

FINAL RELEASE FOR FLIGHT CERTIFICATE		1. MODIFICATION NUMBER N/A	2. DATE 20060112
3. MDS/TMS YMQ-9/MQ-9	4. SERIAL NUMBER All	5. PROJECT NUMBER N/A	6. LOCAL USE
7. PROJECT TITLE YMQ-9/MQ-9 Predator B Remotely Piloted Aircraft (RPA) Airworthiness Statement			
8. STATEMENT OF CONDITION/REMARKS <p>The Air Force has evaluated the RQ-1/MQ-1 Predator unmanned aircraft system following a process similar to MIL-HDBK-516 and have found it to be airworthy and safe to operate in National Airspace System with the restrictions noted in section 9 below.</p> <p>Predator RPAs have been operating in the United States since 2001 and have accumulated over 3,400 flight hours. Continued operation of YMQ-9 and MQ-9 in national airspace is necessary to fulfill missions in the interest of national security. This airworthiness statement is applicable to all flight operations to include training, flight test, flight test support, tactics and procedures development, functional/operational check flights, and ferry flights.</p> <p>Preliminary flight manuals and technical orders for the YMQ-9/MQ-9 weapon system are being used. There are no open deficiency reports, safety recommendations, or other system indicators to suggest that the YMQ-9/MQ-9 weapon system is not operating within acceptable levels of risk or in accordance with technical data. YMQ-9/MQ-9 engineering designs have been reviewed and documented using established DoD systems engineering and safety review processes. All risks identified to date have been mitigated to a low or medium level before initial flight testing, and are typically rated low after initial testing is completed. All additional flight test operations will follow the same process.</p> <p>YMQ-9/MQ-9 engineering development and system integration testing has been performed by GA-ASI facilities in San Diego, CA, and Adelanto, CA. Ground and flight-testing have been conducted from GA-ASI flight operations facilities located at El Mirage, CA, and Grey Butte, CA.. Developmental &amp; operational flight tests, as well as training and tactics development, have been performed in restricted areas in and around Edwards AFB, CA, NAS China Lake, CA, and will expand to Creech AFB, NV, Nellis AFB, NV, and associated ranges in 2006.</p>			
9. FLIGHT RESTRICTIONS IN ADDITION TO THOSE IN THE PARTIAL FLIGHT MANUAL 1. To the maximum extent possible, operations in all classes of airspace over the CONUS will be accomplished in compliance with IFR flight procedures for manned aircraft. 2. An equivalent level of safety, comparable to see-and-avoid requirements for manned aircraft, will be provided as required by 14 CFR Part 91 and/or as documented in an approved COA. 3. Flights above densely populated areas are allowable. 4. Takeoffs, landings, climbs/descents, and specific airport procedures will be coordinated with the affected ATC facilities as documented in an approved COA.			
10. NAME AND GRADE OF SAFETY OFFICER (b) (6)		SIGNATURE	DATE 200601
11. NAME AND GRADE OF OPERATIONS OFFICER (b) (6)		SIGNATURE	DATE 200601
12. NAME AND GRADE OF QUALITY ASSURANCE OFFICER (b) (6)		SIGNATURE	DATE 200601
13. NAME AND GRADE OF ENGINEERING OFFICER (b) (6)		SIGNATURE	DATE 200601
(b) (6)		SIGNATURE	DATE
(b) (6) Predator Systems Squadron		SIGNATURE	DATE 200601
15. OTHER (Specify)		SIGNATURE	DATE
(b) (6)		SIGNATURE	DATE
(b) (6) Predator Systems Squadron		SIGNATURE	DATE 200601