

## **Emergency Procedures**

MQ-1 emergency procedures are covered in USAF Technical Order 1Q-1 (M) B-1, Local Operating Procedures, and AFI11-2MQ-1V3 and will be coordinated with Cannon Tower and Radar Approach Control air traffic controllers. Both ATC facilities will maintain specific emergency procedures in the facilities ready reference files and watch supervisor's emergency procedures checklist.

The MQ-1 pilot will immediately report all emergency situations to the Cannon Tower or RADAR Approach Control. The air traffic controller will request standard minimum emergency information from the pilot that includes: nature of emergency; pilot's desires; aircraft position; and fuel remaining in hours. The controller will follow normal procedures for passing emergency information over the emergency crash phone.

The following are general emergency situation procedures:

- Pilots will not accept an aircraft for flight with a malfunction that is addressed in the emergence section of the flight manual until maintenance personnel accomplish appropriate corrective actions.
- Once a malfunctioning system is isolated, pilots will not use that system again unless its use in a degraded mode is essential for recovery. If the fault is corrected or malfunctioning item reset, crews may continue the flight or use of the system unless prohibited by the flight manual.

### **Ground Emergencies:**

- Pilots will not taxi the aircraft with nose-wheel steering, brake system, video, or telemetry malfunctions.
- Ground crews using the appropriate equipment will recover an aircraft after inadvertent entry onto soft or unprepared surfaces. Pilots will not attempt to recover the aircraft to the prepared surface by using engine power and/or differential braking.

### **In-flight Emergencies:**

- Air Aborts. Abort the mission, regardless of apparent damage or subsequent normal operation, for any of the following: bird strike, over-G, uncommanded flight control inputs, or engine failure.
- Forced Landing. Crews will comply with forced landing procedures in the flight manual and local guidance. If a forced landing to a runway or primary site cannot be completed without endangering personnel or property on the ground, then another site will be selected even if attempting a landing at that alternate site may result in destruction of the MQ-1 aircraft.
- In the event of an engine out while the aircraft is within the corridor; the pilot will either glide the aircraft back to Cannon AFB for landing or to R-5104A for impact. Decision will be based on where the aircraft is at along the corridor (see figure 1). The Mid Point waypoint, (N 34° 24' 26.44" W 103° 30' 08.79"), allows for 9 NMs either direction. At

3000' AGL and with a 3:1 glide ratio, the MQ-1 would either do a 180 and return to Cannon for landing or proceed to R-5104A and impact within the restricted airspace.

**In-Flight Practice of Emergency Procedures:**

- Pilots will practice aborted takeoffs and unusual attitude procedures only in the flight simulator or cockpit procedures trainer.
- Practice in-flight engine shutdown is prohibited.
- Pattern Procedures. Initiate go-arounds from Simulated Flameout (SFO) patterns in sufficient time to ensure the aircraft does not touch down.

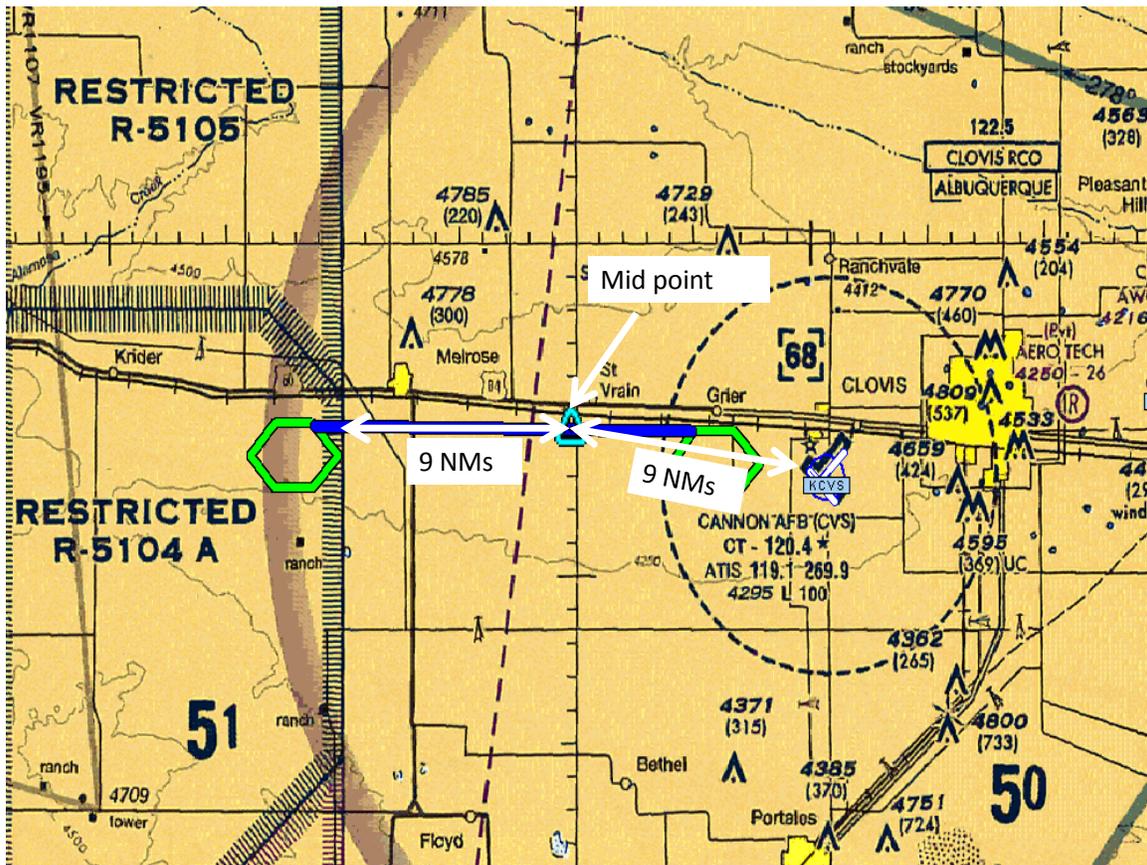


Figure 1. Mid Decision Point for Engine-Out Glide.