



# JOMAC PROCEDURES.

(Amended June 2017.)

The Procedures set out below are designed to protect, and not to obstruct you in enjoying your hobby of model aircraft.

These Procedures are specific to JOMAC and are to be read in conjunction with The South African Model Aircraft Association Manual of Operations, available at [www.samaa.org.za](http://www.samaa.org.za)

## A. GENERAL PROCEDURES.

Note: For the purposes of these procedures, the helicopter classification is inclusive of all multi-rotor craft, and, Unmanned Aircraft Systems (UAS) are craft of any description, capable of flying an automated, pre-programmed flight path.

### 1. Field layout and flight circuit.

- The flying field consists of a taxiway and runway.
- Generally, three interest groups, powered fixed wing aircraft, gliders and helicopters, operate from the runway. When a glider or helicopter is flown off the runway, the operation of powered fixed wing aircraft must be suspended, until the runway is once again clear.
- The runway enables take-off to the north and south.
- When an aircraft takes off, it is assigned to a circuit e.g. take-off to the north assigned a left-hand circuit.
- All subsequent take-offs will then fly the same circuit.
- Pilots may not fly counter to the circuit in use.



## 2. Flight-line announcements.

<b><u>Action</u></b>	<b><u>Announcement</u></b>
Ready to take-off (Ensure there is no traffic on approach.)	“Take-off.”
Wanting to land. (On the downwind leg.)	“Landing.”
Wanting to touch and go. (In the direction of the assigned circuit.)	“Touch and go.”
Wanting to “beat up” the runway.	“Low pass from...” (in the direction of the assigned circuit)
Once clear of the runway	“Clear of runway”
Engine failure.	“Dead stick”

## 3. Visitors.

- Flying visitors to JOMAC are to be accompanied by a current Member. The Member will ensure that their guest is familiar with, and accepts these Procedures. Furthermore, the Member is responsible for the visitor’s applicable landing fee, as well as their actions and behaviour.
- Flying visitors must be SAMAA Members, and must display their SAMAA Membership card, on their respective frequency, on the frequency board.
- Flying visitors are subject to a landing fee, unless they are Members of a SAMAA Registered Club. This provision is not to be abused by multiple visits.



#### 4. Spectators, children and pets.

- Spectators, children and pets are not permitted in the areas of the pits and taxiway. Children and pets are the responsibility of their parents and owners.

#### 5. Parking.

- Parking is restricted to the demarcated parking areas.

### B. SAFETY PROCEDURES.

#### 1. Frequency control.

- The Member's current JOMAC Membership Card and current SAMAA Membership Card are to be fixed to a JOMAC lanyard.
- The frequency control is a "peg on" system for 35 MHz., 53 MHz., and 54 MHz., frequencies, where the JOMAC lanyard is clipped alongside the respective frequency, on the frequency board.
- No 35 MHz., 53 MHz., and 54 MHz. frequency transmitter may be switched on without first securing the frequency.
- 2.4 GHz., users are to have their JOMAC lanyards on their person at all times.

#### 2. Pit area.

- No aircraft or helicopter may be fuelled on the tables, in the pits.
- No engine may be started in the pits or on any of the pit tables.

- During engine run-ups, aircraft or helicopters must be positioned so as to minimise any danger to others, in and around the taxiways and pits, should something go wrong. Furthermore, it is common courtesy to avoid blowing dust and debris over other aircraft and helicopters.
- An engine run-up area and table is provided for the setting-up of engines. This is positioned halfway down the taxiway.
- Taxiing of aircraft is confined to the demarcated taxiways.
- No aircraft or helicopter may take-off from the pit area.
- No aircraft or helicopter may fly over the pits, Clubhouse or car park.

### 3. Flight operations.

- Three, powered, fixed wing aircraft are allowed to fly together, unless by the agreement of all pilots, when two additional aircraft are permitted, making a total of five.
- The direction of take-off, and consequent assigned circuit, is determined by the wind direction. The subsequent landing will be in the same direction, unless changed by the agreement of all pilots, due to a change in the wind direction.
- A spotter has to be in attendance to warn pilots of full size activity. In the event, the pilot must move down and away, to a maximum of 150 feet (45 metres).
- Pilots must clear the runway as soon as is safely possible.
- The UAS pilot must have direct, visual contact with, and control over, the craft at all times. If the craft is provided with First Person View (FPV), then the pilot must ensure that the spotter is provided with a “master” buddy-box, connected to the “slave” transmitter of the FPV pilot.
- The way-points of any, automated, pre-programmed UAS flight path must be within the natural, visual contact of the pilot, and shall anyway be limited to a distance of 500 metres from the pilot. The height of any way-points shall not exceed 400 feet (122 metres).

- The UAS pilot must be able to interrupt any, automated, pre-programmed flight path so as to have direct control over the craft instantaneously.
- The UAS control system may not interfere with any other electronic device.

#### 4. Flight circuit.

- The circuit is broadly defined as a block of airspace, extending 150 metres to the right, to the left, and away from the pilot, to a height of 100 metres.
- Aircraft outside of the circuit may fly as they wish, albeit responsibly. However, model aircraft may not exceed a height of 400 feet (122 metres).
- Care must be taken on re-entering the circuit, as aircraft in the circuit have right of way.
- Aircraft may not fly over the palisade fence to the east i.e. Johannesburg Water.
- A glider, or a pilot of a powered, fixed wing aircraft, who has an emergency, takes priority over all other aircraft for the landing approach.
- Towed, hand-launched and catapulted aircraft are to be operated from the runway, or from the mowed area on the far side of the runway.

#### 5. Student training.

- Members wanting to teach student Members to fly, must have a minimum SAMAA Solo rating.
- Members wanting to teach student Members to fly, must first approach the JOMAC Management Committee to be put onto the JOMAC Register of Competent Flight Instructors.



## C. GENERAL.

- Members take total responsibility for their actions. Display courtesy and good manners towards your fellow Members at all times.
- Messages carried by the various signs are to be observed.
- The discharge of firearms, explosive or incendiary devices, or the use of any device (other than that associated with model aircraft or helicopters) which could cause personal harm or injury, are prohibited.
- It is the personal responsibility of every Member to remove their rubbish.
- Flying of model aircraft or helicopters after the consumption of alcohol is prohibited.
- The water in the “lower furrow” is not potable and should be avoided.
- It is the personal responsibility of every Member to have a working knowledge of the SAMAA Manual of Operations.
- It is the personal responsibility of every Member to enforce these Procedures.
- Report any transgression of these Procedures, and or anti-social behaviour, in writing to: [jomacadmin@gmail.com](mailto:jomacadmin@gmail.com)

**JOMAC Committee**  
**Revised June 2017.**