

**RQ-4A Global Hawk (USN Broad Area Maritime Surveillance - Demonstrator
(BAMS-D) model)
Flight Aircrew Qualifications**

Pilot / Operator

a. What are the skills, knowledge and certifications of the UAS pilot to operate the UA?

(b) (3)

b. What knowledge does the pilot have of FAR and AT operations and procedures, if not possessing a standard FAA certification? N/A.

c. Do the pilot/observers possess a current aviation medical? Pilots possess a current FAA Class II flight physical or the military equivalent aviation medical certification.

d. What recent experience does the pilot/observer possess to conduct UA operations? Does the proponent military organization mandate a minimum currency requirement?

Civilian pilots maintain IFR currency in accordance with FAA regulations. Military pilots maintain IFR currency in accordance with NATOPS. BAMS-D-specific currency requirements are presented in the table below. As a minimum, (b) (3)

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e. What is the maximum length of duty for each UA pilot/observer for the proposed operation?

12 hour crew day.

Ground Observers

a). What are the skills, knowledge, and certifications of each ground observer to detect other airborne operations (i.e., familiarity with FARs, AT operations, and procedures, etc.)? Experienced/trained ground observers will be employed for launch and recovery operations at NTD.

Crew Qualifications.

BAMS-D		
	Pilot	Observer(s)
Pilot Qualifications		
a) Military pilot	Yes	
b) Private license		
c) Instrument rated	Yes	
d) Part 125 rated		
e) Unique training	Yes	Yes
f) DoD certified/trained	Yes	Yes
g) Medically certified	Yes	Yes
h) Current rating	Yes	Yes
i) Duty-time restrictions	Yes	Yes
j) Single UAS qualified	Yes	Yes
l) Multiple UAS qualified	No	No
m) Multiple UAS control	No	No
n) FAR Part 91 trained	Yes	Yes

BAMS-D		
Pilot		Observer(s)
a. Pilot Certification		
i. None		
ii. Private		
iii. Instrument		
iv. Air Transport		
v. Unique trained pilot		
vi. DoD certified/trained	Yes	Yes
b. Medical certification	Yes	Yes
c. Currency requirements	Yes	Yes
d. Duty time restrictions	Yes	Yes
e. Single UAS control	Yes	Yes

f. Multiple UAS controlled	No	No
i. If “yes,” state number		
g. FAR Part 91 req’ts trained	Yes	Yes