

## **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 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 base or the emergency landing location (Singing River Island heliport) depending on which is closer. The UAS pilot can override the route specified in the mission plan should ATC direct the UAS to a different recovery area. If the emergency is such that the aircraft cannot proceed to either recovery location, the UAS pilot can command the aircraft to land immediately. The routes chosen are over low density population areas, so there is plenty of space to set down safely.

The chase aircraft will join with the UAS while in the traffic pattern at Trent Lott International Airport immediately after takeoff and will remain with the UAS until it has landed. The UAS will not be given permission to takeoff unless the chase is in the Trent Lott International Airport's airspace. If there is a problem with the chase that requires it to return to base prior to completion of the UAS flight, the UAS will remain in the restricted area until another chase plane is available and has joined with the UAS.