



DRONE FLYING POLICY

Purpose

1. This policy is designed to ensure that the practice of the flying of drones at or around Touch events affiliated to Scottish Touch is done responsibly and takes all reasonable steps to minimise health and safety risks.
2. Scottish Touch welcomes the use of drones at affiliated Touch events, recognising their value in helping to promote the sport and in use as a coaching/ training tool for players and referees.

Scope

3. This policy covers all tournament competitions affiliated to Scottish Touch and its affiliated Regional Associations. It also covers any training sessions held by Scottish Touch or its affiliated clubs.
4. Unless specifically stated, the scope of this policy applies only to drone operation where no financial transaction is taking place.
5. Subject to the agreement of the European Federation of Touch, any drone flying will be subject to this policy for any affiliated international events taking place in Scotland. Where this is the case, this policy will be referenced appropriately in the relevant tournament rules.
6. All defined terms have the meaning ascribed to them as stated in the Scottish Touch Association Articles of Association.

Policy Criteria

7. Those who wish to fly drones must adhere to certain mandatory criteria as set out in paragraph 11. Additional desirable criteria are set out in paragraph 12 that provide for further risk reductions. Regional Associations, tournament organisers and Clubs have the discretion to make these desirable criteria mandatory for Touch tournaments and training sessions under their administration. All criteria in paragraphs 11 and 12 are made to apply where drone operation is offered for a fee.
8. The tournament organiser or match referee has the right, even after providing initial permission, to cease any drone flying if he/she feels that the health and safety of participants may be compromised.

Process

9. The Drone Operator (DO) must provide written assurance at least 5 days in advance of the event/ league to the Regional Association, Tournament Organiser or Club as appropriate, that they comply with this policy.

10. The Regional Association, Tournament Organiser or Club as appropriate must include the flying of drones in any liability waiver to participants in the Touch event/ league.

Mandatory Criteria

11. The following mandatory criteria apply to the flying of drones. The drone operator (DO) must:
- a. Obtain written permission from the tournament organiser (see also note 8). In the case of a training session, this must be from the relevant coach in charge of the session. If the DO is the tournament organiser or coach, prior permission should be sought from:
 - i. The relevant regional association or STA for any tournament; or
 - ii. The club's committee, national squad management committee or Youth Academy Director as appropriate for any training session.
 - b. Not fly the drone in any inclement weather. This means the presence of any precipitation or wind gusts in excess of 15 miles per hour.
 - c. Certify that they have had at least 15 hours of experience flying drones and 5 hours with the machine being used.
 - d. Ensure that any batteries used in the operation of the drone are fully charged up at the start of the match/ session and that power levels are monitored throughout use.
 - e. Ensure that the drone is not flown in the vicinity of airports or designated fly-paths.
 - f. maintain direct, unaided visual contact with the aircraft sufficient to monitor its flight path in relation to other aircraft, persons, vehicles, vessels and structures for the purpose of avoiding collisions.
 - g. not fly the drone:
 - i. in Class A, C, D or E airspace (see Annex A) unless the permission of the appropriate air traffic control unit has been obtained;
 - ii. within an aerodrome traffic zone during the notified hours of watch of the air traffic control unit (if any) at that aerodrome unless the permission of any such air traffic control unit has been obtained; or
 - iii. at a height of more than 400 feet above the surface.¹
 - h. not fly the drone for the purposes of commercial operations except in accordance with a permission granted by the Civil Aviation Authority.
 - i. Ensure the drone maintains a minimum height of 25m above any Touch participants except at take-off and landing. Take-off and landing must be at least 20m to the side of the playing area and free from any people, trees and buildings.

¹ As per CAA, Article 94, part 4.

- j. Not fly the drone in a congested area, that is any area of a city, town or settlement which is substantially used for residential, industrial, commercial or recreational purposes.² Note that drones can be flown if there is sufficient distance (at least 50m) between those not involved in the tournament/ training session and the area that the drone is flying over.

Desirable Criteria

12. The following desirable criteria may be applied in addition to the mandatory criteria cited above. These may be made mandatory by the Regional Association, Tournament Organiser or Club as appropriate. These are mandatory where drone operations are offered as a service for a fee. Under these criteria, it is recommended that a DO should:
- a. Hold the appropriate BNUC-S licence³. It is recognised that costs for obtaining such a licence are significant so Regional Associations may wish to consider offering support in return for use of aerial footage.
 - b. Hold relevant insurance for any accidental damage or personal injury caused in the act of flying a drone at the Touch event.
 - c. In the case of a professional service, hold a current Permission For Aerial Work (PFAW) certificate.
 - d. Complete a relevant Flight Operations Manual before any drone flying is undertaken.

² As per CAA, Article 95.

³ <http://www.eurousc.com/media/1292/supplementary-candidate-guide-uk-issue-10-apr-2016.pdf>

ANNEX A

CLASSES OF AIRSPACE IN SCOTLAND

- **Class A:**
 - Most airways up to FL 195 with the exception of airways lying around Scotland. Airways typically start at FL 70 and routing options become more attractive above FL 140.
- **Class B:** Not currently used in the UK.
- **Class C:** All UK airspace between FL 195 and FL 660. (The Upper Flight Information Region (UIR) boundary begins at FL 245.)

Some airways & CTAs may have sections of Class C.

- **Class D:** The CTRs and CTAs around the busier airports such as Glasgow. A few airways in less busy areas allowing mid-level military VFR flights.
- **Class E:** Parts of the Belfast TMA and ATS routes in Scotland. A clearance is not required for VFR flights within Class E airspace, however pilots are strongly advised to contact the appropriate ATSU.