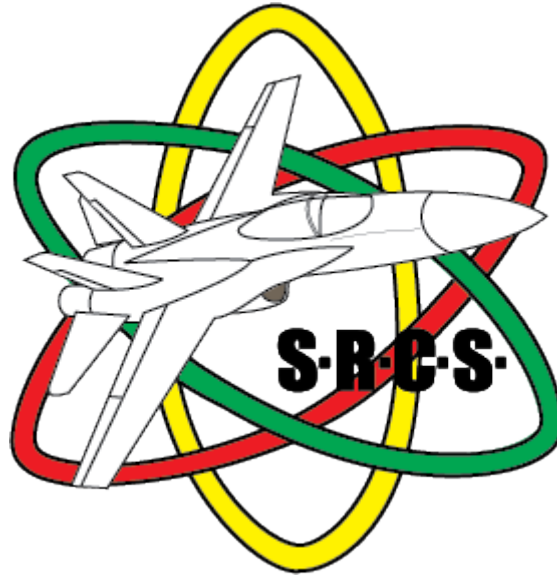


SYDNEY RADIO CONTROL SOCIETY Inc



RUNWAY OPERATIONS SUMMARY

SRCS 05

This Document is copyright of SRCS and is for the use of SRCS and Members only. It is not used for any other purpose without the approval of the SRCS President.

APPROVED: SRCS Committee

Date: 31/10/2019

RUNWAY OPERATIONS - GENERAL

SRCS does not place any restrictions on the maximum number of pilots that can fly on the main runway at any one time. Neither does it place very specific restrictions on methods of flying, apart from normal safety standards including flying areas and communication between pilots. However the members shared experience means that there is a common understanding of accepted practice which is difficult to document.

If a large number of aircraft are flying at the same time it is expected that the pilots will agree any limitations if, for example, for safety reasons aircraft have to be confined to circuits in a particular direction.

It is expected that members will use commonsense in deciding the scope of their particular flight taking into safety and collision avoidance. If the sky is busy the opportunities for extreme manoeuvres with either aircraft or helicopters will be more limited or even not exist. Pilots who wish to do this type of flying have two choices. Either wait until the air is clearer, or try to seek the agreement of the other members present to make such a period available for them. Obviously the busier the day the less likely this will be acceptable but members should always be courteous and considerate of the needs of others. We have to share the airspace so try not to upset what someone else is doing, and if possible wait till they have finished.

It is accepted that individuals may feel more or less comfortable with the flying style of others. Every member is empowered as a safety officer and any issues should be sorted out by those present at the time, with the help of a Committee Member if one is present.

Other than the specific agreement for short flights for competition preparation, or a test flight if requested, the Club has not mandated any specific rules for the use of the runway. What is common sense and appropriate will vary on different days and at different times.

RUNWAY OPERATIONS - HELICOPTER

Helicopter pilot's requirements are the same as those for fixed wing pilots.

In addition to the considerations above and the existing helicopter rules, helicopter pilots, either SRCS Members or visitors, will now have to be cleared as capable of flying to the required standard by a Club Instructor, either fixed wing or helicopter, before being allowed to flying solo on the main runway if any other aircraft are flying. Prior to that, they must be accompanied by a member in accordance with the SRCS Instructor Policy. The main role of the instructor in this case is to ensure that the flying is compatible with other runway operations, that the correct calling protocols are being followed, and to keep a look out for conflicting traffic to release the pilot to apply the necessary level of concentration to his flying.

Clearance to fly solo will be given when the pilot can demonstrate that he is capable of flying safely with fixed wing aircraft which is based on a modified form of the MAAA Wings as below.

Ability to fly all the Bronze or Silver Wings (as appropriate) manoeuvres and in addition; correct calling and knowledge of safe flying practices, being in control of the flying helicopter at all times, the ability to fly a rectangular circuit and an emergency landing at call.