



United States Department of the Interior Office of Aviation Services

300 E. Mallard Dr., Ste 200
Boise, Idaho 83706-3991

In reply refer to:

March 12, 2021

Memorandum

To: DOI remote pilots and aviation managers

From: Mark Bathrick, Director, Office of Aviation Services

Subject: Waiver to OPM-11, Section 19, allowing for DOI Remote Pilot proficiency and training

DOI UAS pilots and aviation managers,

Due to the many challenges DOI Remote Pilots (RP) faced this year, OAS recognizes that maintaining or conducting proficiency flights as outlined in OPM-11 (see below) may be difficult for many remote pilots to achieve.

OPM-11 Proficiency and Currency Requirements:

19. Flight Proficiency and Currency:

A. Flight proficiency: Remote Pilots must demonstrate three takeoffs (launch) and landings (recovery) with the UAS they are approved to operate within the preceding 90 days. If proficiency is lost prior to a mission, the Remote Pilot must regain proficiency by performing the flight maneuvers and emergency procedures for the specific make and model, during a proficiency flight prior to an operational mission or conduct their mission flight under the observation of a current UAS pilot.

B. Flight Currency: Remote Pilots are required to fly each of the aircraft for which they are carded at least once every 12 months, or the interval specified on their OAS-30U. Remote Pilots failing to meet this requirement shall fly under the supervision of a carded and current Remote Pilot and perform the flight maneuvers and emergency procedures for that aircraft.

For those DOI Remote Pilots that have not been able to maintain proficiency, or have not flown within the last 12 months, the attached waiver will provide relief to the language in OPM-11 and should, in combination with the new blanket UAS flight waiver to Secretarial Order 3379 for emergency response preparedness, allow DOI RP to regain and maintain their currency and proficiency.



All DOI Remote Pilots are expected to coordinate and review the waiver requirements with their National UAS Managers/Office to ensure there aren't further requirements their bureau might impose. This waiver does not modify or remove any of the restrictions put in place as part of secretarial order 3379. Please follow the most up to date guidance from AS-PMB with respect to the secretarial order.

Please contact the OAS UAS Division if you have any questions.

OPM-11, Section 19 A and B, Waiver:

Due to the current COVID-19 limitations to travel, safety and social proximity, many DOI Remote Pilots are unable to maintain certain flight proficiency and currency requirements in order to be mission capable. This waiver allows Department of the Interior Remote Pilots to become proficient and current if they cannot meet the requirements as outlined in OPM-11.

Prior to flying, DOI Remote Pilots must:

- Coordinate with their National UAS Aviation Manager (NUAM) to ensure appropriate flight waiver, PASP and bureau requirements are met;
- Confirm their FAA 107 remote pilot certificates are current;
- Confirm their IAT DOI training compliance;
- Confirm their OAS-30U is current (A-452R may be required via IAT);
- Confirm the UAS to be flown has been inspected and documentation has been submitted, if required.

Guidelines for waiver proficiency and currency flights:

- Fly in a benign training environment (no obstructions, low winds) not near people, structures and/or vehicles;
- Review and fly DOI/USFS [basic flight maneuvers and exercises](#);
- Review and utilize the [OAS-69U flight evaluation form](#) during proficiency/currency flights, and submit the completed form to your bureau's NUAM and to OAS (john_vogel@ios.doi.gov);
- Fly a minimum of 30 minutes, with a minimum of 3 takeoffs/landings;
- Submit an [OAS-2U](#), indicating proficiency and currency flights have been flown per this waiver;

Self-evaluation comes with the potential for serious pitfalls if handled in a less than professional and objective manner. As we all know, aviation is a very unforgiving endeavor. Please take this opportunity as a chance to refine your skills in a low stress situation. Fly as much as you feel you need to regain competency, not just the minimum. For those of you that have Solos, don't forget that you have the built-in simulators to get basic muscle memory re-engaged. If you have any

questions please reach out to your NUAM or an OAS UAS inspector before, during or after your experience.

Fly Safe.