



MALTA MODEL AIRCRAFT FLYING ASSOCIATION

Registered as VO/793 – SM/C 167

EASA UAS Operator Registration Number

MLT2xe5e171867mq

STANDING REGULATIONS

EFFECTIVE DATE 18th December 2023

Rev: 03

This revision is hereby signed and accepted by the MMAFA and TM--CAD

Mr. Martin Mifsud

MMAFA President

Dr. Analiza Abdilla

Analiza Abdilla

Digitally signed by Analiza Abdilla
Date: 2023.12.18 13:44:28 +01'00'

Reviewed by UAS Inspector TM--CAD

(All previous Standing Regulations to this revision are considered invalid)

All members of the Association at all times shall comply with these regulations. Any breach of it shall be duly investigated by the Committee and may lead to disciplinary action varying from a warning, a suspension and or dismissal.

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PILOTS MUST ABIDE FULLY WITH THE FLIGHT SAFETY CODE WHICH FORMS AN INTEGRAL PART OF THESE STANDING REGULATIONS

01: Once the application for membership is approved a Copy of the Standing Orders is delivered to the new member. The new member in return has to sign that he/she **have** read, understood and accept to abide by the current version of the Standing Regulations.

02: When a member renew the membership on the application he/she signs that he will be abiding by the current version of the Standing Regulations.

03: Members will be registered as a Pilot on the MMAFA's registration on tmcad.idronect.com, and receive an invitation by email to validate the registration. Only when the registration is complete is the member considered fully registered as a remote pilot under the MMAFA's registration.

All members of the Association at all times shall comply with these regulations. Any breach of same shall be duly investigated by the Committee and may lead to disciplinary action varying from a warning, a suspension and or dismissal.

Standing Orders --- Revision Control Sheet

Rev Nr.	Date	Status	Signature
00	2018	Superseded	The Committee
01	2022	Superseded	The Committee
02	5 th May 2023	Superseded	Martin Mifsud (President)
03	18th December 2023	Current	Martin Mifsud (President)

Distribution List:

Certified Copy at MMAFA Committee Office

Certified Copy at TM-CAD

MMAFA Website

Laminated Copy on MMAFA Club House Notice

Board Soft Copy to all Members via email.

Hard Copy delivered or mailed to Members without email access.

Method of Notification:

Once a new revision of the Standing Orders is approved, a Notice will be affixed on the Club's Notice Boards informing the member to check their email for their soft copy, or request a hard copy.

Abbreviations':

AGL	<i>Above Ground Level</i>
EASA	<i>European Aviation Safety Agency</i>
I.A.W.	<i>In accordance with</i>
MMAFA	<i>Malta Model Aircraft Flying Association</i>
NOTAMS	<i>Notice of Airfield Model Site</i>
NFZ	<i>No Fly Zone</i>
SM	<i>Sports Malta</i>
SR	<i>Standing Regulations</i>
TM-CAD	<i>Transport Malta – Civil Aviation Directorate</i>
VLOS	<i>Visual Line of Sight</i>
VO	<i>Voluntary Organisation</i>

EASA REQUIREMENTS EFFECTIVE 31 December 2020

As a fully paid member of the Malta Model Flying Association, he/she is governed by the Standing Regulations and Insurance of the Association. Now therefore, the RC Pilot can exercise his/her right to fly within the airspace as mentioned in part Part D Section 14 of the SR's without any further EASA Certification provided that he is registered on the MMAFA's EASA UAS Registration on tmcad.idronect.com

At the time of Revision 02 approval the EASA A1/A3 Certificate is not mandatory but recommended.

Part A: SAFETY ON THE GROUND.

Sub-Part

01: Driving in and out of the MMAFA compound is limited to a maximum speed of 20km/hr. Keep a sharp lookout for pedestrians, especially children.

02: Members should park their cars in the marked parking zones on the Club House side in an orderly manner to allow parking for all members. **Parallel Parking is prohibited.**

03: Models and equipment MUST be assembled within designated pits areas.

04: Starting /running of models engines and taxiing (including electric prop planes and EDF's) under the pits or **ANYWHERE** outside the pits is **PROHIBITED**. Designated start up areas for small, large and Turbine Aircraft are clearly assigned.

05: Members' young children and the general public **MAY NOT** enter the pits area.

06: It is the responsibility of each individual member who makes use of club's portable equipment or furniture to return them to the clubhouse after use.

07: It is the responsibility of the last member leaving our flying site to make sure that the Club House, Toilet and the Gate are locked.

08: It is the duty of all members to make use of club facilities in a responsible and safe manner.

09: SMOKING is prohibited except within the DESIGNATED AREA/S.

10: NOTAMS re Ground Ops may be issued from time to time via Email.

Part B --- Flying Grades (Issued by the Committee)

Sub-Part:

01: Every Flying Member will be graded in accordance with his piloting skills:

01:01 Grade A Certificate, is issued to recognise a good standard of safety and a pilot's increased ability in flying skills including all aerobatics maneuvers and inverted flight.

Grade A Pilots can also act as Instructors or Examiners.

01:02 Grade B Certificate, is issued to recognise a good standard of safety and a pilot's ability in flying skills to acceptable standards including basic Aerobatics.

- Inside Loop,
- Outside Loop,
- Roll
- Stall Turn.

01:03 Grade C Certificate is issued to recognise a good standard of safety and a pilot's ability in flying skills to acceptable standards excluding any aerobatics.

01:03 Grade D Certificate, is for Beginner Pilots of Aeroplanes, Helicopters & Quads.

01:03:01 A "Grade A" pilot or an experienced pilot (*experienced is referred to a member with Grade B and 3 years experience or more*) must check all beginners' models for full airworthiness before any attempt to maiden fly the model for

- Overall damage Inspection
- Control surfaces – hinges and links rods.
- Servos secure and leads checked
- Engine/Motor correctly fastened. All parts are secured and no possible room for any play
- If Electric – Battery compartment and correct method of fastening the battery.
Correct Battery is being used for the ESC on Board.
- Fuel Tanks and tubing – correctly fastened and no leaks apparent
- Undercarriage if fitted – is secure.

- Receiver Secure
- Range Check
- Fail Safe Checked.

01:03:02 At NO TIME can a beginner operate a model, even on the ground, unless an instructor or an experienced flier is standing by to assist in case of need.

01:03:03 Trainee pilots are only allowed to fly under the close supervision/guidance **of an instructor or an experienced flyer, at any time.**

01:03:04: Trainee pilots must pass a flight test to determine their ability to fly unsupervised (solo flights) in a safe manner and can demonstrate full control of their model.

01:03:05: The issue of a **Certificate of Proficiency (Grade C)** in model flying is at the sole discretion of the Committee or official(s) designated by the committee to oversee the training and flight test process.

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Part C --- SAFETY IN THE AIR.

A Yellow Line marks the Flight line for Runway 13/31

Sub-Part:

00 LOCATION

In Accordance with TMCAD/AIP effective on 20th April 2023 the location of the MMAFA Flying Site is:

SFC to 400 Feet

35°53'57.81"N	014°24'53.00"E
35°54'01.93"N	014°24'47.83"E
35°54'03.92"N	014°24'50.49"E
35°54'04.00"N	014°24'53.56"E
35°54'00.47"N	014°24'58.20"E
35°53'57.81"N	014°24'53.00"E

01: Flying may only take place as listed below, on any day of the week including **weekends and Public Holidays**

01:01: Electric powered models Sunrise or 07:00 which ever comes later to Sunset.

01:02: All other powered models 08.30 hrs. to sunset.

02: The Malta Model Aircraft Flying Association includes majority of members who fly radio controlled fixed wing aircraft, members who fly helicopters and members flying multi-rotors, or all. FIXED WING AIRCRAFT and HELICOPTERS must fly separately based on first come first served basis and mutual agreement between members (years proven to have created no issues) unless the pilots are flying during an event. In this case the event Marshal will issue slots to all flyers.

03: The number of models in the air at any one time should not exceed **5 (five)**. Each individual flying session from take-off to landing should not exceed a maximum of 10 minutes out of respect toward other pilots wanting to fly.

04: Models in excess of 25kg: A pilot flying a model in excess of 25kg is required by law to hold a current "exemption to fly permit" issued by TM--CAD

Part D: PRE--FLIGHT AND IN--FLIGHT SAFETY CONSIDERATIONS.

NOTAMS (*Notice Airfield Model(MMAFA) Site*)

May be issued by the Committee from time to time affecting the Flying Status of the Airfield via email and prominently displayed on the club's Notice Board.

***CHECK THE NOTICE BOARD FOR ANY ACTIVE NOTAMS
BEFORE YOU FLY***

Sub-Part

The responsibility for the safe conduct of the flight lies with the person flying the model aircraft.

Thoroughly check your model prior to each flight for:

- 01:** Apparent damage resulting from: Transportation, Prior and or in--flight vibration, heavy and abnormal landings
- 02:** Check for integrity all control surfaces, hinge points and control linkages, flying surfaces, ROTOR blades (Helicopters and Quads).
- 03:** Ensure: batteries are charged, fuel tanks are full and compressed air tanks pressurized (where applicable).
- 04:** **Once before first Flight you perform a range test of your Transmitter and Aircraft to be flown.**
- 05:** **Once before first Flight you must** Ensure that “Fail Safe” operation of the RADIO TRANSMITTER is active to allow throttle to **Idle Power** and that other control surfaces **will hold at neutral position.**
- 06:** Secure and restrain your model during start up to prevent it from moving forward. Use a helper if necessary. Ensure spectators are kept at a safe distance and not in the pits.

Finger guards or industrial gloves **are** recommended safe starting.
- 07:** Ensure safety equipment as applicable (e.g. Fire extinguisher with the correct chemical) is within immediate reach and that you or your helper is conversant with its use.

08: Check your flight controls surfaces before takeoff for free and correct movement. If used, make sure the rates selected are the correct ones you want to use for your flight.

09: Carry out a full power check prior to take off.

10: Larger, faster and more powerful model planes or helicopters, carries greater responsibility for extra caution by the pilot who is required to ensure a safe flight (irrespective of whether it is a big block internal combustion , a high output electric propulsion or a turbine jet).

11: All models powered by Jet Turbines or Internal Combustion Engines above 26cc and helicopters (whether electric or IC powered), must be started and shutdown in designated start up areas. (Hover taxi of Helicopters is restricted to runway and landing zones)

12: Electric powered propeller driven model planes of any output must be treated with equal respect and caution as any other power plant, especially when connecting batteries and or carrying models to and from the flight line. A 'throttle cut off ' switch on the control transmitter is a MUST.

13: RIGHT OF WAY. All flyers must be ready to take evasive action and land immediately if a full size Aircraft Helicopter or a Micro--Light is spotted heading directly towards the flying site at low altitude.

14: The Air Space for flying of the MMAFA is:

14:01 Maximum Operating Height is 400 Feet (123 meters AGL (Above Ground Level)

14:02 The Operating range is based on VLOS (Visual Line of Sight).

14:03 Avoid flying directly over any building .

Factor in when flying your model , the flying speed, wind speed and direction, especially during the turn. THE HIGHER THE SPEED THE GREATER THE TURN RADIUS.

15: Running in of engines must be performed (away from the pits and flyers) in the designated areas. **All models/engines during running-in have to be attended while engines are running.** Part A Sub--Part 04 Refers.

16: Effective silencers on IC engines are compulsory. A maximum level of 85 dB at 7 meters is in force on all days of the week.

17: Pilots of Large Scale and Turbine Jets Flying must have a look out man as selected by the pilot.

18: On the Runway during flight operations only Instructors during instruction, pilots flying and any look out men are permitted.

Part E --- TRANSMITTER FREQUENCIES

The predominant radio frequency is **2.4 Ghz**

The use of mobile phones anywhere near any transmitter is PROHIBITED . Reports state that they cause interference.

MAKE SURE IF NOT SWITCHED OFF YOUR MOBILE IS IN AIRPLANE MODE FROM ENGINE START UP TO SHUT DOWN..

Part F: FLIGHT SAFETY CODE

FOR FIXED WING AND HELICOPTER PILOTS

This code forms an integral part of the Association's Standing Regulations

01: FLYING POSITIONS

01:01 Fixed wing pilots must maintain one common grouped position on the flight line.

01:02 Helicopter pilots shall exceptionally align themselves and maintain a greater safety distance (minimum 30 meters) between each pilot on the same side of the runway.

01:03 Quad pilots shall if other helicopters are flying :

Use an alternate launch and recovery pad allocated for quads in the grass area south of the central taxiway and keep away from the runway, and other helicopters. Keep clear of the runway, and other helicopters. Avoid the Club gate area and access road at all times. FPV users must have a Safety lookout man at all times **who** is responsible to maintain VLOS of the Drone at all times.

01:04 In the interest of safety it is ABSOLUTELY FORBIDDEN for any pilots to fly models from opposite sides of the runway at the same time.

Note: Any Pilot who feels uncomfortable flying from the current fliers' position (example facing the sun), should delay the flight for a few minutes until all the other pilots' land, after which he is free to cross to the far side of the runway and assume priority

01:05 PRE--FLIGHT CHECK your model thoroughly before each flight in a methodical manner.

01:06 START your engines safely in **designated** areas.

01:07 Engine testing and TAXI of your models must be always AT A SAFE DISTANCE from other flyers. Test your brakes if fitted.

01:08 Pilots on the flight line are to keep clear of the central taxiway RUNWAY EXIT to allow unrestricted space for models to taxi in and out, and pilots to walk in and out, safely.

01:09 DO NOT takeoff, or land in the direction of other fliers.

01:10 Ensure the takeoff and landing area is CLEAR. Be ready to abort your takeoff or landing if the runway becomes obstructed.

01:11 Do NOT fly over other pilots.

01:12 FIRMLY CALL OUT: TAKE OFF – LANDING – GO AROUND – DEAD STICK.

01:13 Exercise utmost CARE if (exceptionally) you are crossing the runway..

01:14 Landing aircraft have priority over taking off craft.

01:15 IT IS ABSOLUTELY FORBIDDEN TO FLY OVER THE CLUBHOUSE, PIT AREA, TAXI WAY AND GRASS FORECOURT (which serves as a safety **buffer**) AT ANY TIME AND AT ANY HEIGHT

01:16 “No Fly Area” A GPS Map Chart is annexed on page 15 for ease of reference. This will also be displayed on the Club’s Notice Board.

01:17 All aircraft crashes outside the airfield perimeter must be recorded to the Committee on the official Mandatory Occurrence Report form as per (Page 14) This has to be done as soon as possible but not later than 12 hours from the crash. To be posted in the Club’s Suggestions/Mail Box and or via email. Crashes involving third parties will be filed with TM--CAD

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SAFETY FIRST

*Flying an RC Model is governed by VLOS
(VISUAL LINE OF SIGHT)*

- YOU MAY NOT FLY UNDER THE INFLUENCE OF ALCOHOL.
- Fly in a SENSIBLE and SAFE manner to avoid INCIDENTS/ACCIDENTS.
- Factor the model's SIZE and SPEED in managing your flight path and height above ground.
- KNOW YOUR LIMITS AND THE MODEL'S LIMITS. NEVER SHOW OFF
- Respect the Air Space Limits
- DO NOT PLACE YOURSELF AND OTHERS AT RISK
-
- Do not jeopardize the continued use of our flying sites by your actions
Or neglect

DO NOT EXPOSE YOURSELF TO UNDUE RISKS, LIABILITIES AND PROCEEDINGS. THE INSURANCE POLICY MAY ONLY COVER YOU FOR 'MONETARY RISKS'. THE PILOT REMAINS PERSONALLY LEGALLY AND CRIMINALLY RESPONSIBLE FOR ANY DAMAGE OR INJURY THAT HE MAY CAUSE TO FELLOW MEMBERS AND THIRD PARTIES. In accordance with the Standing Regulations the MOR form ATTACHED is mandatory to be completed and filed with the Committee. Incidents/Accidents involving third party will be filed with TM--CAD



MOR - MANDATORY OCCURRANCE REPORT
AIRCRAFT INCIDENTS/ACCIDENTS OUTSIDE AIRFIELD PERIMETER
Report - IAW - Standing Regulations Part F Sub-Part 01:18

It is the law that I.A.W Approved Standing Orders any MOR reports of Incidents or Accidents that involve third parties have to be filed with TM-CAD

Name:		Surname:					
Membership Number:		MMAFA Aircraft Registration Number:					
Date:		Local Time:		AIRCRAFT Circle Type	NITRO A/C	PETROL A/C	JET / PARAFIN
					ELECTRIC PLANE	EDF	DRONE
					HELICOPTER	NITRO / TURBINE / ELECTRIC	
Experience Level Tick as applicable	With Buddy Lead	Supervised Trng	Low	Medium	Normal	Advanced	Aerobatic
Instructor/Safety Pilot if assisting Flying Pilot:			Surname		Member Nr:		
Incident/Accident Type (Tick as applicable)							
Phase:	After Take Off	Upwind	Cruise	Aerobatics	Crosswind	Base Leg	Approach
Possible Cause	Low Experience	Disorientation	Technical	RX/TX ELEC	Inflight Failure	Dead Stick	Zero Fuel
AIRCRAFT REPAIRABLE:	YES		NO	AIRCRAFT TOTAL LOSS:			
Location where the incident/accident occurred - if possible take photo of the location							
Describe any injury or damage to third parties. (you may use an additional blank sheet to give more details)					IF NO DAMAGE MARK NIL		
Witness/es if any							
Name		Surname		Member Nr:	INTENTIONALLY LEFT BLANK		
Member/Pilot Signature							
My signature confirms that, to the best of my knowledge the information submitted is true and correct.							
For Office Use:	Date Received	Committee Date	Action Taken				
Signatures on behalf of the Committee			President		Secretary		

MMAFA FORM 01 Rev 2 Dated 260423



MODEL FLYING CLUB AUTHORISATION

European Union

Transport Malta - Civil Aviation Directorate

Pursuant to TM-CAD policy and procedures, and as per EASA UAS Implementing Regulation (EU) 2019/947 and its related AMC & GM, the Civil Aviation Directorate within Transport Malta hereby authorises

Malta Model Aircraft Flying Association

Triq San Gakbu,
Ta' Qali, Attard ATD 4000;
with UAS Operator Registration Number: **MLT2xe5e171867mq**

as a Model Flying Club, operating in accordance with the MMAFA Standing Safety Regulations Rev 2.0 dated 5th May 2023.

CONDITIONS:


This authorisation is granted for MMAFA and its members operating in accordance with the MMAFA Standing Safety Regulations Rev 2.0 dated 5th May 2023. This authorisation enables the Association and its members to operate Unmanned Aircraft Systems (UAS) in accordance with the parameters listed in the MMAFA Standing Safety Regulations Rev 2.0 dated 5th May 2023, without requiring additional insurance and training, provided that the MMAFA possesses a valid UAS Operator Registration certificate and that the UAS operations are conducted in line with the said document and within the MMAFA airspace bubble. The members of the MMAFA should be listed as remote pilots in the MMAFA UAS Operator Registration. In this respect, the MMAFA is responsible and accountable for all UAS operations conducted by its members.

Conversely, for UAS operations conducted by the MMAFA members falling outside the parameters of the said document and/or airspace bubble, this authorisation does not hold and thus members need to be registered as UAS Operators, hold a valid third-party insurance and also a valid Remote Pilot License if required for the class of UAS they are operating.

This authorisation shall remain valid unless surrendered, superseded, limited, suspended or revoked.

Date of issue: 5th May 2023

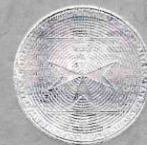
Signed:


Captain Charles Pace
Director General for Civil Aviation

tm

Transport Malta
Civil Aviation Directorate

CAD016284





MALTA
MALTA



Ċertifikat ta' Reġistrazzjoni ta' Operatur ta' UAS
UAS OPERATOR REGISTRATION CERTIFICATE

Isem u Kunjom (Name and Surname)

**Malta Model Aircraft Flying
Association**

Numru ta-ID/Passaport (ID/Passport Number)

171867M

Numru ta' Reġistrazzjoni (Registration number)

MLT2xe5e171867mq

Data ta' skadenza (Expiration date)

30.04.2024



In Accordance with Rules and Regulations of the EASA UAS Certificate of Registration all MMAFA flying members are to make sure that each and every RC Aeroplane, Helicopter and or Drone must have the UAS Registration Number and his MMAFA Member affixed.

Example:

UAS Reg. Number / Last three Digits The MMAFA Member

MLT2xe5e171867 / 898



MMAFA CO-ORDINATES (as per Google Maps) ARE

35.9006 N, 14.4153 E

In case of an EMERGENCY call 112

PLEASE NOTE THAT IN THE CLUB HOUSE THERE IS A SERVICEABLE AED

Malta Model Aircraft Flying Association

Triq San Gakbu

Ta' Qali – Attard

ATD 4000

Committee Contact Details for Members:

The Secretary

Malta Model Aircraft Flying Association

P.O BOX 22

Attard ATD 2200 - Malta

Tel: +356 79528713

info@mmafataqali.com