

ATTACHMENT to FAA FORM 7711-2

1. Concept of Operations: The U.S. Navy has a requirement to operate (b) (3) Predator A UAS from the General Atomics-Aeronautical Systems Inc. facilities at El Mirage, CA and Gray Butte, CA in the National Airspace System outside of restricted and/or warning area airspace. The systems will be operated individually. Missions that will be conducted include flight test, post maintenance check flights, pilot and sensor operator training, delivery and demonstration flights and transit flights to (b) (3). Landing pattern work will be conducted above El Mirage and Gray Butte test facilities. Other missions will be conducted in the operational area defined by waypoints one through seven (b) (3). UAS flights are required to be conducted day and night.

2. Operational Area: UAS flights will be conducted in accordance with Visual Flight Rules (VFR) (b) (3) within the area bounded by waypoints one through seven (WGS-84).

(b) (3)

See Figure 1 for a visual depiction of the operational area.

3. Transit to (b) (3) The UAS will fly from the indicated operational area to (b) (3) with cross over along the border from (b) (3)

altitude, (b) (3) will be coordinated and determined by (b) (3) Cross over point and
A (b) (3) observer will accompany the UAS until it has crossed the
border into (b) (3)

4. Observer Procedures. For the purpose of see-and-avoid, trained visual observers will be utilized except when operating in designated restricted areas. The observers may be ground based or in a chase plane. The Predator A UAS will remain within a lateral distance of (b) (3) nautical miles and (b) (3) feet vertically from the observer. The observer will maintain communication with the UAS pilot and other observers via radio at all times. Each observer will monitor a single UAS. Visual observers will not pilot the UAS or chase aircraft. Visual observers may employ binoculars to enhance observation.

5. Observers Qualifications. All observers, ground based and airborne, are familiar with 14 CFR part 91 (General Operating and Flight Rules) and ATC procedures. They are medically qualified. The visual observers are DoD employees or employees of a company contracted to support DoD.

(b) (3)

Figure 1. Predator B Operational Area

6. UAS Pilot qualifications. All UAS pilots have a current private pilot license or DoD equivalent with instrument rating. They are medically qualified to pilot aircraft. All pilots are subject to crew day limitations imposed by the proponent as defined in OPNAVINST 3710.7T. All pilots undergo an extensive Predator A training and certification program. The pilots are DoD employees or employees of a company contracted to support DoD.

7. Ground observer utilization. For the purpose of see-and-avoid, ground visual observers will be utilized when the UAS is operating in the El Mirage or Gray Butte traffic pattern. Both remain within^{(b) (3)} NM of the airfield and under^{(b) (3)} feet AGL.

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