

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

CERTIFICATE OF WAIVER OR AUTHORIZATION

ISSUED TO

Texas A&M University – Texas Engineering Experiment Station (TEES)

Department of Computer Science
HRBB 301, Texas A&M University
College Station, TX 77843-3406

This certificate is issued for the operations specifically described hereinafter. No person shall conduct any operation pursuant to the authority of this certificate except in accordance with the standard and special provisions contained in this certificate, and such other requirements of the Federal Aviation Regulations not specifically waived by this certificate.

OPERATIONS AUTHORIZED

Operation of the Draganflyer X8 Unmanned Aircraft System (UAS) in Class D and E airspace at Texas A&M's Disaster City facility adjacent to Easterwood Field (CLL) at or below 200' Above Ground Level (AGL) under the jurisdiction of the Easterwood Air Traffic Control Tower (CLL ATCT).

LIST OF WAIVED REGULATIONS BY SECTION AND TITLE

N/A

STANDARD PROVISIONS

1. A copy of the application made for this certificate shall be attached and become a part hereof.
2. This certificate shall be presented for inspection upon the request of any authorized representative of the Federal Aviation Administration, or of any State or municipal official charged with the duty of enforcing local laws or regulations.
3. The holder of this certificate shall be responsible for the strict observance of the terms and provisions contained herein.
4. This certificate is nontransferable.

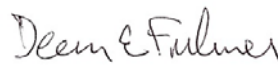
Note-This certificate constitutes a waiver of those Federal rules or regulations specifically referred to above. It does not constitute a waiver of any State law or local ordinance.

SPECIAL PROVISIONS

Special Provisions are set forth and attached.

This certificate 2011-CSA-30 is effective from May 25, 2011 to May 24, 2012, and is subject to cancellation at any time upon notice by the Administrator or his/her authorized representative.

BY DIRECTION OF THE ADMINISTRATOR



FAA Headquarters, AJV-13
(Region)

Dean E. Fulmer
(Signature)

May 24, 2011
(Date)

Acting Manager, Unmanned Aircraft Systems
(Title)

ATTACHMENT to FAA FORM 7711-1

Issued To: Texas A&M University – Texas Engineering Experiment Station (TEES)

Address: Department of Computer Science
HRBB 301, Texas A&M University
College Station, TX 77843-3406

Activity: Operation of the Draganflyer X8 Unmanned Aircraft System (UAS) in Class D and E airspace at Texas A&M's Disaster City facility adjacent to Easterwood Field (CLL) at or below 200' Above Ground Level (AGL) under the jurisdiction of the Easterwood Air Traffic Control Tower (CLL ATCT).

Purpose: To prescribe UAS operating requirements (outside of restricted and/or warning area airspace) in the National Airspace System (NAS) for the purpose of training and/or operational flights.

Dates of Use: This Certificate of Authorization (COA) 2011-CSA-30 is valid from May 25, 2011 through May 24, 2012. Should a renewal become necessary, the proponent shall advise the Federal Aviation Administration (FAA), in writing, no later than 60 days prior to the requested effective date.

General Provisions:

- The review of this activity is based on our current understanding of UAS operations, and the impact of such operations in the NAS, and therefore should not be considered a precedent for future operations. As changes occur in the UAS industry, or in our understanding of it, there may be changes to the limitations and conditions for similar operations.
- All personnel connected with the UAS operation must comply with the contents of this authorization and its provisions.
- This COA will be reviewed and amended as necessary to conform to changing UAS policy and guidance.

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 of 14 CFR Part 91.111/113 and must be complied with:

- For the purpose of see-and-avoid, visual observers must be utilized at all times except in Class A airspace, restricted areas, and warning areas. The observers may

either be ground based or in a chase plane. If the chase aircraft is operating more than 100ft above/below and or ½ nm laterally, of the UA, the chase aircraft PIC will advise the controlling ATC facility.

- In order to comply with the see and avoid requirements of Title 14 of the Code of Federal Regulations sections 91.111 and 91.113, the pilot-in-command and visual observers must be able to see the aircraft and the surrounding airspace throughout the entire flight; and be able to determine the aircraft's altitude, flight path and proximity to traffic and other hazards (terrain, weather, structures) sufficiently to exercise effective control of the aircraft to give right-of-way to other aircraft, and to prevent the aircraft from creating a collision hazard.
- UAS pilots will ensure there is a safe operating distance between manned and unmanned aircraft at all times in accordance with 14 CFR 91.111, *Operating Near Other Aircraft*, and 14 CFR 91.113, *Right-of-Way Rules*. Cloud clearances and VFR visibilities for Class E airspace will be used regardless of class of airspace. Additionally, UAS operations are advised to operate well clear of all known manned aircraft operations.
- The dropping or spraying of aircraft stores, or carrying of hazardous materials (included ordnance) outside of active Restricted, Prohibited, or Warning Areas is prohibited unless specifically authorized in the Special Provisions of this COA.

Airworthiness Certification Provisions:

- UA must be shown to be airworthy to conduct flight operations in the NAS.
- Public Use Aircraft must contain one of the following:
 - A civil airworthiness certification from the FAA, or
 - A statement specifying that the Department of Defense Handbook "Airworthiness Certification Criteria" (MIL-HDBK-516), as amended, was used to certify the aircraft or
 - Equivalent method of certification.

Pilot / Observer Provisions:

- **Pilot Qualifications:** UA pilots interacting with Air Traffic Control (ATC) shall have sufficient expertise to perform that task readily. Pilots must have an understanding of and comply with Federal Aviation Regulations and Military Regulations applicable to the airspace where the UA will operate. Pilots must have in their possession a current second class (or higher) airman medical certificate that has been issued under 14 CFR 67, Medical Standards and Certification, or a military equivalent. 14 CFR 91.17, Alcohol or Drugs, applies to UA pilots.
- Aircraft and Operations Requirements:
 - Flight Below 18,000 Feet Mean Sea Level (MSL).
 - UA operations below 18,000 feet MSL in any airspace generally accessible to aircraft flying in accordance with visual flight rules (VFR) require visual observers, either airborne or ground-based. Use of ATC radar alone does

- not constitute sufficient collision risk mitigation in airspace where uncooperative airborne operations may be conducted.
- Flights At or Above 18,000 Feet Mean Sea Level (MSL)
 - When operating on an instrument ATC clearance, the UA pilot-in-command must ensure the following:
 1. An ATC clearance has been filed, obtained and followed.
 2. Positional information shall be provided in reference to established NAS fixes, NAVAIDS, and waypoints. Use of Latitude/Longitude is not authorized.
- **Observer Qualifications:** Observers must have been provided with sufficient training to communicate clearly to the pilot any turning instructions required to stay clear of conflicting traffic. Observers will receive training on rules and responsibilities described in 14 CFR 91.111, *Operating Near Other Aircraft*, 14 CFR 91.113, *Right-of-Way Rules*, cloud clearance, in-flight visibility, and the pilot controller glossary including standard ATC phraseology and communication. Observers must have in their possession a current second class (or higher) airman medical certificate that has been issued under 14 CFR 67, Medical Standards and Certification, or a military equivalent. 14 CFR 91.17, Alcohol or Drugs, applies to UA observers.
- **Pilot-in-Command (PIC) –**
 - **Visual Flight Rules (VFR) as applicable:**
 - The PIC is the person directly responsible for the operation of the UA. The responsibility and authority of the pilot in command as described by 14 CFR 91.3 (or military equivalent), applies to the UAS PIC.
 - The PIC operating a UA in line of sight must pass at a minimum the required knowledge test for a private pilot certificate, or military equivalent, as stated in 14 CFR 61.105, and must keep their aeronautical knowledge up to date.
 - There is no intent to suggest that there is any requirement for the UAS PIC to be qualified as a crewmember of a manned aircraft.
 - Pilots flying a UA on other than instrument flight plans beyond line of sight of the PIC must possess a minimum of a current private pilot certificate, or military equivalent in the category and class, as stated in 14 CFR 61.105.
 - **Instrument Flight Rules (IFR) as applicable:**
 - The PIC is the person directly responsible for the operation of the UA. The responsibility and authority of the pilot in command as described by 14 CFR 91.3 (or military equivalent), applies to the UAS PIC.
 - The PIC must be a certified pilot (minimum of private pilot) of manned aircraft (FAA or military equivalent) in category and class of aircraft flown.
 - The PIC must also have a current/appropriate instrument rating (manned aircraft, FAA or military equivalent) for the category and class of aircraft flown.

- **Pilot Proficiency – VFR/IFR as applicable:**
 - Pilots will not act as a VFR/ IFR PIC unless they have had three qualified proficiency events within the preceding 90 days.
 - The term “qualified proficiency event” is a UAS-specific term necessary due to the diversity of UAS types and control systems.
 - A qualified proficiency event is an event requiring the pilot to exercise the training and skills unique to the UAS in which proficiency is maintained.
 - Pilots will not act as an IFR PIC unless they have had six instrument qualifying events in the preceding six calendar months (an event that requires the PIC to exercise instrument flight skills unique to the UAS).
- **PIC Responsibilities:**
 - Pilots are responsible for a thorough preflight inspection of the UAS. Flight operations will not be undertaken unless the UAS is airworthy. The airworthiness provisions of 14 CFR 91.7, Civil Aircraft Airworthiness, or the military equivalent, apply.
 - One PIC must be designated at all times and is responsible for the safety of the UA and persons and property along the UA flight path.
 - The UAS pilot will be held accountable for controlling their aircraft to the same standards as the pilot of a manned aircraft. The provisions of 14 CFR 91.13, *Careless and Reckless Operation*, apply to UAS pilots.
- **Pilot/Observer Task Limitations:**
 - Pilots and observers must not perform crew duties for more than one UA at a time.
 - Chase aircraft pilots must not concurrently perform either observer or UA pilot duties along with chase pilot duties.
 - Pilots are not allowed to perform concurrent duties both as pilot and observer.
 - Observers are not allowed to perform concurrent duties both as pilot and observer.

Standard Provisions: These provisions are applicable to all operations unless indicated otherwise in the Special Provisions section.

- The UA PIC will maintain direct two-way communications with ATC and have the ability to maneuver the UA per their instructions, unless specified otherwise in the Special Provisions section. The PIC shall comply with all ATC instructions and/or clearances.
- If equipped, the UA shall operate with an operational mode 3/A transponder, with altitude encoding, or mode S transponder (preferred) set to an ATC assigned squawk.
- If equipped, the UA shall operate with position/navigation lights on at all times during flight.
- The UA PIC shall not accept any ATC clearance requiring the use of visual separation or sequencing.

- VFR cloud clearances and visibilities for Class E airspace will be used regardless of class of airspace the UAS is operating in, except when operating in Class A airspace where 14 CFR Part 91.155 will apply.
- Special VFR is not authorized.
- Operations (including lost link procedures) shall not be conducted over populated areas, heavily trafficked roads, or an open-air assembly of people.
- Operations outside of restricted areas, warning areas, prohibited areas (designated for aviation use) and/or Class A airspace may only be conducted during daylight hours, unless authorized in the Special Provisions section.
- Operations shall not loiter on Victor airways, Jet Routes, Q Routes, IR Routes, or VR Routes. When necessary, transit of airways and routes shall be conducted as expeditiously as possible.
- Operations conducted under VFR rules shall operate at appropriate VFR altitudes for direction of flight (14 CFR 91.159).
- The UA PIC or chase plane PIC (whichever is applicable) will notify ATC of any in flight emergency or aircraft accident as soon as practical.
- All operators that use GPS as a sole source must check all NOTAMs and Receiver Autonomous Integrity Monitoring (RAIM). Flight into GPS test area or degraded RAIM is prohibited without specific approval in the special provisions.
- At no time will TCAS be used in any mode while operating an unmanned aircraft.
- Only one UA will be flown in the operating area unless indicated otherwise in the Special Provisions.
- A copy of this COA will be maintained on site by the PIC or designated representative.
- Texas A&M University - TEES, and/or its representatives, is responsible at all times for collision avoidance with non-participating aircraft and the safety of persons or property on the surface with respect to the UAS.

Special Provisions:

1. In the event of a lost link, the UAS pilot will immediately notify Easterwood Air Traffic Control Tower (CLL ATCT) on 118.50 or by telephone at 979-846-3998, state pilot intentions, and comply with the following provisions:
 - Aircraft will comply with the Lost Link procedures depicted in Attachment 2 of this document.
 - If lost link occurs within a restricted or warning area, or the lost link procedure above takes the UA into the restricted or warning area – the aircraft will not exit the restricted or warning areas until the link is re-established.
 - The UA lost link mission will not transit or orbit over populated areas.
 - When outside of restricted/warning area airspace, lost link programmed procedures will avoid unexpected turn-around and/or altitude changes and will provide sufficient time to communicate and coordinate with ATC.
 - Lost link orbit points shall not coincide with the centerline of Victor airways.

2. The Draganflyer X8 UAS must be operated in strict compliance with all provisions and conditions contained in the Airworthiness Release, including all manufacturer's manuals, instructions, and operating procedures as provided or referenced in the COA application.
3. The Pilot-in-Command (PIC) must have an FAA Private Pilot's Certificate or an agency equivalent for all operations within Class D and E airspace, and any operations above 400' AGL in Class G airspace.
4. The PIC must conduct a pre-mission briefing which includes such items as mission overview, COA restrictions, maximum altitude to be flown, initial heading, frequencies to be used, lost link procedures, identification of safe zones, any hazards unique for the flight being flown, emergency procedures, and the amount of voltage in minutes, including reserve, available for flight.
5. UA operations will be suspended when manned aircraft are operating in the Easterwood airport traffic pattern, or flying instrument approaches to the airport.
6. If the PIC and observer lose sight of the UA, lost link procedures must be executed immediately, as reference in the COA application, until visual contact is regained.
7. ATC must be immediately notified in the event of any emergency, loss and subsequent restoration of command link, loss and subsequent restoration of PIC and observer visual contact with the UA, or any other malfunction or occurrence that would impact air traffic safety or operations.
8. All crewmembers, including the PIC and visual observers, must be qualified or under the direct supervision of a qualified instructor.
9. The use of cell phones or other telephonic communication is restricted to the operational conduct of the UA and any required communications with ATC.
10. A frequency integrity check must be conducted prior to the launch of the UA to ensure any electromagnetic interference does not adversely affect control of the UA.
11. Night operations are not authorized.
12. Use of visual observers in a linear fashion away from the control station (daisy chaining) is not authorized.
13. Sterile cockpit procedures must be observed during critical phases of flight. Crew Resource Management practices will be used during UA operations.

14. The holder of this COA, or delegated representative, is responsible for halting or canceling activity in the approved flight area if, at any time, the safety of persons or property on the ground or in the air is in jeopardy, or if there is a failure to comply with the terms or conditions of this COA. While exercising this COA, it is the responsibility of the Texas Engineering Experiment Station to provide for the safety of flight in the National Airspace System and for the safety of persons and property on the ground.
15. The proponent must contact CLL ATCT at 979-846-3998 one hour prior to operations. CLL ATCT will notify Houston TRACON.
16. The PIC must maintain radio communication with Easterwood (CLL) ATCT on the appropriate control tower frequency, and must suspend operations during any period of radio communications failure, loss of radio communications, or at the request of CLL ATCT.
17. If Easterwood (CLL) ATCT is closed, UA operations are not authorized.
18. The proponent should have a Letter of Agreement in place detailing procedures to ensure a cooperative and efficient airspace environment for air traffic. The proponent will forward a copy of the signed Letter of Agreement to the FAA's Unmanned Aircraft Systems Group (AJV-13) for acceptance.

NOTAM: A distance (D) Notice to Airmen shall be issued when UA operations are being conducted. This requirement may be accomplished through your local base operations or NOTAM issuing authority. You may also complete this requirement by contacting Flight Service Station at 1-877-4-US-NTMS (1-877-487-6867) not more than 72 hours in advance, but not less than 48 hours prior to the operation and provide:

- Name and Address of pilot filing NOTAM request
- Location, Altitude or the operating Area
- Time and nature of the activity

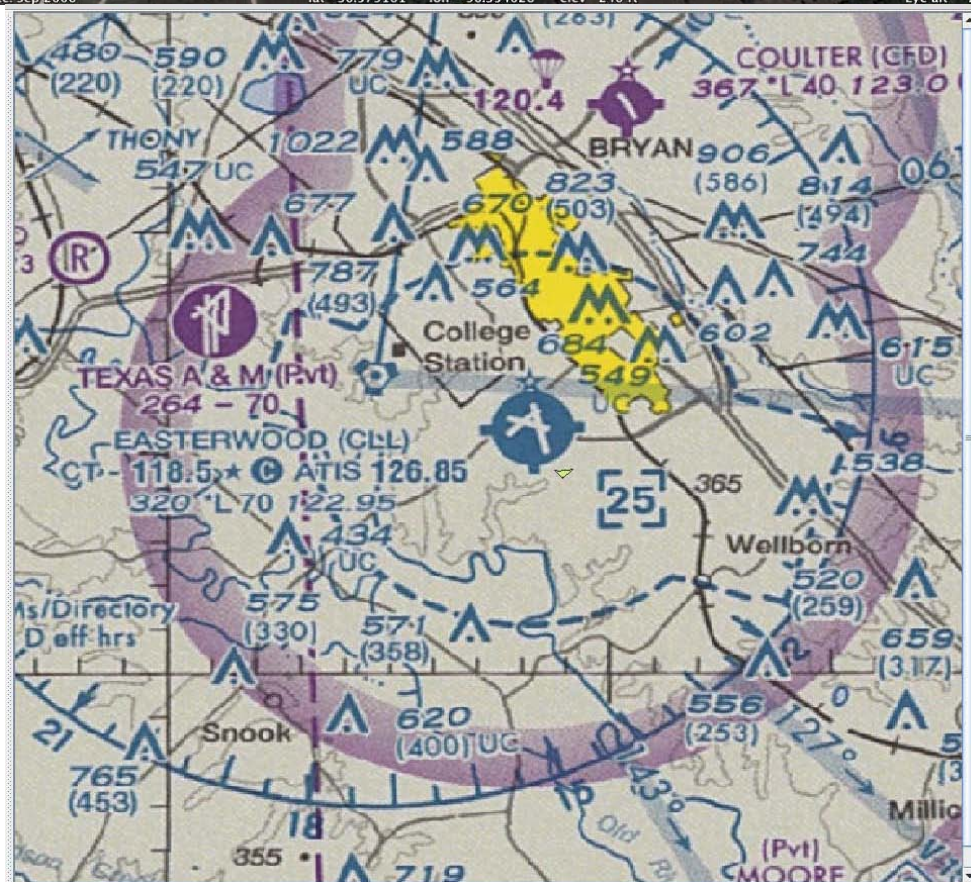
NOTE FOR PROPONENTS FILING THEIR NOTAM WITH DoD ONLY: This requirement to file with the AFSS is in addition to any local procedures/requirements for filing through DINS. The FAA Unmanned Aircraft Systems Office is working with the AFSS, and to eliminate the requirement to file a NOTAM with both the AFSS and DINS in the near future.

Incident / Accident and Normal Reporting Provisions: The following information is required to document routine and unusual occurrences associated with UAS activities in the NAS.

- The proponent for the COA shall provide the following information to Donald.E.Grampp@faa.gov on a monthly basis:
 - Number of flights conducted under this COA.

- Pilot duty time per flight.
 - Unusual equipment malfunctions (hardware/software).
 - Deviations from ATC instructions.
 - Operational/coordination issues.
 - All periods of loss of link (telemetry, command and/or control)
- The following shall be submitted via COA Online, email or phone (202-385-4542, cell 443-569-1732) to Donald.E.Grampp@faa.gov **within 24 hours and prior to any additional flight under this COA:**
 - All accidents or incidents involving UAS activities, including lost link.
 - Deviations from any provision contained in the COA.

This COA does not, in itself, waive any Federal Aviation Regulation (FAR) nor any state law or local ordinance. Should the proposed operation conflict with any state law or local ordinance, or require permission of local authorities or property owners, it is the responsibility of the Texas Engineering Experiment Station (TEES) to resolve the matter. This COA does not authorize flight within Special Use Airspace without approval from the Using Agency. The Texas Engineering Experiment Station (TEES) is hereby authorized to operate the Draganflyer X8 Unmanned Aircraft System in the operations area depicted in "Activity" above and attachment 1 below.



Attachment 2

Aircraft lost data link procedures:

The DX8 was created to allow the PIC and flight crew to proactively manage the threat of Lost Link situations by steadily providing the operator and crew situational data that allows the PIC the option to terminate a mission long before Link is lost. The DX8 on-board autopilot computer is constantly monitoring the received signal strength and quality of data being exchanged with the PIC Transmitter illustrated above. If the signal degrades during flight a proportional visual bar graph that changes color illustrates the signal quality. A good signal is green, as the signal gets weaker the bar graph proportionally gets smaller and starts to turn yellow. As the signal quality gets worse it turns red and indicates an alarm condition. In addition to the visual indications the transmitter will also provide an audio alert drawing attention to the display. By scanning the instrument panel and noting the signal strength indication, the DX8 transmitter provides sufficient data to enable the PIC to detect a communications link problem early enough to avoid a failsafe condition. Based on the situation the PIC will either set the aircraft down in a designated safe zone or start flying the aircraft home before Link is effectively lost.

In the event of an emergency landing in a safe zone, the Observer will communicate the situation to the ground crew and point out any hazards to the PIC. The Observer will always collocate, within speaking distance, with the PIC mitigating the possibility for loss communications between PIC and Observer.

As the PIC the exact reason for a data problem is not known. It could be caused by some kind of interference or signal strength situation so quite often just a change in altitude or bringing the aircraft back towards to PIC will clear the problem.

Once the aircraft data link improves, the PIC needs to determine if the aircraft is being jammed in a given area, just a poor signal in the area or if there is a technical problem. Based on this information the PIC will determine whether the mission will continue or be aborted.

Assuming the problem doesn't improve or the PIC notes the signal strength dipping more frequently or signal deteriorating even more though not entirely lost, the PIC will land the aircraft in a safe zone and the Observer will communicate the situation to the ground crew and point out any hazards to the PIC.

If the data link fails the PIC will lose communications and subsequent control of the aircraft. If this happens the aircraft autopilot will enter a fail-safe within one second of the condition being detected and "auto land". The aircraft will place itself in a stationary hover and begin a slow descent at a rate of 2 meters/second. Through feedback via on-board inertia sensors, when the aircraft touches down and lands, the aircraft motors/rotors are powered off. At this point the aircraft is recovered and powered off by ground crew or flight crew and the mission is terminated.