MODEL AERONAUTICAL ASSOCIATION OF AUSTRALIA

NIGHT FLYING PROCEDURE

MOP018

APPROVED MAAA PRESIDENT

Date: 04/05/2011

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This Policy and/or Procedure forms part of the MAAA Manual of Procedures. This entire document is for the use of all classes of members of the MAAA in the conduct of activities associated with the MAAA and is not be used for any other purpose, in whole or in part, without the written approval of the MAAA Executive.

NIGHT FLYING PROCEDURE

1. PURPOSE

This procedure is to record the minimum MAAA requirements for the conduct of night flying.

2. DEFINITIONS

CAR …… Civil Aviation Regulation

CASA. …… Civil Aviation Safety Authority

MAAA …… Model Aeronautical Association of Australia Inc.

3. APPLICABLE DOCUMENTS

This procedure satisfies the requirements for the conduct of the night flying of model aircraft under CAR (1998) Part 101.

4. POLICY

The MAAA requires additional safety measures for the conduct of night flying over those for normal daytime operation. This is to take into account the greatly reduced visibility of aircraft, pilot, and spectators at night.

5. PROCEDURE

5.1 GENERAL

All normal daytime practices and procedures for the class of aircraft being operated must be complied with, unless changed by this procedure.

The safety distances to buildings and spectators should be reviewed and increased if necessary to take into account changes in both perception and visibility of hazards.

Lights attached to aircraft shall be securely fastened to avoid the possibility of falling off during any manoeuvres.

Flying with the aircraft illuminated by spotlights is not permitted unless the aircraft is also capable of immediately reverting to operation under the night flying conditions specified for the class of aircraft in the event that the aircraft flies out of the spot light beam.

Flying of Free Flight and Radio Control aircraft under ‘stadium’ type lights is only permitted with the approval of the relevant State Association. Full details shall be supplied by the organisation wishing to carry out the activity when seeking approval. This shall include the site location, the area covered by the lighting and its position and intensity together with what lies outside the floodlit area including spectators or members of the public. The maximum size, power and speed of the aircraft that it is proposed to fly shall be specified. Other relevant information should be supplied together with any additional information requested by the State Organisation. Any approval shall be confirmed in writing and may be for a specific time and date or for any longer period up to one calendar year.

5.2 CONTROL LINE

The aircraft shall be lit, internally or externally, in a manner that enables the pilot to adequately control it.

Sufficient precautions shall be taken to ensure that spectators and anyone else not involved in flying the aircraft cannot accidentally go into the path or likely path of the aircraft. This may be by physical barrier, increased safety distances, by ensuring that spectators cannot change their position during the flight, or similar means appropriate to the location.

5.3 FREE FLIGHT

The aircraft shall be fitted with lights in a manner that enables all persons present to be aware of the location and flight path when within 30 metres of it.

Spectators shall be upwind of the launch point and at a sufficient distance from it to make it unlikely that the safe distance requirements of CAR (1998) Part 101 will be breached during the flight.

5.4 RADIO CONTROL

The aircraft shall be fitted with lights in a manner that enables the pilot to adequately control it at the maximum range at which it is expected to fly.

No exterior lighting shall be present in a position that could dazzle the pilot or otherwise inhibit the view of his aircraft.

The radio range shall be checked after fitting the lights, and with them operational, to ensure it is not degraded.

The area under which the flight is to be conducted shall be surveyed during daylight to ensure it is clear of obstructions. Any residual obstructions shall be lit or otherwise identified to the pilots.

All pilots and assistants shall stand together and no one other than them shall be allowed in the flying area.

In the event of a public display the pilots shall have practised the manoeuvres to be performed with the display aircraft prior to the event. This shall have been at night and with the aircraft lighting to be used during the display but not necessarily at the same venue.

6. VARIATIONS

No variations to this procedure are allowed without prior reference to, and the written approval of, the MAAA Secretary.

7. RESPONSIBILITY

The implementation of this procedure is the responsibility of the pilot in the case of individual flying or the organiser in the case of either a private or public event.