



NOARLUNGA MODEL AERO SPORTS Inc.

Flying field and club rooms.

Gate S34.068 off Clisby Lane, Seaford Meadows. S.A. 5169

Postal: PO Box 231, Port Noarlunga, SA. 5167

www.facebook.com/NoarlungaModelAeroSports

www.nmas.info

REPORTING OF MODEL AIRCRAFT ACCIDENTS AND SAFETY INCIDENTS

MOP NUMBER 22

(Revised 17/08/2025)

TABLE OF CONTENTS

1. Narrative
2. Purpose
3. Definitions
4. Scope
5. Policy
6. NMAS reportable Incidents
7. Reporting Process
8. Responsibility

1. **NARRATIVE**

Radio Controlled Model Aircraft flying has inherently several risks however these risks can be greatly reduced by members actively and consciously averting their minds to safe flying practices.

It has long been recognised by the Civil Aviation Authority Safety Authority that a strong safety culture exists amongst MAAA members. This is one of the reasons why MAAA members enjoy flying privileges not shared by other model aircraft flyers.

The Civil Aviation Safety Authority (CASA) regulate the flying of model aircraft enshrined in which are safety procedures. The MAAA has for many years worked with CASA under a Deed of Agreement which require the adherence to a safety culture.

As a member of the MAAA, Noarlunga Model Aero Sports fosters and promotes the Safety culture; this safety culture is enshrined in our club rules and policies.

The protection of members and visitors is a priority of the NMAS Committee.

The following policy is intended to enhance the safety culture however it is not designed to single any one member out or designed to embarrass any member.

2. PURPOSE

To identify all model aircraft incidents or actions which have a potential to cause injury or damage to persons or property whether those persons are members or not and whether the incidents occur within the NMAS leased area or otherwise.

To identify incidents where risk assessments should be conducted to identify risk reduction strategies.

To identify areas where an improvement of training practices and re-training requirements.

To maintain a data base to identify model aircraft incident trends.

3. DEFINITIONS

MAAA:	Model Aircraft Association Australia Inc.
MAAA MOP:	Manuals of Procedure issued under the authority of the MAAA.
NMAS:	Noarlunga Model Aerosports Inc
RPA:	Remotely Piloted Aircraft which also includes a model aircraft.
Model Aircraft:	Any incident involving a model aircraft or RPA
NMAS Reportable Incident:	Any incident described in section 6.0 of this policy.
CSO:	NMAS elected Chief Safety Officer

4. SCOPE

This policy will apply to all MAAA members flying at Noarlunga Model Aero Sports Inc.

5. POLICY

To ensure:

- all accidents and incidents having the potential to result in an insurance claim are reported to MAAA in accordance with MAAA MOP 001.
- incidents at the NMAS field NOT having the potential of an insurance claim that may identify a safety issue are reported to the committee.
- The review of all incidents is reviewed by the NMAS Committee.

NOTE: This policy does not replace MAAA Policy 001 Accident Reporting. All accidents and incidents having the potential to result in an insurance claim are reported to MAAA in accordance with MAAA MOP 001 (Incident Reporting) immediately via the Online Incident Reporting System <http://www.maaa.asn.au/incident-report-form>; the forms can also be handwritten. Both forms must be submitted at the same time to the NMAS Secretary (secretary@nmas.info) who shall forward a copy to the Chief Safety Officer.

6. NMAS REPORTABLE INCIDENTS

NMAS will require the reporting of model aircraft incidents that:

- Have the potential to result in injury or damage to persons or property - not including the model aircraft(s) involved.
- Puts members or visitors in fear of personal injury or damage to property.
- Endanger or compromises the safety of any member or visitor.
- Where models crash outside of the leased perimeter (boundary fence line).
- Crash in the vicinity of the full-size hangars whether inside or outside the leased fenced area.
- Crash in the No-fly zone, Car Park or other out of bounds area.
- Causes damage to another member's model.
- Occurs because of physical or mental impairment.
- Involves a full-size aircraft incursion.
- Forms part of a series of incidents or frequent crashes.

Reportable incidents will be kept in confidence and will only be circulated to members of the NMAS Committee.

7. NMAS REPORTING PROCESS

Any member may submit a report concerning a NMAS Reportable Incident to the Safety Officer, Secretary or Committee member. Reports will be kept confidential.

The member flying or in charge of the aircraft involved in an NMAS Reportable Incident will be required to submit an incident report form prior to leaving the field on the day of the occurrence.

8. REPORTING FORM

The NMAS Incident Report Form will be utilised. Stocks of the form are available from the Club Rooms and on the NMAS Web Site

NMAS Incident Report will be completed to the best ability of the submitting member.

Completed forms will be forwarded to the Chief Safety Officer or left in the drawer provided in the club house. After recording by the CSO, the form will be retained by the NMAS Secretary.

9. RESPONSIBILITY

It is the responsibility of all members to ensure a safety culture is maintained and ensure these procedures are followed.

