters	Maximum	Minimum	31VA Limitation
True Airspeed	200 mph Max	na	200 mph
Ceiling	1,500' Estimated	1,000' Estimated	1,500' Max
Radius of Flight	1 N.M.	.75 N.M. See Figure 4-1	Class "G" Airspace and always in sight
Winds	15 mph	Calm	15 mph
Visibility	+2.5 N.M.	1.5N.M.	1.5 N.M.
Endurance	15 Minutes	2 Minutes	15 Minutes per flight

Table 3-1: AirSTAR Project UAS Flight Performance Parameters
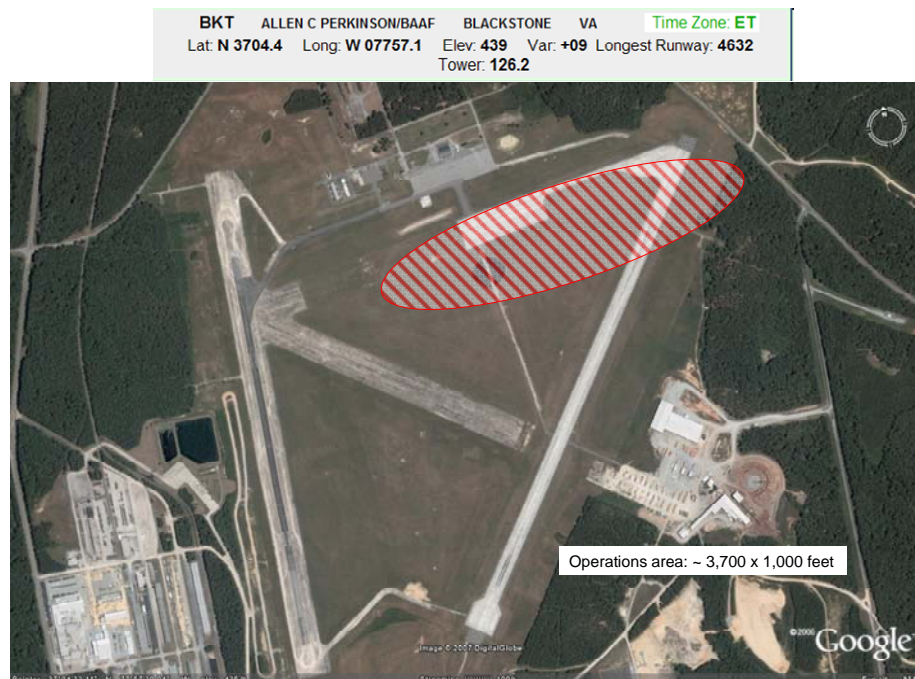
Figure 4-1: Flight Operation Airspace Characteristics