

PANDAS Flying Site Rules

Use in addition to BMFA handbook, ANO & JMA guide – Replaces all previous editions.

(Amended 1st November 2022).



1. PANDAS members will fly at the Pontefract club flying site under the rules of Article 16, issued under the Air Navigation Order (ANO) 2016 and Civil Aviation Publication (CAP) 722. PANDAS members must read and understand Article 16, keep up to date and comply with all the current legislation, applicable to the flying of unmanned aircraft.
2. Members must be able to produce proof of competency under Article 16 and proof of a current CAA Operator Number on request (if applicable), to any committee member. All new members joining the club after **1st January 2023**, within **3 months** of joining the club, as proof of competency under Article 16, **must take and pass** either the BMFA RCC or the CAA DMARES online knowledge tests.
3. All club members must be full members of the BMFA and must be able to produce proof of their BMFA & PANDAS membership when flying at the PANDAS site.
4. The PANDAS flying site is divided into separate areas to suit different aircraft disciplines, fixed wing, rotary wing (helicopters and multi rotor) and control line x 2 (see plan). The flight line warning flags must be placed on the respective flight areas (see plan). Placement of the flags in the rotary wing area, is left to the pilot's discretion on the day (the flags must be used).
5. **In the interests of safety & communication**, all pilots should stand / sit, in the pilot box area whilst flying – see plan (chairs are permitted for anyone with disability or mobility problems). The use of the orange safety fence in front of the pilot box is recommended.
6. Aircraft must not be taxied behind the flight line or directly towards the pilots after landing.
7. It is a member's responsibility to maintain their aircraft and equipment prior to flying, to ensure they are safe and operating legally within the current legislation. Any radio equipment fitted with a failsafe function, must be activated, ensuring a minimum of operating the throttle to idle or stop.
8. Aircraft propulsion systems must only be started / run / activated within the dedicated start up boxes (see plan). Aircraft must be adequately restrained.
9. The committee reserve the right to prohibit the flying of any aircraft that are deemed to be excessively noisy.
10. Helicopter and multirotor aircraft can be flown from the fixed wing area, if either of the below criteria are met:
 - I. In the interests of safety, if no other rotary wing flyers are present at the rotary wing area.
 - II. All the flyers present at the fixed wing area agree.

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11. All aircraft flying shall be in front of the flight line, no flying over the pits area, parked vehicles, playing field areas or the approach road. Aircraft must be flown within our allotted boundaries (see plan).
12. If flying on 35Mhz, the relative frequency number must be clearly displayed on your transmitter. The frequency peg board must be deployed.
13. Allocation of 35Mhz frequencies is as follows: Fixed wing aircraft 55 to 80 inclusive (34.950 to 35.200 Mhz). Helicopters 81 to 90 inclusive (35.210 to 35.300 Mhz).
14. Gas turbine aircraft or any aircraft with a 'Maximum Take Off Mass' (MTOM) of over 7.5kg, must be fitted with a working failsafe, operating the throttle to idle or stop. The pilot must hold a BMFA 'B' Certificate or Large Model Association (LMA) 'Full Proficiency Certificate' and fly with a competent observer on the flight line. Use of a competent observer on the flight line is always encouraged for all disciplines.
15. Members must hold a minimum of a BMFA 'A' Certificate for the discipline they want to fly, before flying solo. Members who do not hold a BMFA 'A' Certificate, can only fly, when under the direct supervision of a club member, who is capable and holds a minimum BMFA 'A' Certificate in the same discipline. Members who hold any BMFA 'A' Certificate, will be allowed to fly multirotor aircraft, solo, without taking the separate multirotor test.
16. Multirotor and helicopter aircraft, for the purposes of hover training and practice, may be flown by a non BMFA 'A' Certificate holder, in the rotary wing area, without the supervision of a BMFA 'A' Certificate holder. This is for low level hover training & practice, where the aircraft is not flown above 2 metres and is kept within 15 metres of the pilot.
17. Multirotor aircraft fitted with stabilisation software that cannot be deactivated, can be flown solo with a BMFA Multirotor 'BPC' Certificate.
18. All members should act as safety officers. **The safety of everyone is everyone's responsibility.** If a committee member is present at the field, they should assume overriding responsibility for this role.
19. PANDAS do not allow multirotor racing or practicing such race techniques, when flying at high speeds & low to the ground.
20. Site entry must be via our entrance gate only. The gate must be closed & locked on each entry/exit. Vehicles should not deviate from the surfaced track, & safely driven & at a maximum speed of 10 mph. Remember you are in a public park.
21. Strictly no aircraft flying on any horse race day (the whole 24 hours) or any other days as indicated by the committee.
22. Members wishing to take visitors to fly at the club field may do so provided that prior permission is received from a club committee member and that the visitor can show proof of a valid BMFA 'A' Certificate for the discipline they are flying. The guest must comply with the current club rules. Visitors can fly on three separate occasions in any 12-month period. If they wish to fly on a fourth occasion, within the 12-month period, they must apply and be accepted as a full club member.

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23. The PANDAS committee, **in the interests of safety**, can change or amend any club flying site rules at any time. The temporary rule change will only remain in force, as long as necessary, to satisfy the safety issue. If the rule change is deemed necessary, to become permanent, it must be discussed and ratified at the next available club meeting.
24. Any incident, accident, or occurrence involving or potentially involving, injury to the public, damage to property & aircraft landing out of sight must be reported to the committee within 24 hours. The incident must also be recorded, preferably using the form on the club website or in the incident book in the cabin.
25. All new club members and any lapsed members re-joining the club, must have a briefing, at the flying field, by a committee member, outlining the current CAA model aircraft flying legislation/guidelines, safety requirements, field boundaries, field rules and protocols, before they can fly. Any new or lapsed member, already holding a BMFA achievement qualification, will be asked to complete a short demonstration flight to a club instructor or examiner.
26. When events are held at the field or in exceptional circumstances, with the permission of a club committee member, visitors who are not BMFA members or do not hold any achievement scheme type qualification, may fly under the below conditions. The club member or club committee are responsible for ensuring any visitors fly lawfully, safely and comply with our flying site rules.
 - i. The visitor holds 3rd party public liability insurance cover similar to that provided by the BMFA.
 - ii. The visitor has proof of competency as required by CAP 722 or Article 16.
 - iii. The visitor must hold a qualification at least equal to the BMFA 'A' certificate or 'B' certificate if the aircraft MTOM exceeds 7.5.kgs or is turbine powered (e.g. LMA Full Proficiency).

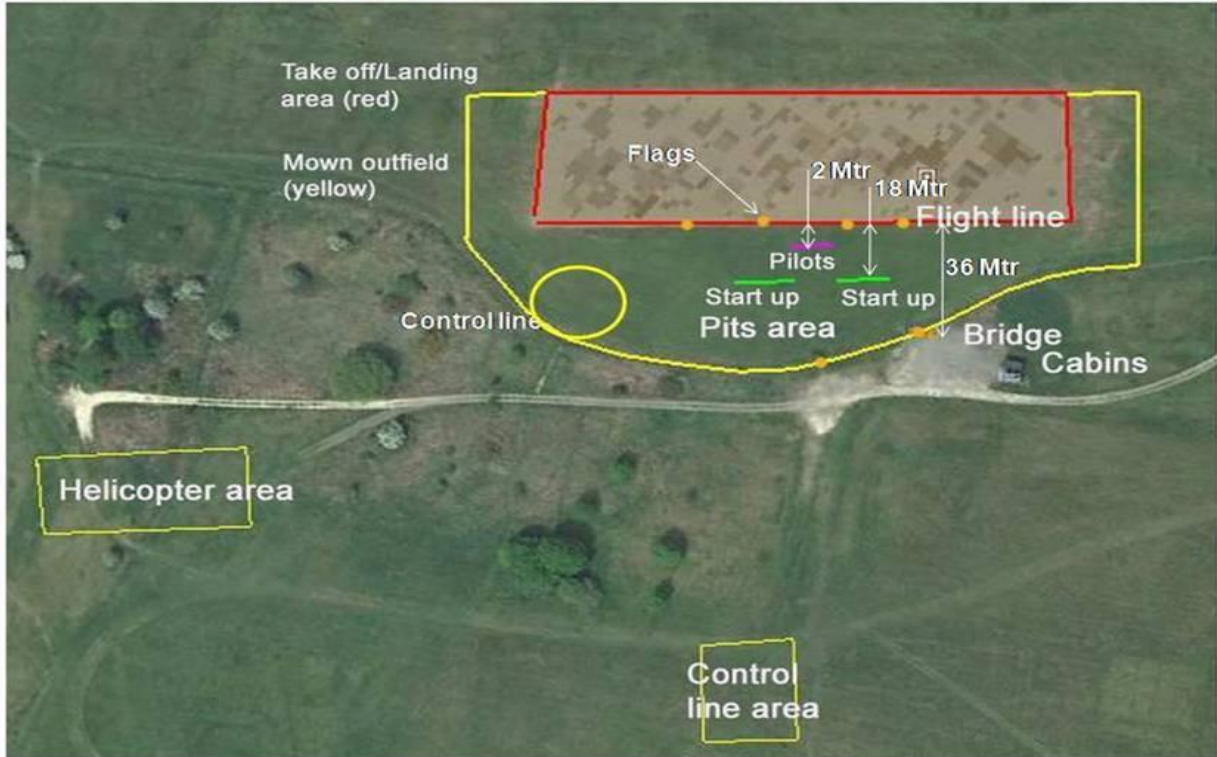
OR

 - iv. If the visitor does not hold a qualification similar to a BMFA achievement scheme qualification, they must fly (no turbine powered aircraft) under the direct supervision of a club member. The club member must be competent & hold at least a BMFA 'A' certificate. If the aircraft MTOM exceeds 7.5kgs the club member must be competent & hold at least a BMFA 'B' certificate / LMA Full Proficiency.

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PANDAS Flying sites



General view of park