



# Southern Helicam Safety Procedures:

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*Southern Helicam is a division off Tim Trott Audio, Inc (Tim Trott Productions)*

## **SAFETY PRECAUTIONS<sup>1</sup>:**

1. Prior to any flight the Pilot In Command (Operator) will:

- (a) Set safety cones 25 ft from launch point marking restricted area.
- (b) Monitor aircraft communications prior to launch and during flight (where warranted)
- (c) Follow the pre-flight/post-flight checklist
- (d) Record all flight operations, tests and maintenance on the Flight Log Form.

2. The Remotely Piloted Aircraft will not be flown:

- (a) In a careless or reckless manner.
- (b) At a location where model aircraft or UAV activities are prohibited.
- (c) More than 400 ft AGL or within in any restricted area without permission
- (d) Within 3 miles of any airport or within the landing zone of a designated Heliport

3. The Remotely Piloted Aircraft operator (Pilot In Command) shall:

- (a) Yield the right of way to all human-carrying aircraft.
- (b) See and avoid all aircraft and a spotter must be designated and present when appropriate.  
(AMA Document #540-D.)
- (c) Not fly higher than approximately 400 feet above ground level\* within three (3) miles of an airport without notifying the airport operator.
- (d) Not interfere with operations and traffic patterns at any airport, heliport or seaplane base except where there is a mixed use agreement. The Pilot in Command will not launch the RPA within visual range of a designated heliport.
- (e) Not exceed a takeoff weigh
- (f) Ensure the aircraft is identified with the AMA number of the owner on the inside or affixed to the outside of the remotely piloted aircraft.
- (g) Not operate aircraft with metal-blade propellers

(h) Not 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 remotely piloted aircraft.

(\* Altitude and distance limits are set within aircraft firmware and controlled by GPS)

## **FLIGHT CONTROL<sup>1</sup> (RC)**

1. The Pilot In Command of the Remotely Piloted Aircraft shall avoid flying directly over unprotected people, vessels, vehicles or structures and shall avoid endangerment of life and property of others.

2. A successful radio equipment ground-range check in accordance with manufacturer's recommendations will be completed before the first flight of a new or repaired model aircraft.

3. At all flying sites a restricted safety zone shall be established around the area from which all flying takes place. (AMA Document #706.) Safety Cones will be set up to mark restricted area with a warning notice.

(a) Only personnel associated with flying the Remotely Piloted Aircraft are to be allowed inside the marked restricted area, principally the Pilot In Command and the designated Observer/Spotter.

(b) The designated Observer/Spotter shall be review and acknowledge these safety procedures prior to launch.

5. Current Sector Charts will be obtained and be maintained at the flight site to assure avoidance of restricted areas.

6. No Remotely Piloted Aircraft will be flown closer than 25 feet to any individual, except for the pilot and the pilot's helper(s) located inside the restricted zone.

7. Under no circumstances may a pilot or other person touch an outdoor model aircraft in flight while it is still under power, except to divert it from striking an individual.

8. There will be no night flying (between local sunset and sunrise).

9. The pilot of an RC model aircraft shall:

(a) Maintain control during the entire flight, maintaining visual contact without enhancement other than by corrective lenses prescribed for the pilot.

(b) Fly using the assistance of a camera or First-Person View (FPV) only in accordance with the procedures outlined in AMA Document #550.

(c) Fly using the assistance of autopilot or stabilization system only in accordance with the procedures outlined in AMA Document #560.

## **PREFLIGHT<sup>2</sup>:**

1. The launch area will be clear of all individuals except the Pilot in Command and the designated Observer/Spotter before take-off.
2. The flying area must be clear of all utility wires or poles and the Remotely Piloted Aircraft will not be flown closer than 50 feet to any above-ground electric utility lines.
3. ***It shall be the Observer/Spotter's primary task to make the Pilot In Command aware of obstructions and hazards including the approach of manned aircraft or any unauthorized persons entering the designated safety zone.***
4. The Remotely Piloted Aircraft may not be flown closer than 50 feet to any structure, highway or railroad and shall not be flown above moving traffic in such a way that would prove to be a distraction to drivers.

## **FLIGHT GUIDELINES<sup>3</sup>:**

- The Pilot In Command (PIC) shall be aware of and abide by FAA regulations, NOTAMs, and TFRs
- Manned aircraft have right-of-way at all times
- The Pilot In Command (PIC) shall avoid flight over persons or property
- The Pilot In Command (PIC) shall not fly while under the influence of alcohol or drugs
- The Pilot In Command (PIC) shall remain in line of sight with the aircraft at all times
- The Pilot In Command (PIC) shall have a clear understanding of the FAA regulations applicable to the airspace used
- Flight operation will not be undertaken unless the aircraft is deemed airworthy by the Pilot In Command.

## **MAINTENANCE AND LOG BOOK RECORDS<sup>3</sup>:**

- Any damage or worn out parts are to be replaced or repaired before the next flight occurs. Log book records will be used to log aircraft flight times as well as all maintenance, repairs, and replacements.
- Each aircraft should have an identifying (manufacturer's serial) number that can be connected to the aircraft and corresponding aircraft log book.
- The flight and maintenance logbook forms shall be made available to the FAA for inspection.
- All repaired aircraft shall be tested, deemed airworthy, and so noted in the maintenance logbook before resumption of duties.
- The flight log shall contain the names of the Pilot In Control and the Observer/Spotter, flight location, launch time, weather conditions, flight duration and notations about any incidents

which may occur.

**ANNOTATIONS:**

<sup>1</sup>Adapted from Academy of Model Aeronautics National Model Aircraft Safety Code Effective January 1, 2014

<sup>2</sup>Adapted from FAA Advisory Circular 91-57, June 9, 1981

<sup>3</sup>Adapted from Radio Controlled Aerial Platform Association General Guidelines

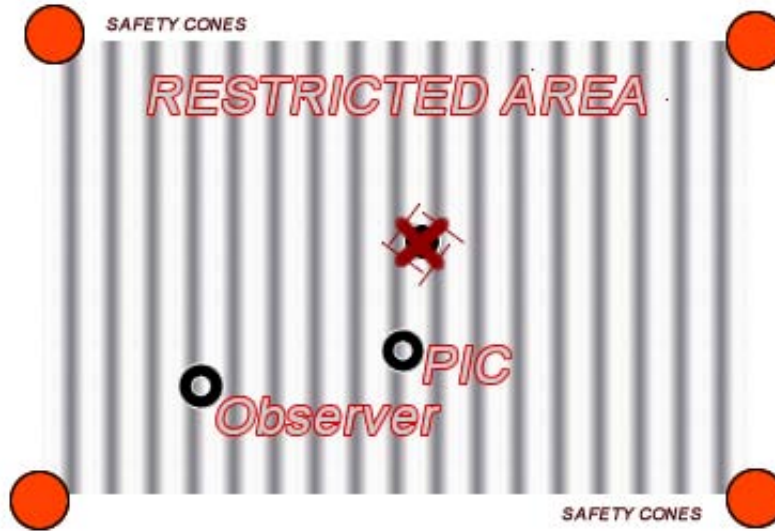
*Member:*





## RESTRICTIONS (SUMMARY):

- UAV may not fly above 400 ft AGL
- UAV may not operate within 50 ft or over highway traffic
- UAV may not operate within 50 ft of operating railroad
- UAV may not operate within 50 ft of any building or public monument
- UAV may not operate in proximity to any Heliport landing zone (hospital, etc.)
- UAV may not operate within 3 miles of an airport without notification of the airport operator, Control Tower or Flight Services
- UAV may not be flown in a reckless or hazardous manner
- UAV may not be flown in Restricted Airspace or any Prohibited Area  
UAV may not be flown closer than 25 ft to any individual except for the pilot and observer/spotter
- UAV must be operated within Visual Line of Sight at all times during flight
- UAV may not be operated between one hour after local sunset and one hour before local sunrise.
- UAV may not be operated directly over spectators or crowds
- UAV may not obstruct emergency vehicles or aircraft



#### **OBSERVER/SPOTTER DUTIES:**

- Mark and maintain the Restricted Operational Area (50 ft) around Launch Area
- Read review the Safety Operations Manual prior to flight
- Do not allow anyone other than Pilot In Control (PIC) and Observer/Spotter within the Restricted Operational Area
- Observe and Discuss all power lines, light poles, buildings and other obstructions with the PIC prior to take-off
- Watch for and notify the PIC of any approaching aircraft.
- Discuss flight goals with PIC
- If assigned, inform PIC of number of satellites indicated (6 or more)
- If assigned, notify PIC when satellite number is 6 or below
- If assigned note Remote Altitude readings.
- Do not approach or touch the UAV at any time when props are turning
- Alert any observers to take offs and landings. ("Clear Props!")

***As the designated Observer/Spotter I acknowledge that  
I have read and reviewed the Southern Helicam Safety Procedures:***

Name:

Signature:

Date:

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