



ABN: 79 419 622

WATTSBRIDGE MEMORIAL AIRFIELD INC.

FLYING OPERATIONS BY LAWS

August 2014

(Provided as indicative only - subject to change without notice)

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1.0 INTRODUCTION

The purpose of Watts Bridge Memorial Airfield, and its controlling body which will be referred to below as the 'WBMA Inc.', is to maintain an on-going facility for recreational flying in many different forms. Users understanding and complying with combined operations procedures, which allow harmonious activity by several aviation disciplines at the same time, will achieve preservation of this asset. Further, users of the airfield shall understand that several operational requirements issue directly from our lease of the airfield - if a single user defaults on one of these provisions WBMA Inc. may be held in breach of its lease and the airfield could be lost to all users.

2.0 AUTHORITY

These By Laws are an official document of Watts Bridge Memorial Airfield Inc. However, they do not supplant nor have greater authority than WBMA Inc.'s Constitution and rules.

IMPORTANT NOTE: Provisions within these By Laws are additional to regulations associated with holding a CASA flight crew license, or current pilot approvals issued by a controlling national body. These By Laws do not relieve members from the responsibility of complying with any operational regulation implicit with their license or pilot authorization.

3.0 SYNOPSIS

A synopsis of these By Laws is given at Appendix C of this document. This shall be used for rapid initial orientation of new members and visiting pilots and may be used as additional handout material with newsletters and other posted information notifying fly-ins and other events, which will attract visiting non-member pilots.

4.0 RESPONSIBILITY

4.1 BOARD OF MANAGEMENT

Overall responsibility for operational conduct is vested in the Board of Management of WBMA Inc. The Board of Management, at its discretion may from time to time delegate this authority.

4.2 EVENT SAFETY OFFICER

This is a temporary position, appointed by the Board of Management following consideration of nomination by an aviation group wishing to conduct an organized fly-in, competition, air display, or similar event at the airfield. The appointment, purpose, and duties of the Event Safety Officer are as per clause 8.4 of these By-Laws. The Event Safety Officer shall be responsible to the Board of Management and shall also interface, as required during events, with authorised officers of WBMA Inc.

5.0 MEMBERSHIP REQUIREMENT

A requirement of the airfield lease is that persons operating from Watts Bridge Memorial Airfield shall be members of WBMA Inc. Whilst visitors are ever welcome and are seen as an integral part of airfield activities such as fly-ins, persons who frequently or regularly, use the airfield and/or its facilities and infrastructure shall apply for WBMA Inc. membership.

6.0 LEGALITY OF OPERATION

6.1 PILOT AUTHORISATION

It is a requirement of the airfield lease that all pilots operating from the airfield shall be currently licensed with CASA, or shall have current pilot approvals issued by their controlling national body, which operates under exemptions and/or delegations from Civil Aviation Regulations and Civil Aviation Orders. It is implicit with such controlling bodies (e.g. GFA, RA-Aus, ASRA etc.) that pilot certification is only valid when current membership of the controlling body is in force.

6.2 FLIGHT INSTRUCTION

Flight instruction at the airfield shall not take place unless under the supervision of a flight instructor currently licensed by CASA, or as appropriately and currently authorised by a national controlling body as described in 6.1 above.

6.3 AIRCRAFT REGISTRATION

It is a requirement of the airfield lease that any aircraft operating from the airfield shall, as appropriate, be currently registered with CASA or a national controlling body.

6.4 PROOF OF OPERATIONAL LEGALITY

Any pilot operating from the airfield shall demonstrate via documents their compliance with Operational Legality as specified in these By Laws on the request of a member of the Board of Management of WBMA Inc., or an authorised officer of WBMA Inc.

6.5 MEMBER RESPONSIBILITY

Watts Bridge Memorial Airfield Inc. is in fact each and every member and each of the provisions within these By Laws are present to ensure we are all able to co-exist safely and in harmony. Members must ensure that they do not breach provisions of the airfield lease and relative By Laws.

7.0 AIRFIELD CURFEW

No flying shall take place from the airfield until sunrise or after last light as is interpreted by CASA with the exception of ADF night operations. Further, no repeated circuits may be flown by a single aircraft until after 0700 hrs to meet lease provisions of not causing undue disturbance to residents adjacent to the airfield.

8.0 FLY-INS AND SPECIAL EVENTS - SPECIAL PROVISIONS

8.1 APPROVAL

Application to Conduct a Special Event form must be completed for approval to hold any fly-in or special event of a substantial nature. The application must be submitted to the Board of Management of WBMA Inc. no later than 2 months before the desired date of the event. A substantial event is defined as one which has been advertised outside the Association/Group or Club's domain and/or attracts the participation, or visit, of 15 or more aircraft, and/or which changes normal operational use of the airfield - i.e. persons or items upon the runways/taxiways; unusual use of designated circuit areas. Details of the proposed event shall be supplied (such as probable number of participating/visiting aircraft, proposed flying activities, siting of any structures/equipment upon active parts of the airfield etc), inclusive of steps to be taken to ensure that other members may have continuing use of the airfield within their normal operating procedures.

8.2 ADVISING OF AIRFIELD PROCEDURES

Implicit with the granting of approval to hold a fly-in or special event is the co-operation of the organizing body in the dissemination of information to participants regarding prevailing operational procedures. The organising body shall make every reasonable attempt to inform attending pilots of current requirements. This may be most conveniently achieved by including copies of the synopsis at Appendix C of these By Laws as a loose-leaf addition to newsletter or other postal advices of the forthcoming event. Organisers should check with the Board of Management that the synopsis to be used is current at the time. Organisers must undertake a pilot briefing, at the beginning of events, which underlines the necessity of adhering to both WBMA Inc. procedures and those required by the licenses/authorisations held by the participating pilots. If an on-going flow of visitors preclude, or dilute, the effect of such an introductory briefing, then the organisers shall establish a display of relevant information at a central point for the information and perusal of new arrivals.

8.3 APPOINTMENT OF EVENT SAFETY OFFICER

The Application to Conduct a Special Event shall include the nomination of one person to act as an Event Safety Officer for the duration of the event. The nominated person shall have a sound working knowledge of Flying Operations By Law requirements, shall be a member of WBMA Inc., and shall adhere to WBMA Inc. procedures.

8.4 RESPONSIBILITY OF EVENT SAFETY OFFICER

The prime responsibility of the Event Safety Officer is to ensure airfield safety. The Event Safety Officer shall be satisfied that adequate advance notification of airfield procedures as per clause 8.2 herein have been promulgated as much as is practical; conduct pilot briefings; and ensure adequate information of local operational requirements is placed on display and remains so for the duration of the event. The Event Safety Officer shall also be responsible for ensuring that in the event of an accident, breach of flying regulations, or breach of WBMA Inc. By Laws, relevant reporting requirements have been adhered to and the Secretary of WBMA Inc. informed in writing within one week of the time of the accident, or breach, with the name of the pilot; the aircraft registration and type; names and addresses of third parties involved; confirmation of current licensing of the pilot in command; current registration and third party liability insurance of the aircraft; membership status of the pilot in command; membership status of third parties involved; and an adequate description of the circumstances that obtained with the accident or breach.

8.5 INSURANCE

At least 4 weeks prior to the event a Certificate of Currency for a public liability insurance policy must be provided to the Secretary of WBMA Inc. This policy should provide for at least \$20,000,000 cover for the event and name Watts Bridge Memorial Airfield Inc., QBWSA and Somerset Regional Council as interested parties.

The type of insurance policy must be for 'Air Meet' if the event has been advertised outside the Association/Group or Club's domain.

In certain circumstances QBE may allow cover under a Hangar Keepers Liability policy. The event organiser will need to contact QBE to obtain approval for each event and provide WBMA Inc. with a copy of the endorsement.

9.0 OVERVIEW - COMBINED OPERATIONS

A combined operation is one in which aircraft of a particular aviation discipline are able to operate in their normal manner in conjunction with aircraft of a quite different aviation discipline which are also able to operate in their own normal manner.

Safely integrating within a combined operation is dependent upon two factors:

- (1). You are aware of the other participating aviation disciplines, and both their normal and legal constraints of operation.
- (2). You know where to look for them in the circuit and are able to predict what they would normally do in order to maintain separation with them.

Intending users of the airfield should therefore take note of the following aircraft, which may or may not be in operation, but are permitted under WBMA Inc. By Laws, and equip themselves with sufficient protective knowledge:

9.1 CLASSES OF AVIATION AT WATTS BRIDGE MEMORIAL AIRFIELD

G.A. (All categories, inclusive of helicopters, except RPT); RA-AUS, LSA, Microlights (All forms); Gyrocopter (All forms); Gliders (All forms); Hang Gliders (All forms); Powered Parachutes; Balloons and Dirigibles, Unmanned Aerial Vehicles (UAV's).

10.0 AIRFIELD LAYOUT AND DESCRIPTION

Watts Bridge Memorial Airfield was constructed during the Second World War for use as a military airfield. In the event little more than the runways were completed and no buildings survive. However, the runways - although grass - were built to a high standard, (That standard so that they were suitable for operations by all aircraft types operated by the RAAF in 1946); they are smooth, flat, and firm. Only after prolonged heavy rain are they likely to soften and then will only impact upon relatively heavy aircraft. Readers are referred to Appendix A of these By Laws for an airfield plan, which may be used in conjunction with the following information and description.

10.1 RUNWAYS

The main runway is 12/30 with unobstructed approaches and climb-outs. This runway is now shorter than the original after the post war construction of a public road however the intention of WBMA Inc. is to have this road closed and the runway revert to its full length. Meantime WBMA Inc. maintains and mows the 'cut-off' portion. As a result, note that from a distance 12/30 may appear to have a considerably longer length than in fact is useable.

NOTE: The unusable area of 12R – 30L is marked with white unserviceable crosses which are visible from the air.

Runway 12L – 30R is a supplementary runway for some operational purposes (i.e. Gyros and Gliding etc).

The secondary runway is 03/21.

10.2 WARNING

During extended periods of wet weather, runways, and particularly the taxiways may not be suitable for heavy aircraft, or those using high-pressure tyres. WBMA Inc. does not encourage the use of the airfield by these types of aircraft and pilots of such types use the airfield at their own risk. WBMA Inc. will require that any damage caused to the airfield surfaces by such aircraft types shall be promptly repaired at the expense of the aircraft operator. If the aircraft operator or pilot is unsure that the natural earth parking areas will support the aircraft then the airfield should not be used.

10.3 TAXIWAYS

Both runways have generous sized taxiways on one side, wide enough for two aircraft to pass each other without encroaching upon the runways themselves. While these By Laws require airfield users to expedite exit from the runways onto the taxiways and not generally use the runways for taxiing, the taxiways are much more susceptible to wet conditions and will become softer much earlier than the runways. In deference to avoiding unnecessary surface wear, or for reasons of aircraft operation, at rare times pilots may have to backtrack runways or taxi as a continuation of the landing run in order to reach access points to parking areas. In such cases all airfield users should be especially sensitive to the needs of other users and plan both their circuits and ground movements such that minimum occupation of the runway is achieved.

NOTE: The taxiway between 12R – 30L and 12 L – 30R has surface undulations and is considered unsatisfactory for use because of the danger of a prop.strike. The grass in this area is not being mowed short so as to deter would be users. There are table drains and rubble drains in this area.

Pilots should also note that most of the taxiways are edged with surface drains, between the taxiway and parking areas, which are not possible to taxi through. Care should be taken when exiting a taxiway to a parking area that only clearly indicated 'gates' are used or closely mown areas where you may see that damage to your aircraft will not occur.

10.4 WIND INDICATORS AND GROUND SIGNALS

Primary windsock and signal circles are positioned at the intersection of the runways.

Secondary windsocks are positioned adjacent to the thresholds of runway 30L and runway 03.

11.0 LAUNCH POINT CONCEPT

Pilots will be accustomed to airfield operations being at a central point from which aircraft taxi to and from duty runways. In sports aviation there are many aircraft types that are unable to taxi (gliders, hang gliders, motorised parachutes and some forms of self launching gliders). To make operation of such types practical as well as possible, an operating base is established near the threshold of the most suitable runway for the activity. This is termed the launch point. The launch point shall be clear of all runways and taxiways. The launch point is established usually a short distance into the airfield to reduce aircraft retrieval after landing, and sufficiently clear of the runway and taxiway to one side.

12.0 VEHICLE MOVEMENTS ON THE AIRFIELD

12.1 PROHIBITION OF VEHICLE MOVEMENTS GENERALLY

Vehicles shall not drive upon the runways, taxiways, or aircraft parking areas of the airfield except in the following circumstances:

12.1.1 IN EVENT OF AN ACCIDENT

Persons participating in rescue activities shall take every precaution that a further accident or incident is not caused by obstructing other aircraft which are attempting to land or otherwise manoeuvre. If an aircraft involved in the accident, or an emergency vehicle occupies a runway then that runway is deemed to be closed. In the event of an accident emergency vehicles have right of way.

12.1.2 AUTHORISED OPERATIONAL VEHICLES

Vehicles are permitted onto the taxiways, and in some cases the runways, when they are engaged in tasks associated with the airfield operation(s). Such vehicles would comprise - mowing equipment; vehicles engaged on runway inspection and airfield maintenance; vehicles engaged in tow launching of non-motorised aircraft; vehicles retrieving or towing non motorised aircraft to or from the launch point; instructors directly engaged in supervisory parts of their task. All vehicles when situated within the normal movement area used by aircraft should activate flashing lights, hazard lights or a rotating beacon.

12.1.3 AIR CHALET ACCESS WAIVER

Vehicles may access Air Chalets by driving upon the edges of internal access taxiways of the Air Chalet complex in the absence of formed roads.

A restricted vehicle access point is provided for heavy or large vehicle entry to the Air Chalet area to prevent damage to underground services. Vehicles in this area must give way to all aircraft.

12.2 OBSERVERS TO BE CARRIED

Any operational vehicle driving on the runways or taxiways which, by nature of the operation, requires the driver to spend significant periods of time looking in a direction other than that in which the vehicle is travelling, shall carry an observer to ensure manoeuvring aircraft are not obstructed or placed in hazard.

12.3 CARRIAGE OF GOODS

Expressly confined to aircraft parking areas and tie-down points, private vehicles may enter into such areas for the purpose of positioning trailers for loading/off-loading aircraft, and/or to carry provisions, equipment, or persons to or from parked aircraft.

12.4 MOVEMENT BETWEEN LAUNCH POINTS

Vehicle movements, other than operational vehicles engaged in their duties, shall only move to, from and between launch points by designated perimeter or access tracks.

12.5 KEYS TO BE LEFT IN VEHICLES AT LAUNCH POINTS

Parking of vehicles at launch points is conditional upon keys being left in the ignition. In the event of a wind change requiring a change of launch points, all vehicles must be capable of being moved from the launch point being vacated whilst their owners are flying or otherwise absent. There shall be no exceptions to this clause and any member who does not wish to comply shall leave their locked car at an airfield central parking area.

12.6 RESTRICTION ON MOVEMENT IN ADVERSE WEATHER

Vehicles may be prohibited entirely from the airfield if their movement is likely to significantly damage or erode the airfield or access track surfaces. Typically this will be after rain but some forms of operation using launching vehicles may have to be curtailed in very dry conditions to avoid excessive wear on the grassed surface.

13.0 PEDESTRIAN MOVEMENT ON RUNWAYS & TAXIWAYS

Pedestrian movement on runways and taxiways is expressly prohibited except in cases of emergency, or for airfield inspection and maintenance purposes, or when the persons are involved in moving non-powered aircraft, or are engaged in duties associated with launching methods of non-powered aircraft or aircraft incapable of independent taxiing.

13.1 WAIVER FOR AIR CHALET ACCESS

Persons may access Air Chalet sites by walking along the edges of internal taxiways of the Air Chalet complex in the absence of any formed roads or pathways.

14.0 ASSEMBLY & DISASSEMBLY OF AIRCRAFT

Subject to waivers at 14.2 below, aircraft shall be assembled and/or disassembled only on the aircraft parking areas.

14.1 ASSEMBLY - GENERAL

Aircraft trailers shall only be taken into aircraft parking areas, which are designated as assembly/disassembly locations (See Airfield Plan at Appendix A). Trailers may not be left parked here while flying. Members should remove them and park them in one of the authorised car parking areas.

14.2 ASSEMBLY & DISASSEMBLY AT LAUNCH POINTS

With the exception of Hang Gliders or other types which do not require trailers for road transport, or powered parachutes, no aircraft shall be assembled or disassembled at launch points and trailers shall not be taken beyond central aircraft parking areas. Balloons may be taken onto the airfield for assembly and launching (but shall comply with clause 16.10 herein).

14.3 WAIVER FOR TRAILERS ON THE AIRFIELD

In the event that an aircraft normally moved by hand, towed by a vehicle or which usually moves under its own power, becomes immobile - or - movement by conventional means would cause damage, then a trailer or other suitable apparatus may be taken onto the airfield for the purpose of moving the obstruction.

15.0 STARTING ENGINES

15.1 GENERAL CONSTRAINTS

Engines shall only be started on designated airfield parking areas, or other operationally active parts of the airfield to suit type operation (e.g. self launching gliders, powered parachutes). Particular care shall be exercised that aircraft are positioned pre-start such that propeller wash does not blow into other person's domestic arrangements such as tents, picnics etc.; into hangars; onto aircraft that are being assembled, disassembled or otherwise worked upon; or onto any other aircraft and especially very light types.

15.2 HAND STARTING

Any aircraft, which is to be started by hand, without a pilot occupying the cockpit, shall be restrained by wheel chocks.

15.3 AIRCRAFT NOT TO BE LEFT UNATTENDED

No aircraft, whether secured by brakes, chocks, or otherwise, shall be left unattended with its engine running.

16.0 TAXIING, PRE & POST TAKE-OFF PROCEDURES

For the purpose of this clause non-powered aircraft being taken to and from launch points or recovered from runways are deemed to be taxiing.

16.1 DEPARTING & ACCESSING AIRCRAFT PARKING AREAS

Aircraft shall depart from, and return to, aircraft parking areas via the taxiway entry point nearest to where their aircraft is, or shall be, parked. Pilots shall plan their taxiing activities such that the bulk of movement occurs upon the taxiways and protracted taxiing within the parking areas shall be minimised.

16.2 AIRCRAFT NOT TO TAXI ON RUNWAYS

Aircraft shall spend the bulk of their taxiing upon the taxiways and not upon the runways as a continuation of either their landing roll or in a backtracking manoeuvre.

16.3 TAXIWAY USE - WET WEATHER WAIVER

At the discretion of pilots, according to weight and type considerations of their aircraft, the runways may be used for taxiing and/or backtracking at times when the taxiways have become water-logged or the ground surface is soft enough to sustain unusual damage - pilots of aircraft with tailskids should exercise additional care. However, pilots shall give due consideration to other users and plan their taxiing activities to minimise inconvenience to, and/or baulking of, other aircraft. The attention of pilots/ operators is specifically drawn to clause 10.1 and 10.2.

16.4 RIGHT OF WAY WHEN TAXIING

Pilots shall conform to standard Right of Way rules by taxiing on the right hand side of the taxiway as they are facing it thus allowing head-on approaching traffic to pass on their left hand side, and by giving way to traffic approaching on a converging path from their right hand side.

16.5 PRE TAKE-OFF & POST LANDING PROCEDURES

All pre take-off and post landing procedures shall be conducted upon the taxiways. Aircraft shall not enter the runway for take-off without first having positioned such that the approach and the base leg of circuit are in clear view and shall enter the runway from that position for an immediate take-off having checked that no other aircraft is still occupying the runway. An aircraft shall not line up for takeoff and hold. The only exemption being when a formation of aircraft is lining up prior to carrying out a formation take-off. Aircraft shall obey the standard Rule of the Air of giving way to aircraft on final approach. After landing, aircraft shall expedite clearing the runway onto a taxiway.

16.6 SPECIAL PROVISIONS - NON POWERED AIRCRAFT

After landing, all non-powered aircraft shall be immediately cleared from the runway to a taxiway along a path at 90 degrees to the runway centre line. If necessary pilots shall do this by themselves.

16.7 SPECIAL PROVISIONS - SELF-LAUNCHING GLIDERS

Pilots of large and heavy self launching gliders that are difficult to move quickly by hand, and/or require substantial warm-up periods after engine-off landings before sufficient power may be applied to taxi, shall either plan their circuits such as the runway is not left obstructed to the inconvenience of other users, or shall restart the engine in flight such that taxiing may be commenced immediately after landing. Self Launching Gliders incapable of independent taxiing shall be treated as non-powered aircraft as in clause 16.6.

16.8 SPECIAL PROVISIONS - POWERED PARACHUTES

Because of the unique nature of a powered parachute operation, pilots shall take precaution that the length of time taken in pre and post flight procedures does not inconvenience other airfield users by 'freezing' the runway either for long periods of time or indiscriminately such as to unreasonably baulk aircraft in circuit.

16.9 SPECIAL PROVISIONS - GYROCRAFT TAXIING IN PARKING AREAS

Gyrocraft shall not be taxied within aircraft parking areas with their rotor blades turning unless they maintain two rotor diameters clear distance between the nearest rotor tip blade and any person, aircraft, vehicle, or structure. This clause does not apply if rotor blades are not turning.

16.10 SPECIAL PROVISIONS - BALLOONS

Balloons shall be only assembled and launched from areas of the airfield not comprising taxiways or designated runways. Access to suitable areas shall not be via runways or taxiways. However balloon operators should

note that the (present) areas of runways 12/30 and 03/21 designated on the airfield plan as 'emergency areas' may be used for balloon assembly and launching subject to provisions below. Selection of an assembly and launch area shall take into account the departure direction of the balloon and shall not result in the balloon crossing an active runway, approach or departure lane below a height of 500' agl to the detriment of other airfield users.

Note: Operation of Hot Air Balloons is expressly prohibited during times of fire hazard. Balloon operators are advised that the airfield is located in an extremely dry area and any long grass is a fire hazard, unless well soaked by rain - particularly during inflation of a balloon, or if a balloon topples whilst being erected or launched. This is not to say that any balloon operators may not negotiate with WBMA Inc. for mown launching areas or prepare adequate launching areas themselves.

16.11 SPECIAL PROVISIONS - HANG GLIDERS

Hang Gliders operating from the airfield via winch or motor tow procedures shall do so under current regulations of the HGFA. Operators should exercise extreme awareness, when using these forms of launching, that inbound aircraft may not be aware winch or motor towing is in progress. Normal practice of inbound aircraft is to overfly the airfield and no launch shall be permitted to commence, or continue, upon an assumption that an inbound aircraft is not going to enter the launch envelope.

17.0 PARKING OF AIRCRAFT

17.1 LOCATION

Aircraft shall only be parked in designated aircraft parking areas and tie-down areas, inclusive of those at launch points.

17.2 PARKING AT AIR CHALETS

Owners of, and visitors to, Air Chalets shall not leave their aircraft parked upon internal Air Chalet area taxiways such that other owners and/or visitors have their own access impeded.

17.3 NOT TO PARK ON TAXIWAYS

Aircraft shall not be parked upon taxiways excepting non-powered craft queuing for launch at launch points and only then when another taxiway servicing the duty runway is available for other users.

17.4 PARKING AT LAUNCH POINTS

No aircraft (or vehicle) shall be parked up-wind of the designated Launch Point control vehicle, (i.e. No aircraft or vehicle shall be parked in front of the point of launch of any aircraft at a Launch Point, which point shall be at 90 degrees from the runway centre line to the Launch Point control vehicle).

17.5 PARKING ADJACENT TO TAXIWAY/PARKING AREA ACCESS POINTS/HANGARS

Users of Watts Bridge Memorial Airfield shall be aware of the variety of types of aircraft using the airfield and their individual needs. Adequate space for manoeuvring of aircraft should be available.

18.0 CIRCUIT PROCEDURES

All circuits at Watts Bridge Memorial Airfield are Left Hand. Circuits shall be flown in accordance with CAR's, CAO's and/or prevailing regulation of national controlling bodies of sporting aviation disciplines (e.g. RA-Aus, GFA etc.). Pilots should however be aware that mixing various forms of circuit at the same time may lead to inadequate separation and so must be aware of behaviour patterns of other disciplines and the requirements they are obliged to follow. Care shall always be exercised when flying circuits that the 'no go' areas on the airfield and locality plans given at Appendixes A and B are not penetrated.

When 12L – 30R is in use any change to the left hand circuit direction will be advised by Watts Bridge Advisory.

19.0 JOINING CIRCUIT

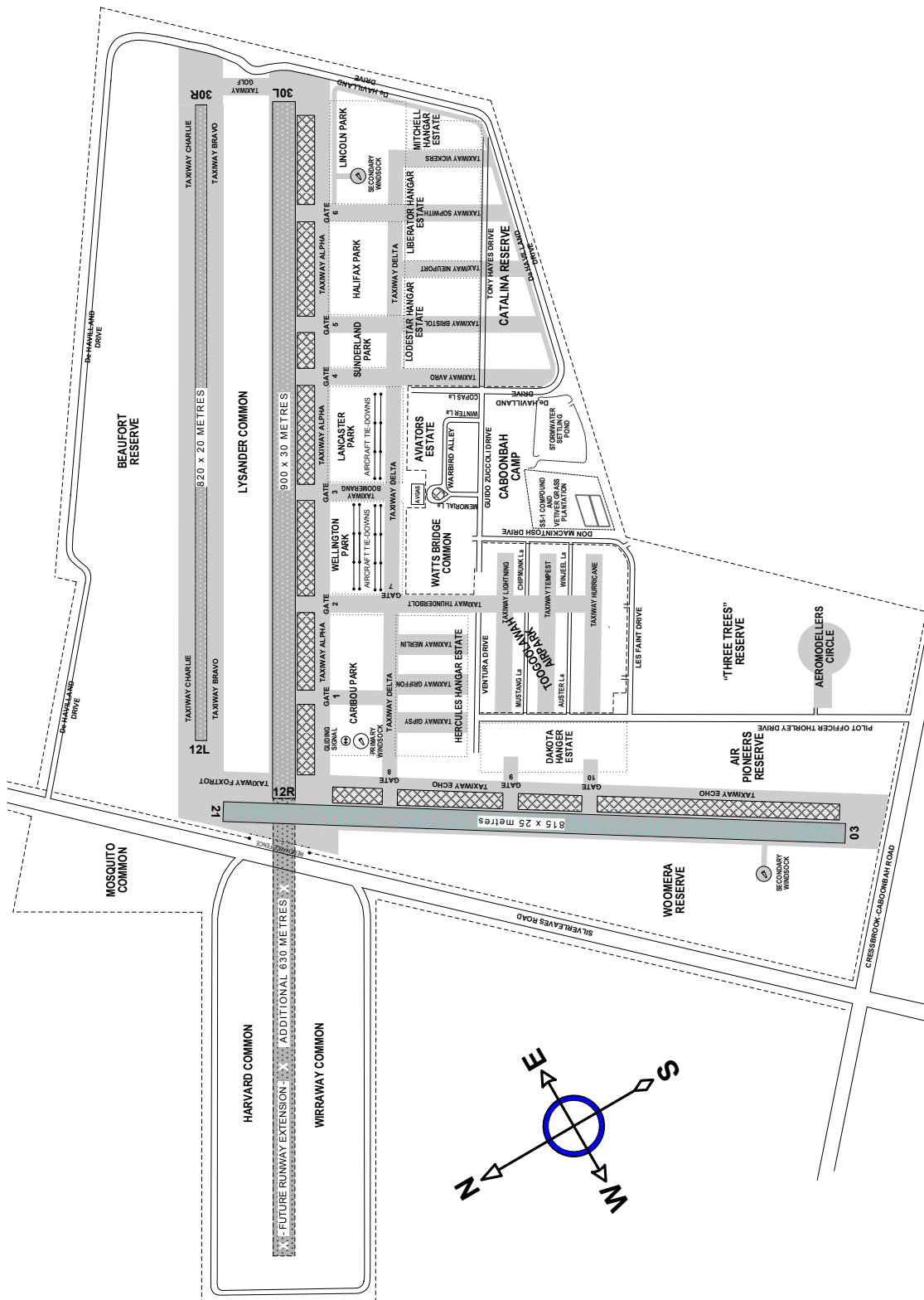
19.1 INBOUND CALL

Inbound radio equipped aircraft shall make an inbound call 10 nautical miles from the airfield in which shall be given the aircraft's class/type of aircraft, callsign, height QNH (airfield elevation 300'amsl), direction of approach in compass direction (e.g. 'from the North, South East etc.) altitude AMSL and distance from the airfield. Consult the information given in Appendix C of these By Laws for local frequencies in current use.

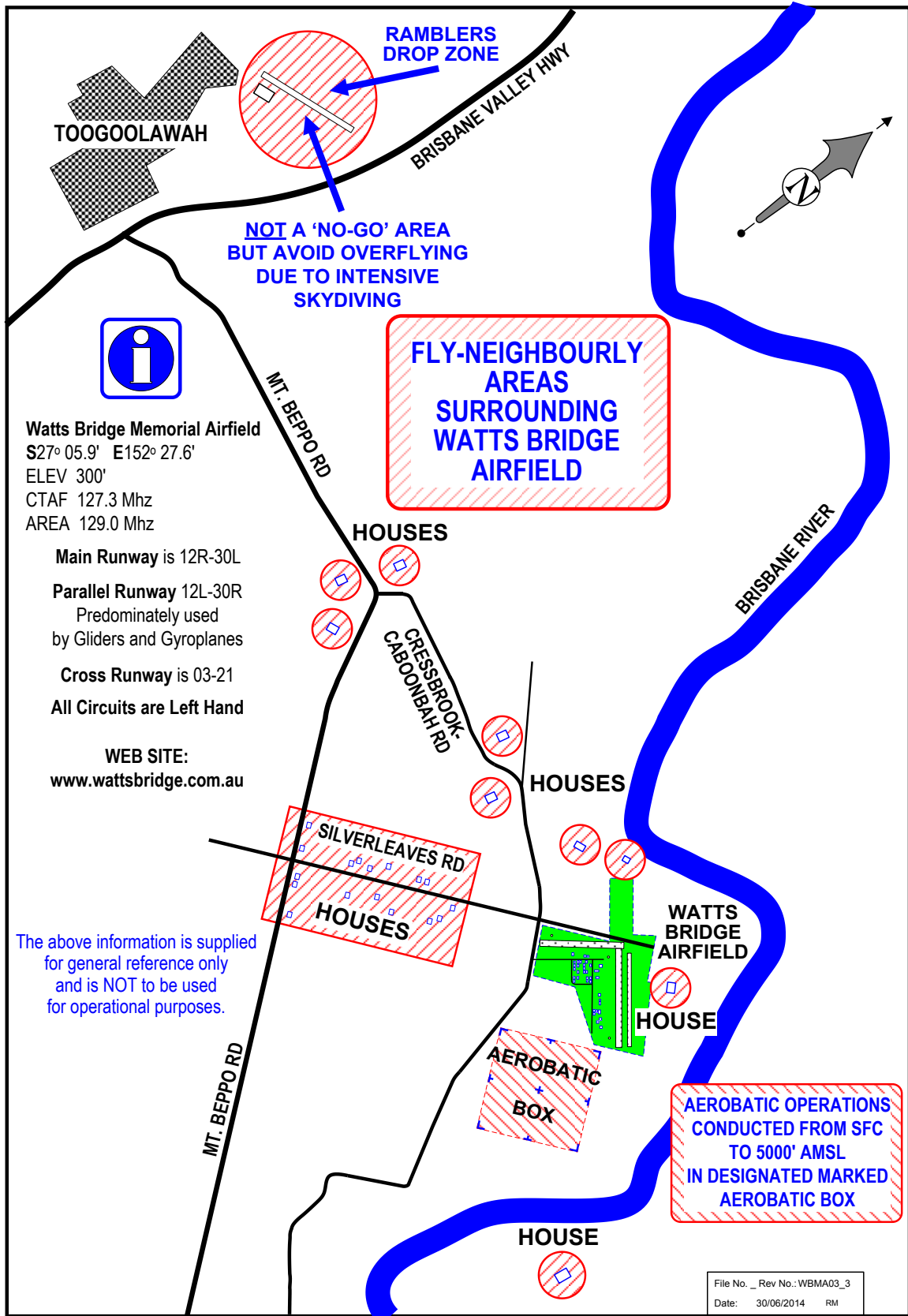
19.2 INFORMATION FROM WATTS BRIDGE MEMORIAL AIRFIELD GROUND STATION

From time to time a ground station may be on listening watch. This is an information facility, not an authorised Air Traffic Control outlet. This facility may respond to inbound calls and give information on current activity and type, plus the currently nominated 'active' runway and circuit direction. If this facility is active and you wish to talk to it, the callsign is '**WattsBridgeAdvisory**'.

APPENDIX A – AIRFIELD LAYOUT PLAN



APPENDIX B – FLY NEIGHBOURLY AREAS



APPENDIX C – SYNOPSIS OF BY LAWS

Note: Full, indexed, copies of the By Laws are available from www.wattsbridge.com.au

MEMBERSHIP STATUS

Watts Bridge Memorial Airfield is a private airfield, maintained at the cost of its members. Anyone using the airfield and/or its facilities and infrastructure, unless as an invited guest of a WBMA member must be a member.

COMBINED OPERATIONS

The purpose of Watts Bridge Memorial Airfield is to provide support to most forms of recreational flying. Aviation disciplines, which may be active, are: - G.A. (all categories except RPT); RA-AUS, LSA, Microlights; Gyrocopter; Gliders, Hang Gliders, Balloons, and Dirigibles, Unmanned Aerial Vehicles (UAV's).

CURFEW (7.0).

No flying is permitted after last light as defined by CASA other than ADF usage. Repeated circuits by one or several aircraft are prohibited prior to 7.00 am.

INBOUND & JOINING

Use standard inbound reporting procedures giving height in QNH (A/F height 300' AMSL). (20.1) Be especially wary of approach over the vicinity of Toogoolawah, which has an active Sky Diving operation up to 14,000'. Also be wary of overflying runways on entry, as intermittent glider/hang glider winch launching may be active up to 2,000'

CIRCUITS (19.0)

All circuits are Left Hand but be aware that while the standard square circuit is used, various aviation disciplines may be flying at heights and distances from the runway peculiar to their category. For safety, maintain height on downwind leg until the Base turn to assist in separation. Scan the circuit carefully to ensure separation with slower & closer traffic or faster & wider traffic to avoid 'cutting off' other traffic. Go around if needed to avoid conflict. Unless under Exemptions from CAR/CAO's no turns shall be made below 500' agl. Be warned that traffic on your LEFT may be a glider you must give way to. Be aware of 'Fly Friendly' near the circuit area and do not penetrate them.

TOUCH AND GO

The circuit is often busy - maintain speed to preserve separation with following traffic. If you stop you MUST vacate the runway before commencing another take-off.

TAXIING (16.0)

All taxiing must be done upon the taxiways and you must expedite your exit from the runway after landing. Generally - taxi on the right hand side of taxiways as you face them to allow oncoming traffic to pass on your left. DO NOT taxi through any unmown grass areas and do use the marked 'gates' to the parking areas. **BE WARNED** that there are drainage ditches bordering most taxiways. If you are exiting a parking area then give way to aircraft entering from a taxiway. If you are on a taxiway then give way to aircraft exiting runways.

PARKING (17.0)

No parking upon the taxiways - only in the (mown) authorised aircraft parking areas. Leave a couple of wingspans clearance from entry 'gates' to cater for larger span aircraft.

AIRCRAFT ASSEMBLY (14.0)

If you are bringing in your aircraft by trailer then assemble it at an aircraft park nominated on the airfield plan. You must not leave your trailer there; park it in a designated car parking area.

ENGINE STARTING/ATTENDANCE (15.0)

No aircraft shall be started without a pilot in the cockpit or unless the aircraft is adequately restrained - e.g. chocks. No aircraft shall be left unattended with its engine running.

VEHICLES & PEDESTRIANS (12.0 and 13.0)

These are not allowed on the operational parts of the airfield except in certain circumstances. You must check with a WBMA Inc. officer what controls are in place, or check a complete edition of the By Laws.

ACCIDENTS/INCIDENTS

Any accident or incident shall be reported (in addition to Statutory requirements) to the Caretaker or Secretary of WBMA Inc. within 7 days or as per any displayed notice on the airfield at central activity locations.

COMMUNICATION BETWEEN AIRFIELD USERS

Watts Bridge Memorial Airfield has been allocated its own Discrete CTAF Frequency, **127.300**. All users of the airfield are required to communicate on this frequency. This is particularly important in the cases of flying schools; practice forced landings; air tests; solo continuation training etc.



ABN 79 419 622813

Watts Bridge Memorial Airfield Inc. PO Box 98 Toogoolawah Qld 4313

Mob: 0427 699 239 Internet: www.wattsbridge.com.au E-mail: info@wattsbridge.com.au

INCIDENT & ACCIDENT REPORT

If you are involved in an accident or incident it is a requirement to notify Watts Bridge Memorial Airfield Inc. in writing within 7 days. Please email or mail this form to the above addresses.

PILOT DETAILS

Name		
Residential Address		
Postal Address (if different)		
Telephone No. Work	Home	Mobile
Email Address		

AIRCRAFT & OWNER DETAILS

MAKE	MODEL	REGO
Name of Owner		
Residential Address of Owner		
Postal Address (if different) of Owner		
Telephone No. Work	Home	Mobile
Email Address		

DETAILS OF INCIDENT/ACCIDENT

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DAMAGE REPORT

PILOT AND/OR PASSENGER INJURIES	NIL OR AS DETAILED
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AIRCRAFT DAMAGE	NIL OR AS DETAILED
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Submitted By _____ **Date** _____

Signature: _____

Office Use Only Date Received _____ Action Taken _____
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WATTS BRIDGE MEMORIAL AIRFIELD AIRSIDE HAZARD REPORTING FORM

This form should be used to report any airside hazard that has caused or could cause an accident or incident. Send the form to PO Box 98 Toogoolawah 4313 or if urgent ring the Caretaker on 0427 699 239

Name		
Residential Address		
Postal Address (if different)		
Telephone No. Work	Home	Mobile
Email Address		

LOCATION THE HAZARD WAS OBSERVED

TIME AND DATE THE HAZARD WAS OBSERVED

Date	Time
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DETAILS OF THE HAZARD
(Attach additional page if required)

YOUR RECOMMENDATION(S) TO DEAL WITH THE HAZARD

Submitted By _____ Date _____

Signature: _____

Office Use Only	
Date Received _____	Action Taken _____