

MQ-8B Fire Scout Emergency Procedure

The UAV pilot will respond to emergencies in accordance with applicable flight procedures and standard operating procedures. Emphasis is placed on collision avoidance and the safety of people and property on the ground. The UAS pilot will declare an emergency and communicate the nature of the emergency and immediate intentions to Jacksonville FACSFAC/ATC as soon as possible.

The MQ-8B Fire Scout Emergency Procedures are included in a separate attachment. To summarize these procedures, failures are classified into two categories: one for non-critical failures, e.g. the payload camera fails and one for critical failures, e.g. one of the electrical busses fails. Non-critical failures are presented as CAUTIONS to the UAS pilot who will then determine if a mission abort is warranted. Critical failures are presented as WARNINGS. The UAS pilot will return the UAS to the ship or, if shipboard recovery is not possible, the shore based divert landing location (NAS Mayport). The UAS pilot can override the route specified in the mission plan should ATC direct the UAS to a different recovery area. The route chosen to the shore divert is entirely over water until on final approach.

If shore based divert becomes required, a chase aircraft will join with the UAS at a designated rendezvous point in W-158E. The UAS will not depart the Warning area until the chase aircraft has joined. The chase aircraft will be a Navy Seahawk helicopter operating from NAS Mayport.