

Lost Link Procedures

Aircraft will take off under tower control, depart TJBQ and proceed under observer monitoring with ATC approval direct to the Predator TFR, a 1.5NM radius ring from 3000'MSL to FL180 centered on at N18.28.27/W067.11.45, Waypoint 1, to climb to FL200 then turn direct to N18.30.00/W067.30.30, Waypoint 2. The A/C will then depart the San Juan CTA at N18.54.42/W067.48.35, Waypoint 3, enroute to N19.01.47, Waypoint 4. The aircraft will then depart the San Juan FIR at N19.00.46/W068.01.28, Waypoint 5. The aircraft will be handed off to the Mission Control Element (MCE) while climbing inside the Predator TFR. If the aircraft goes lost link enroute to the Predator TFR, the aircraft will continue on course to the Predator TFR and will climb to the preset lost link altitude listed in Ref A below while remaining inside the Predator TFR for one hour total then proceed to the termination orbit, 18.35.54/W067.23.23. The PIC of the aircraft will notify TJBQ air traffic control and San Juan CERAP via phone of the lost link condition and the projected flight path of the aircraft. Upon reaching the termination orbit N18.35.54/W067.23.23, the aircraft will enter a clockwise orbit within a 5NM radius of this point. If the LRE is not able to re-establish link, the aircraft will continue this orbit until fuel starvation. Fully fueled, the aircraft should hold over 20 hours to allow the LRE to attempt to reestablish link.

If the aircraft goes lost link after departing the Predator TFR prior to departing the San Juan FIR it will continue on its previously assigned course to the border of the San Juan CTA at Waypoint 3. At Waypoint 3, the aircraft will hold in a 3 NM clockwise orbit while maintaining FL200 for 30 minutes to allow time for the PIC to coordinate with San Juan CERAP then climb to the preset Lost Link altitude from Ref A below in a 10 minute 3 NM clockwise orbit at Waypoint 3 then proceed via a reverse routing back to Waypoint 2 then direct to the termination orbit as above.

If the aircraft goes lost link outside the San Juan FIR it will climb as coordinated with the appropriate CAA to the preset lost link altitude in Ref A then return via Waypoint 5 to the San Juan FIR then via a reverse of the departure routing to Waypoint 2 to the termination orbit as above. The PIC of the aircraft will notify San Juan CERAP of the lost link condition, the arrival time and altitude of the aircraft at Waypoint 5 via telephone.

For all lost link situations the aircraft will squawk 7600.

Ref A: Aircraft Preset lost link altitudes

Aircraft #1 – callsign “BakerXX” – FL200

Aircraft #2 – callsign “CastleXX” – FL210

Aircraft #3 – callsign “HughesXX” – FL220

Aircraft #4 – callsign “ShomoXX” – FL230