

Safety Provisions:

Unmanned Aircraft (UA) have no on board pilot to perform see-and-avoid responsibilities, and therefore, when operating outside of restricted areas, special provisions must be made to ensure an equivalent level of safety exists for operations had a pilot been on board. In accordance with 14 CFR Part 91, General Operating and Flight Rules, Subpart J-Waivers, 91.903, Policy and Procedures, the following provisions provide acceptable mitigation and must be complied with:

- For the purpose of see-and-avoid, visual observers must be utilized at all times. The observers may be on the ground or in a chase plane. The UA must remain within a lateral distance of no more than one-quarter nautical mile and 400 ft vertically from the visual observer.
- UAS pilots will ensure there is a safe operating distance between manned and unmanned aircraft at all times. Cloud clearances and VMC visibilities for Class E airspace will be used regardless of the class of airspace. Additionally, UAS operations are advised to operate well clear of all known manned aircraft operations.

Pilot/ Observer Provisions:

Pilot Qualifications: UA pilots will have an understanding of and comply with Federal Aviation Regulations and Military Regulations applicable to the airspace where the UAS will operate. Pilots must have in their possession a current third class (or higher) airman medical certificate that has been issued under 14CFR 67, Medical Standards and Certification. 14CFR 91.17, alcohol or drugs, applies to UA pilots. UA Pilots will have completed a recognized private pilot ground school course and passed FAA Private Pilots basic knowledge test.

Observer Qualifications: Observers will have met all pilot qualifications, with the exception of the Private Pilot Ground School requirement.

Operational Flight Procedure:

1). Operational Requirement Identified.

A) Request “Notice to Airman” (NOTAM) issued through appropriate flight services if operations within 3 nautical miles of an uncontrolled airport.

B) Current Aviation Navigational Maps in operational area to be maintained for operator reference.

2) Site assessment:

A) Assess obstruction hazards and Terminate if insufficient area available to safely launch and recover vehicle.

B) Operational proximity to pipeline and power lines, specifically related to the possibility of maintenance flights over these structures shall be considered prior to flight operations.

C) Appropriate precautions taken to avoid potential conflict with passenger carrying aircraft.

D) Operational proximity to unmonitored or private airport facilities shall be considered prior flight operations.

E) Appropriate precautions taken to avoid potential conflict with passenger carrying aircraft.

3) On site assessment of weather: Operation terminated if weather conditions do not meet minimum requirements of:

A) Wind exceeds 15Kts

B) VMC weather minima

4) Assembly and complete structural and system functions check;

A) Checks completed as per manufacturers specifications.

B) Operation terminated if any structural or control defects are identified.

5). Test / Training Flight Procedure:

A) Site assessment to ensure minimum requirements met.

B) On site assessment of weather; Operation terminated if weather conditions do not meet minimum requirements of:

C) Wind exceeds 15Kts

D) VMC Weather Minima