

BELCONNEN MODEL AERO CLUB

SAFE FLYING PROCEDURE

Float Flying Policy and Procedure – Lake Ginninderra

First Prepared 4 May 2016 - Revised 1 May 2019

1. General

This document applies to the operation of model aircraft at Lake Ginninderra.

When operating at Lake Ginninderra, whether as a private individual or as a participant in a Belconnen Model Aero Club (BMAC) event members must conduct their activities safely and behave courteously showing respect and understanding to each other and all other users of the Lake and its surrounds.

BMAC members must recognise that this is a public recreation area and that BMAC does not have any special or exclusive right to the use of the area. BMAC members must be aware of the possible presence of visitors or members of the public. BMAC members must assist all non-members to safely inspect/watch model aircraft on the ground and in the air.

Where BMAC has obtained a **Public Unleased Land Permit** issued by the ACT Government under Section 57 of the *Public Unleased Land Act 2013* for a special event members must conform to any special conditions set out in that Permit.

2. Governing Conditions

When participating in a BMAC event members must comply with:

- The laws and regulations that apply to Lake Ginninderra and the surrounding recreation area including any local signage and conditions attached to the **Public Unleased Land Permit**,
- All Model Aeronautical Association of Australia (MAAA) Policies and Procedures, in particular MOP 056 Safe Flying Code and,
- BMAC procedures, rules and club etiquette.

3. Specific Conditions

- 3.1. The location and layout of the flying area is shown on Diagram 1 and 2. Aircraft and equipment must be stored neatly in the pit area with room to move between aircraft.
- 3.2. All model aircraft must be operated in a way that does not create a hazard to another aircraft, another person, or property.
- 3.3. All pilots must be competent to fly the aircraft concerned and should have achieved at least the MAAA “Bronze Wings” competency rating.
- 3.4. Pilots shall check each aircraft prior to the first flight to ensure that it is mechanically sound, batteries have sufficient charge, radio equipment (including fail-safe feature) is functioning properly and all controls work correctly.
- 3.5. Pilots shall keep their aircraft in full view at all times. Pilots must familiarise themselves with the site and take account of adjacent trees which may restrict their view and anticipate this to ensure that they can take action to avoid losing sight of their aircraft.
- 3.6. An observer must be present to assist the pilot by watching for other lake users and providing immediate advice to the pilot if other users enter the flight area.
- 3.7. Pilots must stand together on/near the beach and inform each other of their intentions following normal flight line procedures such as calling all Take Offs and Landings etc.
- 3.8. The maximum number of aircraft flying at the same time shall not exceed four (4).
- 3.9. Aircraft with a flying weight of 7kg and above shall not be operated at Lake Ginninderra.
- 3.10. All aircraft shall be controlled using conventional radio control equipment. Aircraft with on board autonomous flight control systems (UAV aircraft) and aircraft controlled through video downlink (FPV) systems shall not be operated at Lake Ginninderra.
- 3.11. Only 2.4 GHz radios shall be used the fail-safe mode should be set throttle to idle controls neutral.

- 3.12. While an aircraft is in flight, or is taking off or landing it must remain at least 30 metres away (both horizontally and vertically) from any person not associated with the operation of the aircraft.
- 3.13. All take-offs shall be in a direction away from the pilots, observers and beach.
- 3.14. Landings shall not be directly towards the pilots, observers or other persons on the shore.
- 3.15. The flight area is in front of the pilots over the water, in the area shown on Diagram 1 below.
- 3.16. Aircraft must remain below 400 feet but must operate at sufficient height to not cause a hazard to other lake users.
- 3.17. All aircraft (with IC motors) shall be restrained by an assistant or by mechanical restraint when being started. Electric aircraft shall have batteries disconnected when in the "pit".
- 3.18. Aircraft must not create a noise nuisance for other lake users, if a complaint is received then that aircraft should not fly while the other user continues to be present in any case no aircraft shall be flown if it exceeds 92dBA when tested according to BMAC procedures.

4. Water Safety

- 4.1. No one shall operate the rescue boat unless they can swim and unless they are wearing a personal floatation device.
- 4.2. All members must exercise due care when operating near the edge of the water. Particular care is required when launching and retrieving models from the water. Members are advised to wear a personal floatation device whenever they are at risk of accidentally falling into the water.



Diagram 1 – General Location of Flying Area at Lake Ginninderra



Diagram 2 Details of Flying Area at Lake Ginninderra