

Sunshine Coast RC Flyers RC Flying Club – Rules

Administrative

1. To use **Sunshine Coast RC Flyers** RC Flying Club property, members must have a current MAAC membership as well as a current Basic or Advanced Operation Certificate for CAR Part IX. Visiting fliers follow the same requirements.
2. Each member must have paid their yearly club dues.
3. Each pilot must have with them while on the property the following:
 - MAAC Card
 - Club Membership Card
4. All flying must be done in accordance with Transport Canada CAR part IX
5. All flying must be done in accordance with the most CURRENT MAAC Safety codes, Policies and Procedures documents. More details can be seen on the following website:
<http://www.maac.ca/en/documents.php>
6. All flying must be done in accordance with the guidelines set out in these documents.
7. Guest pilots are prohibited unless arrangements are made with the club executive in advance.
8. **Normal Operating Procedures and Club Safety Rules, are posted at field location**

Operating/Safety Rules

Normal Operating Procedures and Club Safety Rules

1. No flying before 10am.
2. Batteries shall not be connected to electric models unless the model is restrained in the pit area
3. No taxiing or flying in the pit area at any time.
4. No taxiing to the flight line when there are people at the flight line.
5. No taxiing to the pit area.
6. While flying, you must stand 7m back from the runway.
7. The direction of take-off, landing, and traffic pattern will be determined by the prevailing winds. If no wind, all take-offs etc. shall be North to South.
8. No congregating at the flight line. Only the person flying, and their spotter are permitted at the flight line.
9. No 3D flying over the runway when others flying at the same time. All 3D flying to be done past the runway in this case.
10. No leaving your models at the flight line. This poses a tripping hazard for those flying.
11. Formation flying is permitted provided the pilots agree beforehand.
12. Absolutely no flying when there are farm workers on the field (i.e. cutting hay).
13. Approved Flying Area is detailed in Figure 1 below.
 - a. **No flying higher than 120m (400 feet)**
 - b. the default altitude limit is to remain below 400 feet above ground level. If higher is obtained this will be indicated in writing by either a Transport Canada SFOC or a MAAC certificate
 - c. Recovery of models that have landed or crashed off the runway but in the flying area will be done in agreement with any pilots flying.
14. If there is an accident requiring emergency services, cellular service is adequate to call 911. The field address is **6085 MASON ROAD SECHELT, BC.**

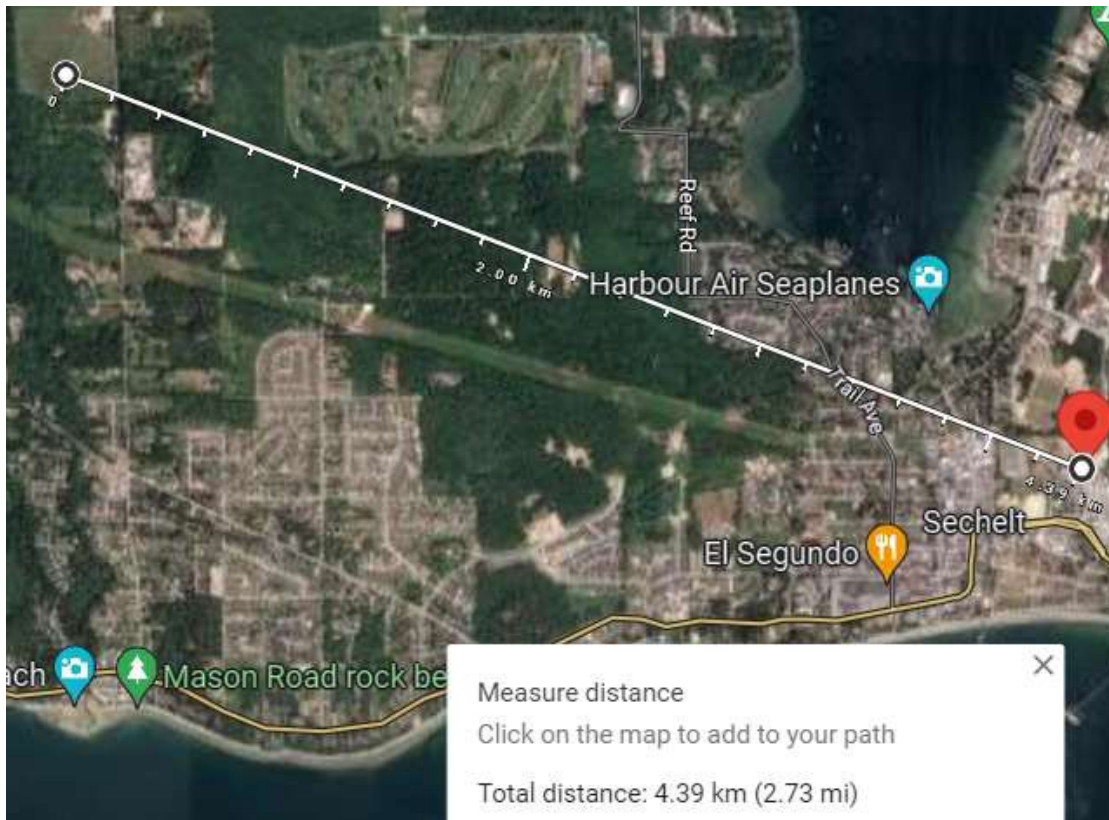
Sunshine Coast RC Flyers RC Flying Club operates within 3nm of an aerodrome as listed in the Canada Flight Supplement and is required to provide all members with the following information:

15. The aerodrome name is **SECHELT (SECHELT HOSPITAL) BC (Heli) CBP4** and it is located 2.41 nautical miles east of our modelling site.
16. The aerodrome is a certified heliport Pad used by **Vancouver Coastal Health Authority** 604-677-3672 for medical evacuation helicopters.
17. Our modeling site is well clear of the airport traffic pattern however from time-to-time aircraft may transit to **SECHELT (SECHELT HOSPITAL) BC (Heli) CBP4**
18. **In the event of a “fly-away” towards CBP4**, you may call the aerodrome operator at **Vancouver Coastal Health Authority** 604-677-3672 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
19. The club executive has contacted the operator (OPR) of **CBP4**, and they have expressed no issues with our RPAS site.
20. **Sunshine Coast RC Flyers** does not require additional pilot competency or knowledge requirements other than the requirements for Transport Canada CAR part IX.
21. Club members should check for **SECHELT (SECHELT HOSPITAL) BC (Heli) (CBP4)** related NOTAM either using the [NAV CANADA NOTAM portal](#) or using RPAS Wilco app or similar. If you are the first pilot of the day and have printed a RPAS Wilco site survey, please leave it at the site for fellow modelers to reference.
22. No flying will commence until 10am and will end a half hour before sunset, the time of which is available on the Weather Network App for the **city of SECHLET**. Night flying is allowed at **Sunshine Coast RC Flyers** only if the model is brightly lit.
23. No flying will occur below the Club mandated weather minimum:
 - a. If cloud is present within 1000’ above the model flying area
 - b. A horizontal visibility requirement of less than 3nm around the flying area, and
 - c. If there is other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.
24. Visual observers and MAAC “spotters” are optional at our site. The following are club procedures for ensuring full scale aviation safety:
 - a. When any member or other person spots a full-scale airplane, they are to yell out “AIRPLANE” in a loud voice.
 - b. ALL Pilots MUST immediately descend to as low an altitude as possible and then land as soon as safely able.
 - c. When the full-scale airplane is no longer a threat, the person who gave the warning shall yell “ALL CLEAR”, or the pilots may make that determination themselves, and resume flying.
25. If there is any type of near miss or safety concern between a full-scale aircraft and our RPA, ALL FLYING SHALL cease immediately. The members involved should fill out a MAAC reportable occurrence report and submit that to the Club executive and follow MAAC policy with the following exceptions:
 - a. If the member(s) involved believe the risk was very minimal, they may complete their own self declaration or risk assessment using the MAAC form. Submit a copy of the form to the club executive when able and recall you must keep this form for one year (CAR901.49 (2)). Resume flying when done.
 - b. If the member or Club executive deems the event serious, flying will not resume until members are given permission by the Club executive – in writing.
 - c. If there is actual contact between an aircraft and a MAAC RPAS – all flying will cease until MAAC confirms we may resume operations.
 - d. This process is for your protection.

26. There are no other risk mitigating strategies required at **Sunshine Coast RC Flyers**. The normal MAAC “see and avoid” practice is deemed sufficient to ensure our RPAS do not operate in a manner that could interfere with aircraft operating in an established traffic pattern.

27. The Club executive will review these rules at least once a year





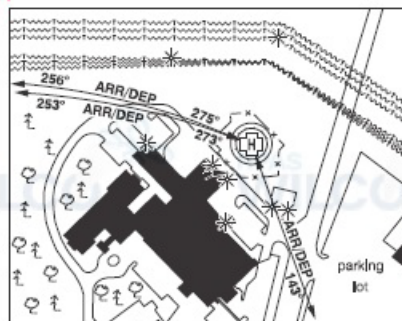
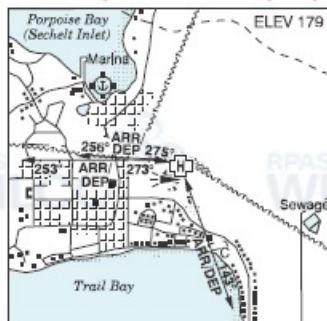
CANADA FLIGHT SUPPLEMENT / GPH 205 Effective 0901Z 23 February 2023 to 0901Z 20 April 2023

BRITISH COLUMBIA

AERODROME/FACILITY DIRECTORY

SECHELT (SECHELT HOSPITAL) BC (Heli)

CBP4



REF	N49 28 34 W123 44 54 17°E (2014) UTC-8(7) Elev 179' VTA A5004
OPR	Vancouver Coastal Health Authority 604-677-3672 Cert PPR
FLT PLN	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO/TLOF 79' x 79' CONC Safety Area 105' x 105' Max heli overall length 52.5' (CAR 602.96)
RCR	Opr
LIGHTING	DR(250°) RY(LO)
COMM	Sechelt tfc 123.5 3NM centred on Sechelt A/D 1.5NM ESE 2000 ASL. Hosp Security 158.76 FM 3 min PN
PRO	Arr/dep 273° to 253° curved, slope 12% (H2), day use only. Arr/dep 275° to 256° curved fr heli, slope 12% (H1). Arr/dep 143° fr heli, slope 16% (H1). Rstd to multi engine heli able to remain 15' abv all obst when opr in accordance with acct fit manual with one engine inoperative (CAR 602.96).
CAUTION	Strongly recommended that only pilots familiar with lcl terrain should use this heli at ngt. 100' P-lines 300' N of heli. 23° prkg lot lgts W & S of heli.



1)

CBP4

