

## Lost-Link Procedures

The 1.5 NM radius circle around Gatesville Municipal (KGOP) airport will be used by the Viking 400 strictly for launch and recovery operations. All other UAS operations shall be contained within adjacent restricted airspace.

In the event of a loss of link with the Viking 400 while on departure or inside R-6302, the UA will remain within restricted airspace until datalink has been re-established. If datalink cannot be re-established the UA will terminate the flight within R-6302.

As stated in the Launch and Recovery procedures, the UA will not exit R-6302 until it is assured that no (visually or radar) observed traffic is within 5 NM of GOP. This will be done by communicating with the visual observer located at GOP and also with Ft. Hood Radar Approach Control. The PIC shall also monitor and issue advisories on GOPs CTAF frequency. Once determined there is no conflicting traffic, the pilot will select the "commit to land" option prior to exiting R-6302. If the UA suffers a loss of link after exiting R-6302 it will continue on the preprogrammed route of waypoints for landing on the selected runway. A recovery team will be available adjacent to the runway for immediate removal of the UA from the runway. Additional advisories will be made to notify any inbound aircraft of the situation on the local CTAF frequency to allow them to adjust their flight patterns accordingly. Flight time from R-6302 to GOP is less than three minutes, regardless of landing runway.

## Lost Communications Procedures

In the event that two-way communications are disrupted before or during launch operations, the launch process will be discontinued and the UA will remain off the runway until sufficient secondary communications have been established. If communications are lost prior to departing R-6302, the PIC will hold in the restricted area until alternate communications are established. If outside R-6302, the pilot and observer will utilize CTAF frequencies to communicate as needed.

## Emergency Procedures

Preventing a mishap or SUAS loss or damage depends on early recognition of dangerous flight conditions or malfunctions followed by appropriate corrective action. The Viking 400 crew will memorize the immediate action items of each emergency procedure outlined in the Operator's Manual. Mission planning must include alternative courses of action available for each phase of the proposed flight. During flight, crew members must maintain situational awareness and should always know which direction to fly to escape hazard. Crew members should always know UA position relative to hazards and be ready to assist the PIC with headings and altitudes to fly to safety. Those steps that must be performed immediately in an emergency are underlined and in bold print in the Operator's Manual and operators must be able to perform these steps without referencing the checklist or manual. Non-underlined steps can be accomplished with use of the checklist. During an emergency, the PIC will complete, at a minimum, the following:

- a. Follow procedures outlined in Operator's Manual.
- b. Immediately notify Ft. Hood Radar Approach Control and Range Control and advise them of the nature of the emergency situation, pilot intentions, and/or any other pertinent information.
- c. If there is a fly-away, contact Ft. Hood Radar Approach Control in addition to Range Control and provide last known position, direction of flight, fuel time remaining and last known altitude.
- d. When able, relay any additional pertinent information as necessary.
- e. Notify Ft. Hood Radar Approach Control when emergency is terminated.
- f. Assist Ft. Hood Radar Approach Control as much as possible after the emergency.