

AEROMODELLERS NSW STATE FIELD COOTAMUNDRA



BY-LAWS and OPERATIONAL PROCEDURES

Version	Date	Status	Sections Changes
2026.01	23 March 2026	Superseded	Initial Document Issued for review
2026.02	29 March 2026	Superseded	Updated and redistributed for review
2026.03	31 March 2026	Superseded	Further updates after review.
2026.04	28 May 2026	Current	Updated: maps, site access, kitchen use, booking management.

Table of Contents

1. Scope	1
2. Associated Documents.....	1
2.1 ANSW Constitution.....	1
2.2 MAAA Manual of Procedures.....	1
2.3 CASA Directives and Civil Aviation Safety Regulations	1
2.4 MAAA General Instrument.....	1
3. Definitions	1
3.1 Definitions and Interpretation	1
3.2 ANSW.....	1
3.3 Booking Member.....	2
3.4 By-Laws.....	2
3.5 CASA	2
3.6 Committee.....	2
3.7 Display Director	2
3.8 Flying Area	2
3.9 MAAA.....	2
3.10 MAAA Visitor	2
3.11 Member.....	2
3.12 Non-Affiliated Visitor.....	2
3.13 State Field.....	2
3.14 State Field Maintenance Supervisor	2
3.15 State Field Management Team	2
3.16 Visitor	3
3.17 What3words.....	3
4. Compliance with ANSW By-Laws and Directives	3
4.1 All Persons Bound.....	3
4.2 Directions from an ANSW Committee Member	3
4.3 Compliance with these By-Laws.....	3
4.4 Suspension	3
4.5 Complaint Resolution.....	3
5. Representing ANSW	3
6. State Field Management Team.....	4
7. Visitors.....	4
8. Booking Management.....	4
8.1 Booking the State Field.....	4
8.2 Rubbish Removal.....	5
8.3 Onsite Water	5
8.4 Using the Kitchen.....	5
8.5 Responsibilities of the Booking Member.....	6
9. Accessing the State Field.....	6
10. Security Camera System.....	8
11. Power & Irrigation Systems.....	9
11.1 Freshwater Pump ON/OFF Switch	9
11.2 Member Accessible Switchboard	9
12. Vehicle Management	10
13. Fire Risk Mitigation.....	11

13.1	Total Fire Ban (TOBAN)	11
13.2	Model Battery Charging.....	12
13.3	Portable Generators.....	12
14.	Contacting Emergency Services	12
15.	Accident or Incident Reports.....	13
15.1	Accident Reports	13
15.2	Recording and Reporting	14
16.	Safety Matters – General	14
16.1	Smoking	14
16.2	Alcohol or Drugs	14
16.3	Medical Conditions - Incapacity.....	14
16.4	Vehicles	14
16.5	Violent Behavior.....	14
16.6	Dogs.....	15
17.	Flying Area.....	15
17.1	Approved Area	15
17.2	Models that are permitted to cross Muttama Rd.....	15
17.3	Models that can only use the Flying Area West of Muttama Rd.....	15
17.4	Height Requirements	16
17.5	Operations up to 1000ft AGL.....	16
17.6	Operations from 1000ft AGL up to 1500ft AGL.....	16
17.7	No Fly Zones	16
18.	Flight Operations.....	16
18.1	General Constraints.....	16
18.2	Frequency Control	17
18.3	Observers	17
18.4	Pilot numbers	18
18.5	Pilot to Pilot Communication	18
18.6	Runways	18
18.7	North – South Runway	18
18.8	North Cross Runway	19
18.9	South Cross Runway	19
18.10	Heavy Models, Giant Models and Gas Turbines.....	19
18.11	Heavy Models over 7kg dry weight	19
18.12	Giant Models over 25k MTOW	19
18.13	Gas Turbines.....	20
18.14	Gliders	20
18.15	Helicopters	20
18.16	Model Start-up.....	21
18.17	Arming Electric Models	21
18.18	Taxiing	21
18.19	Pre-flight testing	21
18.20	Fail safe settings	21
19.	Noise Control.....	22
20.	Public Displays.....	22
	Annexure 1. Flying Area	24
	Annexure 2. No Fly Zones.....	25
	Annexure 3. Field Layout.....	26

1. Scope

The By-Laws and Operational Procedures (By-Laws) detailed within this document are to provide a safe and enjoyable environment for Aeromodellers NSW Inc. (ANSW) members and visitors to fly model aircraft at the NSW State Field Cootamundra (State Field).

These By-Laws are administered by the NSW Committee and can be modified on recommendation by the NSW Committee and ratified at NSW general meetings.

2. Associated Documents

2.1 NSW Constitution

This document is subject to the NSW Constitution lodged with the NSW Office of Fair Trading NSW and the Associations Incorporation Act (2009). To the extent of any inconsistency those documents shall prevail over these By-Laws.

2.2 MAAA Manual of Procedures

The Model Aeronautical Association of Australia (MAAA) publishes a set of documents called the Manual of Procedures, NSW and its members and visitors are bound by these Procedures. The MAAA Manual of Procedures can be found on the MAAA Website at [Model Aeronautical Association of Australia - Model Aeronautical Association of Australia](#).

2.3 CASA Directives and Civil Aviation Safety Regulations

All operations of model aircraft at the State Field are subject to compliance with all relevant CASA Directives (including [CASA 20/25 – Operation of Certain Unmanned Aircraft and Rockets – Directions Instrument 2025](#) and any replacement issued by CASA from time to time, and Part 101 of the Civil Aviation Safety Regulations.

2.4 MAAA General Instrument

All operations by NSW and its members and visitors at the State Field must be strictly in accordance with the authorisation issued by the Model Aeronautical Association of Australia Inc pursuant to the [MAAA General Instrument being CASA.MODEL.0093 Revision 2 Approval of an area for the operation of model aircraft by members of clubs affiliated with the Model Aeronautical Association of Australia 2025](#).

3. Definitions

3.1 Definitions and Interpretation

Except as defined below, all references, names, and terminology used throughout this document for the purposes of interpretation shall have the meaning/s as ascribed to them in the MAAA Manual of Procedures.

Local issues, not specifically referred to by the MAAA Manual of Procedures, shall be adjudicated on by the NSW Committee.

In this document, the following terms shall have the ascribed meaning:

3.2 NSW

NSW means Aeromodellers NSW Incorporated, the owner of the State Field Cootamundra.

3.3 Booking Member

The booking member is the person who completes the online booking for the State Field Cootamundra. The booking member must be a properly affiliated member of ANSW.

3.4 By-Laws

By-Laws mean the 'Aeromodellers NSW State Field Cootamundra By-Laws and Operational Procedures', this document.

3.5 CASA

CASA means the Australian Government Civil Aviation Safety Authority.

3.6 Committee

Committee means the ANSW Executive Committee comprising the President, Vice President, Secretary and Treasurer.

3.7 Display Director

The person responsible for the running of, and safety at, the public display

3.8 Flying Area

Flying area means the area approved for model aircraft operations as set out in Annexure 1 in this document.

3.9 MAAA

The Model Aeronautical Association of Australia Incorporated.

3.10 MAAA Visitor

MAAA visitor means a person who is not a member of ANSW, but who is affiliated with the MAAA by virtue of holding membership with another MAAA ordinary member.

3.11 Member

Member means a properly affiliated member of Aeromodellers NSW Incorporated.

3.12 Non-Affiliated Visitor

Non-affiliated visitor means a person who is visiting the State Field and who is not an affiliated member of the MAAA.

3.13 State Field

State Field means the ANSW State Field Cootamundra NSW located at 4921 Muttama Rd Cootamundra NSW 2590 and inclusive of all runways, pit areas, hardstand areas, shelters, roads, amenities buildings and carparking areas under the control of ANSW.

3.14 State Field Maintenance Supervisor

The State Field Maintenance Supervisor is a Cootamundra resident who provides field maintenance support and oversight of maintenance contractors attending the State Field.

3.15 State Field Management Team

An ANSW sub-Committee appointed by the Committee to manage the day-to-day management and oversight of the ANSW State Field Cootamundra.

3.16 Visitor

A reference to visitor includes and MAAA Visitor and Non-Affiliated Visitor.

3.17 What3words

What3words is a unique set of three words that provides your exact location and can be given to emergency services 000, or the emergency services mobile phone app, instead of your street address or GPS coordinates.

4. Compliance with NSW By-Laws and Directives

4.1 All Persons Bound

All members and visitors are bound by these By-Laws as a condition of visiting and flying at the State Field.

4.2 Directions from an NSW Committee Member

All members and visitors must comply with any reasonable and lawful directive from a member of the Committee in relation to enforcement of these By-Laws, safety or any operational matter (including but not limited to aircraft noise, manner or operation etc.). Any such directive may be issued by any member of the Committee.

Any non-compliance shall be regarded as a major breach of these By-Laws and referred to the Committee. Any directives issued pursuant to these By-Laws shall be immediately reported to the Committee for discussion at the next Committee meeting.

4.3 Compliance with these By-Laws

Failure by any member to comply with these By-Laws in their entirety and or direction in accordance with Rule 4.2 will be liable to disciplinary action as per the NSW Constitution.

4.4 Suspension

The Committee shall have the power to suspend members' rights to fly at the State Field pending investigation of any matter relating to a breach of these By-Laws or the NSW Constitution.

4.5 Complaint Resolution

Any NSW member or visitor may register a complaint regarding any directive made by any Committee member by forwarding a written report to the NSW Secretary within three days of the incident. NSW Secretary email: secretary@nsw.aeromodellers.org.au.

The report shall be tabled for discussion by the Committee at the next Committee meeting and a decision made at that Committee meeting.

The result of this meeting shall be forwarded in writing by the NSW Secretary to the complainant within two days of the Committee meeting.

If the complainant is not satisfied with the decision, they may raise the issue at the next NSW bi-monthly meeting.

5. Representing NSW

Only Committee members, or NSW members nominated by the Committee, are authorised to represent NSW to other organisations or statutory bodies.

If any NSW member who is not authorised to represent NSW is approached by other organisations or statutory bodies, they must refer any enquiries to a Committee member.

6. State Field Management Team

The State Field Management Team is responsible for the day-to-day management and oversight of the NSW State Field Cootamundra, including booking management, contractor liaison, fault escalation, By-Laws and operational procedures updates and area approval management.

Members of this team will be appointed by the NSW Committee.

In the case of a State Field emergency or fault escalation please call (Tel: TBA). This is a Hunt Group service that ensures you get through to a member of the State Field Management Team.

7. Visitors

All persons flying at the State Field must be covered by the MAAA public liability insurance. That is, all persons flying must be affiliated with the MAAA.

All non-affiliated visitors and MAAA visitors attending a booking must be supervised by a member.

All MAAA visitors who have not previously flown at the State Field must be 'inducted' by their supervising member. The supervising member is responsible for:

1. Ensuring the visitor is advised of the relevant flying area, no fly zones and maximum height limit,
2. Ensuring the visitor is advised of all relevant safety and operational by-laws,
3. Ensuring that a 'Gold Wings' qualified member ('Check Pilot') stands with and observes the first flight undertaken by the Visitor. The supervising member may be the Check Pilot. If the check pilot has any concerns regarding the competency of the visitor, they may decline to allow the visitor to continue to fly at the State Field or refer the matter to the booking member or State Field Management Team.

Members of the public attending a public display must be managed by the nominated Display Director.

Any member who has concerns about a person flying at the State Field without proper authority should immediately notify the State Field Management Team via the booking member.

8. Booking Management

8.1 Booking the State Field

All members, without exception, are required to make a booking for the use of the State Field. The person making the booking is the **Booking Member**.

While MAAA members not affiliated with NSW may attend the State Field, the **Booking Form** must be completed by an NSW member, the booking member, and the booking member must be in attendance for the duration of the booking.

Bookings will only be accepted via the **Booking Form** available on the ANSW Website Home Page under the heading **Looking to Book the State Field at Cootamundra?** If you are unable to access this Booking Form, please contact the State Field Management Team (Tel: TBA) and the form will be completed on your behalf.

You will receive a booking confirmation, and your booking will be added to the State Field Cootamundra Calendar on the ANSW website.

The State Field combination lock access codes may be changed on a regular basis. The booking member will therefore not receive the access code until two weeks before the booking and you will be provided with a single access code for the Muttama Rd entry gate, the shower/toilet block, compound side entrance and the kitchen.

If a booking is made with less than two weeks' notice, the State Field access codes will be provided when you receive your booking confirmation.

8.2 Rubbish Removal

To keep ANSW costs and your costs to a minimum, all rubbish must be removed, there is no pickup service. Bin liners are provided and are stored in the cupboard in the disabled toilet.

Rubbish can be taken to:

The Cootamundra Waste Depot

Turners Lane off Gundagai Road - turn left at front gate, drive 5km, turn right at Turners Ln

Monday to Friday – 7:30am to 3:30pm

Saturday to Sunday – 10am to 3pm.

8.3 Onsite Water

Freshwater

Freshwater is provided by stored rainwater collection and is topped up by local tanker delivery as required.

Freshwater is provided to the kitchen, toilets (flushing and hand basin), shower (including hand basin), and the taps outside the kitchen and shower/toilet block.

Note: Freshwater is not filtered. It is recommended that you boil the freshwater before drinking or bring your own bottled water.

Bore Water

Bore water is only used for irrigation and livestock.

There is no connectivity between freshwater and bore water.

8.4 Using the Kitchen

All members using the State Field have access to the kitchen.

Basic appliances such as refrigerator, microwave, urn, electric jug, toaster and BBQ have been provided.

There is also a limited amount of cutlery and crockery.

For large events where external caterers are engaged, ANSW may request a refundable security deposit. The deposit will only be fully refunded if there is no cleanup to ANSW standards required, otherwise the deposit will be used to defray ANSW contract cleaning costs.

8.5 Responsibilities of the Booking Member

The booking member is the person who made the booking and they must attend the State Field for the duration of the booking.

The booking member will be responsible for:

1. Inspecting the State Field on arrival and note any doors that were not locked, lights that have been left on, rubbish (including crash debris) that has not been removed and any obvious damage. If any of these issues are noted please advise the State Field Management Team (Tel: TBA),
2. On arrival SWITCH ON the Freshwater Pump. Refer to 11.1 Freshwater Pump ON/OFF Switch.
3. Ensure these By-Laws are observed for the duration of the booking,
4. If during your booking you believe there is a problem with the power system or irrigation system, please advise the State Field Management Team (Tel: TBA),
5. At the end of the booking ensure that:
 - a. The Freshwater Pump is SWITCHED OFF. Refer to 11.1 Freshwater Pump ON/OFF Switch.
 - b. All rubbish, including crash debris and **Lipo's** have been removed,
 - c. All doors and gates have been locked, and
 - d. Advise the State Field Management Team (Tel: TBA) if the AED, first aid kit, snake bite kit, or fire extinguishers have been used so that restocking can be undertaken prior to the next booking. There is no charge for restocking these items.

9. Accessing the State Field

Key and combination lock access is provided to the gates and buildings of the State Field based on the need for access.

The various entities requiring access include, but is not limited to, members, equipment maintenance contractors, mowing contractors, cleaners, caterers and fuel delivery.

The State Field Management Team and State Field Maintenance Supervisor will have access to all gates and doors.

Spare keys will be held by the State Field Management Team and the State Field Maintenance Supervisor.

The following Access Plan has been implemented. Refer to Fig 1.

Member and General Access

Access 1 - Muttama Rd entry gate, the shower/toilet block, compound side gate and kitchen rear door: Fitted with combination locks with a single 4-digit code. This code will be provided to all who attend the State Field. The code may be changed on a regular basis.

Exit 2 - Kitchen side door: Internal access only to provide ventilation and alternate egress in case of emergency. No external key required.

Access 3 & 4 - Garage side entry & roller door: The roller door is only accessible from

inside the garage. These keys will be kept in the key safe located adjacent to the mezzanine stairs. Refer to Fig 2. The access code to the key safe will be issued to contractors as required and the code will be changed on a regular basis.

Specialised Access

Access - 5 & 6: Rear gate and the Storage shed: Member access to the rear area is prohibited and this area will be isolated by a COLORBOND[®] fence. The keys will be distributed to the State Field Management Team and the State Field Maintenance Supervisor or Contractor as required.

Access - 7 & 8: Battery room and Generator: Secured with keyed lock. Members' access to the battery room is prohibited. Keys have been distributed to the Solar/Battery System Support Contractor, State Field Management Team and the State Field Maintenance Supervisor.

Access 9 – Pump room: Secured with keyed lock. Members' access to this room is prohibited as pumps are now automated. Keys have been distributed to the State Field Management Team and the State Field Maintenance Supervisor or Contractor as required.

Access 10 – Pump valves: Used to manually redirect bore water to fill the Header tank for water supply to the farm. Adjustment is restricted to the State Field Management Team and the State Field Maintenance Supervisor.

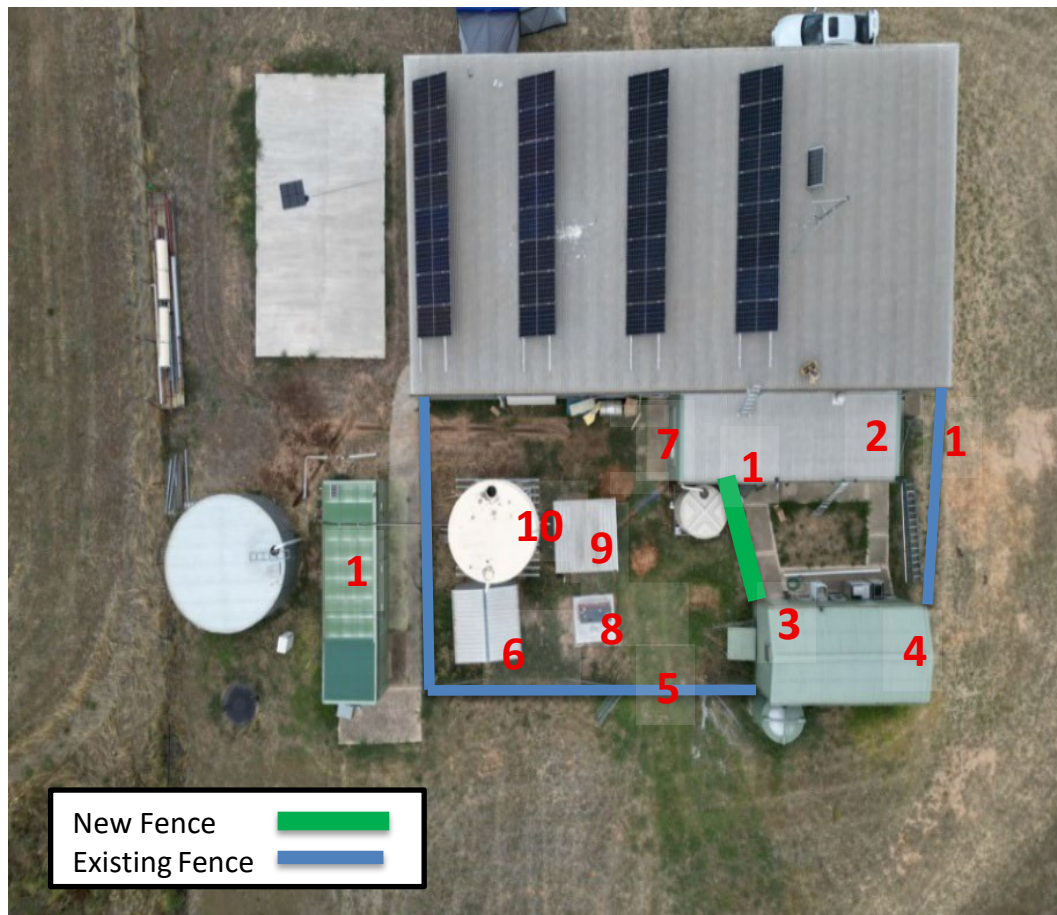


Fig 1. State Field Access Plan



Fig 2. Key Safe

10. Security Camera System

A four-camera security system has been installed to provide monitoring of key areas.

‘SECURITY NOTICE –SURVEILLANCE CAMERA IN USE’ signs have been installed to advise that security cameras are in use.

The cameras do not have pan, tilt and zoom capabilities and the audio reception has been disabled.

The field of view of each camera is shown in Fig 3.



Fig 3. Security Cameras Field of View

11. Power & Irrigation Systems

The solar/battery/diesel system, and the irrigation (sprinkler) system, are fully automated and require no member intervention and member access to the battery room and pump shed is prohibited.

The solar/battery/diesel system is remotely monitored and managed by the equipment supplier and monitored by the State Field Management Team. The irrigation system is remotely monitored and controlled by the State Field Management Team.

The State Field Management Team are responsible for all fault escalation to suppliers and maintenance contractors, and on-site support will be provided by the local State Field Maintenance Supervisor.

If you believe there is a problem with the power or irrigation systems, please advise the State Field Management Team (Tel: TBA)

11.1 Freshwater Pump ON/OFF Switch

The freshwater pump provides freshwater pressure to the kitchen, shower and toilet taps.

The freshwater pump ON/OFF switch is located above the charging bench as shown in Fig 4.

On arrival for your booking - Turn Switch ON

At the completion of your booking - Turn Switch OFF.

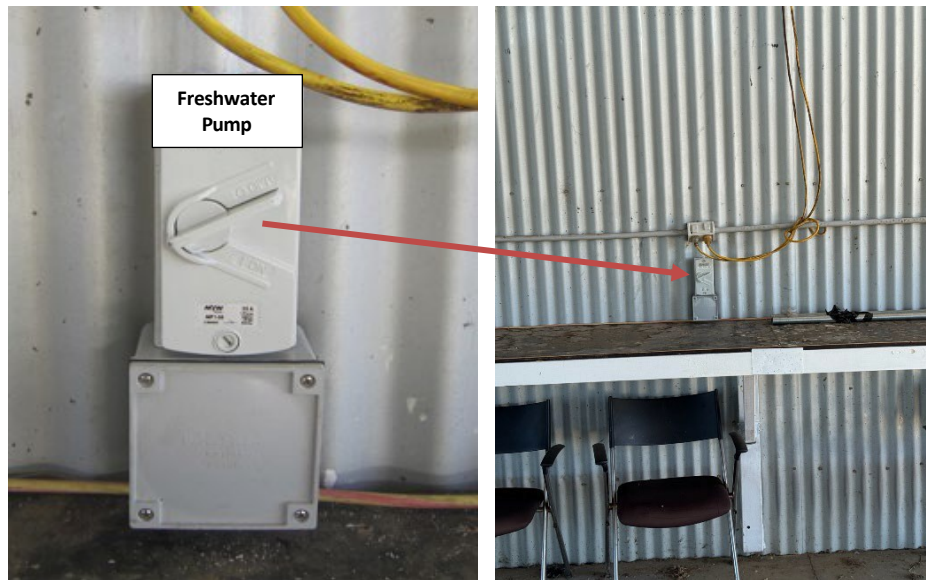


Fig 4. Freshwater Pump ON/OFF Switch

11.2 Member Accessible Switchboard

The circuit breakers in this switchboard are left switched ON and no member action is required unless directed by a member of the State Field Management Team.

The following information is provided to assist you should you be asked to switch off or reset a circuit breaker.

Power to the kitchen, shower/toilet block, lights, freshwater pump ON/OFF switch and charging bench are switched via this member accessible switchboard located on the shelter wall, refer to Fig 5.

Circuit breaker allocation left to right is:

Kitchen – Light and power to the kitchen.

Lights – All lights under the shelter. Note that independent light switches control light segments.

Power 10A - Charging bench 10A IP54 outlets.

Power 15A – 2 x 15A IP54 outlets below AED.

Toilet – Lights and 2 x IP65 outlets for the water heater and the Karcher pressure hose for cleaning.

Main Switch – Only isolates this switchboard.



Fig 5. Member Accessible Switchboard

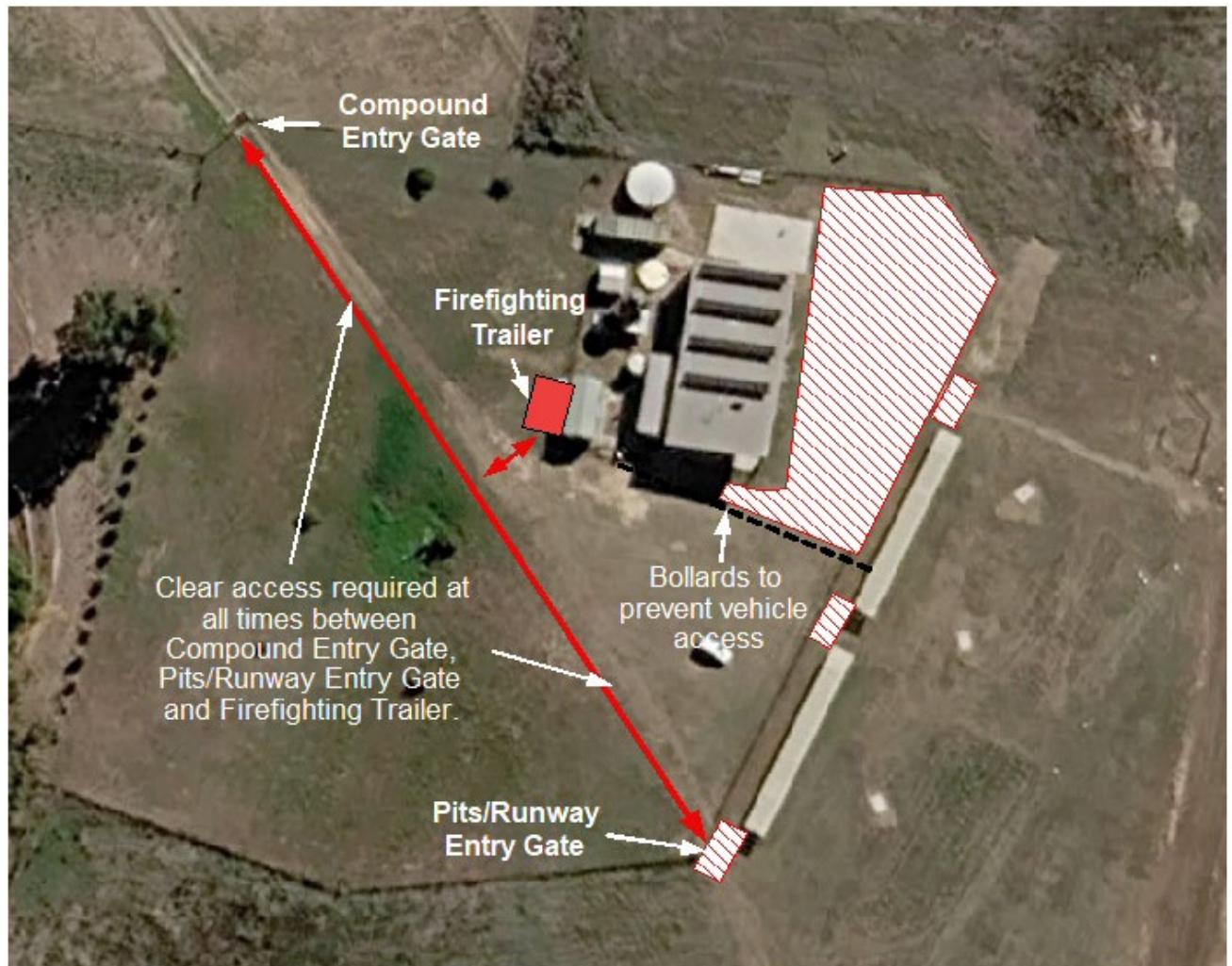
12. Vehicle Management

The access road from Muttama Rd is through NSW property leased for the agistment of livestock and the speed limit of 20km must be strictly observed.

If livestock are present on the entry road, or a vehicle coming in the other direction, do not wander too far off the gravel surface and drive through the grass on the side of the road. The exhaust system on internal combustion engine vehicles, especially the extremely hot catalytic converter, can ignite the grass and may cause a grass fire and possibly destroy your vehicle.

A clear vehicle path, a suitable width for emergency service vehicles, must always be available between the compound entry gate and the pits/runway entry gate to allow access for the NSW Rural Fire Service, NSW Ambulance or the firefighting trailer.

Member and visitor vehicle access is not permitted to the pits and runway area. Refer to Fig 6.



 No member or visitor vehicle access.

Fig 6. Vehicle Management

13. Fire Risk Mitigation

Members must make themselves aware of the location of the State Field fire extinguishers prior to any aeromodelling operations.

If members have a crash in the outfield that has any potential to result in a fire (i.e. lipo batteries or gas turbines), members must promptly attend to the crash site and take a fire extinguisher with them.

In the event of an outfield landing or crash that results in fire/smoke, members should give immediate consideration to calling NSW Rural Fire Service via 000. Do not delay calling NSW Rural Fire Service until the fire is out of control.

13.1 Total Fire Ban (TOBAN)

Flying of any model is prohibited if a TOBAN has been declared in the **Southern Slopes** geographical area which includes Cootamundra.

To check the Fire Danger rating for Cootamundra, go to <https://www.rfs.nsw.gov.au/fire->

[information/fdr-and-tobans](#) , type in 'Cootamundra' and select 'Cootamundra NSW'. The ratings for the following days will be displayed.

Other activities prohibited during a TOBAN are:

1. Testing models anywhere within the boundaries of the State Field,
2. Battery charging,
3. Use of the BBQ,
4. Use of the fire pit,
5. Use of the lawnmower, and
6. Use of any spark generating tool such as a welder, grinder, electric saw, etc.

13.2 Model Battery Charging

A battery charging bench with 240V outlets has been provided for your use under the main shelter.

Model batteries are not to be charged in vehicles, caravans, tents or closed buildings such as the kitchen, and toilet/shower facilities.

Batteries are not to be charged near combustible materials.

13.3 Portable Generators

Portable generators must always be used in a safe, dry, ventilated area, away from fuels and flammable materials and all buildings, caravans and tents.

Fuel for your generator must be properly labelled non-glass safety containers and stored in an appropriate location and away from any ignition sources or buildings.

14. Contacting Emergency Services

If necessary, do not hesitate or delay in contacting emergency services. Signage on the State Field noticeboard details the following State Field location and emergency service contact numbers.

In a medical or fire emergency, call Triple Zero: 000

Your location is:

- Street address: 4921 Muttama Road Cootamundra NSW 2590
- Nearest intersection: Brawlin Rd and Muttama Rd Cootamundra
- Site label on Google Maps: Aeromodellers NSW State Flying Field
- Entry gate coordinates (deg, min, sec): 34°43'07.01"S 148°02'46.71E
- What3words: inbound.trashing.fatigue

Bushfire information: Call the NSW Rural Fire Service: 1800 679 737, or website www.rfs.nsw.gov.au Note: In an emergency call 000.

Cootamundra Fire Station: (02) 69295766

Nearest Hospital with an Emergency Department: Cootamundra Hospital, 148 Mackay

Street, Cootamundra NSW 2590.

Should the State Field have an emergency, the assembly area is the pilot box area as a safe location.

An Automatic External Defibrillator (AED), first aid kit and snake bite kit are located adjacent to the canteen service counter, refer to Fig 6. Advise the 000 operator or the emergency services operator that there is an AED and first aid kits available.

Do not store your models or equipment under the AED and first aid kit. Clear access must be available at all times to the AED and first aid kit.



Fig 6. Resuscitation chart, AED, First Kit and Snake Bite Kit – adjacent to canteen service counter

15. Accident or Incident Reports

15.1 Accident Reports

In the case of an accident/incident, the priority is to the injured person/s. After they are assisted as required, details of the accident/incident must be recorded and witness statements taken.

If the accident is serious, emergency services must be called by dialing 000.

Any accidents or incidents that occur at the State Field must be immediately reported to the ANSW Secretary or President (initial phone call with email follow up) including but not limited to:

1. Any incidents involving physical injury to a person (including any “near miss” that could have resulted in a physical injury to a person – this includes models crashing within 30 meters of people or near the pits, shelters, State Field infrastructure or carpark).
2. Any incidents involving damage to property (but not including damage to the model aircraft being flown).
3. Any incident that results in attendance of emergency services at the State Field, including NSW Ambulance or NSW Rural Fires Service.
4. Any incidents of models failing to maintain appropriate separation or yielding to full size

manned aircraft in the vicinity of State Field (including any instances that may be reported to CASA or other authorities).

5. Any incident involving a model landing or crashing outside the State Field flying area.
6. The occurrence of any fire at the State Field.
7. Any incidents of models flying within designated “no fly” zones.
8. Any other matter or incident that may create a reputational risk for ANSW or potentially damage our relationship with stakeholders such as, Cootamundra Shire Council (their agents, contractors and employees), surrounding property owners, CASA or any other party. This includes model “fly aways” where the crash site of the model is unknown.

15.2 Recording and Reporting

The ANSW Secretary will keep a record of all accidents and incidents reported by members. The Committee will determine any further action necessary in respect of any reported accident or incident including the need to report to the MAAA or our insurer.

The Committee has power to do all things necessary to minimise the risk of any accident or incident being repeated.

In the event of an accident or incident it must be reported ASAP as detailed in MAAA MOP001: Accident/Incidents Reporting and Actions Procedure.

16. Safety Matters – General

16.1 Smoking

Smoking or vaping is not permitted at the State Field.

16.2 Alcohol or Drugs

Subject to the MAAA MOPS no person shall fly any model aircraft while under the influence of alcohol or any drugs of addiction or medication which is likely to impair such a person’s ability to control a model aircraft safely.

Refer to MOP055.

16.3 Medical Conditions - Incapacity

A person’s ability to fly safely can be inhibited by factors such as age and long or short-term medical conditions. ANSW members are expected to use their own judgement to determine their ability to operate their aircraft safely. However, if an ANSW member deems another member or visitor is unable to operate their aircraft safely they should request that the affected person cease flying operations or ensure the person is accompanied and supervised by a competent person.

Refer to MOP055

16.4 Vehicles

Vehicles must always remain within the agreed designated areas. Refer to Section 12. Vehicle Management.

16.5 Violent Behavior

Subject to the requirements of natural justice, if any ANSW member or visitor is violent or

threatens another ANSW member, visitor or member of the public, then the offending member may be suspended by the Committee for a period of up to one month or until the matter is brought for determination by the Committee or a General Meeting of Members.

16.6 Dogs

Dogs are not permitted within the State Field unless always restrained by a leash and the owner is responsible for any mess that the animal leaves.

Dogs are not permitted in the flight operations area, including the pits, start-up area, taxiways and runways.

Refer to MOP063.

17. Flying Area

17.1 Approved Area

The flying area approved by the MAAA under CASA Instrument CASA.MODEL.0093 Revision 3 is a 2000m x 2000m square centred on the entrance to the north-south runway.

The maximum permitted altitude approved under the Instrument is 1500ft AGL anywhere within the approved area.

The flying area is divided into two zones to distinguish between the models that are permitted to cross Muttama road and those that are not permitted cross Muttama Rd.

Strict controls apply to those models that are permitted to cross Muttama Rd.

A diagram of the approved flying area in relation to the State Field is in Annexure 1. Flying Area.

17.2 Models that are permitted to cross Muttama Rd

Only electric gliders, and electric models that perform gliding tasks, such as Electric Old Timers, are permitted to cross Muttama Rd and fly within the approved area.

The following controls are placed on the above model types when crossing Muttama Rd:

- Electric motor only,
- Motor restart capability is mandatory,
- The use of an observer is mandatory,
- The minimum height for crossing Muttama Rd is 150ft,
- No loitering (thermalling) above Muttama Rd, and
- All no fly zones are to be observed. Refer to Annexure 2. No Fly Zones.

17.3 Models that can only use the Flying Area West of Muttama Rd

All model types permitted to fly at the State Field can fly within the approved area West of Muttama Rd.

The approved area West of Muttama Rd begins 30m to the West of Muttama Rd as shown in the diagram in Annexure 1. Flying Area.

All no fly zones are to be observed. Refer to Annexure 2. No Fly Zones.

17.4 Height Requirements

The following height requirements apply to **ALL** models flown at the State Field and are in accordance with MAAA MOP004 Section 5.7 and 5.8.

17.5 Operations up to 1000ft AGL

1. An observer is strongly recommended, but not a mandatory requirement, except for Gliders operating east of Muttama Rd.
2. Use of an Airband radio is not a mandatory requirement, unless when specified by CASA. Cootamundra Airport CTAF is 126.7Mhz & Melbourne Central CTAF is 124.1. Cootamundra Hospital HLS CTAF is Melbourne Central 134.65Mhz.

17.6 Operations from 1000ft AGL up to 1500ft AGL

1. An observer is mandatory.
2. You are required to ensure you are operating within the heights noted. For example, this may be assured through the use of telemetry, reference to other aircraft operating in the same airspace that are fitted with telemetry, or other distance and altitude measuring equipment.
3. Use of an Airband radio is not a mandatory requirement unless when specified by CASA. Cootamundra Airport CTAF is 126.7Mhz & Melbourne Central CTAF is 124.1. Cootamundra Hospital HLS CTAF is Melbourne Central 134.65Mhz.

Note: It is critical that this mandatory rule be observed as the State Field is adjacent to the Instrument Final Approach path to Cootamundra Airport (GNSS arrival to runway 34). This approach lies just 700m to the east of the State Field North – South runway. The minimum height of the aircraft on this approach path adjacent to the State Field is 1900ft AGL.

17.7 No Fly Zones

The no fly zones consist of neighbour dwellings and the entire State Field compound.

To comply with the 30m rule, the no fly zone has been extended 30m beyond the compound boundary fence.

While every effort should be made to observe the neighbour no fly zones, it is critical that the neighbour no fly zones immediately north and east of the field, be rigorously observed. Stakeholder engagement with these neighbours has identified overflying their residential compound as an issue that needs to be managed.

A diagram showing the location of all no fly zones, including annotation of the critical neighbours, is in Annexure 2. No Fly Zones

18. Flight Operations

18.1 General Constraints

- Flying activities are only to be conducted with the prior consent of ANSW via the Booking Form,
- The minimum requirement to fly solo at the State Field is Bronze wings. However, where the MAAA MOPs stipulate a higher wings rating for a model class, the higher rating is the minimum standard. For example, the MAAA MOPS stipulate Gold wings are mandatory

for Giant and Gas Turbine models,

- For your own safety, it is **STRONGLY RECOMMENDED** that pilots do NOT fly or start engines if they are alone at the field,
- All operations must be conducted in a safe manner, having regard to these By-Laws, the MAAA MOPS, CASA Safety Directives and Civil Aviation Safety Regulations,
- Every member shall accept responsibility for flying safety and is obliged to request other members and visitors to abide by these rules when dangerous and/or unsafe practices are observed. Failure to abide by such a request is to be reported to the Committee.
- Model aircraft must not be flown within 30m of a person not involved in the operation of the model aircraft,
- Model Aircraft must not fly over people, buildings, vehicles or populous areas. Refer to section 17.7 No Fly Zones
- Flying during Total Fire Bans (TOBAN) is prohibited. Refer to section 13.1 Total Fire Ban (TOBAN),
- Model Aircraft must not be flown or operated in a way that creates a hazard to another aircraft, person or property,
- Flying activities are permitted from Dawn to Dusk seven days per week. Subject to any conditions imposed by ANSW, flying activities involving internal combustion engines are not permitted to be flown at the State Field prior to 9:00am. This rule was implemented as a result of the Neighbour Stakeholder Engagement process,
- Night flying is prohibited,
- Flying into clouds or fog is prohibited, and
- The controller (pilot) of the model must be able to see the aircraft and orientate the aircraft and navigate the aircraft, without the use of binoculars or similar devices. If you are not meeting these requirements, you are operating beyond your Visual Line Of Sight (VLOS).

18.2 Frequency Control

2.4GHz transmitters are the standard transmitters in use for fixed and rotary winged aircraft. Transmitters must be turned off when not in use.

The State Field no longer operates a Transmitter Key Pound due to lack of use.

Any multiple non 2.4GHz transmitters on the same frequency must not be operated at the same time. All non 2.4GHZ transmitter operators must identify themselves to all other non 2.4GHz transmitter operators in attendance to mitigate any potential frequency conflicts.

18.3 Observers

The minimum qualifications for the appointment as an Observer are:

1. Must be over 16 years of age,
2. Must be a current financial member of the MAAA and holder of at least a Bronze Wings qualification or be able to demonstrate an equivalent level of aviation knowledge and awareness.

Observers and pilots are to ensure they are within hearing distance of each other, with consideration given to wind direction, hearing ability and voice projection ability, plus any external noise factors.

If an event or competition requires a higher standard of qualification for their event, then the qualification required by the event becomes the minimum standard for the duration of the event or competition.

18.4 Pilot numbers

Unless otherwise approved by the Committee, the maximum number of planes flying at any one time should be by mutual agreement between the pilots wishing to fly and taking into consideration the types of models to be flown.

For competition events, where mass launches are used, the number of pilots flying will be limited by the maximum length of a temporary flight line that can be safely implemented at the State Field.

18.5 Pilot to Pilot Communication

Pilots shall use the following or similar terminology to indicate their intentions to other fliers, who in turn, should acknowledge that they are aware of what is occurring or about to occur.

The notice of intent should be loud, clear, concise and acknowledged. If the intention is stated but then delayed for any reason, it must be restated before proceeding.

- **‘On the field’** – Person on the runway having first assured it is clear to do so.
- **‘Off the field’** – Person off the runway.
- **‘Taxiing out’** or **‘Taking off’** – Priority to be given to aircraft on final landing approach or dead stick, or glider landing.
- **‘Low pass from left/right’** – low is defined as less than 4m.
- **‘Landing’** - Call to be made prior to turning into final approach and advising if an emergency condition exists. If the proposed landing is different from wind direction, the pilot should notify intentions to others in the Pilot’s Box.
- **‘Going around’** – aborting a landing after calling intention to land.
- **‘Touch and Go left/right’** – Intentional touch and no and not aborted landing.
- **‘Dead stick’** – Emergency landing due to engine failure. All other fliers to give way.

18.6 Runways

Only one runway may be in use at any one time with the exception that Helicopter hovering area may be used when the north-south and northern cross runways are in use.

18.7 North – South Runway

This runway is available for all model types including fixed & rotary wing models, FPV models, and models over 25kg.

Entering this runway is via the taxiway adjacent to the pilot’s box and the hold point is adjacent to the pilot’s box.

Exiting the runway is via the taxiway adjacent to the pilot box and the engine cut line is adjacent to the pilot's box.

Flight control from crossing the hold line on runway entry to stopping the model at the engine cut line must be undertaken from the pilot's box.

Refer to Annexure 3. Field Layout.

18.8 North Cross Runway

This runway is available for all model types including fixed & rotary wing models, FPV models, and models over 25kg.

Entering this runway can be via taxiing along the North – South runway. The portable pilot's box must be used.

Refer to Annexure 3. Field Layout.

18.9 South Cross Runway

This runway has been allocated for emergency landings only.

The western end of this runway has been allocated as a Helicopter hovering area. Refer to Annexure 3. Field Layout.

18.10 Heavy Models, Giant Models and Gas Turbines

MAAA rules require that model Aircraft that weigh between 7Kgs and 150Kgs, dry weight (without fuel but with all batteries), all Gas Turbine powered Model Aircraft (regardless of weight) and all radio controlled Pulse Jet powered model aircraft (regardless of weight) require a valid Permit to Fly before they are allowed to take off and be flown.

Note that the MAAA MOPS does not require a pilot who is a heavy model inspector to be the holder of a Heavy Model permit for models that they own and fly.

Refer to MOP015.

18.11 Heavy Models over 7kg dry weight

The Heavy Model must have an effective fail safe programmed into the model receiver. The failsafe settings for the model may be determined by the operator of the model (acting reasonably) having regard to the size, nature, speed and other characteristics of the model.

At a minimum, the failsafe setting for the loss of signal to the receiver must be:

- Throttle Idle, and
- All other setting at pilot discretion.

18.12 Giant Models over 25k MTOW

Any giant model to be operated at the State Field will be limited to an MTOW (including fuel) of 30kgs.

Members seeking to fly giant models with an MTOW (including fuel) greater than 30kgs must first gain prior approval of the ANSW to ensure the suitability of the site for these operations and to ensure that the operation of such models does not adversely impact upon the users of the State Field or neighbouring properties.

Pilots must hold Gold Wings (P) to fly gas turbine models at the State Field. Models must

not be operated above 1000ft.

The model must be fitted with an appropriate ignition kill switch that results in the cut of power to the ignition module in the event that power is lost to the receiver.

The model must have redundancy of power supply to the receiver. The aircraft must have redundancy of receiver.

At a minimum, the failsafe setting for the loss of signal to the receiver must be:

- Throttle Idle, and
- All other setting at pilot discretion.

These By-Laws are to be used in conjunction with and in addition to, MAAA Heavy Model Aircraft Inspection and Operation Procedure MOP015.

18.13 Gas Turbines

Any turbine model to be operated at the State Field will be limited to an MTOW (including fuel) of 30kgs.

Members seeking to fly gas turbines with an MTOW (including fuel) greater than 30kgs must first gain prior approval of the ANSW to ensure the suitability of the site for these operations and to ensure that the operation of such models does not adversely impact upon the users of the State Field or neighbouring properties.

Pilots must hold Gold Wings (P) to fly gas turbine models at the State Field. Models must not be operated above 1000ft.

A fully functional fire extinguisher and fireman (operator apart from the pilot) must be with the pilot at start-up and during flight.

Gas turbines must not be flown during periods when the NSW Rural Fire Service Fire Danger Rating has reached a rating of HIGH or greater.

At a minimum, the failsafe setting for the loss of signal to the receiver must be:

- Return the engine(s) to idle power, or
- Shut down the engine(s).

These By-Laws are to be used in conjunction with and in addition to, MAAA Gas Turbine Rules MOP030.

18.14 Gliders

Ground based glider launching devices such as bungee and electric winches shall be used in a position within the flight control area so as not to cause obstruction to other model aircraft.

For glider competitions, where mass launches are conducted from an FAI type competition flightline, the pilot may launch from their allocated launching spot and move to their allocated landing spot once the model has been launched.

18.15 Helicopters

When helicopters are to be flown 'in the circuit', they must be carried to the edge of the runway and controlled from the pilot's box.

Helicopter pilots wishing to perform an extended hover, may do so at the 'helicopter

hovering area' located at the western end of the southern cross runway. The model must be carried to this area. The pilot may control the helicopter from the edge of the 'helicopter hovering area'. Refer to Annexure 3. Field Layout.

18.16 Model Start-up

All models should be started in a safe and responsible manner and only within the designated start-up areas.

No model may be started in the pits. Refer to the Pit Area in Annexure 3. Field Layout.

All fixed wing aircraft must be suitably restrained by a mechanical device, a suitably anchored tether or persons when starting.

18.17 Arming Electric Models

No electric aircraft are to be armed in the pits.

Aircraft are to be moved to or beyond the restraints as used by the internal combustion engine aircraft before activating the motor.

Larger electrics may be placed in the restraints, armed and taxied as per internal combustion engine aircraft.

18.18 Taxiing

No fixed wing model shall be taxied past the 'engine cut' point when returning to the designated pit area from a runway.

Models must not be taxied or taken into the pit area with the engine running or batteries connected.

Rotor wing aircraft shall be carried to the flight operation area or runway prior to hovering and taking off.

Gliders shall be carried to the flight operation area, runway or flight line prior to being launched.

18.19 Pre-flight testing

It is highly recommended that new models or models that haven't previously been flown have a pre-flight inspection by an experienced member prior to a maiden flight.

No model shall be flown until its control functions have been checked for direction and freedom of movement and a thorough pre-flight check has been performed.

Failsafe settings must be set and tested before flying.

It is recommended that regular range checks and confirmation of correct operation of failsafe settings are performed.

18.20 Fail safe settings

All models must have an effective fail safe programmed into the model receiver.

Subject to 18.7.1, 18.7.2 and 18.7.3, the failsafe setting for the control surfaces will generally be a choice for the pilot (either hold or at a predetermined control surface location).

However, the throttle must return to idle in the event of signal loss or interference.

Furthermore, in the case of any model with electronic ignition and an engine capacity more

than 50cc, the model must be equipped with a kill switch that disables the ignition if power supply is lost to the receiver.

19. Noise Control

All internal combustion engine models flying at the State Field must be equipped with a suitable muffler to limit the engine sound, at full throttle, to a maximum of 96dBA at six metres in all directions, measured over a hard surface.

It is expected that members attending the State Field will self-regulate this requirement and ensure their model meets the above specifications before attending the State Field.

Flying activities are permitted from Dawn to Dusk seven days per week. Subject to any conditions imposed by ANSW, flying activities involving internal combustion engines are not permitted be flown at the State Field prior to 9:00am. This 9:00am curfew was an agreed outcome of the Neighbour Stakeholder Engagement process.

20. Public Displays

The MAAA has approved the State Field to hold public displays.

A public display may be held by either the ANSW committee or a club affiliated with ANSW.

No additional flying area or height limit above the current area approval has been requested or granted for the holding of public displays and all rules within these By-Laws apply to the holding of public displays. The exception is that public displays are only to be conducted in the flying area west of Muttama Rd and under no circumstances are models permitted to cross Muttama Rd.

In addition to these By-Laws, public displays must be held in accordance with Civil Aviation Safety Regulation 101.410, MAAA MOP019 Display Procedure and Civil Aviation Safety Regulations.

The events considered to be a flying display and those not considered to be a flying display can be found in MOP019.

The Event Organiser will be responsible for compliance with all requirements including:

- Appointment of a Display Director,
- Undertaking appropriate risk assessments and planning to ensure safe operations of the event, and
- Lodging relevant application and obtaining all necessary approvals with respect to the display.

The Event Organiser must ensure:

- Proper management of public access,
- Separation of the public from model operations, and
- Overall safe operations during the event.

In particular, the Event Organiser shall consider appropriate controls to be put in place with respect to:

- Car parking,

Pedestrian traffic between display areas,

- Use of the access road, and
- Ensuring that aircraft do not overfly people or vehicles.

An ANSW club wishing to hold a public display must apply to ANSW at least 3 months prior to the scheduled date of the public display. The application requirements are detailed in MOP019, however in the first instance contact the ANSW Secretary at secretary@nsw.aeromodellers.org.au to confirm the requirements.

Annexure 1. Flying Area



Area Approval flying area boundary



All models flying area



Electric glider only flying area



Eastern boundary for all models except electric glider models, 30m inside of Muttama Rd

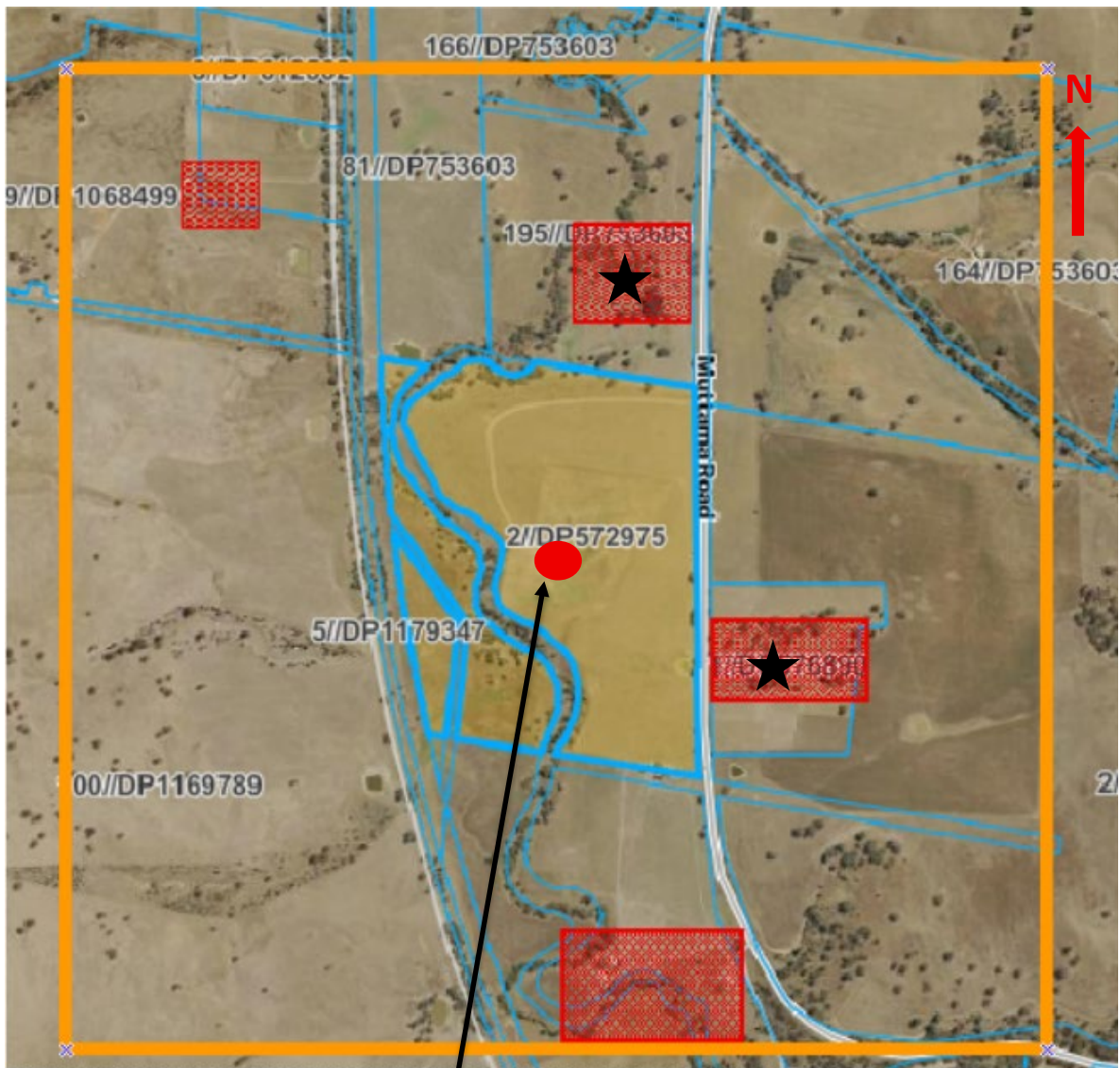


Location of the State Field as per the Area Approval



Boundary coordinates of the flying area as per the Area Approval

Annexure 2. No Fly Zones



No Fly Zones



Critical Neighbour

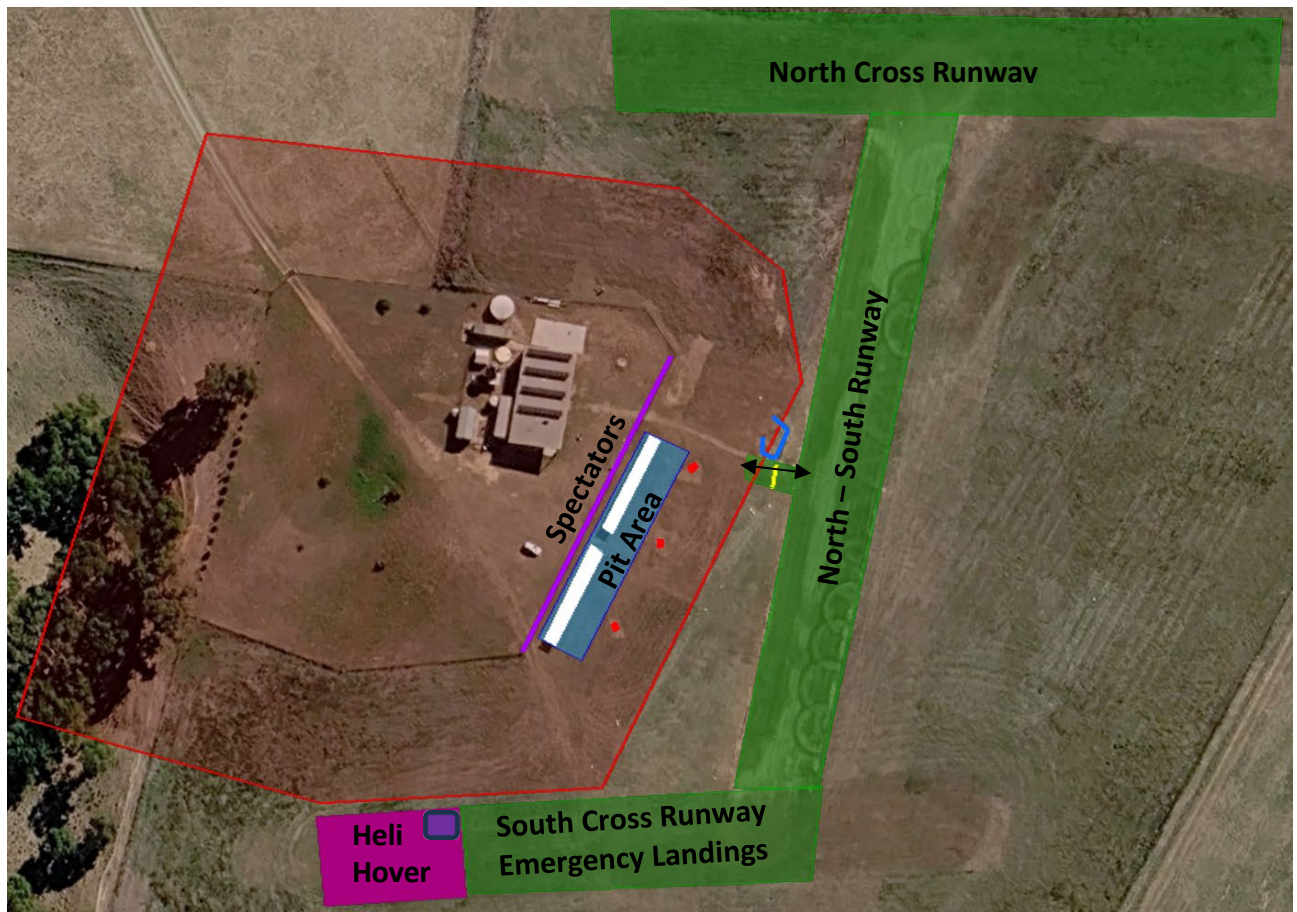


Flying Area Boundary



No fly zone includes 30m buffer around fenced compound.

Annexure 3. Field Layout



Pilots Box



Helicopter Hover Pilot Position



Taxi out holding Point & Taxi in Engine Cut Point



Starting Restraints



Spectator Barrier
Existing fence and gates



No Fly Zone Including
30m buffer around fenced
compound

