

UNMANNED AIRCRAFT SYSTEM TEAM

DESCRIPTION	An Unmanned Aircraft System (UAS) Team is an aircraft operations team without a human pilot onboard, also known as a drone. The pilot on the ground has an FAA or military license to collect data for improved situational awareness through remote sensing. The UAS Team operates under the Air Operations Branch, as established by the requestor.
RESOURCE CATEGORY	Incident Management
RESOURCE KIND	Team
OVERALL FUNCTION	<p>The UAS Team:</p> <ol style="list-style-type: none">1. Provides situational awareness by transmitting real-time or near real-time imagery, data, or verbal assessment, using multiple technologies, such as photogrammetry, live video, thermal imaging, and lidar, to enhance the Common Operating Picture (COP), planning functions, and Incident Action Plan (IAP) development2. Uses various platforms based on mission need, in accordance with FAA Code of Federal Regulations (CFR) Part 107, including:<ol style="list-style-type: none">a. Fixed wing aircraft under 55 Poundsb. Rotary wing aircraft under 55 poundsc. Lighter-than-air UAS

Superseded

COMPOSITION AND ORDERING SPECIFICATIONS

1. Discuss logistics for deploying this team, such as security, communications, lodging, transportation, power, recharging, fuel, and meals, prior to deployment
2. This team typically is self-sustainable for 72 hours, and is deployable for up to 14 days
3. Pilot determines duty cycle of aircraft based on assignment, environment, terrain, battery life, and other factors affecting performance
4. Requestor should consider the following needs when ordering:
 - a. Collection: A measurable description of each information or image collection task, including image resolution; distribution instructions
 - b. Processing: Ability to link platform to satellite; platform-required ground reception and range limitations, if any; data collection media used; delivery points of data on media; media compatibility with end users; turnaround time for analysis
 - c. Distribution: Parameters for when, where, and how to disseminate images, information, and data
 - d. Storage: Image, data, and information storage locations and servers; time frames for storage and maintenance
5. Requestor orders data analysis capabilities separately
6. Requestor and provider should discuss the capability requirements of the mission:
 - a. Fixed wing aircraft under 55 pounds have short- to medium-range capabilities and are more agile
 - b. Rotary wing aircraft are very agile and can provide near-stationary monitoring but have limited flight times and altitudes
 - c. Lighter-than-air aircraft have extended flight times and can achieve significant altitudes but lack maneuverability and are more susceptible to weather than other UAS types
7. Requestor provides management and oversight of this team by:
 - a. Providing Air Operations Branch staff, including the Air Tactical Group Supervisor and the Air Support Group Supervisor
 - b. Ensuring Air Operations Branch staff understand UAS operations, FAA regulations, and requirements of other local, state, tribal, territorial, and Federal agencies having jurisdiction
8. Requestor and provider should discuss availability of equipment and supplies needed to establish an adequate Ground Control Station, such as a portable system for data management, wireless or networking equipment, batteries, and a specialized communications cache
9. Based on mission requirements, requestor and provider should discuss data collection payload options such as:
 - a. Aerial photography
 - b. Full motion video
 - c. Specialized sensors, such as photogrammetry, sonar, radar, infrared, lidar, and hyperspectral
 - d. Infrared thermography (IRT)
10. Discuss mission planning factors, including:
 - a. Time-on-scene and flight duration requirements
 - b. Topography, climate, land and maritime factors, and population density
 - c. Launch and retrieve capabilities; takeoff and line of sight capabilities; first-person view (FPV), beyond line of sight view, video piloting; use of multiple controllers; follow-me capability (electronic or tether)
 - d. Operational time (day/night); takeoff and landing terrain; and operational area terrain
 - e. Weather factors (maximum wind speeds, temperature, humidity, and inclement conditions)
 - f. Airports and restricted airspace nearby
11. This team follows all applicable local, state, tribal, and territorial privacy laws and regulations
12. Requestor and provider should discuss the need for FAA waivers and authorizations, such as permission to fly beyond the visual line of sight, fly at night, fly directly over a person or people, fly multiple aircraft with only one pilot, fly above 400 feet, fly near airports, and fly in other restricted or special-use airspace.
13. This team adheres to FAA restrictions on crew duty according to Title 14 Code of Federal Regulations (CFR) Part 117: Flight and Duty Limitations and Rest Requirements

Each type of resource builds on the qualifications of the type below it. For example, Type 1 qualifications include the qualifications in Type 2, plus an increase in capability. Type 1 is the highest qualification level.

Superseded

Resource Typing Definition for Situational Assessment Incident Management

COMPONENT	TYPE 1	TYPE 2	NOTES
EQUIPMENT PER TEAM INFORMATION COLLECTION	Same as Type 2, PLUS: Specialized information collection equipment, such as: 1. Specialized sensors, such as photogrammetry, sonar, radar, infrared, lidar, and hyperspectral 2. Infrared thermography (IRT)	1. Photography 2. Full motion video	Requestor provides image resolution requirements based on mission needs.
EQUIPMENT PER TEAM MEMBER COMMUNICATIONS	Same as Type 2	1. Two-way portable radio 2. Cell phone	Consider alternate forms of communications, such as satellite phones, based on the mission assignment and team needs.
PERSONNEL PER TEAM MINIMUM	Same as Type 2	3	Not Specified
PERSONNEL PER TEAM SUPPORT	Same as Type 2	2 - National Incident Management System (NIMS) Type 1 Remote Pilot in Command 1 - NIMS Type 1 Technical Specialist-UAS	1. Requestor provides Air Operations Branch staff for management and oversight of this team. 2. Requestor ensures Air Operations Branch staff understand UAS operations and meet requirements of FAA, FCC, Department of Transportation (DOT), and other local, state, tribal, territorial and Federal agencies having jurisdiction. 3. One PIC-UAS serves as a safety flight observer for the UAS Team during flight operations and is not in direct control of an operational UAS platform. He/she provides field oversight and situational awareness, and ensures the safety of the PIC-UAS operating the UAS. 4. Teams can add additional UAS aircraft and a corresponding number of additional PIC-UAS personnel within a manageable span of control. 5. Each additional UAS aircraft should have an additional PIC-UAS, unless personnel are trained and qualified to operate more than one UAS, which requires an FAA waiver. 6. For Type 1 teams using UAS aircraft over 55 pounds, requestor should add pilots and personnel based on manufacturer recommendations for safe operation and handling.

Superseded

Resource Typing Definition for Situational Assessment Incident Management

COMPONENT	TYPE 1	TYPE 2	NOTES
SYSTEMS PER TEAM AIRCRAFT SYSTEMS	Same as Type 2	Combination of fixed wing, lighter-than-air, and rotary wing UAS aircraft, under 55 pounds	<ol style="list-style-type: none"> 1. Requestor determines image resolution required using the National Imagery Interpretability Rating Scale (NIIRS). 2. UAS platforms needed, such as fixed wing, rotary wing, or lighter-than-air, may vary based on mission assignment. 3. For Type 2 and Type 3 teams, each UAS should have a combined weight of less than 55 pounds, aircraft and payload included. 4. For Type 1 teams using UAS aircraft over 55 pounds, requestor should add pilots and personnel based on manufacturer recommendations for safe operation and handling.

Superseded

NOTES

Nationally typed resources represent the minimum criteria for the associated component and capability.

REFERENCES

1. FEMA, NIMS 509: Air Operations Branch Director
2. FEMA, NIMS 509: Air Tactical Group Supervisor
3. FEMA, NIMS 509: Air Support Group Supervisor
4. FEMA, NIMS 509: Remote Pilot-in-Command
5. FEMA, NIMS 509: Technical Specialist – Unmanned Aircraft System
6. Federal Aviation Administration (FAA) Joint Order (JO) 7200.23: Air Traffic Organization Policy, October 2016
7. Title 14 Code of Federal Regulations (CFR) Part 107: Small Unmanned Aircraft Systems, latest edition adopted
8. Title 14 CFR Part 117: Flight and Duty Limitations and Rest Requirements, latest edition adopted
9. Department of Homeland Security Best Practices for Protecting Privacy, Civil Rights, and Civil Liberties in Unmanned Aircraft Systems Programs, December 2015

Superseded