



Model Flying Hawkes Bay

Affiliated to Model Flying New Zealand Inc.

Model Flying Hawkes Bay Awatoto Field Rules and Recommendations

Purpose

The primary purpose of these **Rules and Recommendations**, along with links to Civil Aviation Authority (CAA) and Model Flying New Zealand (MFNZ), is to signal the priority Model Flying Hawkes Bay (MFHB) places on safety, and the importance for Members to have read and to follow any such rules and documentation. Accordingly, MFHB promotes the MFNZ Wings Badge scheme.

Introduction

MFHB Field Rules apply differentially depending on location on the field, its use by other Members, and the type of aircraft being operated: main flight line, park flying, centre field and racing quad copters. It is the flier's responsibility to ensure appropriate aircraft and transmitter functionality prior to flying. Some rules necessarily apply to all members, as they fall under current CAA regulations (Refer Addendum).

General

- **No aircraft shall be flown higher than the CAA approved 120 metres (400 feet) unless approval has been given to the Club on application, and the requirement to land or avoid full size aircraft in close proximity to the field shall be followed.**
- **The main gate shall always be left locked after entry and exit. The last person to leave needs to ensure the shed, car park and field gate are padlocked.**
- **Unaided line of sight shall be maintained, with an observer for FPV flights. Flying shall only occur during daylight hours.**
- **Aircraft shall be started on the starting poles and never in the Deans Shelter. Electric motors shall only be run in the Deans Shelter with the propeller removed.**
- **Aircraft shall not be launched towards other people.**
- **Situational awareness needs to be maintained and assisted by observers where required.**

Main Flight Line

- Observers are required for fliers who do not hold a current Wings Badge
- Circuits shall be away from the flight line

Recommended Actions

- When 2 or more aircraft are intending to use or are using the flight line, the taxi strip should be set up by a circuit flier to facilitate entry to and from the flight line (Cones, fire extinguisher, etc.)
- Fliers using the field for circuit flying shall indicate their presence on the flight line and announce their intention to land and take off

Park Flying Area/Centre Field

- Winch, bungee launch, and large electric powered sailplanes shall be launched away from the centre field and landed toward the centre field
- Take offs and landings, including low level flights, shall be a safe distance from the Deans Shelter and car parking areas

Recommended Actions

- Awareness of people on the stop bank is necessary at all times
- Aircraft using the centre field area should only transit between the starting area and the flight line at a high enough altitude (recommended >50m) so as not to interfere with any operations between the flight line and the starting area

Quad Copter and FPV Area

- Racing Quads and all FPV aircraft shall only be flown within the immediate environs of the flagged area if there are any other flying groups on the field
- No person shall enter the FPV flight area while any FPV flight is occurring
- Pilots shall announce their intention to commence flight
- An observer for each flier shall be maintained

Recommended Actions

- Spectators shall not enter the flying area at any time

Conclusion

The adoption of these **Rules and Recommendations**, along with high operational situational awareness, will ensure safety is a priority for both members and others in the environs, and follow CAA and air traffic obligations. Education and co-operation is paramount.

Addendum

The following are links to CAA and MFNZ, much of which applies to MFHB Members: <https://www.aviation.govt.nz/drones/rules-and-regulations-for-drones-in-new-zealand/part-101-rules-for-drones/> provides a good general introduction.

https://www.aviation.govt.nz/assets/rules/consolidations/Part_101_Consolidation.pdf - Sub-part E is applicable to MFHB Members, particularly pages 21 through 26.

https://www.modelflyingnz.org/docs/general/MFNB_Members_Manual_2018_Rev_0.pdf - pages 7 and 11 through 19 are important.