



Ballito Microlight Club
Club Rules and Procedures

(Revision 2 01/09/2022)

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Ballito Microlight Club
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1) Members

- 1.1 Any person wishing to make use of any of the club facilities on a permanent or regular basis must be a paid-up member. The club house facilities may be hired out to non-club members on approval by the BMC committee.
- 1.2 Any person wishing to become a member must submit a formal application for membership to the committee for approval, subject to member cap availability (application forms available on the website)
- 1.3 All members must pay a once off joining fee (to cover their share of the existing infrastructure).
- 1.4 Members that have resigned/left and re-join will be liable for the difference in the current joining fee less any joining fees paid in the past.
- 1.5 All members are liable for individual monthly subscription fees which are set at the AGM each year.
- 1.6 Members will be sent monthly statements of account which must be settled timeously. Membership of the club and all its associated rights and benefits shall cease while an account is 60 days or over.
- 1.7 Members wishing to resign must please notify the club of the effective date of resignation so they can be removed from the members roll (accounts, FALE list)
- 1.8 All club members will be required to accept these Club Rules by signing & returning a copy to the committee for their records.

2) Hangar Owners

- 2.1 Only club members may own hangars or portions of hangars, and hangars must be used primarily for aircraft storage.
- 2.2 All hangars are the private property and sole responsibility of the member owners and nobody may enter a hangar without the owner's permission.
- 2.3 Owners are liable to pay the club an 'exclusive use' rental for the covered area of their hangar + 10 meters directly in front of their hangar. The actual rate per square meter is calculated based on the landlord's rental charge to the club and as such is subject to annual increases.
- 2.4 The club provides electricity, radio alarm security and serviced fire extinguishers for each hangar.
- 2.5 Fire extinguisher services are arranged annually and owners will be notified accordingly.
- 2.6 It is the responsibility of the hangar owners to maintain them in a clean and safe state at all times.
- 2.7 Owners are free to rent their space to country or other members but remain liable for the monthly rentals. You have to be a club member to rent a space in a hangar at BMC.
- 2.8 Owners wishing to sell their hangars must notify the BMC in writing prior to money changing hands, in order for the BMC to facilitate the process. The seller must:

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2.8.1 First offer the hangar to the BMC members, if no BMC member are interested it may then be offered to a non-member, subject to the membership cap not been exceeded, at the same price that was offered to the BMC members. Should the seller decide to reduce his asking price, due to an offer or no takers, he has to offer it back to the BMC members at the reduced price before offering it to a non - member.

- 2.9 A hangar may have fractional ownership, the original owner will need to notify the BMC in writing for billing information of the fractional owners.
- 2.10 No extensions, additions, alterations, adding of containers etc may be made/added to existing hangars without the permission of the BMC committee.
- 2.11 All new hangars to be built will be subject to rules conditions as per appendices D.
- 2.12 No air conditioners are allowed to be fitted in any hangar.
- 2.13 The club has a lien over hangars for any outstanding amounts due by the owner of the hangar. Potential buyers are to check with the BMC to make sure that there are no outstanding amounts owing to the BMC, a hangar change of ownership form must be submitted to BMC for approval, prior to money changes hands. Any outstanding amounts owing by the previous owner to the BMC, will be carried over, and it will become the new owner's liability.
- 2.14 Each member will only be allowed to own one hangar, should a hangar owner wish to acquire a second hangar, he would be required to request permission from the BMC, which may be refused, should there be Shareholders that do not own a hangar, the property company MOI states that all Shareholders will be afforded a Hangar space. This decision will be at the sole discretion of the BMC committee.
- 2.15 A fractional hangar owner may own a number of fractions in different Hangars up to a total of 150 square meters. should a fractional hangar owner wish to acquire hangar space that exceeds 150 square meters, he would be required to request permission from the BMC, which may be refused, should there be Shareholders that do not own a hangar space, the property company MOI states that all Shareholders will be afforded a Hangar space. This decision will be at the sole discretion of the BMC committee.

3) Driving and Parking

- 3.1 All visitors must park in the public parking at the entrance to the club and only members are permitted to drive within the club grounds (this is for safety purposes).
- 3.2 Members may park in or near to their own hangars provided they can do so without blocking or hindering any other vehicle or aircraft movement in any way, failing which they must park in the allocated parking areas at the entrance to the club or to the side of hangar 3. There is parking available
- 3.2 When driving within the club, drive slowly and be aware of possible aircraft movement especially near the runway exits and on the back roads/taxiways.
- 3.3 Should you need to drive onto or across a runway, stop and look out first to ensure your path is clear, only drive on them if you can do so without causing any damage (e.g., avoid doing so during or after heavy rain) and do not park or loiter on the runways or approaches.

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3.4 No motor bikes, quad bikes are allowed to be driven on the runway.

3.5 All children under the age of sixteen are to be accompanied by an adult at all times.

4) The Ballito Airspace

- 4.1 The Ballito airfield is located 7nm NNE from King Shaka International (KSIA/FALE) and the club has been allocated its own airspace within their CTR around the airfield (Ballito Box) and leading out East to the CTR boundary (Ballito Corridor) which extends up to 1000ft AMSL (refer Appendix A). All aircraft operating within the Ballito Airspace, including the northern corridor & the blue route corridor must reduce their IAS to 80Kts or less.
- 4.2 The box must be opened and closed daily with King Shaka by telephone (+27 (32) 4365002) and once open appears as an 'obstacle' on radar causing all other traffic to remain clear.
- 4.3 **Informing fellow club members on whether the box is open or closed is critical, and is the responsibility of the first person arriving at the airfield, wishing to fly, and the last person to leave that has flown, and is managed by three systems:**
- 4.3.1 The eWeLink App, which controls a set of Red & Green lights, remotely via the App, located at the entrance, the green light on denotes the box is open & the red light on denotes the box is closed.
- 4.3.2 A set of Red & Green balls on a mast, at the entrance. A raised red ball denotes the box is closed, and a raised green ball denotes that the box is open. This mechanical system is only used when the eWeLink is not working. The two balls remain level with each other when the eWeLink is operational.
- 4.3.3 On the clubs WhatsApp group, the person who first opens the box, after notifying KSIA ATC, must post "Box Open" and the last person to fly, after notifying KSIA ATC, must post "Box Closed"
- 4.4 The box must be opened by any person, arriving first to fly if the Ball/Light is red. There are commercial crop sprayer microlights and helicopters that operate at / out of the club in direct communication with KSIA without the box being open as well as other traffic that may be routed through the Box by KSIA if the box is closed so never assume the Box is open, unless the flag Ball/Light is green.
- 4.5 The last person to leave must close the box with KSIA and raise the red flag-Ball/Light. When leaving the airfield and unsure if you are the last person take a drive around and check for any open hangars or cars parked next to any of hangars that will indicate that other people are still flying / around.
- 4.6 Any person flying away for the night must park his car inside his hangar or in the public parking lot unless suitable arrangement has been made with other members to close the box.

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4.8 The airfield operates on Durban Special Rules frequency of 124.20mhz and all Ballito aircraft must squawk 1440 unless otherwise instructed to do so by KSIA. No radio contact with KSIA is required when operating within the Box but normal un-manned radio procedures must be adhered to at all times, as we operate under the Durban Special Rules frequency and there are plenty of other aircraft and clubs on the same frequency, so please keep all radio calls brief and concise.

5) The Blue Route

- 5.1 The club has arranged a special VFR routing through King Shaka's CTR to and from Sheffield beach to speed up the time to get to the coast (this was done mainly for microlights) The route crosses KSIA's runway 24 extended centre line and has a maximum height restriction of 1,000ft AGL (around 1,300ft AMSL over the N2) As a result, members utilising the blue route are required to climb to 1,300ft AMSL prior to leaving the coastline to the Ballito Box so as to avoid climbing over built up areas.
- 5.2 Permission to use the Blue Route must be obtained beforehand from King Shaka Tower on 118.45mhz and once approved you are under their control.

6) Flying

- 6.1 No member shall operate any aircraft unless legally entitled to do so in terms of all applicable SA regulations and all aircraft must be flown within the terms of air navigation regulations and the local Ballito Box rules and procedures.
- 6.2 All aircraft operating at the club and its airspace (box and corridor) must be fitted with a 2-way radio and a transponder in terms of regulations applied by KSIA.
- 6.2 Pre-flight inspections, pre-take-off checks and engine run ups must be done clear of the active runway with due consideration for other members, aircraft and hangars (safety, blockages and prop wash, Good Airmanship)
- 6.3 The club has a mixture of aircraft types ranging from Trikes to RVs as well as helicopters all requiring different circuits at different speeds. It is thus important to identify your aircraft type to other aircraft so they can plan accordingly.
- 6.4 To keep traffic away from the hangars and the landlord farmer's house, runways 08 and 36 are left hand circuits and runways 18 and 26 are right hand circuits. Overflying of Collisheen Estate bordering the airfield to the South is prohibited and please be courteous when weddings or other events are taking place.

7) Visitors and Dogs

- 7.1 Guests and animals are welcome to the club but are the full responsibility of the inviting member who must brief them on the operations, dangers and procedures at the airfield. All children under 16 years of age must be accompanied by an adult.
- 7.2 While the airfield is active, all guests must remain clear of runways and taxiways and animals must be kept on a leash.
- 7.3 Fly-in visitors are welcome provided their aircraft are suitably kitted with a radio and transponder and they are fully compliant with the Ballito Box procedures. Members may optionally fly out the CTR to meet visitors without transponders and/or who are not familiar with the airspace and fly them in in formation. Members will be held responsible for their visitor's transgressions, which depending on the severity of the transgression, may lead to the member been expelled from BMC.

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8) Safety

- 8.1 Any incident, accident or damage of any sort to an aircraft must be reported to the club's safety office or the committee.
- 8.2 All fixed wing aircraft must be parked with their brakes off (use chocks if required) and all unattended aircraft must be positioned so as not to be an obstruction to others and not to be in danger of being blown over. No aircraft may be left running without the PIC sitting in the aircraft's seat.
- 8.3 Dangerous and irresponsible flying is naturally prohibited and will lead to a member being expelled from the club.
- 8.4 The committee / safety officer has the right to suspend, prohibit or expel any member who in any way endangers the safety of the club, its members, guests, aircraft, vehicles, infrastructure or relationships with King Shaka ATC, ATNS or any other such bodies or clubs.
- 8.5 In the event of a member breaching any club rule, he may be requested to appear before the committee who may impose a sanction which could include a warning, fine, suspension or expulsion.

9) Commercial Operations

- 9.1 No commercial operators/activities (CO) are allowed at BMC, besides BMA, Vortex, the Weaver Brothers & Rob Heyes, who have all been approved by the BMC committee, due to specific value they add to the BMC.
- 9.2 You are deemed to be commercial operator if a member:
- 9.2.1 activity is selling, renting, storing or offering a service of any product whatsoever from their hangar on a regular basis for profit.
- 9.2.2 has one or more staff working at the airfield for any amount of hours, on any day of the week, on a regular basis for a profit, besides helpers cleaning hangars & aircraft.
- 9.2.3 has an office, computer, printer etc in his hangar, used on a regular basis for a profit
- 9.2.4 is assembling, manufacturing parts, products, in their hangar, that may or may not be related to aviation, with the intention of resale on a regular basis for a profit.
- 9.2.5 is storing any type of equipment, machines, tools, stock, consumables etc. used in any type of business, service, inside or outside of the airfield boundaries, on a regular basis for profit.
- 9.2.6 rents their hangar to an entity or person who conducts any of the above activities on a regular basis for a profit.
- 9.2.7 rents out their hangar for any reason, or activity, besides for the storage of aircraft for a profit.
- 9.2.8 if you are servicing, doing overalls, maintaining, repairing, rebuilding aircraft, on other aircraft besides your own, on a regular basis for a profit.

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- 9.3 There may be instances where a member is a commercial operator, utilising an aircraft in the business activity, or a member may rent his hangar to a commercial operator who uses an aircraft in his business, but in both cases the “physical activity” of the business is conducted outside of the BMC borders, and BMC is used only to hangar the said aircraft, he may be approved by the committee, after full disclosure of the applicants business activity, and on approval he will be deemed to be a “Non-Physical Activity Commercial Operator” (NPCO)
- 9.3.1 The NPCO status will not apply to any flight Training Organisation (SACAA/0004/DTO) specializing in National Pilots License (NPL) training, offering training for Light Sports Aircraft (LSA), Weight Shift Controlled Microlights (WCM) and Conventionally Controlled Microlights (CCM) licenses, flipping and related activities, as the BMC has granted BMA, exclusive rights to this specific commercial activity.
- 9.3.2 It will be the at the sole discretion of the BMC committee, once an applicant has applied to be a NPCO, after it receives full disclosure, on whether to approve the members application, & the committee will not be obliged to give reasons should an application be rejected.
- 9.3.3 A NPCO member will be deemed a Commercial Operator, and may lose his NPCO status, should he be found conducting any of the activities stated in clause 9.2
- 9.3.4 As a NPCO member you may be required to pay a monthly commercial fee, determined at the sole discretion of the BMC committee, dependant on the nature of your commercial activity.
- 9.4 In the intertest of maintaining safety standards all commercial flight training operations at the airfield is under the control of the resident School and any training whatsoever must be arranged through them.
- 9.5 All commercial operators are to pay a monthly commercial fee to the club to cover ‘excess’ usage of the facilities over normal members. Such fees shall be determined by the committee and reviewed on an annual basis (to cater for significant changes in operations)

10) Committee

- 10.1 In terms of the constitution, the club members will appoint a committee made up of 5 members once a year at the AGM. Each of the five committee members will hold an equal vote in value, and will revert to voting, on issues where a unanimous decision can-not be reached.
- 10.2 The committee are responsible for all aspects of the running of the airfield (safety, maintenance, administration, finance, accounts, fly-aways, entertainment, discipline, rule enforcement & sanction thereof etc). Please bear in mind that these members perform their duties for free.
- 10.3 The committee decisions/judgements are final, on any matter the are called upon to adjudicate.

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- 10.4 Any and all decisions made by the committee are made in good faith, the committee as a whole & as individual persons accept no liability whatsoever from any loss, damage, claim etc. that may arise as a result of any decisions they have made, or will make in the future.
- 10.5 All committee members offer their time & services free of charge, it has been decided at an AGM that as a token of the Members appreciation, all acting committee members will not have to pay club fees, in an attempt to compensate them for some of their direct costs, personally incurred by them in full fulling their duties.

11) Property Company Shares and Hangar or Hangar Space ownership

A Hangar owner or an owner of a portion of a hangar, must be shareholder in the property company, unless that person owned a hangar or a portion of a hangar prior to the 25th June 2022, and opted not to be a shareholder.

General

- 11.1 The club is not responsible for any loss or damage to any aircraft or property belonging to any member or visitor and does not guarantee the safety or security of any property which is hangered at the airfield.
- 11.2 The club does not provide insurance of any form over property, hangars, aircraft or people (third party) and hangar owners are required to obtain insurance for their hangar, its contents, aircraft & third party whilst in the hangar.
- 11.3 All common areas are for the benefit of all members and their guests.
- 11.4 On signing this document you agree that the BMC committee decisions are final on any matter, dispute, grey area etc. weather covered in these rules or not, and you agree to abide by the decision without recourse.

I, the undersigned, confirm that I have read and fully understand the club rules as laid out above and hereby agree to comply with the rulings of the club committee, and accept that their decision is final, In the event of a member infringing such rules. I also understand that persistent infringements may result in a member’s expulsion form the club. It is every club members responsibility to sign & return this document to the Committee, it is understood that by not signing and returning this document, does not relinquish any club member from all the requirements, rules and obligations of this document.

Name: -----

Signature: -----

Date: -----