

# Newport News Park Radio Control Club, Inc.

## Operating Rules/Regulations

1. Pilots shall comply with the current official AMA National Model Aircraft Safety Code as well as the NNPRCC rules and regulations set forth in this document at all times.
2. Only recreational, educational or research R/C aircraft operations are allowed at NNPRCC. All commercial operations are prohibited.
3. NNPRCC is a Community Based Organization (CBO) and had been granted a FAA Recognized Identification Area (FRIA) authorization.
4. R/C aircraft must be flown within visual line-of-sight of the operator. If any visual devices such as virtual goggles are used, a safety observer is required and will be in direct communication with the operator
5. NNPRCC lies beneath Class D airspace (i.e., Newport News Airport). IAW FRIA, all operations must remain below 400 feet and clear of all aircraft.
6. IAW Title 49 USC 44809, R/C pilots are required to complete an aeronautical knowledge and safety test (e.g., TRUST) and register their aircraft with the FAA.

### Amplifying information:

- a) Trust Safety Requirement: NNPRCC R/C pilots are required to complete the Recreational UAS Safety Test (Trust) course and pass a knowledge test. During this course, you will learn how to plan your flights and how to fly safely in the National Airspace System (NAS). Completing this course will meet the requirement to pass an aeronautical knowledge and safety test required by Title 49 United States Code (U.S.C.) §44809(a)(7). Note: all R/C pilots must possess a copy of certification of course completion when operating an R/C aircraft at NNPRCC. Please see below AMA link: [Duplicate of The Recreational UAS Safety Test \(TRUST\) | THE RECREATIONAL UAS SAFETY TEST \(TRUST\) TEST by AMA \(modelaircraft.org\)](#)
- b) FAA UAS Registration: All NNPRCC pilots must register their aircraft (in excess of .55 pounds) with the FAA and possess a copy of the FAA registration when operating an R/C aircraft. The assigned registration number must be affixed to each aircraft and clearly visible upon inspection. Please see below for additional information and registration guidance: Pursuant to Title 49 U.S.C. § 44809 and 14 C.F.R., persons operating in accordance with the statutory exception for limited recreational operations of unmanned aircraft must comply with the registration requirements pursuant to subsection (a)(8) of that section. The principal purpose for which

information collected is intended to be used is to complete the aircraft registration process and identify the aircraft to its owner. Disclosure of this information is mandatory, and operation of a UAS in violation of the applicable registration rules may result in enforcement action and/or civil penalties pursuant to 14 C.F.R. Part 13. Additionally, the failure to provide the required information will prevent the FAA from registering your aircraft which is required under Title 49 U.S.C. § 44101 to be completed prior to operation of the aircraft. The information collected to complete the aircraft registration process and issue the unique identifier is included in a Privacy Act System of Records known as Department of Transportation (DOT)/FAA 801, titled "Aviation Registration Records." Records from this system of records may be disclosed in accordance with the routine uses that appear in DOT/FAA 801, as published in the Federal Register at 81 Federal Register 54187 (August 15 2016), available at: <https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notice>. Register your aircraft at: [FAADroneZone Access - Home](#)

7. Pilots will display their club badge upon their person while conducting flight operations.
8. Until a "Novice" pilot is cleared for solo by an instructor, an "Experienced" NNPRCC pilot must be present on the field and immediately available should assistance be required.
9. NNPRCC flight operations and airspace use:
  - a. **Flight line:** The flight line is defined by a fence running parallel to the runway. There are six concrete pads which serve as flight station in front of the fence from which R/C pilots may operate their aircraft. Only pilots and instructors are authorized in this area while aircraft are being operated.
  - b. **Pit area:** The pit area is the area between the two fences. There are six concrete pads with hard stands in the pit area that pilots may use to prepare their aircraft for flight. Hard stands are shared by all members and will not be used to display or park aircraft.
  - c. **Main pattern:** Aircraft (regardless of type/power source) will not be flown over the pit area, parking area(s), any fixed structures, bleachers or spectator area(s). Aircraft will remain north and east of an imaginary line extending from the flight line fence, also known as the safety line, outward to infinity in each direction (left and right).
  - d. **Prohibited airspace:** The Newport News Park Service has requested NNPRCC to NOT operate aircraft south and west of perimeter roads. If a pilot inadvertently transits this airspace, make an immediate and positive correction to the main pattern area.
  - e. **High-speed flight:** Low and fast passes parallel to the runway should be performed over or beyond the asphalt runway.
  - f. **Altitude restrictions:** There is an active airport within three (3) miles of the club field; therefore, **no model shall be flown at an altitude higher than 400ft.**

- g. **Electric powered aircraft areas:** Designated areas on the north and south sides of the field as defined by the safety lines and perimeter roads. Only electric powered aircraft (airplanes and helicopters) may utilize these areas. The intent is to provide airspace for smaller models and deconflict operations with the main pattern. No more than one aircraft will be flown in each area unless prior coordination has been accomplished and agreed too. Concurrent operations in the north and south areas are allowed.
- h. **Flight area operations:** Aircraft will not transition from or through either the main pattern or electric powered aircraft areas if either airspace is in use. If there are no aircraft in the main pattern or if either of the electric powered areas are not in use, pilots may utilize this airspace. The intent is to deconflict operations while maximizing airspace utilization.
  - i. **Concurrent airborne aircraft:** Unless NNPRCC is operating as an AMA sanctioned event, a maximum of four (4) aircraft (regardless of size or type) are allowed in the main pattern at any one time. This does not preclude concurrent operations of smaller model aircraft in the electric powered aircraft areas.
- j. **Announce your intentions.** Keeping other pilots informed of your intended actions is critical. Clearly announcing your intentions will increase everyone's situational awareness and enhance the safety of field operations. As a minimum, pilots will clearly announce the following actions prior to initiation:
  - 1) Dead Stick Landings - Always have the right of way.
  - 2) Landings - (Announce landing left or right) Have the right of way over takeoffs.
  - 3) Taking the active for takeoff. (Announce taking off left or right)
  - 4) Walking onto the runway for any reason - WATCH for model aircraft, which have the right of way. Announce/coordinate runway access with other pilots currently in the main pattern.
  - 5) In the event an aircraft crashes on or near the runway, permission to retrieve the aircraft must be given by all other pilots with airborne aircraft before anyone crosses the flight line. The airborne aircraft will then remain well clear during the retrieval process. No other aircraft may take off until the aircraft is removed.
  - 6) In the event an aircraft crashes inside the main pattern area, but away from the runway, all other pilots with airborne aircraft will be notified of any recovery effort. Aircraft are prohibited from any aerobatics or low passes in the area of recovery personnel.

**Note:** Acknowledgement of these announcements by all other pilots operating their aircraft is required before proceeding across the runway.

10. Aircraft fueling, battery installation, binding and engine/motor run checks will only be accomplished in the pit area.

11. No aircraft taxiing is allowed in the pit area.

12. Aircraft engines/motors will only be operated within the pit or flight line areas with the propeller(s) facing the runway (directed away from spectators).

13. By agreement with the Newport News Park Service, NNPRCC field operations are from sunrise to sunset. The NN Park Service rangers open the Richneck Road access gate at sunrise, and lock the gate at sunset. Plan accordingly to be off the field prior to sunset.

14. Also, by agreement with the Newport News Park service, NNPRCC is responsible for securing the perimeter road gate. If you are the last person to leave the field, lock the gate behind you.

- These rules and regulations are not intended to replace common courtesy and common sense as they apply to all activities/operations at the Club Field.

- Be courteous and above all....be safe and enjoy the hobby!

- Further discussion of these operating rules is contained within the Operating Considerations of the Club's Constitution.

**SAFETY IS EVERYONE'S RESPONSIBILITY. FAILURE TO COMPLY WITH THE ESTABLISHED OPERATING RULES AS OUTLINED ABOVE COULD INVALIDATE AMA INSURANCE COVERAGE FOR YOU AND THE CLUB, COULD CAUSE REVOCATION OF YOUR CLUB MEMBERSHIP, OR COULD EVEN CAUSE THE CLUB TO BE PROHIBITED FROM USE OF THE FIELD. NNPRCC MEMBERSHIP IS A PRIVILEGE AND SHOULD BE GUARDED CAREFULLY. WE MUST ALL BE DILIGENT IN ENFORCING THESE RULES!**

