

ATTACHMENT to FAA FORM 7711-2

Concept of Operations: The U.S. Navy has an operational requirement to operate its (b) (3) Predator UAS from the General Atomics-Aeronautical Systems Inc. facilities at El Mirage, CA and Gray Butte, CA outside of restricted and/or warning area airspace in the National Airspace System. The purpose of the flights will be maintenance check flights and pilot training flights in the NAS above El Mirage or Gray Butte, and/or transit flights from these airports to (b) (3) UAS Flights are required to be conducted both day and night. Specifically:

1. Maintenance check flights and Pilot Training flights will occur in the NAS above El Mirage or Gray Butte. UAS Flights will be within the area contained by waypoints (1) through (6) as depicted below from surface up to and including (b) (3) and will avoid any Class D Air Space (Victorville).

(b) (3)

Waypoints: (WGS84)

(b) (3)

2. Transit flights into the (b) (3) from El Mirage and/or Gray Butte to (b) (3) UAS will fly from the area indicated above to R-2515 with crossover along the border from (b) (3)

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

3. For the purpose of see-and-avoid, trained visual observers will be utilized at all times except in designated restricted areas. The observers may either be ground based or (b) (3) The Predator UAS will remain within a lateral distance of (b) (3) nautical miles and (b) (3) feet vertically from the observer. The observers will maintain communication with the UAS pilot and other observers via radio at all times.
4. 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. Visual observers may employ binoculars to enhance observation. Each observer will monitor a single UAS. Visual observers will not pilot the UAS or chase aircraft. The visual observers are DOD employees or employees of a company contracted to support DOD.
5. 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 training and certification program.