

## **Traffic Avoidance Procedures**

**Traffic Pattern Flight Operations:** The External Pilot (EP) conducting Hunter flight operations at Cochise College Airport manually controls the aircraft while performing traffic pattern flight maneuvers. The EP duty position is located at mid-field and adjacent the intended landing runway, to maintain the required visual contacts with the aircraft being controlled and clears the airspace for the intended flight maneuver. The visual distance shall not exceed one (1) nautical mile laterally and/or 3,000 feet vertically from the aircraft being controlled. The EP makes all standard radio calls on the UNICOM/CTAF frequency prior to executing traffic pattern flight operations. Additionally, the EP maintains constant listening vigilance on the assigned airport UNICOM/CTAF frequency.

**Flight Operations Outside the Cochise College Airport and Remaining Within the Authorized FAA COA Flight Operations Area:** All Hunter UA flight operations conducted outside the EP visual range stated above shall have a chase aircraft with an assigned visual observer to provide air traffic avoidance. The chase aircraft pilot shall safely position the chase aircraft so that the on-board visual observer is within one nautical mile or less, and no more than 3000 feet vertically to ensure visual contact with the Hunter UA at all times.

NOTE: During lost link the chase aircraft will remain with the UA until arrival at lost link recovery area providing necessary radio calls with dedicated observer. The chase aircraft is not released until the observer is in place and communication is established with the AVO who assumes all radio calls and has released the chase aircraft.

NOTE: During lost link the AVO will make “Call in the Blind” radio calls to Cochise CTF advising of Lost Link Aircraft and its orbiting position in relationship to the Cochise Airport until link is regained or the UA runs out of fuel, at which time the AV will automatically deploy the parachute and is on the ground.