

### Raven

1. **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 VO 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, the operator must maintain situational awareness and should always know which direction to fly to escape hazard. These steps that must be performed immediately in an emergency and must be able to perform these steps without referencing the checklist or manual. During an emergency, the PIC will complete, at a minimum, the following:
  - A. Follow procedures outlined in Operator's Manual.
  - B. Immediately notify the Commanding Officer of the Healy of the nature of the emergency situation and/or any other pertinent information.
  - C. If there is a fly-away emergency, it is expected that the USCG Healy be proactive in the recovery of the vehicle and report any loss to HQ AFSOC/A3OUI as soon as possible. If able, notify Anchorage ARTCC via the most expeditious means possible and provide the last known position, heading, altitude and approximate flight time remaining.
2. **LOST LINK PROCEDURES.** The UA will be programmed in preflight to "Enroute Rally" to Point E which will be located approximately 500M from the Ground Control Station (GCS) and appropriately aligned into the wind. The Raven will then begin descent while proceeding to point L, located 20 meters west of the GCS, and auto-land. A secondary option will be 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 must be contained within the approved COA airspace and remain below 250' AGL.
3. **LOST COMMUNICATIONS.** This is not applicable as operators will not have the capability to contact Anchorage ARTCC by radio due to the remoteness of the area. The POC on the Healy may be contacted by email at

(b) (6), (b) (3) 10 USC 130b