Camp Rilea Adverse Procedures

1. LOST LINK PROCEDURES. For lost link occurrences greater than 3 seconds the UA will be programmed "go-to rally" and autoland, with the landing point located 20 meters east of the GCS antenna. A secondary option is available to the UA operator to program the UA to "End Flight" upon lost-link which will cause the immediate termination of the flight. All lost link procedures will be contained within the approved COA airspace and remain below 400' AGL.

2. LOST COMMUNICATIONS. The event of lost communication between the pilot and observer is not applicable because of the limited airspace volume the UAS will operate and the observer and pilot will be co-located. Astoria Regional Airport is uncontrolled… The pilot will monitor the Astoria CTAF/UNICOM frequencies. In the event that monitoring capabilities are lost, the pilot will recover the UA.

3. 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. Both the VO and MO 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. To the extent possible, planned courses of actions for emergencies should be made before the flight begins to include ensuring the Rally waypoint (in the event of loss-of-link) and waypoint "E" (for routine landings) are within the designated COA airspace. During flight, both operators must maintain situational awareness and VO should always know which direction to fly to escape hazard. MO: Should always know UA position relative to hazards and be ready to give VO 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. The 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 McMinnville Flight Service Station and advise them of the nature of the emergency situation and/or any other pertinent information.
C. If there is a fly-away emergency, contact McMinnville Flight Service Station and advise last known position, direction of flight, battery time remaining and last known altitude. Assist McMinnville Flight Service Station as much as possible.