



Australian Government

Civil Aviation Safety Authority

INSTRUMENT NUMBER: CASA.MODEL.0015 Revision Initial

I, Darren James McGrath, a delegate of CASA, make this instrument under regulation 11.056 and 101.410, and paragraph 101.030(1)(a) of the *Civil Aviation Safety Regulations 1998 (CASR)*.

A handwritten signature in black ink, appearing to read 'D. McGrath'.

Darren James McGrath
Acting Team Leader RPAS Operations
Regulatory Oversight Division

20 May 2024

Approval – an area for the operation of model aircraft to conduct a flying display

1 Name

This instrument is *CASA.MODEL.0015 Revision Initial – Approval of an area for the operation of model aircraft to conduct a flying display – 2024*.

2 Definitions

Note In this instrument, certain terms and expressions have the same meaning as they have in the Civil Aviation Act 1988 and the regulations. These include: model aircraft and model aircraft flying display.

In this instrument:

AGL means Above Ground Level.

approved area means the area approved under Schedule 1.

MTOW means Maximum Take-off Weight.

the operator means New South Wales Free Flight Society, Aviation Reference Number 1227912.

the club means New South Wales Free Flight Society.

the club rules means NSW Free Flight Society Operations Manual v1.0 dated May 2024, as it exists at the time this instrument commences.

relevant display operator means an operator of a model aircraft in association with a flying display.

relevant operator means a person operating model aircraft who is:

(a) a member or inducted visitor of the club.

3 Application

This instrument applies to the relevant operator, operating model aircraft weighing up to 25kg MTOW.

4 Approval

I approve the relevant operator to operate model aircraft in the area specified in Schedule 1.

5 Conditions

1. The approval is subject to the conditions in Schedule 1; and
2. If the relevant operator is operating the model aircraft in the approved area for the purpose of a model aircraft flying display, the approval is also subject to the conditions in Schedule 2.

6 Duration

This instrument:

- (a) commences on 20 May 2024; and
- (b) is repealed at the end of 20 May 2026.

Schedule 1 General Conditions

1. The approved area for the operation of model aircraft is the area defined by the following co-ordinates:

Operating area 1:

Point 1: 334934.07S 1471806.65E
Point 2: 334934.42S 1471825.77E
Point 3: 334939.97S 1471830.79E
Point 4: 334952.06S 1471809.67E
Point 5: 334933.71S 1471752.22E
Point 6: 334934.07S 1471806.65E

- above 400 feet and not exceed 2000 feet (610m) AGL; and
- during daylight hours only

Operating area 2:

Point 1: 334916.86S 1471738.22E
Point 2: 334837.52S 1471840.01E
Point 3: 334913.46S 1471912.30E
Point 4: 334932.71S 1471841.10E
Point 5: 334928.09S 1471831.36E
Point 6: 334925.01S 1471828.35E
Point 7: 334922.89S 1471824.91E
Point 8: 334924.95S 1471821.69E
Point 9: 334923.26S 1471819.94E
Point 10: 334921.61S 1471818.19E
Point 11: 334921.87S 1471816.55E
Point 12: 334915.00S 1471809.93E
Point 13: 334921.10S 1471759.17E
Point 14: 334924.31S 1471753.56E
Point 15: 334927.29S 1471747.95E
Point 16: 334916.86S 1471738.22E

- above 400 feet and not exceed 2000 feet (610m) AGL; and
- during daylight hours only

2. A relevant operator must comply with:
 - (a) the club rules.
3. The club must appoint a dedicated flight line observer, who must be present on the flight line when model aircraft operations are being conducted.
4. The observer must:
 - (a) maintain a visual lookout for aviation traffic; and
 - (b) monitor the local aviation frequency for aviation traffic; and
 - (c) in the event that a conventionally piloted aircraft is identified operating in the vicinity of the operating area in Schedule 1, condition 1, ensure that all model aircraft are operated below 400 feet AGL.
5. The relevant operator must comply with any safety-related direction given by a

observer.

6. Persons not directly involved in the operation of model aircraft must be confined to areas no closer than 30 metres behind the flight line.
7. Model aircraft must not be flown unless a current NOTAM advising of model aircraft operations is active, or a model aircraft symbol appears on the current AIP charts.

Schedule 2 Flying Display Conditions

1. The display director is responsible for compliance with this instrument and any safety-related instruction, by all relevant display operators operating a model aircraft at the flying display.
2. A relevant display operator:
 - (a) must attend the daily pilot briefing, which will be notified by the flying display organiser at a time and place to be advised; and
 - (b) must comply with any safety-related direction given by the display director or the appointed safety officer; and
 - (c) may only fly display sequences that have been approved by the display director.

Note: This instrument does not confer on the operator any rights as against the owner or occupier of any land on or over which operations are conducted, or prejudice in any way, the rights and remedies which any person may have in law in respect of any injury to persons or damage to property resulting directly or indirectly from the operation.