



January 2016

## **Unmanned Aircraft Systems (UAS) or “Drones” Rules and Procedures**

1. Unmanned Aircraft Systems (UAS) is defined as any aircraft system that is designed to fly independently of a pilot in the air, to include all associated support equipment, control station, data links, telemetry, communications and navigation equipment etc., necessary to operate the system.
2. PIR does not permit the use of UAS for any commercial means at any time, nor does it allow the use of UAS if the rules of any sanctioning body/promoter renting PIR prohibit the use of UAS during their events.
3. UAS may be used for private testing and research by individuals or teams at PIR during track rentals and events AFTER receiving permission from PIR management at least two-weeks prior to the date of use. The owner/operator is responsible to have FAA registration completed and FAA approval, if required, to operate the UAS for their purposes. Recreational or commercial use of UAS at PIR is not permitted.
4. UAS Operators will assume full responsibility for their aircraft and any liability that occurs as a result of its operation or failure to function properly. Operators will maintain insurance and provide PIR with a Certificate of Insurance (COI) naming PIR and the City of Portland as additional insured with a minimum of \$2 million dollar combined single limit of bodily injury and property damage liability per occurrence. The liability insurance certificate must specifically state that it includes the operation of UAS's.
5. UAS will take off and land only in designated Landing Zones. During flight, UAS will maintain a minimal flight altitude of 100 feet AGL and a maximum altitude of 400 feet AGL. UAS in violation of this will be grounded immediately and have the pilots operations privilege revoked as well as entry to any Portland Park for 30-days.
6. UAS are not permitted to fly if a standard rotary or fixed winged aircraft is operating in PIR airspace conducting operations on behalf of PIR, providing aerial coverage of an event or providing Air MEDEVAC support for an incident at PIR.
7. UAS are not permitted to photograph or video the emergency response to any incident on the facility. UAS in the area of an on track incident will either immediately land or proceed to another area of the track.
8. UAS Pilots must apply for a Credential to operate their UAS on PIR Property. PIR reserves the right to limit the number of UAS credentials issued. You must be 18 years of age or older to apply for a credential. Credentials are picked up, in person at the PIR Business Office no later than 24-hours prior to the event. Professional attire is required.
9. UAS Credentials are non-transferable and any unauthorized use will subject the bearer to confiscation of the credential and removal from the premises. A request for credentials does not guarantee they will be issued.
10. UAS Pilots will wear a Photo Vest or Safety Yellow vest identifying them as a UAS pilot at all times when operating their UAS.
11. UAS Pilots when inside the venue will obey all Photographer boundary restrictions per the PIR Photo Boundary Map. Pilots will be provided with keys to gain access to photography gates with their credentials if deemed necessary. Failure to close and securely relock a gate may result in immediate revocation of event credentials.
12. UAS Pilots will not make any attempt to recover a UAS that has landed or crashed inside an area that is unsafe to enter. If a UAS has landed or has crashed inside of the Track the pilot will report the incident to the closest PIR staff member, or call 503-823-5894 (PIR Office) or 503-793-

2009 (PIR Duty Phone). Recovery of the UAS is not a priority of the Track and will be done at the convenience of the Track Services personnel. Note that recovery may not occur until after the track is cold for the day.

13. PIR reserves the right to immediately revoke event credentials at any time and require exit from the property in the case of any conduct deemed detrimental to the safety of themselves, or others or to the safe operation of the facility.

14. No consumption/use of alcohol/controlled substances is allowed 8 hours prior to the use of any UAS at PIR.

15. Any policy concerning the use of UAS at PIR does not supersede the authority of the Federal Aviation Administration.

16. Note that UAS are currently banned at any IMSA or SCCA event.

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# UAS Credential Request

Event / Date Requested (Must be submitted two weeks prior to the event\*)

\_\_\_\_\_ / \_\_\_\_\_

Team Name (If applicable)

\_\_\_\_\_

Pilot Name \*

\_\_\_\_\_

Pilot Date of Birth \*

\_\_\_\_\_

FAA License # \_\_\_\_\_ (If Any) FAA Registration # \_\_\_\_\_

Pilot Address \*

Street \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

Pilot Cell Phone \* (Must have while on PIR property)

\_\_\_\_\_

Pilot Home Phone\*

Pilot Email \*

\_\_\_\_\_

\_\_\_\_\_

Insurance Information \*

Company \_\_\_\_\_ Policy # \_\_\_\_\_

Agent \_\_\_\_\_ Phone # \_\_\_\_\_

Aircraft Data\*

Year: \_\_\_\_\_ Manufacturer \_\_\_\_\_

Model \_\_\_\_\_ Color \_\_\_\_\_

Power Source \_\_\_\_\_ Fixed Wing \_\_\_\_\_ Rotary Wing \_\_\_\_\_

Purpose of UAS Flight: \_\_\_\_\_

Pilots Experience: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

My signature below acknowledges that I have read and understand all of the policies of Portland International Raceway concerning use of UAS on the Facility and that I assume full and total responsibility and liability for any incident that occurs as a result of the operation of my UAS.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Date