

THE SOUTH AFRICAN MODEL AIRCRAFT ASSOCIATION



Operations Manual

**OPERATION OF MODEL AIRCRAFT FROM SAMAA REGISTERED
FIELDS**

Issue 2 – 2012

PR 04

Management Committee
and SIG Approved

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Issue 1—20.03.2011

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This document forms part of the SAMAA Manual of Procedures. It is to be used by SAMAA Members and Registered Clubs in all activities associated with the flying of model aircraft in the RSA.

1..PURPOSE

The purpose of this Procedure is to set down the conditions and restrictions applicable to Model Aircraft flying at a SAMAA Registered Club or site. Most of these requirements have been in place in the RSA for many years, but only in the last five or six years have been formalised and set down in the SAMAA Manual of Procedures.

The SAMAA Manual of Procedures (MOP`s), is the document that contains all the operational procedures related to model aircraft flying, and is the controlling document which sets down the conditions under which model aircraft may be operated, when being flown at SAMAA Registered fields, The procedures contained are all based on International standards and as can be expected are all aimed at ensuring Safety for all users of the airspace and persons present at or on the flying site.

This Manual of Procedures was formalised, to comply with the requirements for our Application to RAASA (the CAA) for recognition as the **Aviation Recreational Organisation** for model aircraft control and co-ordination in the RSA, an application which was submitted to the CAA in October 2010.

In parallel to our submission to be reappointed ARO for model Aircraft, we were working on having the official height limit for model flying at a SAMAA registered field increased from **150 to 400 Feet AGL**.

Finally at the NASCOM meeting held in the CAA Offices on the 10th February 2011, a working/information paper was tabled by the Aero Club on behalf of SAMAA, which requested that the legal height at which model aircraft could be flown, at all AIP listed sites (SAMAA registered fields) be increased to 400 ft AGL.

This proposal was accepted by the NASCOM committee subject to the following;

- 1.) That SAMAA sites falling outside 5 NM from a traffic controlled aerodrome, will conditionally be cleared to 400ft AGL.
- 2.) That those SAMAA sites which fall within the CTR (traffic control zone) or 5NM of a Airfield that has an active air traffic control facility, will have to comply with special conditions, and enter into an agreement with the relevant Airport Authorities. see item 2—Policy in this document.

- 3.) That those SAMAA sites which fall within 5NM of a non traffic controlled Aerodrome, which may be a Municipal or private aerodrome, must enter into an agreement with the relevant parties, controlling or using the facility.
- 4.) That those SAMAA registered fields which fall under the TMA (Terminal Control Area) of a traffic controlled Aerodrome, are conditionally cleared to 400ft.

A second phase of this ongoing exercise was to clarify the procedure for Obtaining additional height clearance for those members who need to operate over 400 feet, on a temporary basis, for instance at Airshows, Events, for gliders, Competition and large models, see SAMAA MOP PR 05.

2. POLICY

All the SAMAA Registered and RAASA approved model flying Clubs in the RSA are listed in the SAMAA MOP` PO19.

Should your club is not be listed, then you and your Club members are flying Illegally.

To rectify this omission complete SAMAA form F 05 (available on the SAMAA website and submit it to the SAMAA head office.

ALL SAMAA REGISTERED CLUBS MUST NOW OBSERVE THE AGREEMENT MADE WITH THE RAASA (CAA) IN RESPECT TO THE CONDITIONS OF USE FOR THEIR FIELD OR CLUB.

As set out below;

Category 1 (Clubs falling outside air traffic controlled airspace)

No conditions are imposed on these clubs, other than;

- i) The maximum height models may be flown at these fields, without an exemption being requested and granted, is limited to 400feet AGL.
- ii) That the model pilot, has a spotter with him on the flightline, and that he takes complete avoiding action whenever a Manned or full size aircraft is in the vicinity.

Category 2 (Clubs falling within the CTR or air traffic controlled airspace)

The conditions that the Clubs or flying sites in this group will have to comply with are;

- i) That no model may be flown higher than 400feet AGL.
- ii) That regular Annual meetings will need to be held with the ATNS representatives at the nearest Full size Airport and the following conditional agreements will need to be enforced at the Club.

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- (a) The ATNS must be contacted and informed whenever model activity is to take place at the flying field, or flying is over for the day.
- (b) All pilot flying will have a spotter present, the purpose of this spotter is to ensure that the model pilot is aware and takes avoiding action whenever a manned or full size aircraft is in the immediate area of the club of field.

Category 3. (Clubs which fall within 5NM of a non air traffic controlled Aerodrome)

The conditions that clubs or flying site in this group will have to comply with are;

- i) That no model may be flown higher than 400 feet AGL.
- ii) That the Club will meet with the Municipality, Owner, and/or other users of the aerodrome, and agree procedures that will be used by the model aircraft operators.
- iii) Any pilot flying will have a spotter present.
- iv) All model flying will cease when a full size aircraft are using the aerodrome.

Category 4 (Clubs falling within the TMA of a air traffic controlled Aerodrome/airfield)

The conditions that clubs or flying site in this group will have to comply with are;

- i) That no model may be flown higher than 400 feet AGL.
- ii) Any pilot flying will have a spotter present

KFN