

## Procedures

### LOST LINK/MISSION PROCEDURES Capabilities and Procedures

#### Capabilities:

There are two electronic control up-links between the Ground Control Station (GCS) and the Aerostar UA, UHF Omni and C-Band Directional. In order for there to be a total loss of control link between the GCS and the Aerostar UA, both of these links must be out of service simultaneously.

The Aerostar UA's on board Flight Management Control System (FMCS) can be programmed prior to takeoff to define:

- Lost link waypoint and the associated holding airspace at this waypoint.
- Route of flight from any location along the mission flight route to the lost link waypoint
- Single or multiple altitudes the Aerostar will operate at between the location where the loss of control link occurred and the lost link waypoint and the altitude to maintain while holding at the lost link waypoint.

Each of these lost link features (waypoint, route, and altitude) can be revised by the Pilot in Command, once or multiple times, while the Aerostar is airborne as long as either control link is operational.

#### Procedures:

During the development of the mission plan the lost link waypoint, flight route to the lost link waypoint, and altitudes(s) to be utilized shall be established. The following criteria shall be used when developing the lost link procedures:

- Lost link waypoint and associated holding airspace shall be of sufficient distance from any airport so the traffic patterns at any airport are not affected.
- The route of flight from the location where the loss of control link occurred to the lost link waypoint will not require the Aerostar to operation within 3 NM of any city or town, nor traverse any SUA.
- The established altitude(s) shall ensure the Aerostar operates at least 1,500 feet AGL

- For IFR operations within Class A airspace:
  - Lost link waypoint shall be the next to last fix in the route of flight filed in the IFR flight plan, immediately preceding the destination airport.
  - The lost link route and altitude shall be amended, as appropriate, so that they are always the same as that specified in the last ATC clearance received.

Prior to takeoff the Pilot in Command shall confirm that the appropriate loss of link waypoint, route, and altitude(s) have been entered into the Aerostar's FMCS.