

TINGALPA MODEL AERO CLUB INC.

(Incorporated in Queensland. Incorporation Number: IA01206)

OPERATIONAL BY-LAWS





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AMENDMENTS

NO.	RESOLUTION DATE	APPROVAL DATE	By-Law(S) AMENDED	COMMENT
1.	N/A	5/07/2014	All	New Format Created
2	19/1/2016	9/2/2016	All	By-Laws Review and update
3.	5/7/2016	5/7/2016	By-Law 17	New By-Law 17 added.
4.	6/9/2016	6/9/2016	By-Law 02	Change to operational hours. GM 6 th September 2016.
5.	4/9/2019	4/9/2019	By-Law 15 By-Law 18	By-Law 18 added. By-Law 15 updated with reference to By-Law 18.
6.	5/2/2020	5/2/2020	By-Law 19	By-Law 19 added.
7.	5/5/2021	5/5/2021	By-Law 20	By-Law 20 added
8.	5/5/2021	5/5/2021	By-Law 15	By-Law updated to include summary of By-Law 20.
9.	1/12/2021	1/12/2021	By-Law 6.2.5	By-Law 6.2.5 amended
10	31/5/2022	1/6/2022	By-Law 21	By-Law 21 Added.
11.	18/9/2022	18/9/2022	By-Law 22	By-Law 22 Added.
12.	16/10/2022	16/10/2022	By-Law 11 By-Law 13	Updated to exclude Commercial Instructors Updated to include an Observer at eastern end.
13.	1/11/2023	1/11/2023	By-Law 23	By-Law 23 added.



1 Operational By-Law 01 – Definitions

1.1 Objective

The objective of this By-Law is:

1. To highlight the definitions used at the field.

1.2 By-Law

1. **Approved Pilot:** An Approve Pilot(s) is a member who is approved by the Management Committee to supervise operations.

(For example; to assist modellers who are not able to control a model solo).

(Approved Pilots are generally MAAA Instructors only).

2. **Field:** All of the land and airspace (including roads, buildings, car parks, pits and runways) within the designated boundaries.
3. **Frequency Control Keyboard:** A device used to control the use of radio transmitters, other than 2.4GHz radio equipment (usually attached or adjacent to the transmitter pound).
4. **Frequency Control Key:** A device placed in the Frequency Control Board to indicate a non-2.4GHz radio channel in use, thereby inhibiting its use by other operators, and, (subject to the bandwidth specifications of the radio) to inhibit the use of adjacent channels.
5. **Pilot's Position:** A designated part of the field where pilots shall stand to operate their aircraft in flight. Where safety barriers are provided, pilots shall use the barriers for their intended purpose and stand on the land side of the barrier (not airside).

(Note: For exemptions refer to Operational By-Law 02 Restrictions)
6. **Pits:** That part of the field upon which models are parked and prepared for flight.
7. **Prohibited Flying Areas:** All airspace beyond the designated field boundaries and such airspace so nominated within the field boundaries.
8. **Runways:** That part of the field upon which model aircraft may take-off and land.
9. **Taxiways:** Designated areas connecting pits to runways (strip) and hover-pads.
10. **MOP.** MAAA Manual of Procedures published at www.maaa.asn.au.

End of Operational By-Law 01.



2 Operational By-Law 02 – Restrictions

2.1 Objective

The objective of this By-Law is:

1. To highlight the restrictions placed on the membership.
2. These restrictions are mainly due to BCC Lease conditions, MAAA & MAAQ recommendations, insurance conditions and safety requirements.

2.2 By-Law

2.2.1 Hours of Operation.

1. No combustible fuel engine shall be operated at the field before 8.00 am Sunday, and 7.00 am Monday to Saturday, notwithstanding further notified non-flying days published or notified in the Club Calendar, Club Magazine or Club Web Page.

2.2.2 Noise.

2. No person shall operate a model aircraft engine at the field whose highest operational noise level exceeds 96 dB measured on a grass surface. (Refer also to Operational By-Law 12).

2.2.3 Pilot License

3. No model shall be flown unless the pilot holds a current FAI Class F Aero Models License or is under the instruction of a duly licensed/appointed member or flight instructor.

2.2.4 Flight Limitations

4. No model shall be flown if visibility does not permit continuous visual contact by the pilot with the model.
5. No model shall be flown at a height:
 - In excess of 100 feet (30 metres) when full size aircraft are flying in the vicinity of the field.
 - In excess of 400 feet (125 metres) at any other time.
6. No model weighing in excess of 7 kg shall be flown unless the pilot(s) holds a current MAAA (heavy model) Permit-to-Fly as prescribed in the MAAA Manual of Procedures.
7. No Model shall be taken-off, launched from, landed in, or flown over:
 - Any Person;
 - The pits area or taxiways;
 - Any part of the field behind a designated pilot's position;
 - The area beyond the limits specified in Operational By-Law 22; or;
 - Any prohibited area which may from time to time be promulgated.
8. Hand launching of models must be executed from outside the Pilot's Position and at a safe distance from other persons, after which the pilot shall return to the Pilot's Position.
9. No model shall be flown from any position on the field other than that designated as the Pilot's Position, except:



- At take-off, when a pilot may stand behind the model until it is airborne, after which he or she will return to the "Pilot's Position" immediately. To achieve this when other aircraft are being flown, the pilot(s) must clearly acknowledge a call to fly circuits that will not be above the pilot on the strip. This may be done by the member attempting the take-off or with the assistance of other members. Only when Pilots have acknowledged the call and cleared the airspace above the intended take-off position will any Pilot enter the strip. Pilots will be advised to resume normal circuits as soon as it is practical.
 - While hand launching models on the verge of the strip, after which he or she will return to the Pilot's Position immediately.
 - While launching models on the verge of the strip with bungies or similar mechanisms, after which he or she will return to the Pilot's Position immediately.
10. While operating Rotary Wing Aircraft in designated Rotary Wing operational areas. See Operational By-Law 16 – Rotary Wing Operations.
 11. No person shall fly any fuel or electric powered model, or radio-controlled model after having consumed any alcoholic beverage whilst at the field.
 12. No person shall fly any fuel or electric powered model, or radio-controlled model after having consumed any alcoholic beverage or used any drug to an extent which is likely to impair such person's ability to control a model safely.
 13. No person shall be permitted in the pits area, at the Pilot's Position, or on or near the runways, if such person's age or incapacity is likely to cause injury or damage, unless such person is accompanied and directly supervised at all times by a mature and responsible person.

2.2.5 Animals

14. No dogs shall be permitted at the field unless they are restrained by a leash.

2.2.6 Frequency Management

15. No person shall occupy a non 2.4GHz radio channel for a period in excess of 20 minutes unless it is confirmed that no other person is waiting to use that channel.
16. No person shall use any device, other than when a commercially manufactured frequency control key in the frequency control keyboard. Equipment operating on 2.4 GHz band is exempt from this requirement.
17. No person shall use a frequency control key in the frequency control keyboard which is less than fifty (50) millimetres (2 inches) wide.
18. No person shall operate non-2.4GHz radio control equipment at the field which has not been bandwidth tested. (see Operational By-Law Radio Equipment)



2.2.7 Safety

19. No engine shall be started until all personnel in the immediate vicinity are behind the line of the propellers(s), or in the case of rotary wing aircraft, at a safe distance.
20. Any model or engine operated at the field will be restrained or tethered unless it is being taxied or flown. This will be done by other member(s) holding the model/engine or by using an effective tether that holds the model/engine to be operated in such a way as to prevent it from moving towards any persons at the field or presenting any recognised risk during its operation.
21. No model shall be taxied in the pits. Models may only be taxied on the taxiways, runway (strip) and parts of the field in front of the pilot's position. Models may be started or run in the pits (with proper tethering) but will be carried or escorted to the taxiways in a manner that will restrain them from moving under their own power. Engine run-in, troubleshooting, and other high-speed running must be carried out in the designated areas created for this purpose away from the pits.
22. No model shall be flown until its control surfaces have been checked for direction and freedom of movement.

2.2.8 Rockets and Solid Fuel Motors

23. No model rocket(s), either free-flight or radio-controlled shall be operated at the field.
24. No free flight model powered by a solid fuel motor shall be operated from the field.
25. No radio-controlled model powered by a solid fuel motor shall be operated from the field unless there is in attendance a club member holding a current shot firer's license issued under the provisions of the Explosives Act (Qld).

2.2.9 Smoking

26. For safety reasons, smoking is not permitted at any time within the fence surrounding the field.

End of Operational By-Law 02.



3 Operational By-Law 03 – Radio Equipment

3.1 Objective:

The objective of this By-Law is:

1. To ensure transmitters and receivers are handled in an appropriate and safe manner;
2. To ensure that club membership is identifiable using an approved current identified on transmitter equipment;
3. Compliance with the MAAA's MOP's on radio equipment; and
4. To ensure non-2.4GHz radio equipment, both transmitters and receivers, operate within the recommended band width.

3.2 By-Law

3.2.1 General

1. Radio transmitters must be switched OFF before they are brought to or taken from the field.
2. Radio transmitters must be range tested at the field, prior to the first flight of the day.
3. All members shall affix a current, authorised membership identifier to all transmitters used on club premises. The identifier must be attached so that it is external to the transmitter, easily visible, and such that currency markings printed thereon can be easily read. Anyone not displaying an approved current membership identifier on a transmitter in use on club premises must be signed in as a bona fide visitor in the club visitor's book or be able to establish that they are a prospective member (i.e. that they have submitted an application for membership, paid their dues and are awaiting acceptance).
4. The Committee shall from time to time determine the type of identifier required, and supply identifiers to new members as soon as practicable after their application is approved, and to continuing members as soon as practicable after full membership dues have been received.

3.2.2 2.4GHz Equipment

5. MAAA MOP058-2.4GHz Equipment and recommendations are to be followed.
6. Only radio equipment compliant with the requirements of MAAA MOP058 shall be operated. No other equipment shall be operated at TMAC premises.
7. 2.4GHz transmitters are not required to be placed in the transmitter pound. Members are cautioned to be alert to the different procedures where they operate both 2.4GHz and non-2.4GHz equipment.

3.2.3 Non-2.4GHz Equipment

8. MAAA MOP047-Use of 40MHz, MOP048-Use of 27MHz, MOP049-Use of 29MHz & 36MHz, and recommendations are to be followed.



9. Where possible, receivers and transmitters should be band width tested by an approved testing facility on a once-off basis and display an appropriate sticker before they are operated at the field. This means the transmitter and every receiver must be bandwidth tested for that frequency where possible; e.g. for crystal and synthesised sets.
10. No radio transmissions are allowed until the following frequency procedure is carried out. The transmitter and frequency keys are to be cross checked by another club member and verified as correct, as they are entered into the pound. If a frequency change occurs, the transmitter and frequency keys are to be re-checked by another club member and verified as correct. Where the transmitter and frequency key details cannot be verified, the equipment is not to be used, and is to be turned off and removed from the field.
11. Radio transmitters and radio frequency control keys, both must carry external indication of the frequency or channel of operation. This may be a crystal frequency, an S for synthesised radio, or other visual indicator. (Refer to TMAC Operational By-Law 03 Radio Equipment Appendix A).
12. Radio transmitters must operate on the frequency (channel) indicated on the transmitter case and its accompanying frequency control key.
13. Under no circumstances shall any person insert or remove a frequency control key from the keyboard other than the person using the radio transmitter to which the key belongs.
14. A transmitter pound does not generally operate at TMAC, however a frequency key must be placed in the correct frequency slot on the frequency board for each transmitter at all times.
15. On days when a transmitter pound is in operation, including club events if specified by the event coordinator, radio transmitters must be placed in the transmitter pound immediately upon arrival at the field, and the following shall apply:
 - a) Radio transmitters must not be removed from the transmitter pound until the proper frequency control key has been placed in the appropriate keyboard position; except when they are removed to be taken away from the field.
 - b) Radio transmitters must be switched OFF and placed in the transmitter pound immediately upon completion of a flight and/or ground test, and the frequency control key removed from the keyboard by the person replacing the radio transmitter in the transmitter pound.



TMAC Operational By-Law 03 Radio Equipment Appendix A
(amended April 1997)

The following rules apply to radio control equipment used for the control of model aircraft and operated by affiliated members of the MAAA.

Both AM and FM transmissions may be used on the following frequencies with the exceptions and provisos noted, the frequencies being denoted by channel numbers.

26.957 MHz to 27.282 MHz although available for model control use, the MAAA bans the use of this frequency band at MAAA and State Association sanctioned events and does not otherwise recommend its use because of the possibility of interference.

29 MHz		
Channel Number	Transmitter Frequency	
10	29.725	FM only
11	29.735	
12	29.745	
13	29.755	FM
14	29.765	Recommended
15	29.775	
16	29.785	
17	29.795	
18	29.805	
19	29.815	
20	29.825	
21	29.835	
22	29.845	
23	29.855	
24	24.865	
25	29.875	
26	29.885	
27	29.895	
28	29.905	
29	29.915	
30	29.925	
31	29.935	
32	29.945	
33	29.955	
34	29.965	
35	29.975	
36	29.985	end
37 to 49	Reserved	

40 MHz		
Channel Number	Transmitter Frequency	
50	40.665	
51	40.675	Not
52	40.685	Recommended
53	40.695	end

Attention:
Channels 51 and 52 are subject to interference from paging systems and must be tested and approved for 10 KHz separation.

36 MHz		
Channel Number	Transmitter Frequency	
601	36.010	Recommended FM/AM
602	36.020	
603	36.030	
604	36.040	
605	36.050	
606	36.060	
607	36.070	
608	36.080	
609	36.090	
610	36.100	
611	36.110	
612	36.120	(over)

36 MHz (cont.)		
Channel Number	Transmitter Frequency	
613	36.130	Recommended FM/AM
614	36.140	
615	36.150	
616	36.160	
617	36.170	
618	36.180	
619	36.190	
620	36.200	
621	36.210	
622	36.220	
623	36.230	
624	36.240	
625	36.250	
626	36.260	
627	36.270	
628	36.280	
629	36.290	
630	36.300	Safety Keys must be used, See Note 6 below
631	36.310	
632	36.320	
633	36.330	
634	36.340	
635	36.350	(over)

36 MHz (cont.)		
Channel Number	Transmitter Frequency	
636	36.360	Recommended FM/AM
637	36.370	
638	36.380	
639	36.390	
640	36.400	
641	36.410	
642	36.420	
643	36.430	
644	36.440	
645	36.450	
646	36.460	
647	36.470	
648	36.480	
649	36.490	Recommended FM only
650	36.500	
651	36.510	
652	36.520	
653	36.530	
654	36.540	
655	36.550	
656	36.560	
657	36.570	
658	36.580	
659	36.590	end

NOTES:

- The use of FM on channel 10 is a Spectrum Management Agency (SMA) requirement.
- The use of FM on channels 11 to 17 inclusive is recommended only to accelerate the use of narrow band equipment and thus introduce 10 KHz separation more quickly than it would otherwise occur.
- The division 36 MHz band to FM/AM and FM sections is intended to separate AM equipment, which may require slightly greater bandwidth separation than FM, from FM.
- Except for the requirement to use FM equipment on channel 10, any model flier may use any type of modulation (within SMA specifications) on any channel.
- Odd numbered channels on the 29 MHz band may only be used by equipment approved to 10 KHz separation (hereafter called narrow band equipment).
- Fliers using channels 630 or 631 must use a safety key system. Although at opposite ends of the keyboard **channels 630 & 631 must not be used simultaneously.**
When 630 is to be used, the adjacent safety key slot must be clear. If not clear the safety key can only be shifted to the alternative position adjacent 631 if that space is available. Always check that the safety key is properly positioned before removing or replacing your transmitter.
When 631 is to be used, the adjacent safety key slot must be clear. If not clear the safety key can only be shifted to the alternative position adjacent 630 if that space is available. Always check that the safety key is properly positioned before removing or replacing your transmitter.

End of Operational By Law 03. GM April 2014.



4 Operational By-Law 04 – Pilot to Pilot Communication

4.1 Objective

The objective of this By-Law is:

1. To inform other pilots of their intended actions, allowing for a safer Flight Line, as well as showing courtesy to fellow pilots of their intended flight paths.

4.2 By-Law

1. 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, and concise, and acknowledged**. If an intention is stated but then delayed for any reason it must be restated and acknowledged before proceeding.

"TAXIING ON THE RUNWAY" (having first asked other pilots if it is clear to do so)

"TAKING OFF" (priority to be given to aircraft on final landing approach)

"LOW PASS FROM THE ..." (**LEFT** or **RIGHT** as applicable)
(Note: LOW is defined as being under 2 metres)

"LANDING FROM THE ..." (**LEFT, RIGHT, FRONT** or **REAR** as applicable) (call before turning on to final approach – indicate emergency if any)

"GOING AROUND" (aborting landing after calling intention to land)

"DEAD STICK" (emergency landing because of engine failure – all other fliers will give way)

"CLEAR ON THE RUNWAY" (not necessarily off the mown area but well clear of the centre line)

"GOING ON TO THE RUNWAY" (to stand behind the model for take-off or to recover a model that cannot be taxied)

End of Operational By-Law 04.



5 Operational By-Law 05 - Special Categories

5.1 Objective

The objective of this By-Law is:

1. To prevent bungy lines, or other launch devices from causing obstruction to other operations.

5.2 By-Law

1. Ground based launching devices shall not be used or placed in position on the field so as to cause obstruction to other operations.

End of Operational By-Law 05.



6 Operational By-Law 06 - Miscellaneous Provisions

6.1 Objective

The objective of this By-Law is:

1. To highlight any By-Laws which are not classified under their own heading.

6.2 By-Law

1. The first member(s) to arrive at the field on any day shall ensure that the runways, pits, taxiways, and hover-pad are clear of all obstructions before flying commences.
2. Anyone who is not able to control a model without assistance shall be supervised by an approved pilot.
3. Any person operating at the field may be requested at any time to present any license or permit having application to the aeromodelling activity which that person is engaged in at the time.
4. Any member or pilot who violates any operational by-law shall give cause to explain his/her action in writing to the Management Committee whereupon disciplinary action may be taken by the Management Committee in accordance with Rule 8, Sections (3) and (4) or Operational By-Law 07 Disciplinary Action.
- ~~5. Any accident involving the operation of a model aircraft, which results in injury to another person(s) and/or damage to another's property shall be reported to the TMAC Secretary immediately. Any 'Out of Bounds' incident must be reported to the TMAC Secretary immediately.~~
6. Any member may give notice to the management committee in the matter of a dispute between members, or a violation of club rules or by-laws. The notice must be in writing and include as much detail as possible. For example: date, time, location, names of active participants and witnesses and the sequence of events that are subject of the dispute or violation. The notice will be dispatched to the Secretary within 48 hours.
7. The member giving notice may be asked by the Management Committee to give verbal evidence where deemed necessary.
8. Visiting licensed pilots may use club facilities in accordance with provisions, guidelines, By-Laws and Rules issued by TMAC, but will be limited to 3 days flying per year, excluding invitations and events. Any amount of flying on a day will constitute one days flying, no parts of days can be aggregated.

End of Operational By-Law 06.



7 Operational By Law 07 - Disciplinary Action

7.1 Objective

The objective of this By-Law is:

1. To highlight the disciplinary process the committee and club members may impose.

7.2 By-Law

1. Following action taken under Rule 8 Section (3) or (4), the members may decide at the meeting hearing the matter, to impose a disciplinary penalty on a member. The nature of this penalty may be, but is not limited to, official warning, suspension of membership, and cancellation of membership.
2. Following action under Operational By-Law 06 Miscellaneous Provisions, the committee may recommend to a general meeting that disciplinary action be taken. At the meeting hearing the matter, the members may decide to impose a disciplinary penalty on a member. The nature of this penalty may be, but is not limited to, official warning, suspension of membership, and cancellation of membership.
3. The disciplinary action shall be determined by the majority vote of members present at such meeting.

End of Operational By-Law 07.



8 Operational By-Law 08 – Queensland Blue Card

8.1 Objective

The objective of this By-Law is:

1. To ensure TMAC complies with its duty of care with respect to minors.
2. To ensure all MAAA Instructors, as well as other members who instruct, undergo a Working with Children Check, and hold a current Queensland Blue Card.

8.2 By-Law

8.2.1 Blue Card Register

1. The Secretary shall maintain a Blue Card Register, including but not limited to:
 - a. Members MAAA number;
 - b. Members Name;
 - c. Members Date of Birth;
 - d. Member's Blue Card Number;
 - e. Members Blue Card Expiry Date; and,
 - f. Certified Copy of the member's current Queensland Blue Card.

8.2.2 Requirement to Hold a Blue Card

2. Any member of TMAC who is 18 years or older, and is an MAAA Instructor or holds approval as a TMAC instructor under By-Law 11, must prior to instructing at TMAC facilities:
 - a. hold a current Queensland Blue Card; and,
 - b. provide a certified copy of the front and back of the Blue Card on a single page to the Secretary, who will enter the details into the TMAC Blue Card Register.

Detailed requirements can be found at <http://www.bluecard.qld.gov.au/>.

8.2.3 Exemptions

3. A TMAC member who is not an MAAA instructor and holds an approval to instruct an immediate family member under By-Law 11, is exempt from the requirement to hold a Queensland Blue Card for the period of the approval.

8.2.4 Procedure to Apply for Blue Card

4. Any member that meets the requirement under this By-Law shall, prior to instructing, apply for and maintain a current Queensland Blue Card as follows:
5. Complete the appropriate Queensland Government Blue Card Application form as a volunteer;
6. Contact the TMAC Secretary to arrange a suitable time to inspect Proof of Identity Documents, who will when satisfied complete the application on behalf of TMAC and submit the application to the Public Safety Business Agency; and,



7. Once a Blue Card has been received, the member shall promptly provide a certified copy of the front and back of the Blue Card on a single page to the Secretary, who will enter the details into the TMAC Blue Card Register.

8.2.5 Renewal Procedure

8. Renewal notices are sent to card holders' residential address. It is the cardholder's responsibility to promptly notify the Commission of any change of address.
9. Once a renewed Suitability Card has been received, the member shall promptly provide a certified copy of the front and back of the blue card on a single page to the Secretary, who will update the details in the TMAC Blue Card Register.

8.2.6 Breach of the Act

10. The member must notify TMAC and the Public Safety Business Agency promptly in writing of any breach of the Act in relation to their Blue Card.
11. If TMAC becomes aware of any breaches to the ACT by a Blue Card holder, it shall immediately revoke the member's right to instruct at TMAC, and notify the member, MAAQ, and Public Safety Business Agency.

End of Operational By-Law 08.



9 Operational By-Law 09 - Mobile Phones

1. **Deleted.** Members must comply with MAAA MOP guidance on Mobile Phone usage.

End of Operational By-Law 09.



10 Operational By-Law 10 – Taxi Ways

10.1 Objective

The objective of this By-Law is:

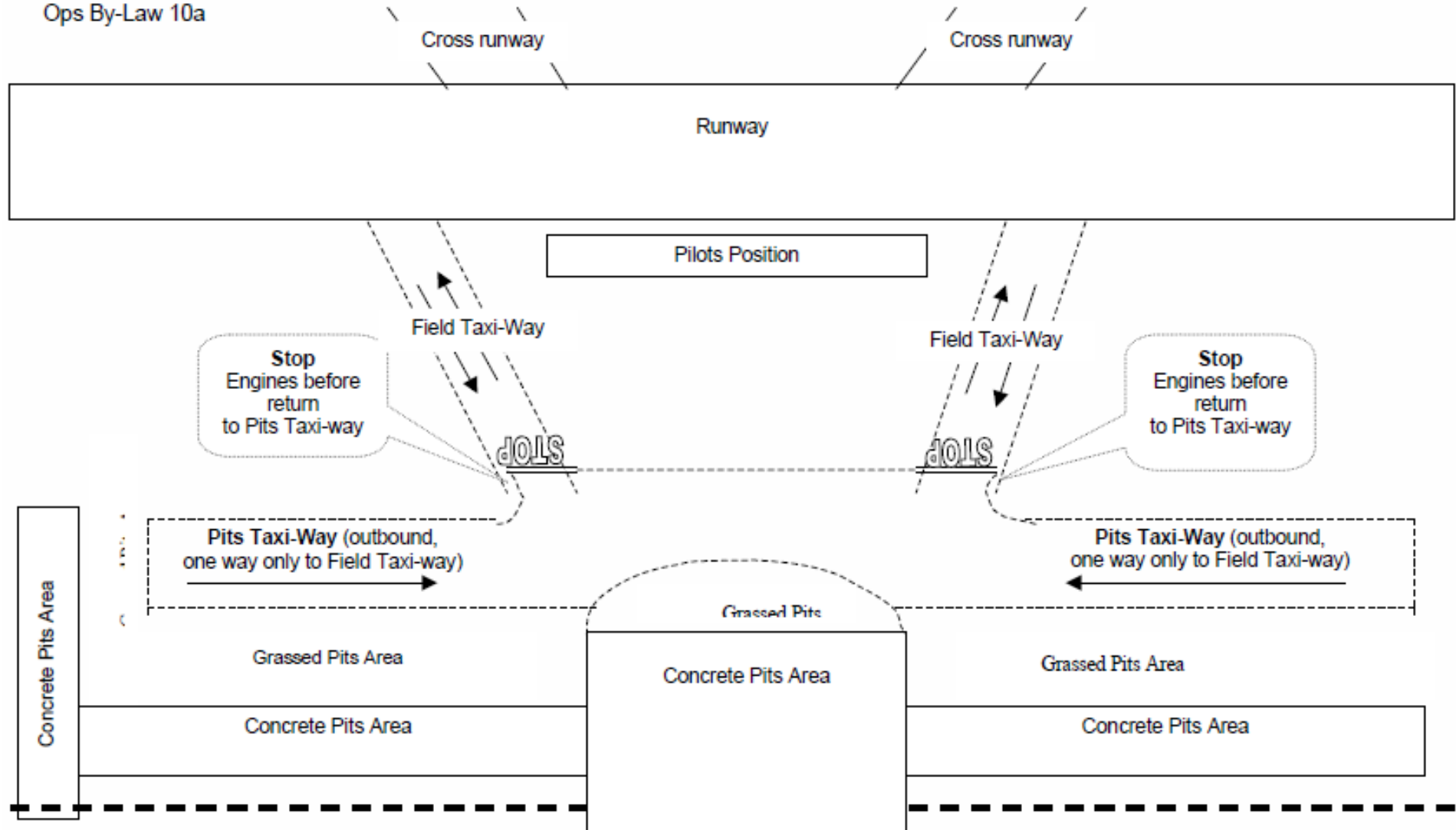
1. Promote safe conditions in the pits.
2. Taxiways placed in strategic positions to allow the traffic flow from the Pits area to the Flight Line.
3. Follow MAAA recommendation regarding tethering of aircraft, as well as the safe passage of aircraft to and from the Pits area.

10.2 By-Law:

1. Refer Appendix "Ops By-Law 10a" (Diagram on the following page)
2. Aircraft will not be taxied in the grassed or concreted Pits areas
3. Pits Taxiway is a one way direction out to any Field Taxi-way.
4. The Field Taxiway is two-way traffic between Runway and Pits Taxi-way. All Aircraft must stop before entering the Pits taxiway and stop the engine. No aircraft are to be taxied past the stop lines when returning to the pits.
5. Rotary Wing Aircraft shall not be hovered on the Pits or Field Taxiways.



Ops By-Law 10a



End of Operational By-Law 10. GM 9/2/2016.



11 Operational By-Law 11 - Flight Instruction and Proficiency Testing

11.1 Objective

The objective of this By-Law is to ensure that:

1. All instructors/members have a clear understanding of flight instruction and proficiency testing requirements and procedure.
2. All Pilots who undertake TMAC Flight Instruction and Proficiency testing, have a thorough understanding of the Club's Operational By-Laws.
3. All pilots tested also meet the MAAA Flight Proficiency Standards for the particular Wings Test.

(i.e. Bronze/Silver Wings – Powered Aircraft, Rotary Wing Aircraft, Gliders)

11.2 By-Law

11.2.1 Flight Instruction

1. All flight instruction will be provided by either a TMAC or MAAA Instructor.

11.2.2 Commercial Instruction

2. Commercial Instruction under the meaning of MAAA MOP023 Commercial Instructors is **not** permitted.

11.2.3 Solo Proficiency

3. Before gaining solo proficiency all new members, both full members and associate members, must pass the:
 - a. MAAA Bronze/Silver Wings Test (for the type of aircraft flown).
 - b. Testing will be undertaken in accordance with current procedures and testing documentation as issued by the TMAC Secretary. Particular attention should be paid to validating currency of these procedures and documents.
 - c. All components of the testing will have to be undertaken and successfully completed the same day to gain proficiency. i.e.
 - TMAC Bi-Law knowledge + MAAA Fixed Wings Powered – Bronze/Silver Wings;
 - TMAC Bi-Law knowledge + MAAA Glider – Bronze/Silver Wings; or,
 - TMAC Bi-Law knowledge + MAAA Rotary Wing Aircraft – Bronze/Silver Wings
4. All members must undertake the testing either:
 - a. Using the Instructor's aircraft and equipment, and under direct supervision of a MAAA Instructor, or
 - b. Using their own aircraft and equipment, and under the direct supervision of a MAAA Instructor.



11.2.4 TMAC Instructor

5. A TMAC Instructor is a TMAC member who has been approved by the TMAC Management Committee to undertake instruction.

11.2.5 Applying to be a TMAC Instructor

6. The TMAC Management Committee will consider applications for TMAC Instructor. The approvals will be given where warranted by need and with the view to the pilot's skill level and suitability for delivering instruction. The approval may be for up to 12 months and be conditional to certain trainees and equipment and flight certification. i.e.
 - Certain trainees – Son, daughter, wife or friend.
 - Equipment – Buddy box.
 - Flight certification - Gold Wings.
7. Any member wishing to undertake instructing at the club, is to gain permission to be a TMAC Instructor, prior to commencement of training.
8. TMAC Instructors must also meet the requirements of By-Law 08 – Blue Card.

End of Operational By-Law 11.



12 Operational By-Law 12 - Noise Levels

12.1 Objective

The objective of this By-Law is:

1. Showing awareness of good neighbour practices and safety issues.
2. To establish a practical and workable standard of sound pressure noise levels for the operation of model aircraft.
3. To establish guidelines that are workable for both TMAC members, and visitors or members from other clubs operate at the TMAC field.

12.2 By-Law

12.2.1 Guideline

1. For aircraft with engine capacity of 19cc and under, the maximum sound pressure level is 96dB at 3 metres.
2. For aircraft with engine capacity of 20cc and over, the maximum sound pressure level is 96dB at 7 metres.
3. All distances are to be measured from the centre of the propeller.
4. Noise measurement readings shall be taken with the aircraft tethered on the ground (grassed surface), and engine at full throttle.
5. Noise measurement readings are to be taken from 3 directions only. (directly behind the aircraft, and to the left and right)
6. It is the highest measured noise level from the 3 directions that is the recorded noise pressure level. (not the average)
7. All readings are taken on "A" weighted scale.

12.2.2 Aircraft suspected of being noisy

8. If a member has concerns in relation to the noise level of any particular model aircraft, the member may report the matter to the TMAC Secretary.
9. The Secretary is to raise the concern with the Management Committee, and if the Committee deems action is needed, the Secretary is to co-ordinate the testing of the aircraft with the Club's designated Noise Level Tester(s).
10. Notes:
 - a. Noise levels taken from in front of the aircraft, have been shown to be the lowest or equal to the other 3 directions. For this and for safety reasons, taking noise levels in front of the model aircraft with a spinning propeller and motor at full noise, is not recommended.
 - b. Noise data was collected over a period of time from a various aircraft using various motors and propellers.
 - c. This criteria is only pertaining to the TMAC field and may differ from club to club and WILL definitely alter if models are entered in any National competition which are governed by the noise limitations as per the MAAA Rules book.

End of Operational By-Law 12.



13 Operational By-Law 13 - Event Co-ordinator Responsibilities

13.1 Objectives

The objective of this By-Law is:

1. Define Event Coordinator Responsibilities.
2. Provide guidance to Event Coordinators.

13.2 By-Law

13.2.1 Welcome Members and Visitors

1. Welcome all member, guests and visitors.

13.2.2 Pilot Safety Briefing.

2. Ensure pilot safety briefing is conducted.
3. Refer also to 13.3 Addendum 1 – Outline Pilot Briefing.

13.2.3 Safety.

4. The Event Co-ordinator is responsible for the safe flying practices of the pilots.
5. If the Event Co-ordinator or Flight Line Controller feel that the pilots are not flying in a safe manner, and/or not following the TMAC Operational By-Laws, the Event Co-ordinator is to announce a cessation of flying, and conduct a second safety briefing, highlighting the issues.
6. This may be due to but not exclusive to: out of bounds flying, not flying in circuit, dangerous flying, not having a caller, poor pilot communication.
7. If one pilot or a group of pilot refuse to take direction from the Event Co-ordinator or the Flight Line Controller, the pilot(s) are to be refused permission to continue to fly in the event.
8. If safety breaches continue, or weather conditions deem flying to be dangerous, the event is to be stopped, and flying cancelled. If weather conditions are adverse, such as a strong westerly, mention additional safety measures that need to be taken.
9. All safety breaches at events must be reported to the Management Committee.
10. Refer also to M.O.P. 019 3.1/3.2 Public & Non-public displays.
11. Refer also to 13.4 Addendum 2 – Pilot Caller/Flight Line Coordinator Guide for guidance on flight line operations.

13.2.4 Pilot Caller.

12. The Event Coordinator is responsible for overall safety on the day. Risk assessment of the day should be carried out prior to pilot briefing. Pilot Callers and or Flight Line Controllers may be utilised in any combination as a means to enhance safety (ref to attached sheet). Both Callers and F/L Controllers must have current MAAA affiliation.



13. If the event is a MAAA approved Public Event e.g. "Model Expo" "Air Show" MOP 019 Display Procedures takes precedence. Risk Assessment would indicate due to high public exposure, Pilot callers and F/L controllers would be mandatory.)
14. Refer also to 13.4 Addendum 2 – Pilot Caller/Flight Line Coordinator Guide for guidance on flight line operations.

13.2.5 Facilities.

15. Highlight facilities such as toilet, BBQ area, food and soft drinks, etc.

13.2.6 Pilot Rating at Event (announce well before event).

16. Determine the minimum requirement of pilots to fly at the event, e.g. Bronze Wings, Silver Wings, Gold Wings, or Gold Wings Equivalent.

13.2.7 Observer at Eastern End of Porter Field.

17. There must an observer at the eastern of the field at all times during the event. Pilots will be notified via two-way radio by the observer when an incursion into the Buffer zone occurs, and records must be kept.

13.3 Addendum 1 – Outline Pilot Briefing

Pilot Safety Briefing for Event Days

13.3.1 Out of Bounds areas.

1. No flying behind the flight line for the length of the field in both directions. No Flying over the fence line. (Point out fence closest to the Gateway motorway and highlight zero tolerance to flying over the fence-line).

13.3.2 Turning Pole.

2. Used as indicator mark to turn.

13.3.3 Pilot Callers.

3. The Event Coordinator is responsible for overall safety on the day. Risk assessment of the day should be carried out prior to pilot briefing. Pilot Callers and or Flight Line Controllers may be utilised in any combination as a means to enhance safety. Both Callers and F/L Controllers must have current MAAA affiliation.

13.3.4 Flight Line Controller (FLC).

4. The FLC has absolute control over all facets at the flight line. All pilots must follow directions of the FLC. Any out of bounds flying, dangerous flying, flying against circuit, or any breach of the operational by-law, must be addressed immediately.

13.3.5 Height Restriction to 400 feet.

5. Under control zone for Brisbane airport.



13.3.6 Restrain aircraft at start up.

6. Use mechanical restraints or assistance from pit crew. Highlight large model restraints near taxi ways. Start engines facing flight line where possible.

13.3.7 Pre-flight Checks

7. Under the terms of TMAC's CASA Area Approval, the following pre-flight checks are required.
8. **Air-worthiness Check.** Pilots shall conduct a pre-flight air worthiness check of aircraft prior to each flight to ensure airworthiness. All control surfaces to be checked to ensure they are operating correctly.
9. **Range Check.** Pilots shall conduct a Range Check of equipment prior to the first flight of the day.
10. **Fail-safe Check.** Pilots shall perform a fail-safe function check correctly prior to flight.

13.3.8 No taxiing in pits.

11. No model shall be taxied in the pits. Models may only be taxied on the taxiways, runways (strip) and parts of the field in front of the pilot's position. Models may be started or run in the pits (with proper tethering) but will be carried or escorted to taxiways in a manner that will restrain them from moving under their own power.

13.3.9 Stop all aircraft at taxiway on return from flight.

12. All aircraft are to stop and shutdown at the designated STOP point.

13.3.10 Pilot Communication (Essential).

13. Call in a load clear voice: to enter the strip, take off, to land, for low pass, changing circuits, etc.

13.3.11 No Over-flying any Person.

14. Do not over-fly any person on Runway.
15. Do not over-fly any person retrieving an aircraft from the outfield.

13.3.12 Large Model Certification.

16. All large models and jets must have current certification, and present it before flying.

[End Pilot Briefing]

13.4 Addendum 2 – Pilot Caller/Flight Line Coordinator Guide

13.4.1 Event Safety Considerations

1. The Event Coordinator is responsible for safety at all times during the event, taking into account:
 - a. Number of aircraft in the air at any one time.
 - b. Need to manage air traffic to accommodate very large/specialist aircraft.



- c. Degree of difficulty of the event format, for example, Pilot's required to call manoeuvres for Judges during flight.
- d. Presence of General Public.

13.4.2 Decision Table.

2. The following table does not necessarily cover all eventualities. Event Coordinators are required to use their reasonable judgement regarding safety at all times before and during the event.

Event Type	Characteristics	Y/N	Requirements
MAAA sanctioned Public Event	General Public invited.	Y	<ul style="list-style-type: none"> • Flight Coordinator mandatory. Line • Pilot mandatory. Caller
General Club Event.	Pilots required to communicate with Judges during flight.	Y	<ul style="list-style-type: none"> • Flight Coordinator mandatory. Line • Pilot mandatory. Caller
General Club Event	General Public invited.	Y	<ul style="list-style-type: none"> • Flight Coordinator mandatory. Line • Pilot mandatory. Caller
General Club Event	General Public invited. Heavy Models.	N Y	<ul style="list-style-type: none"> • Pilot Caller required for Heavy Model Pilots only.
General Club Event	General Public invited. Heavy Models.	N N	<ul style="list-style-type: none"> • Pilot Caller at Pilot discretion.

**[End of Addendum 2]
End of Operational By-Law 13.**



14 Operational By-Law 14 - Mowing

14.1 Objective

The objective of this By-Law is:

1. To provide guidance to persons undertaking mowing operations;
2. To provide guidance pilots when moving operations are occurring.

14.2 By-Law

14.2.1 Mowing Operations

1. Before commencing mowing please check oil levels and tyre pressure on the mowers.
2. Inform members present of your mowing intentions i.e. area where you plan to commence mowing. Providing all pilots in agreement then you may go ahead and mow.
3. While field is in use ensure that you maintain a safe distance approx. 40 metres from runways.
4. DO NOT mow close to the runways at any time the runways are in use.
5. Always be vigilant of any aircraft operating within the vicinity of the mower.
6. The Operator of a mower shall make reasonable efforts to accommodate pilots flying or contemplating flying, however Pilots and the Operator shall work together to allow mowing to be completed in a timely manner.

14.2.2 Flight operations When Mowing Operations

7. Pilots shall at all times treat a person operating a mower as if it were a person on foot and comply with the appropriate safety provisions, being aware that the operator may have less situational awareness due to being focussing on the job at hand and the noise of the mower.
8. Pilots shall not:
 - a. Take off or land when a person is operating a mower on the Runway.
 - b. Over-fly any person operating a mower on the Runway.
 - c. Over-fly any person operating a mower in the outfield.

End of Operational By-Law 14.



15 Operational By-Law 15 - By-Laws Summary

15.1 Objective

The objective of this By-Law is:

1. To provide new members with an introduction to the club's Operational By-Laws.
2. A full copy of the Operational By-Laws is available on the [TMAC web site](#).

15.2 By-Law

15.2.1 Summary of Operational By-Law 01

1. **Field:** All of the land and airspace (including roads, buildings, car parks, pits and runways) within the designated boundaries.
2. **Runways:** That part of the field upon which model aircraft may take-off and land.
3. **Pits:** That part of the field upon which models are parked and prepared for flight.
4. **Taxiways:** Designated areas connecting pits to runways (strip) and hover-pads.
5. **Prohibited Flying Areas:** All airspace beyond the designated field boundaries and such airspace so nominated within the field boundaries.
6. **Pilot's Position:** A designated part of the field where pilots shall stand to operate their aircraft in flight. Where safety barriers are provided, pilots shall use the barriers for their intended purpose and stand on the land side of the barrier (not airside).

(Note: For exemptions refer to Operational By-Law 02 Restrictions)

15.2.2 Summary of Operational By-Law 02

7. Combustible fuel engine shall only be operated at the field on Monday to Saturday from 7.00 am to 8.00 pm, and Sunday from 8.00 am to 8.00 pm.
8. No model shall be flown at a height:
 - In excess of 100 feet (30 metres) when full size aircraft are flying in the vicinity of the field.
 - In excess of 400 feet (125 metres) at any other time.
9. No Model shall be taken-off, launched from, landed in, or flown over:
 - Any Person.
 - The pits area or taxiways.
 - Any part of the field behind a designated pilot's position.
 - The area beyond the limits of the field boundaries.
 - Any prohibited area which may from time to time be promulgated.
(see Operational By-Laws Appendix B Schematic Drawing of Field)



10. No model shall be flown from any position on the field other than that designated as the "Pilot's Position", except:
 - At take-off, when a pilot may stand behind the model until it is airborne, after which the Pilot will return to the Pilot's Position immediately. To achieve this when other aircraft are being flown, the pilot(s) must clearly acknowledge a call to fly circuits that will not be above the pilot on the strip. This may be done by the member attempting the take-off or with the assistance of other members. Only when Pilots have acknowledged the call and cleared the airspace above the intended take-off position will any Pilot enter the strip. Pilots will be advised to resume normal circuits as soon as it is practical.
 - While hand launching models on the verge of the strip, after which he or she will return to the Pilot's Position immediately.
 - While launching models on the verge of the strip with bungies or similar mechanisms, after which he or she will return to the "Pilot's Position" immediately.
11. Any model or engine operated at the field will be restrained or tethered unless it is being taxied or flown.
12. No model shall be taxied in the pits. Models may only be taxied on the taxiways, runway (strip) and parts of the field in front of the pilot's position. Models may be started or run in the pits (with proper tethering), but will be carried or escorted to the taxiways in a manner that will restrain them from moving under their own power.
13. No model shall be flown until its control surfaces have been checked for direction and freedom of movement.
14. No model shall be flown if visibility does not permit continuous visual contact by the pilot with the model.
15. No model weighing in excess of 7 kg shall be flown unless the pilot(s) holds a current MAAA (heavy model) Permit-to-Fly as prescribed in the MAAA Manual of Procedures.
16. No person shall fly any fuel or electric powered model, or radio controlled model after having consumed any alcoholic beverage or used any drug to an extent which is likely to impair such person's ability to control a model safely.
17. No person shall be permitted in the pits area, at the Pilot's Position, or on or near the runways, if such person's age or incapacity is likely to cause injury or damage, unless such person is accompanied and directly supervised at all times by a mature and responsible person.
18. No dogs shall be permitted at the field unless they are restrained by a leash.
19. No model shall be taxied in the pits. Models may only be taxied on the taxiways, runway (strip) and parts of the field in front of the pilot's position. Models may be started or run in the pits (with proper



tethering), but will be carried or escorted to the taxiways in a manner that will restrain them from moving under their own power.

20. Anyone who is not able to control a model without assistance shall be supervised by an approved pilot.
21. For safety reasons, smoking is not permitted at any time within the fence surrounding the field.

15.2.3 Summary of Operational By-Law 03

22. Radio transmitters must be switched OFF before they are brought to or taken from the field.
23. Radio transmitters must be range tested at the field, prior to the first flight of the day.
24. All members shall affix a current, authorised membership identifier to all transmitters used on club premises. The identifier must be attached so that it is external to the transmitter, easily visible, and such that currency markings printed thereon can be easily read. Anyone not displaying an approved current membership identifier on a transmitter in use on club premises must be signed in as a bona fide visitor in the club visitor's book or be able to establish that they are a prospective member (i.e. that they have submitted an application for membership, paid their dues and are awaiting acceptance).
25. The Committee shall from time to time determine the type of identifier required, and supply identifiers to new members as soon as practicable after their application is approved, and to continuing members as soon as practicable after full membership dues have been received.
26. MAAA MOP058-2.4GHz Equipment and recommendations are to be followed.
27. Only radio equipment compliant with the requirements of MAAA MOP058 shall be operated. No other equipment shall be operated at TMAC premises.
28. 2.4GHz transmitters are not required to be placed in the transmitter pound. Members are cautioned to be alert to the different procedures where they operate both 2.4GHz and non-2.4GHz equipment.

15.2.4 Summary of Operational By-Law 04

29. 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, and concise** and **acknowledged**. If an intention is stated but then delayed for any reason it must be restated and acknowledged before proceeding.

"TAXIING ON THE RUNWAY" (having first asked other pilots if it is clear to do so)

"TAKING OFF" (priority to be given to aircraft on final landing approach)

"LOW PASS FROM THE" (LEFT or RIGHT as applicable)



(Note: LOW is defined as being under 2 metres)

"LANDING FROM THE" (**LEFT, RIGHT, FRONT or REAR as applicable**) (call before turning on to final approach – indicate emergency if any)

"GOING AROUND" (aborting landing after calling intention to land)

"DEAD STICK" (emergency landing because of engine failure – all other fliers will give way)

"CLEAR ON THE RUNWAY" (not necessarily off the mown area but well clear of the centre line)

"GOING ON TO THE RUNWAY" (to stand behind the model for take-off or to recover a model that cannot be taxied)

15.2.5 Summary of Operational By-Law 05

30. Ground based launching devices shall not be used or placed in position on the field so as to cause obstruction to other operations.

15.2.6 Summary of Operational By-Law 06

31. Any accident involving the operation of a model aircraft, which results in injury to another person(s) and/or damage to another's property shall be reported to the TMAC Secretary immediately. Any 'Out of Bounds' incident must be reported to the TMAC Secretary immediately.
32. Anyone who is not able to control a model without assistance shall be supervised by an approved pilot.

15.2.7 Summary of Operational By-Law 18

33. At a minimum, pilots are required to complete the following checks each day:
 1. **Radio Range Check.** Pilots shall successfully complete a range check as per the manufacturer's recommendation prior to the first flight of the day.
 2. **Fail-safe Check.** Pilots shall test the radio fail-safe function (where fitted) for correct operation prior to the first flight of the day.
 3. **Pre-flight Air-worthiness Check.** Pilots shall conduct a pre-flight check of aircraft prior to every flight to ensure airworthiness. All control surfaces are to be checked to ensure they are not binding and are operating correctly.



15.2.8 Summary of Operational By-Law 19

34. Gas Turbine Aircraft shall not operate during any Total Fire Ban or declared Fire Emergency. Other classes of aircraft as per QFES fire danger ratings.

15.2.9 Summary of Operational By-Law 20

35. No flying on Anzac Day before 1:30pm.

15.2.10 Summary of Operational By-Law 21

36. Giant Models are approved to operate at Porter Field, subject to MAAA MOP0015, and specified conditions and pilot responsibilities.

15.2.11 Summary of Operational By-Law 22

37. Specific safety requirements for flight operations at Porter Field, including providing a separation of at least 122m from the edge of the Red Area shown in Figure 2 to Stanton Road West parallel to the motorway.

15.2.12 Summary of Operational By-Law 23

38. Any accident involving the operation of a model aircraft, which results in damage to the aircraft, injury to another person(s) and/or damage to another's property shall be reported to the TMAC Secretary immediately as per the table on the By-Law.

End of Operational By-Law 15.



16 Operational By-Law 16 – Rotary Wing Operations

16.1 Objective:

The objective of the By-Law is to ensure that:

1. All members have a clear understanding of the requirements associated with the safe operation of Rotary Wing Aircraft.

16.2 By-Law

16.2.1 General Operations

1. No model Rotary Wing Aircraft shall be flown from any position on the field other than that promulgated as the "PILOT'S POSITION", except at take-off, when the pilot may stand behind the model Rotary Wing Aircraft until it is airborne, after which the Pilot shall return to the "PILOT'S POSITION".
2. A specific area is set aside for the use of Rotary Wing Pilots, which is shown in Figure 1.
3. Pilots shall observe the MAAA MOP requirement to maintain separation of 30m from the general public.
4. All operations at the Rotary Wing Area must be conducted so that it does not conflict with aircraft operating in the circuit. Pilots are to maintain separation for fixed wing operations by restricting operations to the south of the "No Fly Zone" shown on Figure 1.
5. Any member who is not certified with at least the MAAA Bronze/Silver Wings level of competency shall not operate a Rotary Wing Aircraft unsupervised. It is a requirement that they be supervised by one of the following:
 - An MAAA instructor, or,
 - A pilot of minimum Gold Wings standard.
 - However, for the purposes of Rotary Wing trainees practicing hovering only, it shall be permitted for them to carry out hovering activities only in the prescribed Rotary Wing Aircraft Area.



Figure 1. Rotary Wing Aircraft Area

6. Operations must be executed with the pilot standing at the designated Pilot's Position. Pilots may move from the pilot's position to place their aircraft onto the flying area, and to retrieve their aircraft from the flying area.
7. Rotary Wing Aircraft may be operated on the Flight Strip at any time during Porter Field operating hours. Refer to By-Law 02 Restrictions and By-Law 04 Pilot to Pilot Communication for other provisions relation to flight operations.
8. Rotary Wing Aircraft shall be carried to the Flight Strip or Rotary Wing Aircraft Area prior to hovering and taking off.
9. Unless with prior approval of the Management Committee, or the event coordinator/safety officer on the day of an event or competition, NO changes will be made to move or add Pilots Positions or areas of operation, or the nature of operations.

End of Operational By-Law 16.



17 Operational By-Law 17 – Porter Field Dam Operations

17.1 Objective:

The objective of the By-Law is to ensure that:

1. All members have a clear understanding of the requirements associated with operations from the Dam and Porter Field.

17.2 By-Law

1. Dam Flight Operations.
 - a. **Operational Times.** Flying from the Dam is permitted during normal general flying hours, and at other times approved in writing by the Committee.
2. **Protocol for Pilots at the Dam.** A Pilot intending to fly from the Dam must operate as follows:
 - a. **Sign.** Hang the approved Dam Operations sign (stored in the Canteen) on the fence behind the Main Pilot's Position prior to commencement of operations.
 - b. **Approval.** Seek the agreement of Pilots at the Main Pilot's Position prior to commencement, including the proposed circuit, height, and approximate completion time. Such agreement shall not unreasonably be withheld.
 - c. **Dam Pilot's Position.** Stand at the approved Dam Pilot's Position during flights;
 - d. **Operational Awareness.** Each Pilot flying from the Dam shall have an observer, and maintain continuous operational awareness of aircraft operating from the Main Strip;
 - e. **Safety.** Fly in such a manner as to not conflict with aircraft operating from the Main Strip;
 - f. **Conclusion.** Advise Pilots at the Main Pilot's Position when Dam operations are complete, and remove the sign.
3. **Protocol for Pilots at the Main Pilot's Position.** Pilots flying from the Main Pilot's Position during Dam Flight Operations must operate as follows:
 - a. **Awareness.** Check for the Dam Operations sign on the fence behind the Main Pilot's Position, when taxiing to the main strip;
 - b. **Operational Awareness.** Maintain continuous operational awareness of operations from the Dam;
 - c. **Safety.** Fly in such a manner as to not conflict with aircraft operating from the Dam.

End of Operational By-Law 17.



18 Operational By-Law 18 – Porter Field CASA Area Approval Requirements

18.1 Objective:

The objective of the By-Law is to ensure that:

1. All members have a clear understanding of the mandatory operational requirements associated with operations under the Porter Field CASA Area Approval.

18.2 By-Law

18.2.1 Porter Field Area Approval overview.

1. **Recreational Flight.** Remotely Piloted Aircraft (Aircraft) used for sport or recreational purposes that weigh 150kg or less are considered by CASA to be operating privately and are regulated by the provisions for model aircraft.
2. **Area Approval.** CASA has issued an Area Approval for Porter Field which approves operations of Model Aircraft.
3. **Compliance with Controls.** The Porter Field Area Approval includes a number of Controls for risk mitigation.
4. **CASA Enforcement.** Failure to comply with these Controls may result in Area Approval suspension or cancellation by CASA, rendering members unable to operate from Porter Field for an extended period.

18.2.2 Porter Field Area Approval Controls

5. **Pre-flight Air-worthiness Check.** Pilots shall conduct a pre-flight check of aircraft prior to each and every flight to ensure airworthiness. All control surfaces to be checked to ensure they are not binding and are operating correctly.
6. **Range Check.** Pilots shall conduct a successful Range Check of equipment (if fitted) as per the manufacturer's recommendation prior to the first flight of the day.
7. **Fail-safe Check.** Pilots shall test the radio fail-safe function (where fitted) for correct operation prior to the first flight of the day.
8. **400ft Limit.** No operations over 400 feet AGL due to proximity to Brisbane Airport and the Brisbane Approach Path. This includes maintaining a visual watch by members for full size aircraft and a visual watch by club members of other club members operations.
9. **Night Flying.** Night flying shall have member observers present and fail-safe checks to be completed prior to darkness.
10. **FPV Racing.** FPV racing shall be maintained below 200 feet.
11. **Visiting Pilots.** Visiting Pilots shall be briefed by a club Safety Officer or an experienced member, including club rules, by-laws, and weather conditions prior to first flight. The briefing member or Safety Officer is to monitor the visiting pilot's flying ability and level of control until satisfied person is competent.



18.2.3 Pre-Flight Checks.

12. At a minimum, pilots are required to complete the following checks each day:
 - a. **Radio Range Check.** Pilots shall successfully complete a range check as per the manufacturer's recommendation prior to the first flight of the day.
 - b. **Fail-safe Check.** Pilots shall test the radio fail-safe function (where fitted) for correct operation prior to the first flight of the day.
 - c. **Pre-flight Air-worthiness Check.** Pilots shall conduct a pre-flight check of aircraft prior to every flight to ensure airworthiness. All control surfaces are to be checked to ensure they are not binding and are operating correctly.

End of Operational By-Law 18.

19 Operational By-Law 19 – Operations during a Total Fire Ban or declared Fire Emergency

19.1 Objective:

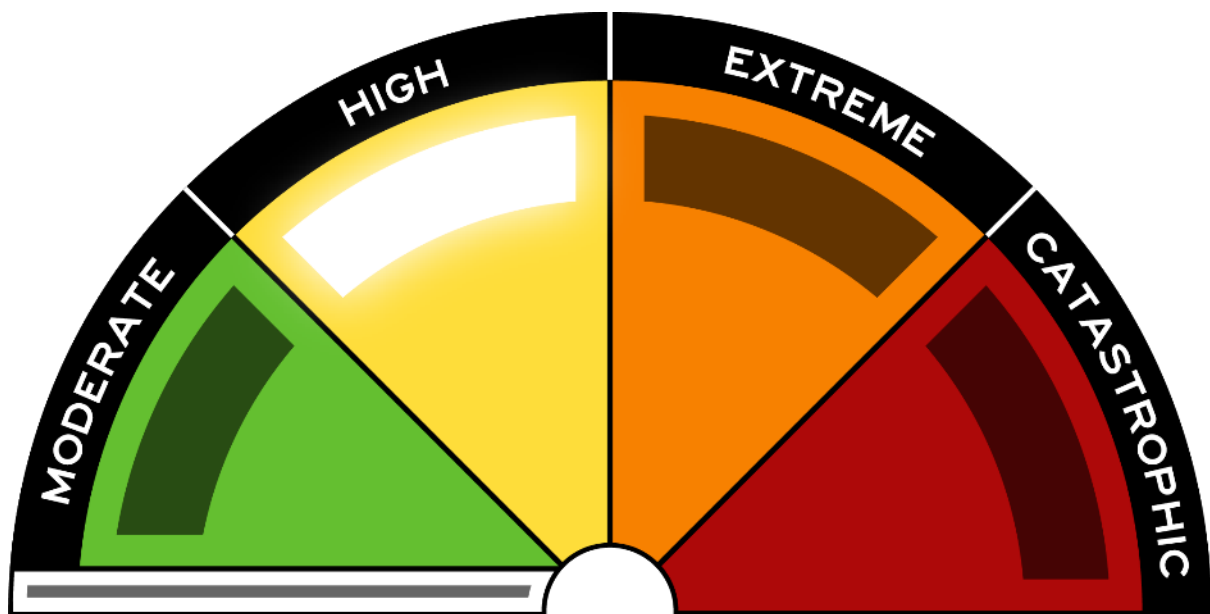
The objective of the By-Law is to ensure that:

1. All members have a clear understanding of the mandatory operational requirements associated with a Total Fire Ban, or a declared Fire Emergency within the Brisbane City Council Local Government Area.

19.2 By-Law

19.2.1 Fire Danger Ratings

The [Fire Danger Ratings](#) for Queensland are:



19.2.2 Operational Restrictions - Gas Turbine Aircraft.

Gas Turbine Aircraft shall not operate during any Total Fire Ban or declared Fire Emergency. *MAAA MOP030 – Gas Turbine Rules* applies.

19.2.3 Operational Restrictions – All other Classes of Aircraft.

Flying restrictions at Porter Field during a Total Fire Ban or a declared Fire Emergency shall be as follows:

1. **Up to High.** No restrictions. Note that Gas Turbine aircraft cannot be operated whilst a Total Fire Ban is in force.
2. **Extreme.** TMAC Committee to determine and advise.
3. **Catastrophic.** Automatic closure.

End of Operational By-Law 19.



20 Operational By-Law 20 – Days when Flight Operations are Prohibited

20.1 Objective:

The objective of the By-Law is to ensure that:

1. All members have a clear understanding of the mandatory operational requirements associated on days where flight operations are prohibited.

20.2 By-Law

20.2.1 Background

Historically, the TMAC Lease with Brisbane City Council has included days of the year when flight operations at Porter Field are prohibited.

From approximately 2010, lease documents no longer prohibited operations on any days of the year, however, by convention, these “no-flying” days have continued to be observed, albeit without any reference in the TMAC Rules or By-Laws.

This By-Law formalises the days and reasons where Flight Operations are prohibited.

20.2.2 Days on which Flight Operations are Prohibited.

Porter Field is closed, and all flight operations are prohibited on the days specified in the following table:

Day	Date	Times	Description
ANZAC Day	25 th April, or as promulgated by the Queensland Government.	Before 1:30pm.	As per Anzac Day Trading Hours , published by the Queensland Government.
End of List.			

End of Operational By-Law 20.



21 Operational By-Law 21 – Giant Model Operations at Porter Field

21.1 Objective:

The objective of the By-Law is to ensure that:

1. All members have a clear understanding of the operational requirements associated with Giant Models at Porter Field.

21.2 By-Law

21.2.1 Background

This By-Law formalises the approvals and pilot responsibilities when operating Giant Models at Porter Field.

21.2.2 MAAA Manual of Procedures (MOP).

MOP0015 - Heavy Model Aircraft Inspection and Operation Procedure applies and the latest version on the MAAA web site should be reviewed prior to flight operations of a Giant Model.

21.2.3 Conditions to operate Giant Models at Porter Field.

Giant Models are approved to operate at Porter Field, subject to MAAA MOP0015, and the following conditions and pilot responsibilities:

1. **Permit to Fly.** The pilot must carry and produce the current Permit to Fly for the aircraft, with the pilot's name on the Permit to Fly as an "Endorsed Pilot" on request.
2. **Form MAAA030.** The pilot must carry and produce the aircraft Form MAAA030 "Giant Aircraft Pre and During Construction/Assembly Inspection Assessment" form signed by a MAAA inspector on request.
3. **Gold Wings.** The Pilot must hold a Gold Wings Endorsement for the aircraft type;
4. **Flying Area Suitability.** It is the responsibility of the pilot of a Giant Model to be satisfied that the proposed flying area is suitable for the aircraft under the conditions present on the day.
5. **Specific Considerations.** When considering the suitability of any site, the Giant Model pilot should pay particular attention to, but not be limited to, the following items:
 - The size speed and number of any other aircraft that may be flying at the same time;
 - The maximum airspeed of the model;
 - The area required for the model to carry out normal planned manoeuvres;
 - Safety margins needed to cover any unforeseen incidents such as engine failure or control anomaly;
 - Wind speed and direction;
 - Length and surface of runway;



- Take off clearance of obstacles;
- Landing glide path clearance of obstacles;
- Consideration of possible engine failure on take-off or landing;
- Obstacles in general flight path;
- Possible alternate emergency landing areas;
- Overshoot considerations;
- Noise considerations;
- Location and clearance of other personnel, buildings, and car parks, relative to the planned flight path and that which might be required in an emergency.

End of Operational By-Law 21.



22 Operational By-Law 22 – Flight Operations Limits

22.1 Objective:

The objective of the By-Law is to ensure that:

1. All members have a clear understanding of the airspace limits associated with flight operations at Porter Field to comply with safety requirements.

22.2 By-Law

22.2.1 Background

This By-Law formalises the safety requirements for flight operations at Porter Field, including providing a separation of at least 122m from the edge of the Red Area shown in Figure 2 to Stanton Road West parallel to the motorway.

22.2.2 Introduction.

All flight operations must comply with following flight operations limits at all times.

If an incursion into the Red Area shown in Figure 2 occurs, the Pilot must leave that area in a safe manner as quickly as practical. If the pilot loses control or orientation whilst in the Red Area, the aircraft must be ditched immediately.

22.2.3 No Flight Operations behind the Pilot's Position

No flying behind the flight line for the length of the field in both directions. Note the exception is the rotary wing area to the southwest shown as a dogleg in the line. Please also refer to Figure 2 on the following page.

If an incursion occurs, the Pilot must leave that area in a safe manner as quickly as practical.

22.2.4 Flight Operations towards the Eastern Boundary.

No flying less than 400ft (122m) laterally from Stanton Road West where it runs parallel to the motorway exit ramp as shown in Figure 2. If an aircraft enters the Red Area it must be ditched immediately.

An additional Buffer Zone is shown in Figure 2. The Buffer Zone is not part of the flight operations area and is only intended to provide additional separation from Stanton Road West to reduce risk. Where an aircraft inadvertently enters the Buffer Zone, the Pilot must use reasonable endeavours to immediately fly back into the flight operations area.

22.2.5 Flight Operations to the North.

The limit of flight operations to the north is 30 metres before the bike path that runs from Stanton Road West to Wynnum Road as shown in Figure 2.

22.2.6 Flight Operations to the West

The limit of flight operations to the West is Bulimba Creek as shown in Figure 2.



22.2.7 No Flight Operations above 400feet Above Ground Level (AGL).

TMAC operates within the Brisbane airport Control Zone, so please observe the 400ft AGL operational ceiling at all times.

Pilots are required to be vigilant and must use reasonable endeavours to comply with this height limitation at all times.

Full-scale aircraft have right of way at all times.

Pilots must land if a full-scale aircraft approaches Porter near or below the 400ft AGL in altitude.

22.2.8 Visual Aids Turning Markers to the Northeast

Visual aids have been installed in the northeast corner of the field, shown in Figure 2 as two yellow dots.

The two turning indicators are as follows:

1. A white drum; and,
2. A yellow pole.

Pilots are to locate these visual aids prior to take-off and use them as a turning point to avoid entering the Red Area beyond the eastern fence.



Flight Operations Area



Figure 2. Flight Operations Restrictions

End of Operational By-Law 22.

Approved: 16 November 2022



23 Operational By-Law 23 – Reporting of Aircraft Crashes

23.1 Objective:

The objective of the By-Law is to ensure that:

1. All members have a clear understanding of the requirement to comply with reporting of damage to aircraft.

23.2 By-Law

23.2.1 Background

This By-Law formalises the additional reporting requirements related to aircraft which are damaged during operations at Porter Field and should be read in conjunction with MAAA *MOP001 Accident reporting*.

23.2.2 Reporting

Any accident involving the operation of a model aircraft, which results in damage to the aircraft, injury to another person(s) and/or damage to another's property shall be reported to the TMAC Secretary immediately as per the following table.

Crash site	Aircraft Under 7 kg	Aircraft Over 7kg or Turbine	Comment
Inside the TMAC Lease	No report required.	Report to Secretary, who reports to MAAA Safety Officer via phone and online form.	Overweight Aircraft requires re-certification before it can fly again.
Inside the TMAC Flight Operations Area	Report to Secretary for club records.	Report to Secretary, who reports to MAAA Safety Officer via phone and online form.	Overweight Aircraft requires re-certification before it can fly again.
Inside the Buffer or No-Fly Zone	Report to Secretary, who reports to MAAA Safety Officer via phone and online form.	Report to Secretary, who reports to MAAA Safety Officer via phone and online form.	Overweight Aircraft requires re-certification before it can fly again.

Notes.

1. **Flight Operations Area.** Refer to *Operational By-Law 22*.

2. Meaning of Crash.

- a. **Aircraft Under 7kg.** Aircraft damaged other than during a landing.
- b. **Aircraft Over 7kg or Turbine.** Any damage that requires a repair. This includes damage that occurs other than during a crash, for example, during a landing.

3. Meaning of Reporting.

- a. Reporting means contacting the Secretary by phone or other practical means immediately and prior to aircraft recovery.
- b. If the Secretary cannot be contacted, the pilot is to contact another member of the TMAC Committee.



4. Meaning of Crash Site.

- a. **Inside the TMAC Lease** means inside the Flight Operations Area inside fenced area of Porter field, but excluding the red shaded No-Fly area behind the Pilot's position as shown in Figure 2. Flight Operations Restrictions.
- b. **Inside the TMAC Flight Operations Area (FOA)** means the FOA defined in Operational By-Law 22 as shown in Figure 2. Flight Operations Restrictions, but excluding inside the Porter Field fenced area.
- c. **Inside the Buffer or No-Fly Zone** means the areas shown in Green (Buffer Zone) or the area shown in red (No-Fly Zone) including inside the fenced area as shown in **Figure 2. Flight Operations Restrictions.**

5. Information to be provided (as much as possible initially, and the remainder later).

a. Details of the model aircraft.

- i. Aircraft type.
- ii. Manufacturer.
- iii. Airframe Construction.
- iv. Approximate wingspan.
- v. Approximate flying weight.
- vi. Propulsion.
- vii. Radio System. 2.4GHz Spektrum equipment.

b. Contact details of the aircraft pilot.

- i. Name.
- ii. Address.
- iii. Phone.
- iv. MAAA AUS Number.
- v. MAAA Wings.
- vi. Overweight/ Turbine Inspection Certificate.

c. Other persons present at the club who witnessed the crash.

- i. Name.
- ii. Address.
- iii. Phone.
- iv. MAAA AUS Number.

d. Details of the Incident.

- i. **MAAA Club. Tingalpa Model Aero Club Inc.**
- ii. **Club Location.** 27.480831290422476, 153.11348455538086
- iii. Location of the Crash.
- iv. Time of the Crash.
- v. Description.
- vi. Primary cause of the incident.
- vii. Motor Vehicles involved.
- viii. Member of the Public involved.

e. A brief outline of the chronology of events (including):

- i. **Procedures followed by the remote pilot (MOP and club rules).**
Normal pre-flight procedures including:
 - Failsafe Test prior to first flight.
 - Range Test prior to the first flight.
 - Flight control test confirming full deflection of flight surfaces.
- ii. **A description of what occurred during flight.**
 - Take off.
 - Circuits Completed.
 - Reason for crash [Include all that apply].
 - a. Pilot loss of orientation.
 - b. Equipment fault.



- c. Airframe failure.
- d. Ditch due to entering no-fly zone.
- e. Collision with another aircraft.
- f. Controlled flight into terrain.
- g. Other [Specify].

iii. Actions taken post-flight, specifically:

- What actions were taken by the remote pilot?
- Who was contacted and what information was provided?
TMAC Secretary with a preliminary report via mobile phone.
- Were Police contacted?

End of Operational By-Law 23.