

Mississippi Department of Marine Resources
Emergency Procedure for Draganfly X6
Emergency Operations

In the event of an emergency, the emergency situation will be broadcast by the Observer to presiding Ground Personnel. 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 a form(s) of communication which can quickly gain access to emergency and medical related services; should they be needed which are but not limited to VHS radio, cell phone etc.

As all flight operations will be conducted by Mississippi Department of Marine Resources (MDMR) staff members. The full resources of the Department are available in response to any given emergency that may arise.

Of greatest importance is ground personnel and civilian safety. It is the responsibility of the Ground Personnel to protect any civilian(s) that may come in contact with the aircraft, civilian property and themselves.

In the event of an emergency landing in a safe zone, whether the X6 is flown there by direct flight input from the PIC or is operating in its autoland mode, the Observer will communicate the situation to the ground crew and point out any hazards to the PIC. The Observer will always collocate, within speaking distance, with the PIC mitigating the possibility for loss communications between PIC and Observer.

The Draganfly X6 constantly monitors Link signal strength with the control unit. Within a second detecting lost Link by the Draganfly X6 the aircraft will enter a fail-safe condition and "auto land". The aircraft will place itself in a stationary hover and begin a slow descent. Through feedback via on-board inertia sensors, when the aircraft touches down and lands, the aircraft motors/rotors are powered off.

Should the auto land feature fail the observer will contact Colle Field tower and inform them of the situation. Last known altitude, heading and airspeed will be provided. The event will be broadcasted via dispatch and the Draganfly X6 will be tracked from the ground via an emergency vehicle. Any changes in heading will be relayed to Trent Lott Tower to determine possible conflict with any local traffic. Greatest possible flight time for the X6 is 18 minutes and maximum gross takeoff weight is 53oz.

The nature of the emergency will be clearly communicated to Incident Command and Risk Management Personnel. A detailed report of the incident, to include

