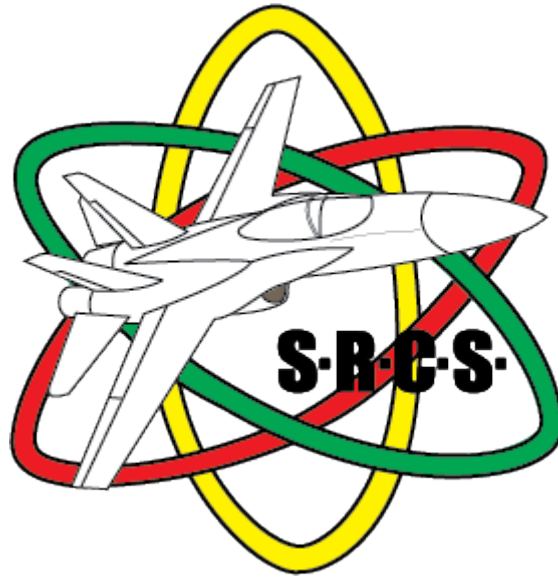


SYDNEY RADIO CONTROL
SOCIETY Inc



SRCS POLICIES and PROCEDURES (GUNDERMAN)

SRCS 03

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APPROVED: SRCS COMMITTEE

Date:27/03/2025

AT ALL TIMES SAFETY IS PARAMOUNT.

Regulations and Procedures

This Regulation, SRCS 03, applies only to the site at Gunderman. It covers additional requirements to those specified in SRCS 02 Flying Field Regulations (General).

At all times, whilst flying at the Society's field, all members and visitors to SRCS shall comply with 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. These are listed in SRCS 01.

All other SRCS Policies and Procedures shall apply.

Policy.

During all SRCS operations at 'The Missions', neither the club nor any of its Members shall take any actions that shall prejudice the continuing use of the site. In the event of any circumstances not being covered by the rules or if there is any ambiguity in methods of operation this shall be the guiding principle to resolve the issue.

Limits of flying area

See layout drawing (SRCS 11)

Weight Restrictions

SRCS only permits model aircraft with a maximum take-off weight of 50 Kg. to operate at Gunderman.

Pilots flying an aircraft with a take-off weight of over 10 Kg shall be accompanied by a co-pilot (observer) on the flightline at all times.

Height of operations

A permanent NOTAM, C1815/18 has been issued covering SRCS Operations. This advises operations up to 2000 feet ALG. However, SRCS Area Approval limits the application of this NOTAM as follows.

Model aircraft are limited to 400 feet AGL, unless a dedicated club member is looking out for manned aircraft, in which case the normal limit is 1000 feet AGL. During an Event, and then under the Event conditions, a higher altitude of up to 2000 feet AGL may be permissible.

When operations are allowed above 1000 feet:

Pilots and observers involved will be briefed on the procedures prior to flying taking place.

The CTAF for local airfields, currently 125.8 MHz, will be monitored for activity in the surrounding area, and if needed appropriate precautions should be taken.

The pilot is required to ensure that they are operating within the height limit allowed. For example, this may be by using technology such as telemetry, reference to other aircraft operating in the same airspace that are fitted with telemetry or other distance and altitude measuring equipment. It is acceptable that the pilot has experience of flying the same or similar size aircraft at the same altitude when that actual altitude has been confirmed by one the above methods.

Model Aircraft shall remain within visual line of sight at all times, without the aid of vision enhancing devices such as binoculars.

First Person View (FPV) and drones shall not operate above 400 feet AGL under any circumstances.

For training of pilots, observers and spotters see SRCS 14 Airspace Safety Training (Gunderman).

Turbine Aircraft

Pilots flying a turbine powered aircraft shall be accompanied by a co-pilot (observer) on the flightline at all times.

Hours of Operation

The SRCS area is available for use from 9 a.m. to dusk seven days a week unless otherwise determined from time to time by the landowner or the SRCS Committee in conjunction with the landowner. Aircraft engines must not be started before this time.

Emergencies

Members are advised that only the Telstra Mobile Next G Network is likely to provide reliable mobile communications across the whole site.

Fire Bans

The MAAA, via MOP030, prohibits the operation of turbine powered aircraft if a Total Fire Ban has been declared for the relevant Region.

The Gunderman site of SRCS is located in the Greater Sydney Region.

SRCS does not allow any flying at Gunderman if a Total Fire Ban has been declared for the Greater Sydney Region.

Local conditions at Gunderman may differ from those applying generally across the Region.

The owner of 'The Missions' can require SRCS to cease operations at any time.

SRCS Committee may institute additional bans on flying irrespective of those for the whole Region.

SRCS Committee considerations include any Fire Bans and the Fire Danger Rating in and around the Greater Sydney Region, the environment at The Missions, such as ground conditions, the length and dryness of the vegetation, the expected weather condition, and other relevant information.

The Committee may make decisions for all aircraft, particular aircraft classes, particular power sources or any other category.

Note that the SRCS Committee may decide to ban flying even though no Total Fire Ban has been issued in any local Region.

The Committee will post information on SRCS Social of any decision to impose an additional flying restriction.

Although warnings are updated every evening, they can also be amended if conditions deteriorate during the day. Members are strongly advised under adverse conditions to check the latest warnings at <https://www.rfs.nsw.gov.au/fire-information/fdr-and-tobans> and SRCS Social as late as practical prior to flying.

Irrespective of there being no notification from the SRCS Committee, members are always expected to consider the conditions that they find at the field before deciding to fly. The Committee should be advised if local conditions are not good.

Fire

Fire is always a potential hazard and SRCS has equipment and special procedures to deal with this. See SRCS 06.

General Safety

The immediate SRCS area is protected by an electric fence, other than at the access gates, which unless confirmed otherwise should always be assumed to be live.

SRCS strongly recommend that more than one person are present when operating model aircraft.

Members should carefully consider the risks involved before operating model aircraft on the site without other persons being present, especially if operating helicopters or large models.

Recovering aircraft from the river, or if access is required to it for any other purpose, should be done with extreme care.

Apart from the river, Members are advised that there are other significant water dangers around the field. Mud in the mangroves can exhibit properties similar to quicksand. Surface water is often present in the tea tree and other areas. Particularly when wearing waders, a slip, even in shallow water, could result in drowning unless help is available.

Access to the mangroves and the tea tree swamp area is not allowed unless two people over 18 are present.

Be very wary, and assess the risk, prior to walking in any area with surface water, particularly if you do not have independent assistance.

Rescue Boat

All Members are advised that the Hawkesbury River in this area is deep and also has a strong tidal flow.

The rescue boat is not to be used unless a minimum of two people over 18 are involved in the operation.

No more than two people are to be on board the rescue boat at any time.

SRCS requires that all occupants of the rescue boat wear the life jackets provided.

Any use of the rescue boat is specifically at the user's risk. Use of the boat by any member is considered to be acceptance of this condition.

Members should be aware of the rules covering the use of watercraft on the river before launching. These are available from Service NSW Web Page, <https://www.nsw.gov.au/driving-boating-and-transport/boating-and-marine> .

After use, the outboard motor is to be removed from the boat and cleaned in accordance with the instructions. It shall then be secured and locked in the fixture provided.

Snakes

Members are reminded that, as in most areas of Australia, snakes are to be expected. It is specifically known that both brown and red belly black snakes share this area and Members should be aware of this when moving around, particularly in the warmer months.

Notices

SRCS have placed mandatory and safety information notices on locations throughout the site. These must be observed by all Members.

Litter and other items

Members shall not leave any litter on the site and shall use their best endeavours to remove as many fragments of any crashed aircraft as possible.

IF YOU BROUGHT IT ONTO THE SITE THEN YOU TAKE IT AWAY.

Access

Access to the site from the public road shall only be by the marked SRCS Gate.

In the event that significant damage would be caused to any part of the access track by vehicles due to surface water, or otherwise, the field shall be considered closed.

The land owner, or his representative, can close the field on a temporary basis for any reason, at any time, and without notice.

The SRCS Committee can close the field on a temporary basis for any reason, but if practical will provide as much notice as possible to the Members via SRCS Social.

The main road gate shall always be left closed and locked after any SRCS member has used it for access. The person opening the gate is specifically responsible for ensuring that it is locked again.

The SRCS padlock for the SRCS Gate shall be placed in the chain in such a manner so that no other padlock(s), if fitted, are bypassed and each can separately allow the gate to be unlocked.

The internal field access gates shall be left closed at all times to maintain the integrity of the electric fence area even if no cattle appear to be around. Cattle can appear very quickly.

Unless for an emergency, or for a specific maintenance purpose, vehicles are not allowed to access the SRCS runway area.

SRCS Members, shall not enter, or let others onto the site, for any activity that is not part of SRCS operations on that day, unless with the land owner's specific permission.

Out of Bounds

Unless specific permission is granted, SRCS Members are not to approach any of the land owner's buildings on site.

With the specific agreement of the land owner for each and every occasion, camping and fishing by SRCS Members and their visitors, may be permitted when SRCS activities are being conducted. Any limitations specified by the land owner shall be complied with. Because SRCS will be considered responsible and needs to be aware of the activity, agreement with the land owner shall be obtained via a member of the SRCS Committee.

Livestock

Livestock have priority at all times.

Livestock are not to be allowed to accidentally get through any gates whilst they are open for the passage of vehicles or people.

If livestock are required to be moved out of the electric fence area, or off the access track, this shall be done in a slow and non-threatening manner and this shall take priority over model aviation needs.

Flag

When SRCS Members are present on the site, the large Australian Flag shall be flown from a flag pole. The first member on site is responsible for raising it and the last to leave to lower and safely store it. This is to ensure that our presence is not unreasonably questioned.

Full Size General Aviation

The site is also an airfield used by full size General Aviation, and in addition other aircraft can either transit overhead or along the river. In accordance with CASA requirements full size aviation has absolute priority over model aircraft operations.

Standard Procedure

At all times be aware if full size aircraft are in the vicinity. If the sound of any full-size aircraft is heard, or if one is seen, then all Members present shall attempt to find the location, height and flight direction of that aircraft. If there is any possibility of conflict with model aircraft, or the aircraft cannot be found, then all model aircraft must be immediately flown to a low enough altitude to avoid any possible conflict, and which shall be below 400 feet AGL, or if necessary landed.

Before crossing either of the two main runways, either by vehicle or on foot, a careful check shall be made of both the ground and the sky to check that an aircraft is not preparing to land or take-off.

There may be occasions when SRCS is advised that full size aircraft operations are expected. This information will, wherever possible, be placed on SRCS Social, the web page, and the club notice board. This may indicate specific times when model flying is prohibited.

Irrespective of any formal notice, aircraft may wish to land at any time.

A General Aviation aircraft wishing to land would normally be expected to overfly a runway at altitude before commencing a full landing circuit. If any manoeuvre is seen which could be interpreted as this, or if for any other reason it is believed that an aircraft is preparing to land, then all model aircraft shall land as soon as practical until either the aircraft has landed or flown out of the area.

If a full-size aircraft is seen preparing for take-off, then all model aircraft shall land as soon as practical until either the aircraft has clearly departed the area, or the take-off has been clearly aborted for the foreseeable future.

Note that after take-off full size aircraft often return to overfly the field before departing the area.

Model Aircraft Display at SRCS (see also MAAA MOP019)

The following are the minimum requirements for any Model Aircraft Display at The Missions. The SRCS Committee, AMNSW, MAAA or the landowner may require additional safety measures but these minimum requirements shall be retained.

The public area starts behind the pit area, and this shall be 40m metres beyond the no-fly line. The edge of the public area shall be separated from the operational area by a full-length barrier

When agreed by the SRCS Committee, a member of the public is only allowed through the barrier and if escorted by a club member. Under no circumstances shall they be allowed to proceed beyond the forward edge of the Pit Area which is 30 metres from the no-fly line.

No engine running is allowed in the pit area and a separate engine start area shall be located between the pit area and the no-fly line.

No more than six aircraft are permitted in the air at any time but the Event Director may reduce this number before, or during the event, depending on conditions and the aircraft flying.

Flight Line Director may at any time restrict flying to circuits or take other collision avoidance measures.

Each pilot shall have a dedicated co-pilot (observer) to advise the pilot of model aircraft activity, as well as any full-size aircraft that may be in the vicinity.

Recovery of aircraft that cannot return to the pit area under their own power can only be undertaken with the permission of the Flight Line Director.

Apart from event officials, only pilots with one co-pilot (observer) each are allowed beyond the pit area

Depending on expected numbers, the Committee shall consider special access arrangements and car parking to ensure that car and spectator access is controlled so that separation distances from the flying areas are greater than the required minimum.

Special Events at SRCS

If SRCS is holding a special event which is likely to result in an increase in model flying activity, then prior to the event the SRCS Committee will consider the increased risk of mid-air collisions. This will include consideration of advising the land owner of the activity. To reinforce the Standard Procedure, the SRCS Committee may impose additional requirements which may include that all pilots are accompanied by a co-pilot (observer) and/or any other measures that are considered necessary. These will be fully briefed to SRCS pilots and if possible published on SRCS Social, the Club Notice Board and on the Web Page.

Special Events at the Missions

If a special flying event, whether by General Aviation or otherwise, is to be held at the Missions, consideration will be given, in conjunction with the land owner/aircraft operator, for the use of a two-way radio link between the Missions 'operations centre' and SRCS. This would be to reinforce the Standard Procedure by advising the model flight line of anticipated landings and take offs. The SRCS Committee will consider imposing additional requirements which may include that all pilots are accompanied by a co-pilot (observer) and/or any other measures that are considered necessary. These will be published on SRCS Social, the Club Notice Board and, if possible, the Web Page.

Special River Event

If the SRCS Committee is aware of a special river event that is likely to result in increased air activity down the river then prior to the event the SRCS Committee will consider the increased risk of mid-air collisions. If the increased activity is to be concentrated to a specific period, then consideration shall be given to model flying ceasing over that period. To reinforce the Standard Procedure the SRCS Committee may impose additional requirements which may include that all pilots are accompanied by a co-pilot (observer) and/or any other measures that are considered necessary. These will be published on SRCS Social, the Club Notice Board and, if possible, the Web Page.

Flight line Procedures and Safety Barrier

Normal SRCS Flight line Procedures and Safety Barrier Procedures and practice shall be followed.
(See SRCS 02)