



“SEE AND AVOID” GUIDANCE

1. The primary means to avoid collisions between all aircraft flying within our National Airspace System (NAS) is “See and Avoid.”
2. Vigilance must be maintained by each person operating an aircraft (whether model or manned) so as to “see and avoid” other aircraft.
3. Model aircraft must avoid manned aircraft. Our privilege to fly model aircraft in the NAS depends on our commitment to remain “well clear” of manned aircraft.
4. Simply avoiding an actual collision is not enough. A “near miss” is not acceptable.
5. Unless flying at a mixed-use site where manned and model aircraft routinely share airspace through their own site with specific rules, model aircraft must fly sufficiently far away from manned aircraft so as not to create a collision hazard.
6. Model aircraft flying must not only be safe, but it must also be perceived to be safe by the greater manned-aviation community. Modelers must continually demonstrate their respect for the safety of manned aircraft by remaining vigilant and well clear of them.
7. Whenever a potential conflict arises between model aircraft and manned aircraft, the pilot of the model aircraft must always give way to the manned aircraft.
8. The pilot of a model aircraft must never assume that the pilot of a manned aircraft can see the model or will perform any maneuver to avoid the model’s flight path.
9. Visual Line of Sight is required by the AMA Safety Code. It means that visual contact with the aircraft must be maintained without enhancement other than by corrective lenses prescribed for the model aircraft pilot. All RC flying must remain clear of clouds, smoke, or any other obstruction to the line of sight.
10. “Blue sky” is a term used to explain the method used to increase separation between a model and a manned aircraft in the same vicinity. The modeler should maneuver the aircraft in such a way as to increase the amount of blue sky perceived between the model and the manned aircraft. By increasing the blue-sky separation, the question about depth perception is taken out of the equation and the modeler need not worry

whether the model is closer to him or her than the manned aircraft or farther away. Increasing the blue sky between the model and the manned aircraft automatically increases separation between them.

11. A modeler should never place any consideration for the well-being of the model aircraft above the safety of manned aircraft. Maneuvering to avoid the conflict might require that the model aircraft be sacrificed.

12. Free Flight models should not be launched with relatively low altitude manned aircraft in sight and downwind or headed downwind from the launch site.

A. Spotters:

1. Before a flight, the pilot must ensure that the spotter understands his/her duties and expectations.

2. A spotter should be used to assist in monitoring the surrounding airspace for other aircraft whenever a flight is expected to be in proximity to known manned-aircraft traffic, such as at an airport. A spotter is an individual who has been briefed by the AMA pilot on the tasks, responsibilities, and procedures involved in being a spotter and is capable and mature enough to perform the duties.

3. A spotter must be used for First Person View (FPV) operations.

4. A spotter should also be prepared to assist his/her pilot if another model aircraft or spectators become endangered or in turn are perceived to be a danger to the pilot or the pilot's model aircraft.

5. If a model aircraft pilot experiences what he or she considers a near miss with a manned aircraft, that model aircraft pilot should notify AMA Headquarters with a written report of the incident, including action taken by the model aircraft pilot to avoid the manned aircraft. This report is intended to help the modeler, the club, and the AMA capture as much detail as possible so that it can be used to assist all parties in recalling the particulars of the incident at a later time. Call AMA Safety Dept at 765-287-1256, extension 230 for assistance with this report.