

## **EMERGENCY PROCEDURES FOR swinglet CAM**

Prior to all swinglet CAM flight operations, the area of operations will be surveyed and safe emergency landing zones identified. All personnel will be briefed on emergency procedures including, but not limited to: Location and use of first aid kit and fire extinguisher; location of vehicles that may be used to follow the aircraft in a lost link/failed auto-land situation; location and use of modes of emergency communication; location of vehicles that may be used to transport injured personnel; and location of the nearest hospital.

In the event of an emergency, the emergency situation will be broadcast by the PIC and/or Observer to all involved ground personnel via direct voice or two-way radio communications. The broadcast will indicate the nature of the emergency, any immediate action plans/directives and /or request for resources.

All personnel involved with the mission will have ready access to a mode of communication which can quickly summon fire/EMS/law enforcement services should they be needed. Acceptable forms of communication include: telephone landline, cellular phone, satellite phone and VHF law enforcement radio.

As all flight operations will be conducted by The Ohio Department of Transportation personnel, the full resources of the State of Ohio Department of Transportation and/or other participating agencies are available in response to any emergency that may arise.

The number one priority in all sUAS operations is the safety of persons, and property. When the safety of people or property is compromised by the operation of the swinglet CAM, the operation will be immediately terminated. No further flights will be conducted until the potential hazard to people or property can be sufficiently mitigated.

A first aid kit and fire extinguisher (A/B/C rated minimum 2.5 lb. capacity) will be present during all flight operations.

A Security zone will be placed for each flight that limits the operation of the sUAS. In the event the sUAS violates the security zone the sUAS will initiate an autonomous landing.

In the highly unlikely event that the links are lost between the ground station, remote control, GPS communication and the auto-land system fails, the Observer(s) will utilize a readily available vehicle and maintain visual contact with the aircraft until it depletes battery life which can be no greater than 25 minutes and a distance of 8.8 miles maximum traveling distance (assuming no wind and a full charge). If it appears the aircraft will approach within 5 NM of an airport, the Observer(s) will communicate with the tower facility, or broadcast a warning on CTAF as appropriate, advising the direction of travel and altitude of the swinglet CAM.

In the worst possible scenario complete control is lost of the sUAS and an airport could potentially be affected, the PIC will immediately contact the aircraft control for that airport and report the telemetry and potential flight time remaining to mitigate any potential hazards.

The nature of the emergency will subsequently be communicated to the Ohio State Patrol and local law enforcement. A detailed report of the incident, to include photos if available, will be completed as soon as reasonably possible and forwarded to the State of Ohio DOT for review and dissemination to appropriate parties.