

# **BAS Flightline Safety Protocol**

(As of 011/17/2020)

The Boulder Aeromodeling Society (BAS) is under agreement with the City of Boulder through the Department of Parks and Recreation to use and maintain the Boulder Model Airport facility. Any qualified and insured model pilot may use this facility; however the pilot must fly according to the Academy of Model Aeronautics (AMA) Safety Code, FAA Unmanned Aircraft Systems Regulations, City of Boulder rules regarding use of the Boulder Model Airport, and the BAS Flightline Safety Protocol.

**NOTE: Everyone who uses this field is encouraged to become a member of BAS. The field is maintained solely through member dues and support, and would not exist without cooperation between BAS and the City of Boulder Department of Parks and Recreation.**

**The following list provides operational and safety protocol implemented by BAS.**

## **BAS General Flightline Safety Protocol**

1. Inexperienced fliers must be accompanied by an instructor with a current AMA card, and who is able to maintain complete control of the aircraft at all times. BAS Instructors are not responsible for damage to student aircraft.
2. 72 MHZ systems:
  - a) Each 72 MHz transmitter must display an accepted 72 MHz Aircraft frequency identification, and shall meet 1991 AMA and FCC narrow band specifications.
  - b) No 72 MHz transmitter shall be turned on until the pilot's AMA card has been attached to the appropriate channel on the frequency board. Note: It is the pilot's responsibility to not only pin up their own frequency, but to also inspect all other transmitters on their channel to ensure they are in the "OFF" position.
  - c) The maximum time to use a 72 MHz frequency is fifteen minutes, if there are other flyers on the same channel.
  - d) Transmitters on the 2.4 GHz band do not require the above actions.
3. Connecting electric aircraft motor batteries within the spectator area is prohibited.
4. All aircraft will be flown so they will conform to established flight areas. When rotary wing aircraft are flying, all fixed-wing pilots are to avoid flying into the designated rotary wing flying area. When there are both rotary wing and fixed wing aircraft at the field, the fixed wing aircraft shall be flown East of the East edge of the North/South runway.
5. Taxiing in the pit area is prohibited.
6. All flying shall be done from a designated flight station. Powered fixed wing planes will be flown from the flight stations facing the North/South runway. Rotary wing and sailplanes are to be flown from their designated flight stations.
7. It is the pilot's responsibility to check for aircraft traffic and to communicate in a "LOUD VOICE" to all other active pilots of your intention to land, takeoff, or use the East/West crosswind runway.

8. Landing aircraft have the runway priority but must yield priority for dead stick or emergency landings. All other pilots with flights in progress or preparing to takeoff must be notified of landing intentions or dead stick emergencies.
9. When retrieving a model, the pilot shall communicate in a “LOUD VOICE” their intentions of being on, or crossing, the runway. (e.g. “On the Runway” and then “Runway Clear”).
10. High-speed low passes over or across the runway are prohibited.

### **Rotary Wing Aircraft Specific Protocol**

Rotary wing aircraft (e.g. helicopters, quads, etc.) rules are established to prevent conflicts between hovering and tight maneuvering rotary wing and fixed wing aircraft, by providing a separate rotary wing air space to ensure that neither type of aircraft endangers the pilots, spectators, or their equipment.

1. Rotary wing aircraft are to be flown from the designated flight station North of the setup area, using the helicopter pad for takeoff and landing.
2. Rotary wing pilots will not block the runway in use for extended periods.
3. No rotary wing aircraft will hover, fly, takeoff or land in the pit or taxi area.

### **Sailplane Specific Protocol**

All flight areas are controlled by the City of Boulder, and are based on bird nesting patterns.

1. Non-powered sailplane pilots must refer to the “Wildlife Closure & Flight Restrictions Map” for authorized launch and flight areas. This map is posted at the field and is accessible on a BAS website page at: <http://www.boulderaero.org/restrictions.html>. During the times of the year when there are no wildlife restrictions in effect, sailplanes may be launched along the southern edges of the East/West runway.
2. If a winch or high-start is used, it shall be placed in such a way so that the towline will not cross or fall onto the runway.