

USAFA ScanEagle Emergency Procedures

(Excerpts for USAFA MOU for UAS)

Emergency Procedures. All emergency procedures will be confined to the approved COA airspace.

UAS Mission Commander (UMC) will immediately notify the 306th FTG Supervisor of Flying (SOF) of emergency situations and support requirements. The SOF will pass information as appropriate to KAFF tower and coordinate emergency support as needed. All emergencies shall be handled IAW the UA system flight manuals. The UA pilot shall be responsible for the handling of all actual emergency procedures as required. The following conditions are considered emergencies but may NOT require emergency support services. Although the listed emergency conditions are not all inclusive, the basic tenants will apply in all situations.

Unintentional Fly-away. The Pilot or UMC will immediately notify KAFF tower through the SOF of the UAS fly-away. The following information will be passed:

- a. Last known position, heading, altitude, and airspeed
- b. Fuel/time remaining
- c. Any other pertinent information

Flight control malfunctions. During any flight control malfunctions, the pilot will recover the UA as soon as practicable. In the event of severe malfunction or erratic behavior, the pilot will exercise the option to terminate engine power and force the UA to autoland. If recovery of the UA to Aardvark would create a more hazardous situation, the UA will be commanded to proceed to the lost-link waypoint to hold until fuel exhaustion until the flight terminates in that vicinity.

Loss of Visual Contact. Loss of visual contact by observer requires recovery of UAS to GCS or loss link location to reacquire visual contact to continue flight profile as long as aircraft is working normally. If visual contact cannot be reacquired, flight operations will be terminated via Aardvark.

Loss of ability to track UA by GCS. Visual observers will provide location guidance to the UA pilot and/or UMC and assist as needed to guide the UA back to Aardvark for immediate recovery and landing.

Emergency information. At a minimum the UA pilot and/or UMC will pass the following information to KAFF tower through the SOF:

1. Nature of emergency and if crash response is required
2. Position, heading, altitude, and airspeed (as appropriate)
3. Fuel on board/time remaining
4. Pilot intentions
5. Any other pertinent information

NOTE: Not all UA emergencies require crash response. It is the UA pilot and/or UMC's responsibility to determine appropriate response. The SOF may over-ride the decision of the UA pilot/UMC in determining crash response. At all times adequate crash response should remain in place at KAFF to support all Airmanship operations.