

## Emergency Procedures.

In the event of an engine malfunction or failure the PIC will inform the appropriate controlling agency of the emergency situation. If the MCE is in control of the aircraft, the aircraft will be flown toward TJBQ airfield while transferring control to the LRE. If a handover to the LRE is not possible or if the aircraft is outside gliding distance from TJBQ airfield, the MCE will ditch the aircraft in the ocean inside the 5 NM ring of the lost link termination orbit while maneuvering the aircraft to avoid any oceangoing vessels.

Once the aircraft is in LRE control the LRE will fly the aircraft in a Flame Out pattern. The aircraft will glide back over TJBQ airfield with a glide ratio of 18-20:1 (gear up) or 12:1 (gear down). The aircraft will be flown in a standard overhead Flame Out pattern with High Key over the runway at 2000' AGL, Low Key at 1200' AGL on a 1 NM downwind and rolling out on final at 600-800' AGL inside 1 NM.

In the event of any flight control or other emergency affecting flight performance the PIC will notify the appropriate controlling agency of the emergency situation and if in MCE control the aircraft will be flown inside the 5 NM ring of the lost link termination point for handover to the LRE. The LRE will coordinate with the appropriate agency and perform a controllability check inside the 5 NM ring of the lost link termination point to determine a safe landing configuration prior to recovery. If a safe landing configuration cannot be obtained, the LRE will ditch the aircraft in the ocean inside the 5 NM ring of the lost link termination orbit while maneuvering the aircraft to avoid any oceangoing vessels.