University of Nevada, Reno Indoor UAS Flight Safety Guidelines

1. All indoor flights must be conducted in compliance with UAM 5,030, Policy on Use of Unmanned Aerial Vehicles (UAVs) and Drones.
2. The Vice President for Research and Innovation (or designee) will be the final arbiter of disputes arising from the application of these guidelines.

Preflight

3. Before flying in an indoor test area, the operator must confirm that the space being used is suitable for the platform being flown. The operator should consider the volume of unobstructed space and the size and form (multirotor, fixed-wing, etc.) of the platform being used.
4. Before flying, the operator should identify points at which people might enter the flight area, and must not instruct the UAS to loiter near such points unless absolutely necessary.
5. Before flying, the operator must confirm via preflight checks that the UAS platform is in adequate shape to fly.
6. If the operator is using a battery-powered platform and plans to charge batteries in the flight area, he or she must ensure that all necessary precautions are taken to guarantee that charging is done in a safe manner.
7. The operator should identify suitable points in the flight area for takeoff and landing, and must avoid extended operations over surfaces that are improper for landing on.
8. The operator must ensure before flying that the UAS can land safely in the event of energy depletion.
9. The operator must ensure before flying that the UAS can land safely in the event of partial or total communication loss.
10. Before flying in an indoor test area, the operator of the UAS must ensure that the frequencies used for the system will not conflict with frequencies used in the building.
11. The operator must ensure that he or she has adequate insurance covering platform damage, injury, and damage to the flight test area.
12. UAS operators must be aware of the privacy and related implications of flying platforms that use cameras, including but not limited to those under NRS 396.970 which prohibits surreptitious electronic surveillance on NSHE campuses.

Inflight

13. Audience members must stand behind the UAS operator(s), or in a designated audience safety area.
14. UAS must not loiter directly above crowds of people or individuals.
15. Nobody should touch a UAS while it is flying.
16. When flying multiple UAS at the same time in the same space, operators must maintain communication and take necessary steps to avoid collisions and “prop wash” that can interfere with flight.

17. Operators should not attempt to use flight modes that rely on GPS in GPS-denied indoor environments.

18. Operators are encouraged to use a ground control station to monitor and record telemetry and other flight data.

19. In the event that a crash becomes inevitable (for example, due to partial loss of control or airframe damage), the operator should make every effort to minimize personal injury or damage to the flight test area.