

MODEL AERONAUTICAL ASSOCIATION OF AUSTRALIA



POLICY for FLYING MODELS NEAR FULL SIZE AERODROMES

MOP061

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Amendments made to MOP061

Paragraph	Brief description of change	Change incorporated by
2. Definitions	Add Recreational Aviation Administration Organisation (RAAO)	MAAA Secretary January 2015
1.0 2.0 4.2 5A.0	To accommodate operations permitted by CASA exemption against subsection 4 (1) of instrument CASA 96/17 (operations within 3 NM of controlled aerodromes).	MAAA Secretary Oct 2017

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.

POLICY for FLYING MODELS NEAR FULL SIZE AERODROMES

1. INTRODUCTION

CASR Part 101 allow the operation of model aircraft within 3 nautical miles of aerodromes that are not controlled aerodromes under strict guidelines. The MAAA being an RAO is expected to implement additional rules/guidelines to ensure safety of those operations.

In addition, the direction in subsection 4 (1) of instrument CASA 96/17, for its duration, prohibits model aircraft operations within 3 nautical miles of a controlled aerodrome. CASA has issued an exemption against the subsection 4 (1) direction which, while the exemption is in force, permits certain model aircraft operations within 3 nautical miles of a controlled aerodrome. Additional rules in this policy have been imposed to support the operation of that exemption. These additional rules can be amended only with CASA's approval, which will necessitate the reissue of the exemption.

This Policy identifies the additional requirements/restrictions the MAAA as an RAO places on its Ordinary Members, Clubs and Affiliate Members with respect to the operation of model aircraft within 3 nautical miles of an aerodrome.

This Policy only applies to Radio Controlled and Free Flight models.

2. DEFINITIONS

Aerodrome	For the purposes of this document, a site where full size aircraft operate including. <i>Registered aerodrome</i> means an aerodrome that is registered under regulation 139.265. <i>Certified aerodrome</i> means an aerodrome in respect of which an aerodrome certificate is in force. (<i>Aerodrome certificate</i> means a certificate granted under regulation 139.050). Authorised Landing Area (<u>ALAs are not registered by CASA</u>)
Affiliate Member	A person properly affiliated with a Club that is properly affiliated to an MAAA Ordinary Member.
CASA	Civil Aviation Safety Authority
CASR 1998 Part 101	Civil Aviation Safety Regulation 1998 Part 101
Club	A Club properly affiliated with an MAAA Ordinary Member.

Club Member	See Affiliate Member.
Controlled Aerodrome	An aerodrome prescribed as a controlled aerodrome in the instrument prescribing controlled aerodromes under regulation 5 of the <i>Air Services Regulations 1995</i> , being presently entitled <i>Determination of airspace and controlled aerodromes etc.</i>
Distance to Aerodrome	The distance from the closest point on the aerodrome runway to the models aircraft's pilot position.
Full Size Aerodrome	See Aerodrome.
MAAA	Model Aeronautical Association of Australia Inc.
MAAA Ordinary Member..	A State Association properly affiliated with MAAA
Inc. Ordinary Member	See MAAA Ordinary Member.
Part 101	Civil Aviation Safety Regulation 1998 Part 101
Recreational Aviation Administration Organisation (RAAO)	An organisation approved by CASA to administer a designated aviation activity.
Responsible State Association..	The State Association with the responsibility to decide the suitability of model aircraft operations at a site.
State Association	A State Association properly affiliated with MAAA Inc.

3. GENERAL.

- 3.1 The State Association where the flying site under review is located has the primary responsibility to determine if the location of the flying site is suitable for model aircraft operations.
- 3.2 If a State Association is asked to register/accept a model flying site that is in another State they must advise the State Association in which the field is located and ask them to determine if the flying site is suitable for the operations of model aircraft.
- 3.3 The State Association in which the flying site under review is located may delegate this authority to another State Association if they wish. If they delegate this responsibility it shall be in writing to the delegated State Association and remains in affect until revoked in writing by the State in which the flying field is located.. This delegation shall require that the State Association in which the site is located be informed of the decision of the flying site evaluation.
- 3.4 In the remainder of this document the State Association with the responsibility to decide the suitability of model aircraft operations at a site shall be referred to as the "responsible State Association".

4. POLICY

- 4.1 The flying of model aircraft within 3 nautical miles of an aerodrome is not permitted unless carried out in accordance with CASR Part 101 and with the written approval of the responsible State Association in which the model flying site is located.
- 4.2 The flying of model aircraft within 3 nautical miles of a controlled aerodrome is not permitted unless, in addition to the requirements in paragraph 4.1, the flying is carried out in accordance with section 5A.

5. MAAA REQUIREMENTS

- 5.1 In the case where the aerodrome is located in a different State to the State Association to which Club is affiliated written approval is required from both State Associations.
- 5.2 The flying field registration process of State Associations must contain a section requiring a disclosure if the proposed model flying site is within 3 nautical miles of an aerodrome. If the model flying site is in another State, then the State Association with which the Club is affiliated must advise the State Association in which the site is located in writing of the proposed location of the model flying site.
- 5.3 The flying field registration process of State Associations shall require that the applicant club asked for comments from the owners/operators of the any aerodrome within 3 nautical miles as to the operation of model aircraft at the proposed model flying site. The comments obtained shall be submitted as part of the registration process. If none are supplied the responsible State Association may seek comments directly.
- 5.4 The flying field registration process of State Associations shall require that the applicant club has written to the relevant CASA Office for comment, if there is any aerodrome within 3 nautical miles of the location of the proposed model flying site. If no comments are supplied, the State Association may seek comments directly.
- 5.5 It is recommended that the State Association in which the proposed model flying site is located conduct a site visit of the proposed flying field location as part of their risk assessment to grant approval/register the model field. This may be delegated to the State that registers the club if agreed in writing by both
- 5.6 As part of their risk assessment for the processing of an application to fly models within 3 nautical miles of an aerodrome, the responsible State Association shall consider at least the following;
 - (a) Is the area for the proposed flying field suitable for model aviation?
 - (b) The amount of full size aircraft traffic in the area, both immediately and in the future.
 - (c) The type of full size aircraft operating at the aerodrome.
 - (c) The full size traffic patterns.
 - (d) The proposed operating model aircraft types
 - (e) The operating patterns of the model aircraft height, distance etc
 - (f) The amount of model aircraft traffic, both immediately and in the future
 - (g) Potential conflicts between model aircraft and full size aircraft including consideration of flight envelopes extending beyond the nominal areas
- 5.7 The written approval of the land owner on which the proposed model flying site shall be required for a model flying site to be registered by the responsible State Association.

5A MAAA REQUIREMENTS — OPERATIONS NEAR CONTROLLED AERODROMES

5A.1 Model aircraft operations within 3NM of a controlled aerodrome must:

- (a) not be conducted higher than 400 ft above ground level; and
- (b) not be conducted closer than 1 nautical mile of the movement area of the controlled aerodrome unless the responsible State Association has obtained a letter of agreement from the relevant air traffic control unit for the operation.

5A.2 If a model aircraft operation is conducted within 1 nautical mile of the movement of the controlled aerodrome under a letter of agreement mentioned in paragraph 5A.1, the responsible State Association must:

- (a) ensure that the operation complies with the terms of the letter of agreement; and
- (b) nominate a suitably trained site supervisor who is responsible for all model aircraft operations in the area mentioned in paragraph 5A.4 (d); and
- (c) ensure that the site supervisor has capacity and delegated authority to direct all model aircraft operators and operations at the site; and
- (d) ensure that the site supervisor is in the area and capable of monitoring and directing operations at all times that the operations are underway; and
- (e) before commencing operations on a day, ensure that the name and mobile phone number of the site supervisor are provided to the relevant air traffic control unit; and
- (f) ensure that, at all times when the model aircraft operations are being conducted, the site supervisor carries an operational mobile telephone that is available for the site supervisor to answer calls from the relevant air traffic control unit; and
- (g) the responsible State Association must, not less than 2 business days before commencing the operation, request CASA to cause the issue of a NOTAM for the operation. The NOTAM request must be sent to CASA by email to RPAS@casa.gov.au. This paragraph does not apply if a NOTAM is already in place in relation to the operation and if the NOTAM is based on an application that meets the requirements mentioned in paragraph 5A.3.

5A.3 A NOTAM request must contain the following information:

- (a) date or dates of the proposed operation; and
- (b) time of the operation in the local time zone; and
- (c) GPS co-ordinates, in decimal degrees, for the location from which the MAAA member will conduct the operation; and
- (d) radius of the area measured from the coordinates mentioned in paragraph (c) within which the operation will be conducted; and
- (e) proposed maximum height at which the operation will be conducted, not being more than 400 ft above ground level; and
- (f) telephone, address and email address details of the person responsible for the operation at the Club or State Association.

Note: These procedures do not otherwise affects the application of the requirements of CASR, including in relation to operations higher than 400 ft above ground level within 3NM of an aerodrome.

REVIEW OF APPROVAL

- 5.8 The responsible State Association shall review the operations of fields within 3 nautical miles of aerodromes at least every two years to assess the continuing safety of operations.
- 5.9 The responsible State Association can impose and/or change restriction as to the number, type and/or size aircraft that are permitted to operate under the approval at any time. The club shall be advised of the changes with 14 days of the decision to alter them. If the club is affiliated to another State Association then that Association should also be advised with 14 days of the altered conditions and the reasons for the change.
- 5.10 The responsible State Association can alter the conditions for the approval at any time. The club shall be advised of the altered conditions with 14 days of the decision to alter them. If the club is affiliated to another State Association then that Association should also be advised with 14 days of the altered conditions and the reasons for the change.
- 5.11 If the Club is affiliated to a different State Association to where the model flying site is located, the State Association required to approve the model flying site may recover the costs involved in the approval process. The responsible State Association is entitled to not issue the approval until the costs have been recovered from the Club.

6. WITHDRAWAL OF APPROVAL

- 6.1 The responsible State Association can withdraw approval to operate within 3 nautical miles if it considers that it is not longer safe to do so.
- 6.2 The responsible State Association must advise the club in writing of withdrawal of the approval. If the Club is affiliated to another State Association then the State Association to which the Club is affiliated shall also be advised.