

## **Emergency Procedures SiCX-12**

### **Encroachment into Flight Area by another Aircraft**

- The operators of the UAS will be fully responsible for avoiding any other aircraft that enters the UAS flight area. Observers will be stationed in a manner that the entire flight area will be under observation. If an aircraft is observed whose flight path might bring it near the UAS flight area, the PIC will immediately command the UAS to drop to an elevation of 50 feet AGL and return to the landing pad.
- If the PIC believes that there is an imminent possibility of collision between another aircraft and the UAS, he will immediately terminate the UAS flight causing the UAS to drop to the ground.

### **Unauthorized Person in flight Area**

- The UAS flight area will be under the control of the flight team and non flight team members will not be allowed to be in the area. Observers will be stationed in a manner that the entire flight area will be under observation and will immediately notify the PIC if any non flight team members are approaching the flight area.
- If an unauthorized person enters the flight area, the PIC will immediately command the UAS to return to the landing pad and land. The flight path back to the landing pad will be selected such that the UAS never comes near the unauthorized person.

### **Emergency Assumption of Control by Safety Pilot**

- If there is any question that the UAS is no longer flying its programmed mission, the safety pilot will take manual control of the UAS and return it to the landing zone and land it under remote control (RC).

### **Emergency Termination of Flight**

- The UAS flight control software has the capability to stop the engine of the UAS and thus terminate the flight at any time. In addition, a fully redundant engine kill system has been incorporated into the UAS.
- The safety and welfare of persons and property airborne and on the ground shall take dominance over the SiCX-12's well being. The PIC has full authority to terminate a flight in the event of loss of control of the UAS or in any other situation in which the PIC feels it is appropriate in order to prevent an unsafe situation.