

# Policy Statement



**Experimental Aircraft Association, Inc.**

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[www.EAA.org](http://www.EAA.org)

## DRONE/sUAS/MODEL AIRCRAFT OPERATIONS

As small-unmanned aircraft systems continue to increase in sophistication, popularity, and sales, it has become necessary for EAA to issue a clear policy regarding all Drone/sUAS/Model Aircraft operations on the EAA grounds during AirVenture. Utilizing much of the existing Academy of Model Aeronautics (AMA) model aircraft safety code, the following restrictions are issued regarding any operation of these types of devices during the entirety of AirVenture.

All Drone/sUAS/Model aircraft may only be flown in the designated outdoor area (see attached diagram) adjacent to the EAA Museum on EAA grounds, Monday – Saturday during the hours of 7:00 PM to 9:30 PM. **Operations not sponsored by EAA on any part of EAA or Wittman Regional Airport property are prohibited.**

*This policy is not applicable to the EAA-sponsored drone cage, KidVenture, AirVenture acts incorporating Drones/sUAS/Model Aircraft as part of their performance, or any other operations sponsored by EAA.*

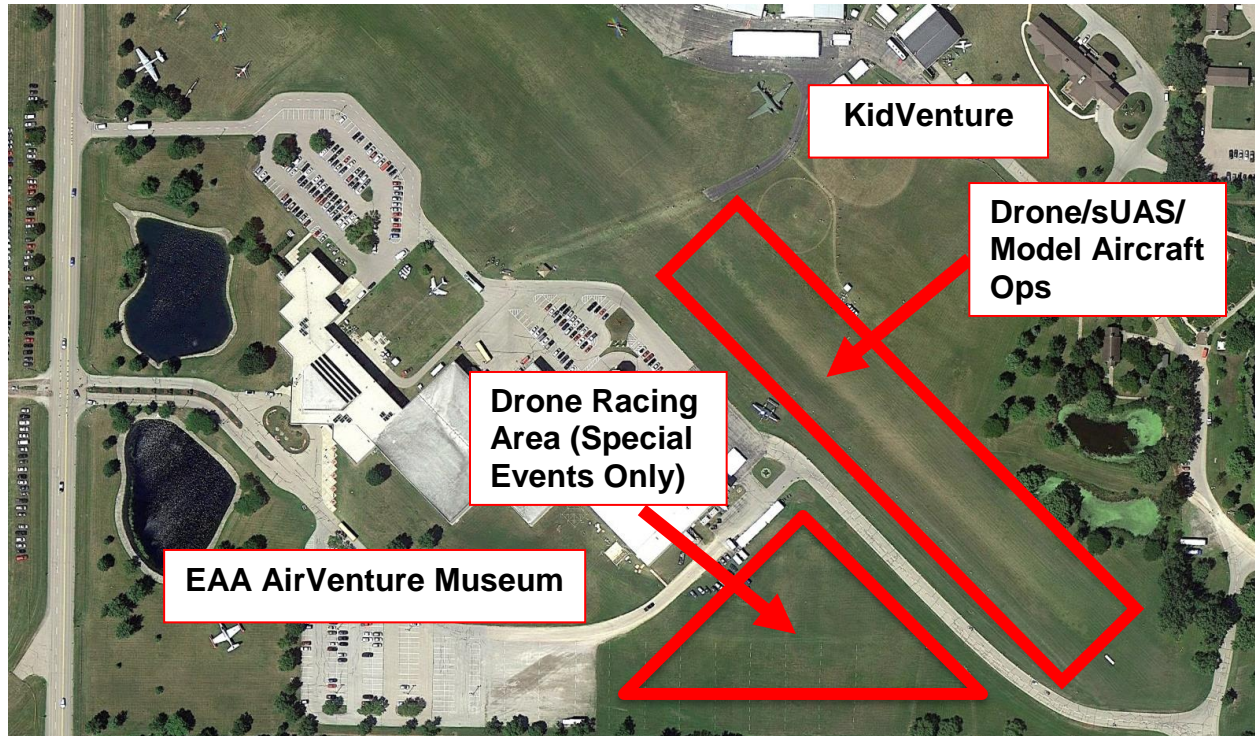
**The following limitations will be in effect for operations in the designated model aircraft area during hours of operation**

### **Drone/sUAS/Model Aircraft Pilots Must:**

1. Be AMA members with appropriately registered (if applicable) aircraft per FAA regulations
2. Never fly in a careless or reckless manner.
3. Fly aircraft registered under Federal Aviation Administration sUAS registration program, if greater than 0.55 pounds.
4. Fly aircraft less than or equal to five (5) pounds takeoff weight.
5. Not fly more than 60 miles per hour.
6. Only operate 2.4 GHz radios (no 72 MHz radios allowed).
7. Not fly for compensation or hire.
8. Never fly directly over unprotected people, vehicles, or structures, and/or in a manner that endangers the life and property of others.
9. Never fly at a location where model aircraft activities are prohibited.
10. Always yield the right-of-way to all human-carrying aircraft.
11. See and avoid all aircraft and utilize a spotter when appropriate (AMA Document #540-D).

12. Not operate first-person view (FPV) devices (persons not acting as PIC or as a required observer may use such devices).
13. Never fly higher than 400 feet above ground level.
14. Never interfere with any aircraft operations and traffic patterns.
15. Ensure the aircraft is identified with the name and address or AMA number of the owner on the inside or affixed to the outside of the model aircraft.
16. Not operate aircraft with metal-blade propellers or with gaseous boosts except for helicopters operated under the provisions of AMA Document #555.
17. Never operate model aircraft while under the influence of alcohol or while using any drug that could adversely affect the pilot's ability to safely control the model (including both prescription and over-the-counter medications).
18. Not operate model aircraft carrying pyrotechnic devices that explode or burn, or any device which propels a projectile or drops any object that creates a hazard to persons or property.

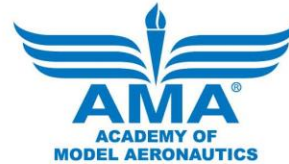
## Appendix A: AirVenture Drone/sUAS/Model Aircraft Operations Area



## Appendix B: AMA See and Avoid Guidance

### Academy of Model Aeronautics

5161 East Memorial Drive Muncie, Indiana 47302  
(800) 435-9262 – Membership Services  
[www.modelaircraft.org](http://www.modelaircraft.org)



## “SEE AND AVOID” GUIDANCE

### A. General:

1. The primary means to avoid collisions between all aircraft flying within our National Airspace System (NAS) is “See and Avoid.”
2. Vigilance must be maintained by each person operating an aircraft (whether model or manned) so as to “see and avoid” other aircraft.
3. Model aircraft must avoid manned aircraft. Our privilege to fly model aircraft in the NAS depends on our commitment to remain “well clear” of manned aircraft.
4. Simply avoiding an actual collision is not enough. A “near miss” is not acceptable.
5. Unless flying at a mixed-use site where manned and model aircraft routinely share airspace through their own site-specific rules, model aircraft must fly sufficiently far away from manned aircraft so as not to create a collision hazard.
6. Model aircraft flying must not only be safe, it must be perceived to be safe by the greater manned aviation community. Modelers must continually demonstrate their respect for the safety of manned aircraft by remaining vigilant and well clear.
7. Whenever a potential conflict arises between model aircraft and manned aircraft, the pilot of the model aircraft must always give way to the manned aircraft.
8. The pilot of a model aircraft must never assume the pilot of a manned aircraft can see the model or will perform any maneuver to avoid the model’s flight path.
9. Visual Line of Sight is required by the Safety Code. It means that visual contact with the aircraft must be maintained without enhancement other than by corrective lenses prescribed for the model aircraft pilot. All RC flying must remain clear of clouds smoke or any other obstruction to the line of sight.
10. “Blue Sky” is a term used to explain the method used to increase separation between a model and a manned aircraft in the same vicinity. The modeler should maneuver the aircraft in such a way as to increase the amount of blue sky perceived between the model and the manned aircraft. By increasing the blue sky separation, the question about depth perception is taken out of the equation and the modeler need not worry whether the model is closer to him than the manned aircraft or further away. Increasing the blue sky between the model and the manned aircraft automatically increases separation between them.

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11. A modeler should never place any consideration for the well-being of the model aircraft above the safety of manned aircraft. Maneuvering to avoid the conflict may require that the model aircraft be sacrificed.

12. Free flight models should not be launched with relatively low altitude manned aircraft in sight and downwind or headed downwind from the launch site.

### **B. Spotters:**

1. Before a flight, the pilot must insure that the spotter understands his/her duties and expectations.

2. A spotter should be used to assist in monitoring the surrounding airspace for manned aircraft whenever a flight is expected to exceed 400 feet above the ground and that operation is expected to be in proximity to known manned aircraft traffic such as at a mixed-use facility or within three miles of an airport. The spotter must have sufficient visual acuity and be mature enough to take this responsibility very seriously.

3. A spotter should also be prepared to assist his/her pilot in the event that another model aircraft or spectators become endangered or in turn are perceived to be a danger to the pilot or the pilot's model aircraft.

4. If a model aircraft pilot experiences what he or she considers a near miss with a manned aircraft, that model aircraft pilot should notify AMA Headquarters with a written report of the incident, including action taken by the model aircraft pilot to avoid the manned aircraft. This report is intended to help the modeler, the club, and the AMA capture as much detail as possible so that it may be used to assist all parties in recalling the particulars of the incident at a later time. Call 1-800-435-9262 (1-800-IFLYAMA) extension 230 or 251 for assistance with this report.

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