

Group 1 Ft. Story

- 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. 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 Norfolk Terminal Radar Approach Control Facility (TRACON) 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 Norfolk TRACON and advise last known position, direction of flight, battery time remaining and last known altitude. Assist Norfolk TRACON as much as possible.
- 2. LOST LINK PROCEDURES.** The UA will be programmed "go-to rally" and autoland. The "rally" point will be located over the Ground Control Station (GCS) within approved COA airspace. 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 must be contained within the vertical and lateral limits of the approved COA airspace.
- 3. LOST COMMUNICATIONS.** In the event that two-way communications are lost or become unavailable, the operator will execute "go-to rally" and autoland or "end flight" within the vertical and lateral limits of the approved COA airspace. (Note: Use of telephones as a primary means of two-way communication is at the sole discretion of Norfolk TRACON)