



Airfield Operations and Safety Rules (AOSR) (Approved 16 February 2024)

1. QUALIFICATION:

All persons using any CCRCS (hereafter “club”) airfield for flying Unmanned Aerial Systems (UAS) must:

- 1.1. Be a member of the club, or be sponsored by a member of the club in good standing.
- 1.2. Hold a current Academy of Model Aeronautics (AMA) membership card and adhere to the AMA safety code.
- 1.3. Be aware of restrictions, boundaries, and other established club safety requirements.
- 1.4. Comply with all local, state, and federal regulations and certification requirements pertaining to flying any UAS as defined by the Federal Aviation Administration (FAA), to include, but not limited to current FAA registration and The Recreational UAS Safety Test (TRUST) certification.
- 1.5. Provide and maintain with the club current individual contact information, at a minimum to include a phone number and an email address for receiving communications from the club.
- 1.6. Prospective club members and guest flyers must have a current AMA card in their possession and may not fly at the club airfield more than three times unless they join the club. Pilots training with a Club Training Officer (CTO) an Assistant Club Training Officer (ACTO), or operating under the AMA 60-day Pilot Training Program are exempt from this rule during the training period.
- 1.7. All club members accept personal responsibility to monitor club communications and abide by this AOSR in all aspects or be subject to suspension or expulsion per club bylaws.
- 1.8. All club members must show qualification documents on demand of any other club member.

2. AIRFIELD OPERATING HOURS:

- 2.1. The Clark County Fairgrounds location is open 7 days a week, 365 days a year, except for periodic closures to support activities sponsored by the Clark County Fairgrounds, the amphitheater, the Clark County Event Center, or as directed by club leadership.
- 2.2. The airfield is open at 9 AM each day, and activities cease at 9 PM, except on case by case exception granted by the Fairgrounds. Quiet electric-powered aircraft and gliders may start at 8 AM.

3. AIRFIELD CLOSURES:

Airfield closures, unless otherwise specified, means that all activities at the airfield are suspended for flying and non-flying activities. No one is permitted to be within airfield boundaries unless specifically authorized by a club Governing Officer.

- 3.1. It is the personal responsibility of every club member to be informed of airfield closures. Communications from the club related to airfield closures are typically disseminated by use of social media, published minutes of club meetings, and typical electronic communications. Club members disregarding closure announcements are subject to temporary suspension and/or expulsion from the club.

- 3.2. Closures may also be required when maintenance to the facilities are being conducted. The field may also be closed due to official FAA alerts, such as federal Notice To Air Mission (NOTAM) alerts, or when vehicles are left parked on the field after Amphitheater/Fairgrounds events.
- 3.3. Amphitheater events typically require airfield closure by 3 PM on weekdays, 1PM on weekends, or four hours before the start of the concert, whichever is greater. No flying is permitted again until all vehicles are removed from the airfield boundaries, unless superseded by a club Governing Officer.
- 3.4. Closures for fairgrounds or Clark County Event Center activities generally extend the entire day of the event.
- 3.5. Closures for the Clark County Fair begins when the airfield boundaries are intruded by vehicles, personnel, or equipment. Closures will continue until the last vehicle, personnel or equipment within our airflight boundary has departed, unless otherwise permitted by a club Governing Officer.
- 3.6. Ad hoc closures for field maintenance, infrastructure maintenance, pedestrians, vehicles, or other unannounced airfield boundary intrusions require momentary or extended closures. Flying must be curtailed for safety until the said intrusions are cleared. Club members are responsible to monitor their use of the airfield and be aware of such hazards as they occur.
- 3.7. When the airfield is being used for parking, certain landmarks may be put in place within our airfield boundary area, to include parking cones, signs, or other amenities. In no case where these placements occur will any club member move this equipment, including if things are blocking the runway.
- 3.8. Club members are encouraged to communicate directly with persons intruding within the airfield boundaries in a polite and considerate fashion in order to ascertain intentions. At no time will any member behave in a confrontational manner while communicating with any person intruding on the airfield.

4. SOLO FLIGHT QUALIFICATION:

- 4.1. Upon receipt of a new member application, the Treasurer will provide a current list of Training Officers to the prospective member. Prospective members will not receive a membership card until solo flight proficiency is demonstrated to a club Training Officer. All new members are considered unqualified until proficiency is demonstrated to a club Training Officer.
- 4.2. Fliers are unqualified if they are new to the club, lapsed due to non-consecutive yearly memberships, or are directed for retraining by a Governing Officer.
- 4.3. The unqualified member will contact one of the club Training Officers for assistance.
- 4.4. Upon passing qualification, the training officer will advise the Treasurer to provide the prospective member a club membership card.
- 4.5. Prior to flying solo all prospective members are required to demonstrate proficiency to a club Training Officer with the following minimum tasks:
 - 4.5.a.1 Knowledge of airfield boundaries, safety rules and equipment, and club communication responsibilities (e.g., how do you know if the field is closed for a concert?, what time does the field close for concerts on the Weekend, weekday?).
 - 4.5.a.2 How to conduct a proper preflight, including range check.
 - 4.5.a.3 Demonstrate ground/flight proficiency with the following tasks:
 - 4.5.a.3.a Frequency Board operation.
 - 4.5.a.3.b For glow/gas operations: fuel handling and how to safely start and operate the engine.
 - 4.5.a.3.c For electric operations:
 - 4.5.a.3.c.i How to safely store, field-charge and handle lithium batteries (LiPo/LiFe).
 - 4.5.a.3.c.ii How to safely arm and de-arm an electric aircraft.
 - 4.5.a.3.c.iii How to use a motor cut-off switch (when available).

- 4.5.a.4 Perform take off from a designated pilot station, announce intention to take off, maintain straight climb out and controlled ascent.
- 4.5.a.5 Fly complete traffic pattern in both north and south traffic, maintain consistent altitude on the downwind legs and stay within the field boundaries, announce intentions if doing a low approach or changing patterns.
- 4.5.a.6 Perform horizontal figure eight, maintain consistent altitude and airspeed during the maneuver.
- 4.5.a.7 Perform landing. Announce intention to land (e.g., "landing from the north/left, or landing from the south/right". If winds permit, the Training Officer can require landings from both directions.
- 4.5.a.8 Describe emergency procedure for loss of power (dead stick) landing, should include consideration for position on the field, altitude, safety, and wind.
- 4.5.a.9 Describe right-of-way rules (e.g., non-powered aircraft have right away over powered aircraft, full scale aircraft have right away over all RC aircraft etc.).
- 4.5.a.10 Describe procedures for recovery of aircraft on the airfield or runway while others are flying.
- 4.6. Pilots not proficient in the tasks above must seek additional training until such time that the member/trainee is deemed proficient by a club Training Officer.
- 4.7. Any club Governing Officer may refer any member for requalification review/training due to unsafe or uncontrolled flying, or habitual violations of this AOSR. If the Governing Board agrees, such review will include all aspects presented in paragraph 4.5 above. Refusal by member to comply may result in suspension and/or expulsion from the club.

5. FLYING OPERATIONS AND RESTRICTIONS:

All flying (unless otherwise specified in this document), other than take-off and landing maneuvers shall be performed beyond the east side of the runway centerline, away from the Pilot Safety Line, the pit tables, shelter and any spectators or pedestrians.

- 5.1. Club members shall place their current membership card on the frequency control board before operating any transmitter. Non-CCRCS pilots participating in a CCRCS-sponsored event must place their AMA membership card on the frequency control board prior to operating any transmitter. Prospective members shall place their AMA card on the board until such time that they receive their membership card. All pilots are expected to closely monitor the frequency control board and communicate with other pilots to minimize the chance of frequency-related accidents.
- 5.2. The airfield flight boundaries shall be strictly observed.
- 5.3. Do not deliberately overfly vehicles or pedestrians anywhere in our boundary area.
- 5.4. Do not chase or intimidate wildlife, including birds.
- 5.5. Do not fly while standing within 25 feet of the edge of the runway except when doing a stand behind take-off under conditions described below.
- 5.6. No pilot will perform a take-off or landing when another pilot is standing less than 25 feet from any part of the runway.
- 5.7. The first pilot airborne will call the traffic pattern. All other pilots will conform or wait for an appropriate time. Flying opposite the designated pattern is not permitted.
- 5.8. Standing behind your plane on the runway for take-off is permitted only when no other aircraft are airborne and the pilot repositions behind the Pilot Safety Line immediately after take-off. An escort is strongly recommended to help the pilot return to the Pilot Safety Line without tripping.
- 5.9. If more than three aircraft are airborne, a spotter must be used for each pilot.

- 5.10. Hand launching will be done at or near the Pilot Safety Line and in communication with other pilots currently in position on the line. Self-hand launching is highly discouraged and should only be attempted by those who are experienced enough to do so safely. Hi-Start systems are allowed only in coordination with other pilots present.
- 5.11. Use of the aircraft run-up stands in the taxi area are strongly recommended for nitro and gas powered aircraft. Engine start-up and tuning in the pits is strongly discouraged. If nitro or gas aircraft are started in the pit areas, aircraft must be physically restrained securely enough so as not to move under full power. (Wheel Chocks DO NOT suffice) All running gas/nitro/turbine powered aircraft must be physically restrained until ready to taxi.
- 5.12. Electric aircraft are not permitted to be armed in the pit area. Radio systems on electric aircraft may be energized in the pit area to test servos and controls as long as the motor is physically disabled (ESC and motor disconnected) or propeller removed. (throttle cut on the transmitter DOES NOT suffice) Additionally, after a completed flight, electric aircraft must be disabled by disconnecting the battery before being taken back to the pit area. EDF aircraft are excluded from this requirement, however, if possible it is advised to use the same precautions as other electric aircraft. All armed electric aircraft must be physically restrained until ready to taxi.
- 5.13. Preparations for flight and field repairs are not to be undertaken on the runway surface. Such activities shall only take place in the pit area, start tables or on the taxiway behind the Pilot Safety Line, except that aircraft engines may be restarted on the runway if no other aircraft are airborne and no other pilot is in the queue for takeoff.
- 5.14. All flight operations will be conducted east of the runway centerline, landing either from the north or the south depending on the designated pattern.
- 5.15. Prior to any person crossing the runway, the intention to cross the runway must be announced when aircraft are airborne. The only permissible purposes for crossing the runway when aircraft are airborne is to retrieve a downed aircraft, a fire hazard or other safety concerns. Once the person has returned, a second announcement should be made indicating the area is clear to inform pilots with aircraft aloft. Express permission from pilots aloft must be received, and aircraft airborne must stay clear of the intended area.
- 5.16. For take-off, helicopters and/or drones are permitted to lift to a hover short of the runway, in the grass or on the taxiway, if there are no other pilots in the vicinity and the pilot hovers to the east of the runway immediately after lift-off. Conversely, helicopters and/or drones are permitted to land in the grass or on the taxiway immediately adjacent to the runway for the purposes of shutdown only. Under no circumstances will helicopters or drones take off or land around or near the pit area or the start tables.
- 5.17. Pilots operating aircraft capable of sudden changes in attitude, altitude, and airspeed (stunts or acrobatics) shall not perform such maneuvers near the runway while other aircraft are airborne without express agreement from the other pilots currently flying and will not obstruct pattern fliers in any manner unless expressly permitted by those pilots currently aloft.
- 5.18. First-Person View (FPV) flying must have a spotter and conform to AMA guidelines and FAA regulations. Field boundaries apply to First Person View flying.
- 5.19. The use of multi-rotor (drone/UAS) aircraft is permitted. Drone racing is not permitted unless conducted as a coordinated event and absence of other aircraft flying.
- 5.20. Multi-rotor (drone) and helicopters must conform to present active aircraft flying patterns unless the airfield is expressly cleared (upon request) for exclusive use by all pilots in attendance at the time. On any day, Drone and Helicopter pilots must be given at least 10 minutes of each hour to fly.
- 5.21. Charging batteries in a vehicle or under the hood is prohibited due to possible fire hazards. Battery charging is permitted on the ground using extending cable from the vehicle battery, or on the ground or pit table when using a standalone battery.
- 5.22. Control Line flying is not permitted unless part of an officially club-sponsored event, governed by AMA rules.

5.23. Turbine aircraft are permitted per AMA guidelines, CCRCS field rules, and boundaries.

6. AIRFIELD OPERATION AND SAFETY VIOLATIONS:

Violations of the policies/procedures contained in this AOSR exposes the entire club to loss of use of the airfield, and/or the lease agreement.

- 6.1. Repeated violations of the AOSR should be brought to the attention of a club Governing Officer to address the matter per club bylaws.
- 6.2. Club members not adhering to airfield closure announcements will be subject to suspension and/or expulsion per club bylaws.
- 6.3. Non-members, including pilots, trainees, or visitors not sponsored by a club member currently onsite at any time may be asked to leave the area by any club member.

7. AIRFIELD COMMUNICATIONS:

While aircraft are airborne, intentions to perform some maneuvers require communications necessary for safety. All pilots are expected to communicate within earshot of all other pilots currently aloft. These incidences include, but are not limited to:

- 7.1. Take-off, landing, or low passes near the runway.
- 7.2. Flight emergencies such as “dead-stick” or out-of-control aircraft.
- 7.3. Crossing the runway (on foot or vehicular), or otherwise impeding in the operating area.
- 7.4. Pattern changes (if agreed by all flyers airborne).
- 7.5. Pedestrians, vehicles, or other hazards in the airfield boundaries.
- 7.6. Full scale aircraft in the general overflight areas.
- 7.7. If questions arise about boundaries or other restrictions pilots will communicate their intentions and requests to other members on the field to avoid potential conflicts.

8. RIGHT OF WAY HIERARCHY:

- 8.1. Full scale aircraft have right of way over all RC aircraft.
- 8.2. Non-powered aircraft have right of way over powered aircraft.
- 8.3. Aircraft flying “dead stick” or experiencing other emergencies are considered non-powered aircraft and have right of way over powered aircraft.
- 8.4. Slower aircraft have the right of way over faster aircraft.
- 8.5. Pilots in flight have right of way over pilots maneuvering/taxiing for take-off, hand launching, or using Hi-Start systems.
- 8.6. Pilots maneuvering for landing have right of way over all other aircraft.
- 8.7. Fixed wing aircraft have right-of-way over helicopters and drones/multirotor craft.

9. HOUSEKEEPING:

- 9.1. Members shall remove all their own general trash from the tables and flying areas before leaving the field. Members operating fuel powered aircraft are responsible for cleaning any fuel spills. Members flying electric aircraft are responsible for taking all batteries, damaged or otherwise, with them when they depart. All trash and crash debris must be removed from the Fairgrounds proper and not placed in fairgrounds trash containers.
- 9.2. The round cement pad at the north end of the pilot's tables is currently out of bounds and is not permitted for flight operations of any kind.
- 9.3. All transmitters must comply with 1991 AMA Narrow Band requirements and any Federal Communications Commission regulations.
- 9.4. Operating radio-controlled cars, trucks, or any device other than aircraft (UAS) anywhere at the field is strictly prohibited.
- 9.5. All pets must remain contained in the owner's vehicle or be controlled on a leash. A pet's owner is responsible for removing their animal's waste from the airfield. Pets are NOT allowed anywhere in the pits or flying operations area.

- 9.6. All guests not escorted by a club member shall remain behind the tables in the pit area. Children shall always be supervised by a responsible adult.
 - 9.7. Smoking is permitted only on the west side of the parking lot beyond the gravel. Use of marijuana, alcohol, and/or any recreational and/or illicit drugs in the airfield area is not permitted.
 - 9.8. Use of portable “easy up” sun shades are permissible behind the Pilot Safety Line if they are secured for wind gusts and do not obstruct flight operations or operations in the pit area.
 - 9.9. Parking on the entrance road is prohibited, unless necessitated by particular club events. A speed limit of 10 mph shall be strictly observed on the gravel road leading to the pit area.
- 10.** Any restrictions or rules not covered by the CCRCS field rules will default to any existing AMA guidelines or FAA regulations.
- 11.** The designated event coordinator or Contest Director may reasonably modify this AOSR to accommodate event operations for that event only. Airfield Operation and Safety Rules may not be changed contrary to field boundaries or AMA guidelines.