

**Western Bay
Model Flyers
Inc.**

Sites Management Plan

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General

The club is affiliated to the national governing body, Model Flying New Zealand (NZMAA).

The club will operate under the rules and guidelines promulgated from time to time by Model Flying New Zealand. The NZMAA club manual applies in full to all operations at all times by all members of the club. The NZMAA club manual is available on the association's web page (<http://www.modelflyingnz.org/clubs.html>).

Western Bay of Plenty District Council

Some of the club sites are on parks and reserves owned by the Council. Bylaws permit the operation of model aircraft, provided no nuisance is caused. The wording of the relevant bylaw is:

24 Aircraft

24.1 No person may, without the written permission of an authorised officer, and having paid any applicable fees set by the Council from time to time –

- (a) Land an aircraft in a reserve, or take off in an aircraft from a reserve; or
- (b) Use an aircraft to set down, pick up, or recover anything in a reserve; or
- (c) Parachute into a reserve.

24.2 Nothing in clause 24.1 prevents any aircraft from being used in or over a reserve in an emergency situation.

24.3 Despite clause 24.1 a person may operate power driven model aircraft in a reserve provided that such operation does not cause annoyance, hazard or inconvenience to other users of the reserve.

Club members flying models in parks or reserves, whether or not they are registered club sites, will observe the protocols suggested by NZMAA (and agreed in Auckland for flying in parks not designated as flying sites) to be pro-active in ensuring that the Council's conditions are complied with:

- electric power only (no internal combustion engines)
- No flying over houses
- No flying over walkways or other areas where the public might congregate
- No disturbance to be caused to other legitimate park users or their pets

See the detailed sections below for additions to this general protocol for Maramatanga Park.

Traffic

No more than a specified number of vehicles will be permitted at the club's sites at any one time. First come, first served.

Parking areas are shown on the plans of each site.

Noise

No model will be permitted to fly at any of the club's sites unless it complies with the noise limits for that site.

Where internal combustion motors are permitted, no model will be permitted to fly unless it produces a sound level not exceeding 50 dB(A) at the nearest residential or sensitive site boundary locations identified on the site plan as noise-sensitive. Noise levels will be tested according to the national standards set by Model Flying New Zealand and in accordance with New Zealand Standards NZS 6801:1991 and NZS 6902:1991.

A club officer will check the noise level with an approved meter, taking readings at 7 metres from the model at full power, one reading in front of the model, one reading at each side, and one reading to the rear. If all readings are below **82dB(A)** the model will be permitted to fly; otherwise the model will not be permitted to fly until changes are made and the model meets the required noise standard.

Whenever changes are made to a model that will affect its noise output, the model may not fly again at the club's sites until the noise level has been checked and confirmed satisfactory.

A club officer will maintain a register of test results, available to all members and enquirers, showing noise levels for each model and whether or not the model is permitted to fly at the club's sites.

Authorised models are not allowed to fly outside the boundaries shown on the site plan, to avoid excessive noise at noise-sensitive locations.

Safety

All applicable procedures and rules set out in the Model Flying New Zealand Club Manual will apply.

The club will designate a duty safety officer who will oversee all aspects of safety while model flying is in progress.

Radio Frequency Allocation

The club will provide a whiteboard on which users of radio transmitters requiring a dedicated frequency may declare the frequencies in use. All such users must

1. keep their transmitters switched off until their required frequency becomes available, when they may claim the frequency by updating the board
2. park their transmitter in a designated area by the pits until their frequency becomes available
3. when they have finished their flying session, switch off and return their transmitter to the designated area and remove their claimed frequency from the whiteboard

Users of transmitters that do not require a dedicated frequency (eg 2.4 GHz) need apply no specific frequency control procedures.

Flying

All applicable procedures and rules set out in the Model Flying New Zealand Club Manual will apply.

Each site plan shows where flight is permitted, areas not to be overflown, circuit directions, the location of the pits, pilot box, and other safety features. Where possible, the flight line (“the pilot box”) will be 20 metres in front of the pits area.

It is vital that models do not overfly areas where members of the public may be, the pits area, the car park or the adjoining properties – as well as any other prohibited areas shown on the site map. Models may never be flown behind the flight line.

No model may exceed a height above ground of 400’ (four hundred feet), unless the Civil Aviation Authority has granted an exemption, for example for a competition day.

A maximum of 4 (four) models is permitted to fly at the same time at any site, except on competition days when the contest director may set a different maximum number.

When more than one model is airborne, pilots must have a competent observer with them.

All pilots and observers must operate from within the pilot box, which must be set back from the edge of the runway to maintain visibility for other pilots and reduce the risk of personal injury.

All solo pilots must have obtained the ‘Wings badge’ appropriate to the model they are flying. Pilots who have not yet obtained the ‘Wings badge’ must be under the direct supervision or control of a ‘Wings badge’ holder or other designated tutor.

Hours of operation

Flying at club sites will be permitted only between the hours of 9am and 6pm, except:

- a) On competition days
- b) Other days agreed between the club and residents of adjoining properties.

Competition days

The club may host competitions at its sites on a maximum of 6 (six) days per year. Competition days may involve additional people present at the sites, and extended operating hours. Other constraints including (but not limited to) noise, areas and heights of permitted flights will remain unchanged.

Competition days will be advertised as appropriate by email, magazine or newspaper notices, site gate notices, or other means.

Lost models

Where models land or crash outside the club’s sites, owners MUST obtain permission from the relevant landowner or tenant before entering private land to attempt retrieval.

Contact details for relevant owners or tenants are in the Appendix.

Maintaining this plan

The club committee is responsible for an annual review of this plan, to ensure it is kept up to date with all applicable legislation, standards and policies established by NZMAA.

Section 1: Waihi Beach Airfield

The club has negotiated an agreement with the owner and operators of Waihi Beach Airfield. Models are permitted to fly there without prior notice at any time – and always subject to model flyers complying with the rules. Waihi Beach Airfield is an active airfield, used by full size aircraft that may arrive or depart at any time without notice. The rules ensure that all model flying operations comply with applicable aviation law.

The club will provide training for observers, and will provide one or more air-band radio receivers.

Annex1: Waihi Beach Airfield – rules for model flyers

General

- Anyone flying a model at Waihi Beach airfield must be covered by valid MFNZ insurance
- All flying must be in accordance with MFNZ requirements
- The only model flyers allowed are WBMF members, unless the airfield operators agree an exception

Manned aircraft have absolute right of way at all times

- As soon as it appears that a manned aircraft may wish to use the airfield, any model that is in the air, every person involved in model flying and any equipment will immediately return to the pits area
- All model-related activities, people and equipment will remain confined to the pits area while any manned aircraft is manoeuvring on the airfield

Every model flyer must be accompanied by a trained observer

- The observer's role is to make model flyers aware of:
 - Manned aircraft (which may or may not be making radio calls) in the vicinity
 - Any aircraft on the ground that is preparing to manoeuvre
 - People, animals or vehicles that could present a hazard
 - A model appearing likely to leave the permitted flying area

Every model flying session must include at least one person equipped with and trained to understand Airband radio

- ***No radio operator with radio = no model flying or mowing – no exceptions, at any time, ever***
- The radio operator's role is to:
 - Listen for aircraft transmissions
 - Advise model flyers if it seems an aircraft will be using the airfield

Mowing

- The ride-on mower will be stored in the airfield hangar
- The only people authorised to enter the hangar are
 - the keyholder
 - trained mower operators, at the request of the keyholder
- Mowing will only take place when there is at least one person equipped with and trained to understand Airband radio
- Mower operators will take the mower to and from the "model runway" via the route prescribed by Waihi Beach Flyers
- The mower may never travel to or from the "model runway" along the centre of the airfield runway

The runway

- Nothing may ever be placed or left on the runway, apart from models
- This means that no object such as
 - windsock
 - ribbon on a pole
 - markers around the "model runway"
 - damaged pieces of model
 - or anything that could conceivably interfere with or damage a manned aircraft

may be placed or left on the runway

Model flying

- Models will take off from and land on the “model runway” and nowhere else on the airfield
- All model flying will take place over the fields to the west of the airfield
- No model may be flown over any of the houses or buildings on the eastern side of the airfield
- No model may be flown over the hangar, parked vehicles or parked aircraft
- Model flyers will use the prescribed pilot box/flight line, established in front of the pits area, to avoid straying too far onto the runway and to avoid conflicting the pits area

The pits area

- The access gate to the airfield must be kept closed
- A maximum of two vehicles may be driven to and parked in the pits area
- One vehicle to be parked at each end of the pits area, well clear of the runway
- Drivers will take vehicles to and from the pits area via the route prescribed by Waihi Beach Flyers
- When moving on the airfield, vehicles must display hazard flashers
- Vehicles may never travel to or from the pits area along the centre of the airfield runway
- People, models and other equipment are all to remain within the pits area, except when flying or observing models

Uninvited visitors

- Members of the public may want to walk on the airfield to visit the model flyers. Model flyers are requested to do their best to see that visitors:
 - are told they should not just walk on to an operational airfield
 - understand the risks of being on an operational airfield, particularly the risk of a landing aircraft hitting them
 - remain clear of any aircraft or models
 - leave the airfield as safely as possible

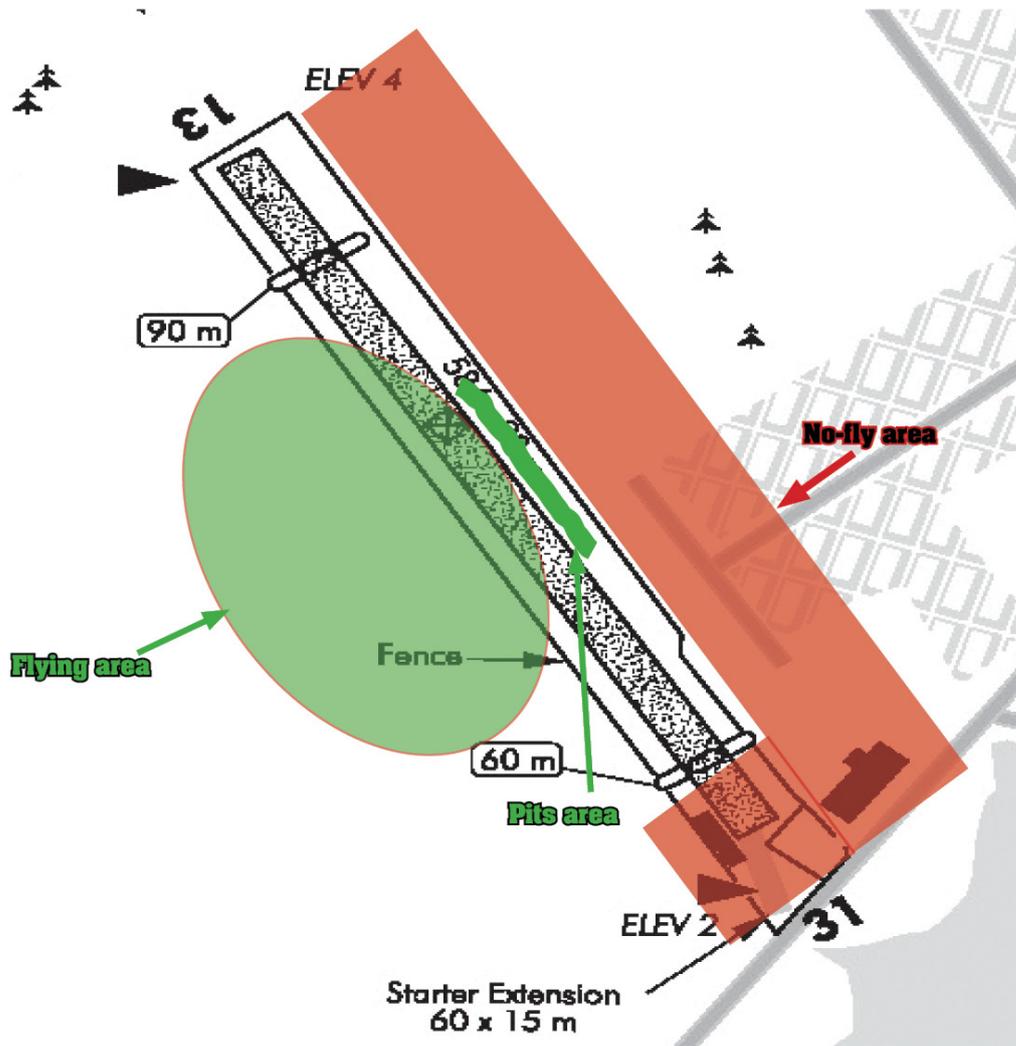
Winter conditions

- There may be times in winter when the airfield is closed. No access is permitted at that time.

Finally

- These rules must be adhered to. Failure to do so will terminate the agreement, ending model flying at Waihi Beach airfield.

Annex 2: Site plan



Section 2: Maramatanga Park, Te Puna

This site is on a Council reserve, and within Tauranga Airport's controlled airspace. Air Traffic Control has agreed that model flying may take place at Maramatanga Park to a maximum height above the ground of 400 feet (approximately 120 metres). The airspace at Maramatanga Park is Class D.

This site will not be formally registered with Model Flying New Zealand as a club site, because this would require resource consent from Western Bay District Council.

Car parking is in the public car park between the tennis courts and the sports fields.

The mown area the other side of the trees from the car park will be the pits area.

The location of the runway, the pilot box and other arrangements will be determined on the day, taking into account what surfaces have been mown, the direction of the wind, and obstacles such as goal posts. The flight line ("the pilot box") is to be 20 metres or more from the pits area.

Marshals will:

- Be appointed whenever flying is taking place
- Be positioned appropriately to warn of any members of the public who may approach
- Warn pilots and their observer to ensure flying operations remain clear of members of the public

Under no circumstances may models be flown over the tennis courts, the car park or any of the buildings

Annex 1: Maramatanga Park, Te Puna – Site Plan



Circuits to be flown in the area shaded in red

Section 3 : Matahui Road, Aongatete

This site is a privately owned airstrip, in use by full-size aircraft. Safety of operations at this site is therefore of paramount importance. Air-band radio shall be used at all times to provide early warning of an aircraft approaching to land. If an aircraft is approaching, all models that are flying shall land immediately and all members will move clear of the runway.

Access to the strip is permitted only after prior consent of at least one of the operators has been obtained no less than one day earlier – contact details are in the final Appendix.

The flight line (“the pilot box”) is to be 20 metres or more from the pits area.

Every pilot of a model must be accompanied by an observer competent in using an air-band radio to listen out and watch for full size aircraft approaching or preparing to leave the airstrip.

Electric models only, no internal combustion engines

No more than three models may be flown at the same time

Access to the strip is via the entrance for Matahui Lodge, 187 Matahui Road. Follow the sealed driveway to the bottom of the slope and then use the route indicated on the site map.

There is parking for a maximum of 10 cars at the site – first come, first served.

Parts of the site get very wet in winter. Do not drive onto the wet areas to avoid damaging the surface, and to avoid getting your vehicle bogged down.

This site is in class G airspace. The maximum height that models may be flown here is 400’ (about 120 metres) above the surface.

Annex 1: Matahui Road, Aongatete – Site Plan



Circuits to be flown in the area shaded in red

Appendix : Contact details for landowners and tenants

Waihi Beach Airfield operators:

- Lindsay Brown 07 863 5296
- Dave Evans 021 059 3040
 07 863 5987

Matahui Road:

- The adjoining properties are owned by:
 - Bevan and Jean Bodmin, 147 Matahui Road, Aongatete – 07 552 0101
 - Trevor and Kay Mitchell, Matahui Lodge, 187 Matahui Road, Aongatete – 07 571 8121
 - Keith Skilling and Kath, (details to follow)

Section 4: Visual Navigation Chart

Valid from November 2016

