



International RS Feva Class Association policy for aerial photography from unmanned aerial vehicles (drones)

The International RS Feva Class Association supports the use of drones for aerial photography as long as this policy is followed. This policy is primarily in place to ensure the safety of sailors is not compromised.

- 1) **The decision to allow aerial photography at an event should be made in advance of an event by applying to the UK RS Feva Class Association who will liaise with the organising club, their PRO and safety officer. It should always be made in advance of an event taking place and permission cannot be granted on the day of an event.**
 - *Why? So that any concerns can be considered before the event and all interested parties can be fully consulted. It is not appropriate to make a decision when the race team is trying to run an event.*
- 2) **The PRO and Safety Officer have permission to revoke permission at any time if they believe safety is being compromised.**
 - *Why? Because it is a fundamental principle at sailing events that the PRO and Safety Officer have primary responsibility for all matters.*
- 3) **All work should be carried out by commercially done operators approved by the CAA. The pilot must be licensed to fly the specific drone. The use of drones by parents or others who are not commercially registered is forbidden.**
 - *Why?*
 - a) *Because it is highly likely that photographs or video will be used for commercial purposes at a later date and that requires CAA approval of the pilot and aircraft before use.*
 - b) *This ensures that anyone operating a drone has a reasonable level of competency and will have safety protocols in place.*
- 4) **Drone operators should comply with aviation administration.**
- 5) **Article 95 of the Air Navigation order (UK aviation standard) must be observed. In particular, the aircraft must not be flown within 50 metres of any vessel which is not under the control of the person in charge of the aircraft. This means that**
 - (a) **drone operators must be aware of other vessels that are not part of the RS Feva event.**
 - (b) **The drone operator must be part of the briefings for safety team and competitors to ensure that they are they are under control of the same event. During those briefings they should inform the safety team, competitors and their parents/guardians of their intentions. There should also be an opportunity for the safety team, competitors and their parents/guardians to ask questions about what is taking place.**
 - *Why? To comply with the Air Navigation Order as well as properly informing all parties about what is happening.*
- 6) **The International RS Feva Class Association does not permit overflying of any vessels including competitors, support boats, safety boats, the committee boat and mark-laying boats. This is to increase the level of safety to all concerned and should be regarded as similar to wearing a kill cord whilst driving a RIB. Drones should remain outside a line drawn at 45° from the vertical above any vessel.**
 - *Why? Despite safety, failsafe and redundancy features, failure of any drone cannot be ruled out. This policy increases safety and is commonly followed by most operators of RC models.*
- 7) **Failsafe and return-to-home functions should not be set to fly the drone through any area at an altitude that may conflict with competitors.**
 - *Why? To ensure that failsafe functions do not themselves pose a danger.*