

FIG 11-3-1
DoD UAS Categories

Unmanned Aircraft Systems Categorization Chart

UA Category	Maximum Gross Takeoff Weight (lbs)	Normal Operating Altitude (ft)	Speed (KIAS)	Representative UAS
Group 1	0-20	< 1200 AGL	100 kts	WASP III, TACMAV RQ-14A/B, Buster, Nighthawk, RQ-11B, FPASS, RQ16A, Pointer, Aqua/Terra Puma
Group 2	21-55	< 3500 AGL	< 250	ScanEagle, Silver Fox, Aerosonde
Group 3	< 1320	< 18,000 MSL	< 250	RQ-7B Shadow, RQ-15 Neptune, XPV-1 Tern, XPV-2 Mako
Group 4	> 1320		Any Airspeed	MQ-5B Hunter, MQ-8B Fire Scout, MQ-1C Gray Eagle, MQ-1A/B/C Predator
Group 5	> 1320	> 18,000 MSL	Any Airspeed	MQ-9 Reaper, RQ-4 Global Hawk, RQ-4N Triton

Legend

AGL above ground level
 FPASS force protection aerial surveillance system
 ft feet
 KIAS knots indicated airspeed
 kts knots

lbs pounds
 MSL mean sea level
 TACMAV tactical micro air vehicle
 UA unmanned aircraft
 UAS unmanned aircraft system

d. Large Public UAS Engineering Characteristics and Operating Areas:

1. Large public UAS may be sharing airspace with civil aircraft in the NAS. A wide variety of aircraft performance, voice radio communications, command and control link architecture, and operating procedures exists throughout the DoD and other large public UAS enterprises. For example, Group 4 DoD aircraft, such as the MQ-1 Predator and MQ-9 Reaper, are typically propeller-driven with propulsion units that are internal combustion piston- or turbine-powered. The largest public UAS include single-engine jet aircraft such as the RQ-4 Global Hawk and MQ-4C Triton.

2. VLOS and BVLOS link systems provide command and control for these large UAS operations. Voice communication capability in the largest public UAS is far more extensive than in the smaller aircraft. Many