

APPENDIX A – CASA General Instrument CASA.MODEL.0093



Australian Government
Civil Aviation Safety Authority

INSTRUMENT NUMBER: CASA.MODEL.0093 Revision: 2

I, Scott Duffy, a delegate of CASA, make this instrument under regulations 11.056, 101.030(1)(a), 101.065 and 101.080 of the *Civil Aviation Safety Regulations 1998 (CASR)*.

A handwritten signature in black ink, appearing to be 'S. Duffy', written over a light blue horizontal line.

Scott Duffy
Manager, Remotely Piloted Aircraft Systems Operations
Regulatory Oversight Division

05 March 2025

Approval of an area for the operation of model aircraft by members of clubs affiliated with the Model Aeronautical Association of Australia 2025

1 Name

This instrument is *CASA.MODEL.0093 Revision: 2 – Approval of an area for the operation of model aircraft by members of clubs affiliated with the Model Aeronautical Association of Australia 2025*.

2 Repeal

This instrument repeals CASA.MODEL.0093 Revision: 1.

3 Duration

This instrument:

- (a) commences on date of signature; and
- (b) is repealed at the end of 28 February 2029.

4 Definitions

Note: In this instrument, certain terms and expressions have the same meaning as they have in the *Civil Aviation Act 1988*, the *Civil Aviation Safety Regulations 1998*, and the *Part 91 (General operating and flight rules), Part 101 (Unmanned Aircraft and Rockets) Manual of Standards 2019*. These include: **AGL**, **aerodrome operator**, **controlling authority**, **giant model**, **model aircraft**, **relevant event**.

In this instrument:

approved area means the area approved under Schedule 1.

ERSA means the En Route Supplement Australia publication.

Aerodrome means an area designated for the purposes of landing a conventionally piloted aircraft, which may or may not have a designated ICAO airport code.

a club means an MAAA affiliated model aircraft club.

club field means the area of operation, designated by co-ordinates contained in the club rules of a club, for the operation of model aircraft.

ICAO means the International Civil Aviation Organization

the club rules mean a club's documented process and procedures, as it exists when operating under the authority of this instrument.

MAAA means the Model Aeronautical Association of Australia, Aviation Reference Number 578375.

model aircraft operator means a person operating model aircraft.

MOP means an *MAAA Manual of Procedure*.

Tx/Rx means a Radio Transmitter and Receiver module(s) used for the control and navigation of a model aircraft.

5 Application

This instrument applies to a model aircraft operator, when operating a model aircraft at a club field, who:

- (a) is a member or inducted visitor of the club; and
- (b) an affiliated or honorary member of the MAAA.

6 Approvals

The model aircraft operator is approved to operate model aircraft at club fields.

The MAAA is approved as an aviation administration organisation.

7 Conditions

The conditions in Schedules 1 to 3 must be complied with.

Note: This instrument approves an area for the purposes of regulation 101.410(2)(a) of the CASR for the conduct of a model flying display in accordance with the rules and procedures of an approved aviation administration organisation.

Note 2: This instrument does not confer on the MAAA or model aircraft 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.

Schedule 1 – General Conditions

1. The model aircraft operator cannot conduct operations Restricted Airspace unless the club of the model aircraft operator holds a Restricted Area Permission issued from the Controlling Authority of the Restricted Area (see ERSA).
2. Model aircraft may only be operated:
 - (a) up to a height as defined in the relevant schedule of this instrument; and
 - (b) within the club field designated flying area; and
 - (c) during daylight hours; and
 - (d) in Class G airspace.
3. The model aircraft operator cannot conduct operations unless the club of the model aircraft holds an authorisation from the MAAA (however issued) that:
 - (a) provides permission to the club to operate under this instrument; and
 - (b) clearly outlines the applicable schedule(s) and permitted operational height that apply to the members of the club.
4. A model aircraft operator is not permitted to operate under a schedule of this instrument without the MAAA authorisation permitting the schedule.
5. The MAAA must maintain an up-to-date electronic register of authorised clubs whose members operate under this instrument. The register must be updated every 3 months, and an electronic copy provided to CASA RPAS Operations by email.
6. Where a model aircraft operator is permitted under a schedule to operate above 1000 feet AGL, the model aircraft operator may only do so if the club has appointed a responsible person to act in the role of observer, who is solely responsible for:
 - (a) maintaining a visual lookout; and
 - (b) whereby upon becoming aware of a conventionally piloted aircraft operating within the vicinity of the club field, ensuring all model aircraft are operated below 400 feet AGL; or
 - (c) directing all model aircraft to land as soon as practically safe to do so.
7. A model aircraft operator must comply with:
 - (a) the club rules; and
 - (b) the MAAA rules and the MAAA Manual of Procedures (MOPs); and
 - (c) any safety-related direction given by the observer.
8. The MAAA must not amend the following MOP(s) without written approval from CASA:
 - (a) MOP001 - Incident and Accident Reporting
 - (b) MOP004 – Model Aircraft Operations above 400 feet AGL
 - (c) MOP019 – Model Flying Display
 - (d) MOP067 – Assessment of Club Field for MAAA General Instrument.

Schedule 2 – Height Conditions

1. Model aircraft are permitted to operate above 400 feet AGL (in accordance with MOP004), up to the height(s) listed below, subject to MAAA authorisation:
 - (a) above 400 feet, up to 1000 feet AGL; or
 - (b) above 400 feet, up to 1500 feet AGL; or
 - (c) above 400 feet, up to 2000 feet AGL.
2. When operations occur in restricted airspace, the height authorisation under this instrument must be provided to the Controlling Authority for their consideration prior to being issued with a restricted airspace permission.
3. When operating a model aircraft above 400ft AGL (that is classified as a giant model aircraft) the model aircraft operator must:
 - (a) prior to the first flight of the day, ensure all fail-safes operate as intended; and
 - (b) prior to each flight ensure, control surfaces and Tx/Rx radio modules are serviceable and functioning; and
 - (c) in the event of a systems failure occurring during flight, either:
 - (i) maintain the ability to manually navigate and safely land the aircraft; or
 - (ii) initiate a fail-safe system, designed to limit the distance travelled by the aircraft, such that the risk or injury to a person or damage to property is minimised.

Schedule 3 - Operations at or near an Aerodrome

1. During operations at an aerodrome, the club must ensure:
 - (a) model aircraft are only operated in accordance with the permission of the Aerodrome Operator.
 - (b) the aerodrome is identified as an Aircraft Landing Area (ALA) or a certified non-controlled Aerodrome (see ERSA).
2. Model aircraft are not permitted to operate during a relevant event occurring at the Aerodrome.
3. When operating at a certified non-controlled aerodrome:
 - (a) the model aircraft operator monitors the local aviation frequency for aviation traffic; and
 - (b) the model aircraft operator and any other persons under the authority of the MAAA, must wear a reflective high visibility vest or compatible high visibility clothing, whilst operating within the runway gable markers; and
 - (c) in addition to observer responsibilities listed in Schedule 1 – General Conditions, if a conventionally piloted aircraft is identified operating to or from the Aerodrome, the observer must direct the model aircraft operator to land and clear the runway (outside of the gable markers) as soon as practicably safe to do so.
4. A model aircraft operator and any persons under the authority of the MAAA, must comply with any permissions and safety-related direction given by the Aerodrome Operator.