

### **MQ-8B Visual Surveillance/Detection Capability**

A chase aircraft will be in visual contact with the MQ-8B Fire Scout UAS at all times while operating in National Airspace (NAS) outside of W-158E/F or W-159A Warning Areas. Anticipate SH-60B chase helicopter provided by U.S. Navy Helicopter Maritime Strike Wing HSL Squadron on Alert 15 or airborne standby at KNRB. The chase aircraft will have a UAS observer embarked. The observer will not pilot the aircraft. The observer will have the same qualifications delineated in the attachment to FAA Form 7711-2. The observer will have an unimpeded view of the UAS and a dedicated radio transceiver and circuit to communicate with Air Traffic Control (ATC) and the UAS operator. If the observer loses or cannot maintain visual contact with the UAS he will notify ATC and proceed as directed by ATC. If the observer loses or cannot maintain reliable two-way communication with the UAS pilot, the UAS pilot will notify ATC and proceed as instructed.

The chase aircraft will take off and establish a flight profile that will allow visual observation of the UAS prior to the UAS entering the NAS. Chase aircraft and UAS will operate as a formation with military assuming responsibility for separation of aircraft (MARSA). Normally, the UAS will squawk the assigned beacon code and the chase aircraft will remain in standby. To the extent consisted with the safety of the chase aircraft, the chase aircraft will operate within one mile laterally and 100 to 300 feet vertically of the MQ-8B UAS in a position that allows safe, unimpeded observation of the UAS.

A chase aircraft will gain visual contact with the UAS and establish the previously defined observation position before the UAS exits the Warning Area.

Ground based observers will not be used for visual observing throughout MQ-8B flight within NAS. Ground crews may be present at the landing site for visual observing of the UAS in the terminal landing phase.