

MODEL AERONAUTICAL ASSOCIATION OF AUSTRALIA



ALCOHOL, DRUGS & MEDICAL CONDITION POLICY

MOP055

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This Policy and/or Procedure forms part of the MAAA Manual of Procedures. This entire document is for the use of all classes of members of the MAAA in the conduct of activities associated with the MAAA and is not be used for any other purpose, in whole or in part, without the written approval of the MAAA Executive.

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ALCOHOL, DRUGS & MEDICAL CONDITION POLICY

1. INTRODUCTION

The MAAA wishes to provide a safe environment for their Affiliate Members in which to participate and enjoy the sport of model aviation. An important aspect of this is that those flying model aircraft do not have their ability to do so safely, inhibited by the use of alcohol, drugs (whether for medical or other purposes), or illness. This policy defines the standards that Affiliate Members are expected to conform to.

The MAAA condemns the use by competitors of substances banned by the World Anti-Doping Agency for the purposes of attempting to improve performance.

2. DEFINITIONS

Affiliate Member	A person properly affiliated with a Club that is properly affiliated with an MAAA Ordinary Member.
ASAC	Australian Sports Aviation Confederation Inc.
ASADA	Australian Sports Anti-Doping Authority
FAI	Federation Aeronautique Internationale
MAAA	Model Aeronautical Association of Australia Inc.
MAAA Ordinary Member ..	A State Association properly affiliated with the MAAA
Ordinary Member	See MAAA Ordinary Member
FAI Sporting Code	An FAI Publication of General Regulations and Special Rules for Contests, Championships and Records.
State Association	See MAAA Ordinary Member
WADA	World Anti-Doping Agency

3. POLICY

3.1 Alcohol & Illegal Drugs

When operating a model aircraft the pilot must not be under the influence of alcohol or illegal drugs.

In applying this, it is not possible in a normal model flying environment to specify and measure a specific level at which the increasing effect of, for example alcohol, impairs performance sufficiently for any given individual. For this reason, alcohol or illegal drugs should not be consumed or used prior to, or during, participation in any model operations.

3.2 Drugs in Sport

The MAAA, as an affiliate of the FAI, requires that all its Affiliate Members abide by the FAI Anti-Doping Rules and Procedures as referred to in the General Section of the FAI Sporting Code.

All competitors, team managers, official helpers and assistants (where permitted) in World Championship and Asian Oceanic Championship events having a documented medical condition which requires the use of what may be a Prohibited Substance or a Prohibited Method must, before the event concerned, have obtained a Therapeutic Use Exemption (TUE) in accordance with FAI Anti-Doping rules. This exemption comes directly from the FAI following submission of the Therapeutic Use Exemption form by the person concerned. In addition, for reasons arising during or immediately before the event, a competitor taking any drug or medication, or suffering from a medical condition, illness or injury which might either compromise safety or invalidate a licence, must inform the contest director in writing before competing.

The World Anti-Doping Agency (WADA) publishes the list of prohibited substances on its website www.wada-ama.org. It is important that team members consult their doctor for assistance with the TUE form.

The Therapeutic Use Exemption (TUE) form is available from the FAI website at www.fai.org/antidoping/programme.

The MAAA is a member of ASAC. All Affiliate Members must abide by the ASAC Anti-Doping Policy which is approved by ASADA and covers the application of the FAI code in the Australian environment. This policy is available at www.asac.asn.au.

3.3 Drug Testing Facilities at World Championships Held in Australia

At any FAI World Championship held in Australia where drug testing facilities are requested by FAI/CIAM/ASADA, MAAA will fund the associated cost involved.

3.4 Medical Conditions

Affiliate Members are expected to use their own judgment if they feel that either a short or long term condition would impair their ability to the point where there is an increased safety risk to themselves, fellow fliers or to the general public. However, as a minimum, a person must not operate a model aircraft without competent supervision, taking into account the type of aircraft being flown, if their medical condition is such that it would contravene the requirements to be legally able to hold a motor vehicle driver licence or operate a motor vehicle in their State of residence. In this context, depending on the physical condition and type of model being flown, competent supervision could range anywhere between being connected to an operating transmitter via a buddy chord and capable of recovering the model from a potential for an unsafe condition, to just being able to see, and be fit enough, to recover a free flight model from a paddock.