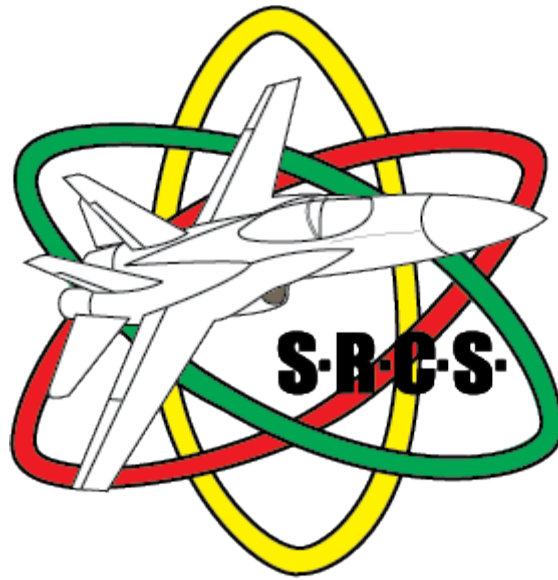


# SYDNEY RADIO CONTROL SOCIETY Inc



## FLYING FIELD REGULATIONS (GENERAL)

### **SRCS 02**

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. APPROVED: SRCS COMMITTEE

Date:05/02/2021

**This Regulation SRCS 02 applies to the whole SRCS operations which may not be restricted to a single site. It should be read in conjunction with the site specific requirement for the area that Members and Guests are operating from.**

## **Obligations**

Each member must be aware that, as members of the Sydney Radio Control Society (SRCS), flying at the Society field, we each have certain obligations which must be fulfilled:-

- (a) an obligation to the owner, or tenant, on whose land we fly, to ensure the security of the land or property and to ensure the minimum disturbance of any livestock.
- (b) an obligation to ensure the continued peaceful co-existence with our neighbours;
- (c) an obligation to all other users of the airspace in which we fly-,
- (d) an obligation to abide by the requirements of CASR Part 101, the MAAA Manual of Procedures (see Sections 6.1 and 6.2) - and
- (e) an obligation for the continued safety and well being of our fellow members and any visitors to our field.

These field regulations were therefore adopted by the Sydney Radio Control Society Inc to ensure that all these obligations are satisfied.

## **Field Regulations**

### **1. Pre-arrival at the Society's field.**

1. All members, intending to fly at any time at the field, must comply with all requirements, processes currently in force, if any, for obtaining clearance to fly. Any member found flying at the field without first having obtained such a clearance, if required, shall be liable to dismissal from the Society.

### **2. Arrival.**

2. 1. Each member is responsible for his/her security key to the Society's flying field and must not give or lend this key to any unauthorised person for any purpose.

2.2. Any member leaving the Society is required to immediately return his/her security key to the Registrar.

2.3. Members must ensure that all lockable gates to the flying field are securely locked after entry and on departure, without by-passing any other locks in the chain. Gates that are secured by chain loops are to have the chain replaced. Also, members are to ensure that while entering and exiting no livestock are allowed to pass through the gates.

2.4. The person opening the gate is responsible for closing it.

2.5. All drivers of motor vehicles will observe a 20kph speed limit in effect within the field. Speeds should be reduced below this if either wet or dusty conditions dictate.

2.6. Livestock are to be given right of way at all times and livestock not to be harassed in any way by members, visitors or their children whilst at the field.

- 2.7. On entry or departure, vehicles are to proceed directly to and from the parking area.
- 2.8. Vehicles proceeding to and from the parking area are to use the approved track only.
- 2.9. There are no special storage arrangements for 2.4 GHz transmitters.
- 2.10. On arrival, 36 MHz, 29 MHz and 40 MHz transmitters must be switched off and placed in the transmitter pound or left in a vehicle.
- 2.11. If required by the Committee, Members will wear their current membership badge at all times when present at the field, to show current membership and to assist with member identification.
- 2.12 Owners should keep all dogs on a leash when in the pit area, and, if needed, clean up after them. If they are being disrupting, or others members feel uncomfortable with their presence, then a Safety Officer may request that they be placed back in a car.

### 3. Visitors.

See also MOP0574

- 3.1 Anyone flying at the SRCS Flying Field who is not a current financial member of SRCS shall be signed into the Visitors Book by a current SRCS financial member (other than a Social Member) before flying on every day that they visit. Examples of correctly completed entries are given at the top of each page of the book.
- 3.2 The number of times an MAAA Affiliated Member can fly as a visitor is at the discretion of the Committee.
- 3.3 The SRCS member signing them in shall ensure that all details in the Visitors Book are correct and shall explain the field operating rules, including those for frequency control and mobile phones. They shall also show them where the information is on the notice board.
- 3.4 The current FAI card of an MAAA Affiliated Member shall be sighted on every occasion by the member signing them in. If this is not available, they have to be signed in under the 'not current MAAA Affiliated Members' conditions.
- 3.5 For insurance reasons persons who were previously MAAA Affiliated Members and who are not current cannot be signed in as visitors unless they have applied to join the Club, and their application is still under consideration.
- 3.6 For insurance reasons persons who are not current MAAA Affiliated Members can only be signed in for a maximum of two visits, no matter how much or little they fly on the day unless they have applied to join the Club, and their application is still under consideration.
- 3.7 For insurance reasons persons who are not current MAAA Affiliated Members shall be under the direct supervision of a competent SRCS member whenever they fly no matter what their level of competency.
- 3.8 If a person is signed in as a visitor and does not fly at all then the entry shall be so annotated, crossed out neatly, and signed by an SRCS member.
- 3.9 MAAA Affiliated Members whose flying competency is not personally known to the SRCS Members present, shall be accompanied on the first visit to the flight line irrespective of stated competencies.
- 3.10 Any visitor who is an MAAA Affiliated Member and not flying to Bronze or Silver Wings standard, as appropriate, (or as modified for helicopters) shall be accompanied at all times on the flight line by an SRCS Flying Instructor or other competent SRCS Member.

3.11 The SRCS Member signing in a visitor shall be responsible for ensuring that the visitor complies with all SRCS procedures. In the event that they leave before the visitor then the responsibility shall be handed over to another specific SRCS member.

#### **4. Transmitter Control**

See also MOP049 and MOP058

4.1 2.4 GHz transmitters can be used without any special restrictions.

4.2 36 MHz, 29 MHz and 40 MHz transmitters must remain off unless a frequency key is in the Transmitter control board..

#### **5. Noise.**

5. 1. All aircraft flown at the Society field must comply with the current SRCS noise regulations for the specific flying field site before being permitted to fly.

5.2. All models failing to meet the SRCS Noise level Standards shall not be permitted to fly at the Society's field at any time. (disregarding this regulation can lead to dismissal from the Society).

#### **6. CASR, MAAA MOP, Flying times and Field Maintenance.**

6.1 At all times, whilst flying at the Society's field, all members and visitors to SRCS shall comply to the applicable provisions of the Civil Aviation Safety Regulations 1998 (CASR) including Subparts 101 A,B, C and G: and CASA Direction 96/17 and any replacement documents or additional requirements that may be issued by CASA from time to time, and all MAAA Procedures in the MAAA Manual of Procedures.

6.2. The following MAAA Documents are specifically relevant to flying operations:

MOP001	Accident reporting
MOP014	General Model Rules
MOP015	Heavy Model Aircraft Inspection and Operation Procedure
MOP018	Night Flying
MOP027	Award of Wings and Instructor Rating    Award of Wings and Instructor Rating
MOP030	Gas Turbine Rules
MOP042	Visitor Insurance
MOP044	Internal Navigation & Stabilisation
MOP049	Use of 29 & 36Mhz
MOP055	Alcohol, Drugs and Medical Condition
MOP056	Safe Flying code
MOP057	Insurance Conditions
MOP058	2.4Ghz Equipment
MOP062	Noise Policy
MOP065	Policy RPAS
MOP066	FPV and SGMA Policy

6.3. No flying is to commence before the time specified for the specific flying sites.

6.4. Flying is to cease at dusk unless undertaken using the procedures of MOP018 Night Flying.

6.5. It is a requirement that pilots flying from the main runway stand behind the safety fence if there are more than 1 pilot wishing to fly.

6.6. Members are not to commence flying until the runway has been checked for manure or any other refuse. Members who disregard this regulation will be grounded for the rest of the day.

6.7. No flying is permitted whilst any form of planned field maintenance is in progress on the runway or the immediate surrounds.

6.8. If any field maintenance is to be carried out within 30 metres of the runway, then the person responsible shall discuss the proposed activity with all pilots present. The maintenance can only be carried out if all the pilots agree that by use of observers, modifying the flying normal area, limiting the maintenance area, agreeing communication methods, etc, flying can be carried out safely both for people, aircraft and any machinery. This shall specifically consider that unpredictable flight irregularities, including dead sticks and pilot error, can happen at any time.

## **7. Pre-flight.**

See also MOP056

7.1 Internal combustion and turbine powered models are not to be started unless physically restrained, whether in the pits, the taxiway or a runway. Such restraint can either be by use of a mechanical stop, brakes (provided these can hold the aircraft at start up power), or an independent helper. The pilot may hold the aircraft for steadiness, but this shall not be necessary to stop the aircraft moving forward.

7.2. No engine running-in or extended engine run-up, or testing, shall be carried out in the pit area.

7.3. If relevant, use of transmitters in the pit area whilst assembly or pre-flight checks of models are taking place must be within the 20 minutes of keyboard time.

7.4. No pilot shall be permitted to taxi a model in the pit area except where the size of that model is such that it is impractical to carry the model to the taxi-way, then regulation 7.5. shall apply.

7.5. Where a model is of such a size that regulation 7.4. allows the taxing of the model in the pit area then the model being taxied must be physically restrained by the pilot or the pilot's helper.

## **8. Arrival at runway and take off.**

8.1. In-coming (in circuit for a landing) aircraft have right of way.

8.2 On arrival at the runway perimeter, the pilot must stop and check there are no aircraft in the approach path on "finals", and identify all aircraft currently in the air.

8.3. When the runway is clear of all traffic, the pilot shall indicate the intention to join the traffic and to take off. If no conflicting movement is indicated by the other pilots then the aircraft shall taxi onto the runway and promptly take off.

8.4. All take-offs and landings (other than indicated emergency landings) are to be made on the runway currently in use and in the direction most into the wind.

8.5. In the event of a malfunction of any kind on take-off, an aborted take-off shall be indicated, the take-off aborted, the model retrieved and the runway cleared immediately.

8.6. Other than electric motors, no engines are to be started or run-up on the runway.

## **9. Flying in designated Area.**

9.1. During flying, the conditions of CASR Part 101 and the MAAA MOP's are to be abided by at all times by all members and visitors.

9.2. Irrespective of any other regulation flying over the pit area and within 30 metres of it is not permitted under any circumstances.

9.3. If more than one pilot is operating from the runway all pilots shall stand in the designated pilot area for the type of aircraft being flown.

9.4. On the main runways, pilots will stand in a straight line, spaced along the allowed distance and slightly back from the safety fence to allow good visibility for other pilots. They will only move forward for the purposes of taking off and landing.

9.5. For safety and insurance reasons only one co-pilot per pilot is allowed on the flight line. Small children who are not actively involved in flying are not allowed on the flight line under any circumstances.

## **10. Flight procedures (General).**

10.1. Members who have not been cleared by an SRCS Flying Instructor, or other competent SRCS Member as flying to Bronze or Silver Wings standard, as appropriate, (or as modified for helicopters), shall be accompanied at all times on the flight line by an SRCS Flying Instructor or other competent SRCS Member.

10.2. Minimum circuit height is 50 feet unless advised to the other pilots.

10.3. All aircraft in the circuit are to fly in the same direction.

10.4. In the event that sufficient aircraft are in the air for those flying to consider there is a serious risk of a mid-air collision then they may agree to limit all flying to be in the circuit direction.

10.5. Flying over the runway (mown area) is to be kept to a minimum.

10.6. Flying over or behind the pit and parking area is not permitted, neither is flying over the area between the main runway and pit area.

10.7. All aircraft in the circuit or on the runway are to clear that area when a pilot calls "DEADSTICK". That pilot and aircraft have right of way over all other aircraft.

10.8. Pilots intending to perform any manoeuvres below 50 ft. (low passes, touch and goes, etc) or any other manoeuvres which may disturb the flying of any other pilot must loudly and clearly inform the other pilots before commencing any such manoeuvre.

10.9. All manoeuvres as specified in regulation 10.8 are to be performed only in the circuit direction.

10.10. Pilots will not repeatedly fly fuel tanks dry, or completely drain flight batteries thereby performing unnecessarily 'dead-stick' landings.

10.11. In the event of a crash pilots are to leave their transmitters (switched OFF) at the pilot area (or returned to the transmitter pound) before proceeding to the crash site.

10.12. Immediately a flight is completed - clear the runway- and after the aircraft system has been switched off if appropriate return the transmitter to the transmitter pound and remove the frequency key from the keyboard.

10.13. If returning to the pit area under power the pilot shall maintain careful control of the aircraft and the engine must be stopped before leaving the taxiway and entering the pit area.

10.14. Pilots may request clear air for test flights and those present will accommodate the request.

### **11. Hazardous and Unsafe Flying.**

11.1. Any pilot flying in a hazardous or unsafe manner will be warned that he/she is liable to be grounded by a Senior Safety Officer or the Committee.

11.2. Failure to heed the warning of hazardous or unsafe flying will lead to further action being taken.

11.3. Any person flying who is considered to be unsafe or hazardous due to lack of practice or inexperience may be required to have further instruction by an SRCS authorised instructor before being allowed to continue solo flying.

### **12. Unpowered Glider Flying.**

12.1. Glider pilots are equally bound by the conditions of CASR Part 101 and the MAAA MOP's.

12.2. All members must be informed when a glider operation takes place.

12.3. No silent glider launches are permitted. If not on the flight line Glider pilots must give a loud whistle burst to indicate a glider launch is taking place.

12.4. After launch, glider pilots must proceed immediately to the designated pilot area in use. No glider pilot shall fly from any outward position on the field, unless specifically available for glider pilots in accordance with regulation 9.3.

### **13. Mobile Phones**

13.1. Due to the potential distraction to Members operating models, SRCS does not allow mobile phones to be taken to the flight line.

13.2. Mobile phones may of course be used else on the site.

### **15. Safety Officers.**

15.1. Safety is no accident. All members shall at all times take care in all that they do.

15.2. Every Member of SRCS is appointed as a Safety Officer and required to advise if SRCS Safety Policies and Procedures are not being followed, and if not resolved at the time to subsequently provide formal advice to the Committee.

15.3. Senior Safety Officers are appointed by the Committee

15.4. Directives given by Senior Safety Officers to members and visitors on matters of flying and safety are to be acted upon immediately at all times.

15.5. Senior Safety Officers are empowered to ground any flyer who has broken any flight regulation.

15.6. Any decision made or action taken by a Senior Safety Officer is final at that point in time. Appeal against any decision or action of any Safety Officer may be made to the committee of management or their delegates who shall determine what further action is needed.

## **16. Departure from field.**

16.1. Members are to keep the field and pit areas clean and tidy at all times.

16.2. All remains of any broken models, propellers, rubber bands, batteries etc, are not to be left on the field thus endangering livestock who might eat the rubbish. If it is yours take it with you.

16.3. No member is to leave his/her litter behind at the field. If you bring it - you take it away.

16.4- Members are to ensure that all SRCS equipment used during the day is returned and properly stored in the storage shed/container and that the storage shed/container doors are closed and the container locked prior to departure from the Society's field.

16.5. All members are reminded to securely close/lock any gates on departure, without by-passing any other locks in the chain.

16.6. The person opening the gate is specifically responsible for ensuring that it will be locked again, and not left open and unattended.