

Interlake Radio Control Model Club (IRCMC)- Gimli Site Rules



IRCMC is a MAAC Sanctioned Club. All persons authorized to use the club's sanctioned sites are expected to operate within the applicable areas of the MAAC safety code and applicable sections of the Canadian Air Regulations. (CARs)

In addition, IRCMC imposes site specific rules and requirements on pilots that shall be followed. Failure to follow any of the following rules and requirements may result in membership termination.

IRCMC maintains two sanctioned sites. The Primary site is located within the Gimli Industrial Park and a secondary water-based site located near Lundar, within the Rural Municipality of Coldwell.

Administrative

Definition Glossary of Terms:

Model Aircraft – means any non-RPAS flying model which includes Free-Flight (F/F), Control Line (C/L) and Space Modelling categories.

Remotely Piloted Aircraft (RPA)- means a navigable aircraft, other than a balloon, rocket or kite, that is operated by a pilot who is not on board.

Remotely Piloted Aircraft System (RPAS) - means a set of configurable elements consisting of a remotely piloted aircraft, its control station, the command-and-control links and any other system elements required during flight operation. For all purposes the terms "RPAS" and "model aircraft" are no longer interchangeable (previously referred to as radio control or R/C aircraft).

Surface Models – models vehicles designed to run on the ground or water.

Safety Spotter – means a person, 16 years of age or older, who is assigned the sole task of actively scanning the sky in 360 degrees, for purposes of detecting and alerting RPAS pilots of any approaching full-scale aircraft. While they do not need to be a MAAC member, that is preferred.

The Gimli Site supports the use of:

- a) **RPAS** – Not exceeding 25kgs (55lbs), subject to any valid MAAC exemption.
- b) **Model Aircraft** - (Free-Flight (F/F), Control Line (C/L) and Space Modelling)
- c) **Surface models**
- d) **Rockets**

IRCMC Membership

1. The IRCMC Gimli flying site is for the use of paid members in good standing of Interlake Radio Control Model Club Inc. and MAAC members in good standing who are invited to attend scheduled events organized and/or supported by IRCMC.
2. Pilots operating RPAS, model aircraft or surface models must possess a valid MAAC membership and abide by the applicable provisions of the MAAC Safety Code and IRCMC and Site specific rules found in this document.

3. IRCMC members may invite flying, or non-flying guests to the Gimli site. The IRCMC member always assumes responsibility for their invited guests.
4. It is the responsibility of IRCMC members to ensure that their invited flying guests are valid MAAC members and that all guests are briefed on Gimli Site specific rules.
5. Subject to any valid MAAC exemptions, all members and guests shall abide by applicable sections of Part IX of the Canadian Air Regulations.
6. All members and guests shall abide by any federal, provincial, or municipal legislation and/or emergency measures with jurisdiction over the Gimli Industrial Park site. (Ex: Fire Ban)
7. Any required MAAC Safety signage and Emergency contact information shall be maintained and posted prominently on site.

IRCMC Membership Resolution Policy:

1. The executive, through majority agreement, have the authority to immediately suspend a club membership for a breach of club rules.
2. The executive, through majority agreement, have the authority to reinstate a previously suspended membership.
3. IRCMC retains the right to revoke any club membership by majority agreement of all paid members.

IRCMC Camping / Social Policy / Rules:

1. Any Social media posts by IRCMC members are expected to be positive in nature and not reflect negatively on the club in any fashion. Members must understand that all social media content can be accessed by any person, official, media or government agency. It is to our benefit that any social media content reflects a culture of responsible fun and safety.
2. Members should consider "Social Issues" as a potential "risk" to IRCMC at any time the site is in use. Excessive noise / rowdy activity, not related to RPAS or model aircraft flying, can be just as serious a threat to the IRCMC site as safety violations. Coming into any conflict with neighbours is one of the top reasons flying sites are lost within Canada and usually leads to municipal sanction or land lease loss. Members are expected to enjoy reasonable fun but are expected to be responsible for their behaviour as well as their invited guests.
3. A membership is required for overnight camping at IRCMC field. This requirement can be waived for scheduled events at the discretion of IRCMC executive.
4. Overnight camping is available to members participating in RPAS and Model Aircraft activities. The site is not to be used for seasonal / long term camping.
5. Members using generators at the field are encouraged to use the quieter, inverter type to reduce noise and encouraged to turn them off at night whenever practicable.
6. Members participating in overnight camping are responsible to organize and pay for campfire wood, equipment or supplies directly related to overnight camping.

IRCMC Sanctioned Event Policy

1. An “Event Director” shall be named for all formally sanctioned events. The event director, or his/her delegate, shall remain on site for the duration of the event.
2. During flying operations of any officially sanctioned event, the event director, or his/her delegate, is responsible to ensure at least one properly briefed spotter is on duty within the designated Pilot or Spotter area during flying activities.
3. It is the responsibility of the event director, or his/her delegate, to ensure that any guest pilots are members in good standing of MAAC and have been briefed on IRCMC site specific rules.

Normal Operating Procedures and Club Safety Rules

A copy of these rules, either printed or electronic must be available to RPAS pilots using this site. A printed version in a waterproof container will be left by the sunshade or in the containers.

1. The Gimli site flying area is an irregular pentagon shape as measured from a central point 25’ north of the center of the pilot stations, extending northward 1,400’, right and left 1500’ and 400’ south at the east and west rear corners. Refer to the site flying area maps for no-fly zone depictions. (Figures 1 & 2)
2. This site is located within the Gimli Industrial Park, situated in the southwest corner of the park area, 1 nautical mile from the center of the **Gimli Airport (CYGM) 50°36'45.6"N 97°02'44.9"W** (Fig1)
3. Model assembly should be done in the designated pit area. (Fig 4)
4. No powered RPAS or model aircraft of any type shall be armed or started within the designated “Pit Area”. Pilots should use designated arming / start up areas outside safety barriers. (Fig 4)
5. Batteries shall not be connected to electric models unless the model is restrained in a start-up area – **no exceptions**.
6. Gas/glow/turbine models must be restrained and started in the start-up stands or similar, located in a start-up area. Do not conduct prolonged tuning if other pilots are flying.
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 east or west but away from the sun.
8. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
9. Prior to launching / taking off, Pilots shall always confirm it is safe to do so with any pilot(s) operating airborne RPAS or model aircraft.
10. Unless otherwise authorized by exemption or valid MAAC altitude waiver, all RPAS or model aircraft flying activities shall remain within the designated IRCMC Airspace Boundaries up to **400’** Above Ground Level. (Fig 2)

11. Pilots should always clearly announce intentions to launch, take-off, land, or situations of engine failure where a “dead-stick” landing is imminent.
12. In the event where a pilot has lost control of a moving or airborne RPAS or model aircraft, an immediate and clear announcement should be made to make other pilots and persons on site aware and alert to potential danger.
13. Prior to any person moving forward of the pilot station area, and into the designated flying area, for any reason, always confirm it is safe to do so with any pilot(s) operating airborne RPAS or model aircraft.
14. In the event of a person(s), not connected with IRCMC flying activities, inadvertently entering the designated IRCMC flying boundaries on foot or other means, pilots with airborne aircraft shall be notified immediately and land if safe to do so.
 - a) **Flying operations shall be suspended until person(s) can be cleared from the designated flying boundaries.** This does not apply to normal vehicle movement on the go-cart access road.
15. A fire extinguisher must be present for all powered RPA operation.
16. If there is an accident requiring emergency services, cellular service is adequate to call 911. The civic address is **Minerva Road, 1.8km west of Hwy #8**.
17. There is no limit on number of airborne RPA. Pilots on site may agree to limit number of RPA airborne at any one time.
18. Pilots may fly in formation provided they agree to do so.
19. Pilots shall take all reasonable precautions to avoid flying within 30 meters of any vehicles using the go-cart track access road. (Fig 2)
20. No flying activity shall take place while field maintenance / grass cutting is being conducted within the designated flying area. (Fig 2)
21. No flying activity shall take place while farm equipment is operating in “close proximity” to the IRCMC designated runway area. “Close proximity” is considered to be the area that extends East from the runway to the go-kart access road (approx. 200 m) and equal distances to the West and North of the runway. (Fig 3)
22. Pilots shall take all reasonable precautions to avoid flying within 30 meters of any stationary and/or operating farming equipment within IRCMC designated flying area.
23. Pilots should remain behind provided pilot barrier protection, as much as practicable, while operating RPAS or model aircraft. (Fig 4)
24. During flying activities, non-flying member’s guests and/or spectators should not enter the designated pit area unless accompanied by a member. (Fig 4)
25. The last member to depart the Gimli site shall ensure that the containers and site gate has been secured.

The Gimli site of the IRCMC operates within 3nm of an aerodrome as listed in the CFS or CWAS and is required to provide all members with the following information:

1. The aerodrome name is **Gimli Industrial Park Airport** (CYGM) and it is located 1 nautical miles NE of our modelling site.
2. The aerodrome has one paved runway (15/33) and is home to general aviation and specialized aviation services aircraft. The following aviation services have ops based at the Gimli Airport:
 - a) **Lakeside Aviation Services** – Provides charter and pilot training services with a variety of aircraft including a BN2- Islander, Beech 95, Cessna 206 and Cessna 172. Year-round activity
 - b) **Royal Canadian Air Cadets** – Cadet Glider training program (summer months) operating Schweizer Aircraft SGS 2-33 gliders and Bellanca Scout tow planes. Apr 1 –Oct 31 / higher volume Jun 1 -Aug 31
 - c) **Skydive Manitoba** – Provides skydiving services and training operating Cessna 182 aircraft. Apr 15-Oct 31 activated by NOTAM
 - d) **Prairie Helicopters Inc.**- Provides helicopter turbine flight training using Bell 206 Jet Ranger helicopter(s) – Year-round activity.
 - e) **Babcock Aviation Firefighting services** -operates a waterbombing satellite base utilizing CL-415, CL-215 and Twin Commander “bird-dog” aircraft. Increased activity during fire season.
3. Except for the Air Cadet glider circuit, our modeling site is well clear of the established aerodrome traffic pattern and flight over us is generally prevented by the CFS CAUTION warning. However, from time-to-time aircraft departing runway 15 may turn west towards our site, an occasional medevac helicopter will come over our site from the south and military paradrop activity will occasionally pass over our site. Normally these aircraft will pass well above our site at 800’ or more. Additionally, aircraft may transit immediately south of us while joining the circuit base leg to runway 33 at CYGM. Paradrop activities target SE of thld Rwy 15 between runway and apron, 2.4 km from our site making conflicts unlikely. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site. Air Cadet operation are addressed in the visual observer section below. (Fig 5)
4. In the event of a “fly-away” towards Gimli Airport, you may call the aerodrome operator at (431) 641-3050 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
5. IRCMC club members should check for Gimli airport 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.
6. The club executive has contacted the operator (OPR) of Gimli Airport (CYGM), and they have expressed no issues with our RPAS site. The Air Cadets are aware of our site and operations as well and have expressed no concerns.

7. Any requests or concerns related to IRCMC operations that are brought to the attention of the club executive by the Gimli Airport operator will be actioned and/or resolved at the earliest practical opportunity.
8. No flying will commence until half an hour after sunrise and will end a half hour before sunset, the time of which is available on the Weather Network App for the town of Gimli. Night flying is not allowed at the IRCMC Gimli site unless your RPA is brightly lit.

Gimli / Manned Aviation Risk Mitigation Safety Rules and procedures:

Spotter Requirements:

1. IRCMC Gimli site requires visual observers for any of the following scenarios:
 - a) RPAS weighing more than 2kgs (4.4lbs) and flown above 200' AGL.
 - b) Anytime the Air Cadet Glider operations are active.
2. When visual observers are required, the club rules are as follows:
 - a) The sole role is to scan the sky for approaching full-scale aircraft – do not watch the RPA. Pay particular attention to (whatever direction airplanes come from etc.)
 - b) A spotter shall be instructed on their duties by an IRCMC member pilot and remain within the designated spotter or pilot station areas until relieved, or until the completion of any active flights. (Fig 4)
 - c) When spotting a potential conflict – yell “AIRPLANE” or “GLIDER” in a clear loud voice. Spotters may also use other alerting devices to aid in alerting active pilots immediately to potential conflict with any manned air traffic.
 - d) When you believe the airplane or glider is no longer a problem yell – “ALL CLEAR”.
 - e) It is further expected that all pilots on site, including those not engaged in flying, will collectively maintain vigilance, and help ensure RPAS or model aircraft activities are safely separated from manned air traffic.
 - f) IRCMC maintains a VHF Radio monitor that may be used by members and/or spotters as a secondary aid to visual scanning for manned air traffic at/near Gimli Aerodrome. (122.15)
 - i. Visual scanning shall be the primary method to maintain separation safety. Gimli Airport is in uncontrolled airspace and there is no requirement for manned aircraft operating in the area to have a radio on board.
 - ii. Note: It is illegal to transmit on aviation channels unless the operator has a Restricted Radio Operator’s license.
 - g) No ambient noise shall be generated on site that directly interferes with a pilot, or spotters’ ability to monitor and/or warn active pilots of any potential conflicts with manned air traffic.

Pilot Responsibility:

1. Upon becoming aware of a potential conflict with manned air traffic, a pilot, if safe to do so, shall immediately take action to ensure their RPAS is well below the altitude of the manned air traffic, and land if necessary, until:
 - a) the person who gave the warning advises “ALL CLEAR”
 - b) or the pilot makes the determination themselves that the potential conflict danger has cleared the area.
2. A pilot operating an RPAS who becomes aware of an imminent collision with any manned air traffic shall retain responsibility, in all circumstances, to immediately take necessary action to avoid collision.

Reportable Incidents:

1. 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.

Weather Minimums:

1. No RPA or other model aircraft flying will occur below the Club mandated weather minimum:
 - a) If cloud is present below 1000’ above the model flying area
 - b) a horizontal visibility requirement of less than 3 statute miles around the flying area, and
 - c) if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.
 - d) If you can see the Distillery smokestack 3nm north, flying is normally permitted.
2. There are no other risk mitigating strategies required at the IRCMC Gimli site.
3. The Club executive will review these rules annually to ensure compliance and email latest version to members with their yearly renewal package.



Figure 1

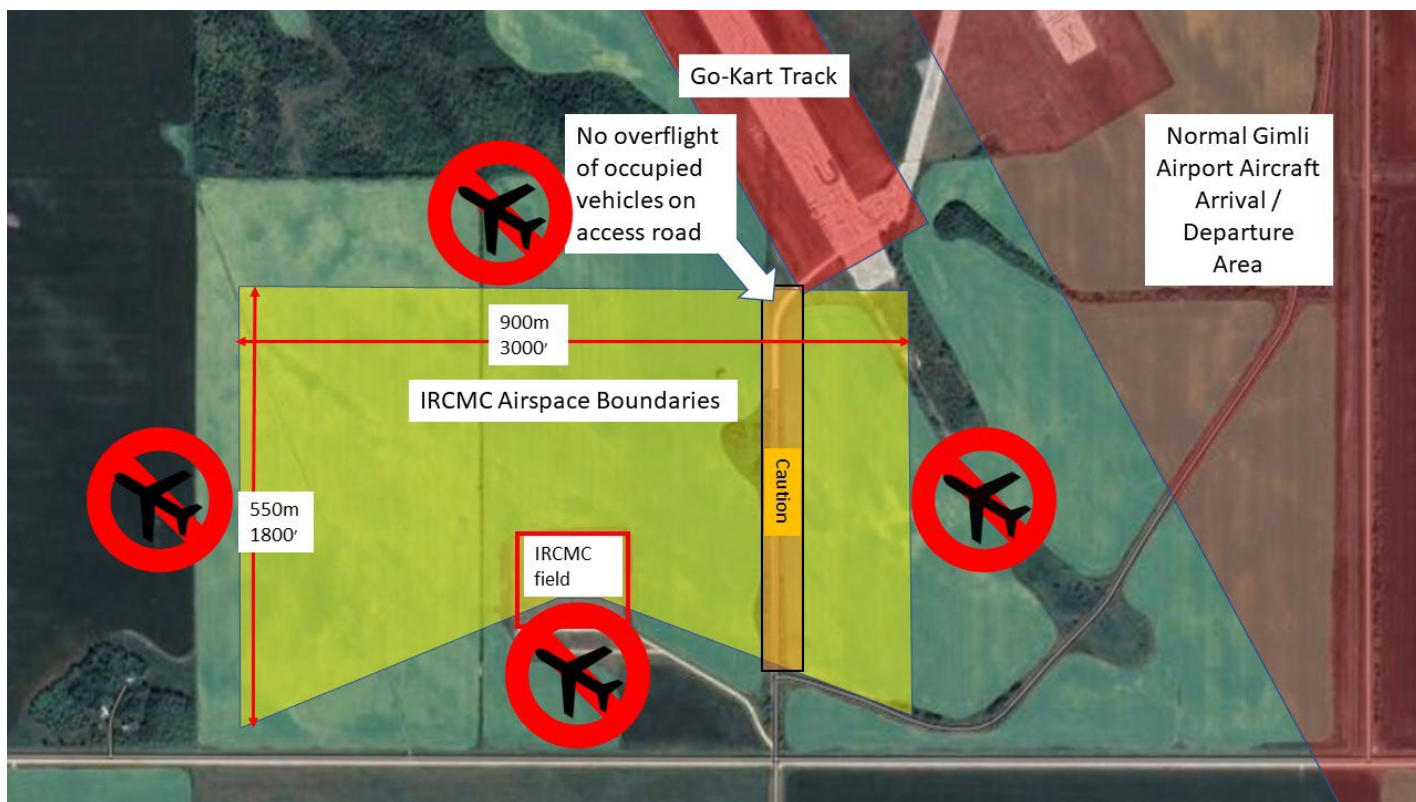


Figure 2.



Figure 3

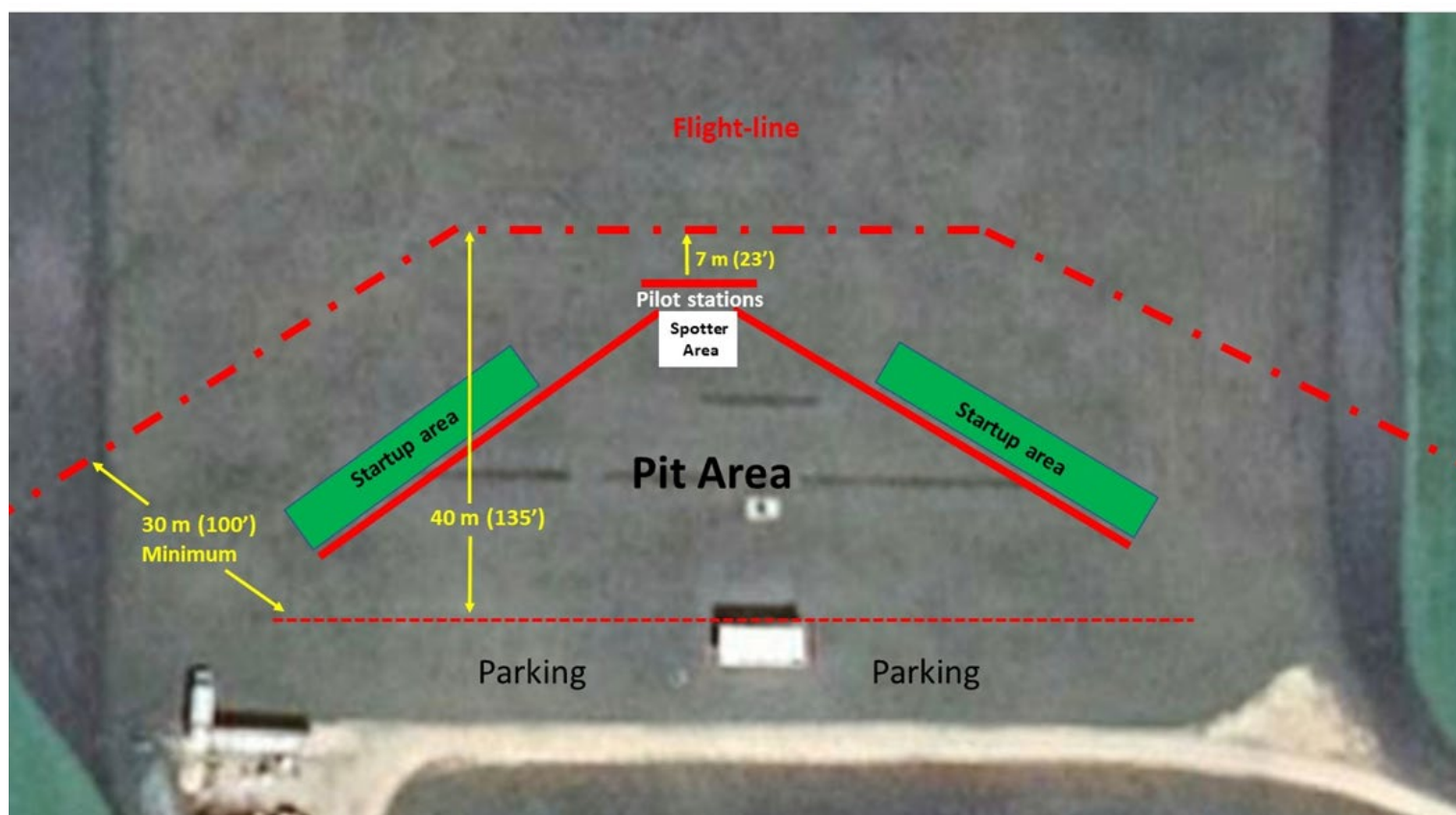


Figure 4

PRO	<p>Rgt hand circuits Rwy 33 (CAR 602.96). Gliders & tow acft opr fr infield W of Rwy 15/33. Glider & tow acft circuits W of Rwy 15/33.</p> <p>ATS REQUIREMENTS: VFR & IFR Flt Plns, file at least 15 min prior to ETD. All non-flight planned acft intending flt within Winnipeg class "C" airspace (Winnipeg ctl zone & tml) refer to ATS requirements under Winnipeg/James Armstrong Richard Intl, CYWG, PRO.</p>
CAUTION	<p>Gliding ops Apr 1-Oct 31, intsv gliding ops Jun 1-Aug 31. All glider ops within 3NM W of A/D, max alt 4000 ASL. USE EXTREME CAUTION WHEN JOINING CIRCUIT FROM WEST. Civilian parajump activity dly Apr 15-Oct 31, activated by NOTAM. Max alt 12,000 ASL. Paradrop target SE of thld Rwy 15 btwn rwy and apron. Lgtd tower 1128 ASL (377 AGL) 2.5NM W of A/D. Military parajump activity year round dur daylight hrs 3000 ASL ocsl up to 10,000 ASL. Model acft activity aprx 1300' SW of A/D.</p>

Figure 5

VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

Communications Requirements

Information can be exchanged with a flight service station (FSS), community aerodrome radio station (CARS), universal communications (UNICOM), or vehicle operators by directed transmissions, or with other aircraft by broadcast transmissions. See the *Transport Canada Aeronautical Information Manual* (TC AIM) RAC 4.5 for the current requirements. It is essential that pilots be aware of other traffic and exchange information when approaching or departing an uncontrolled aerodrome, since some aircraft may be receiver only (RONLY) or no radio (NORDO).

Standard Left-Hand Pattern

Before arriving at an uncontrolled aerodrome, plan your approach to the circuit.

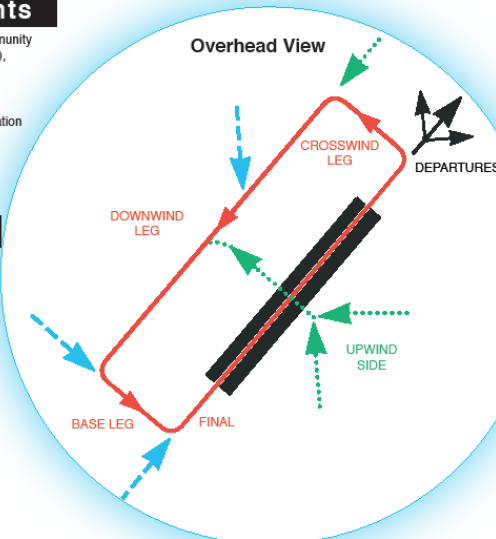
If it is necessary to cross over the aerodrome prior to joining the circuit, or after departure, it is recommended that the crossover be made at least 500 ft above the circuit altitude.

Where designated, a mandatory frequency (MF) or aerodrome traffic frequency (ATF) area is normally a circle with a 5-NM radius, capped at 3 000 ft above aerodrome elevation (AAE). All radio-equipped aircraft must monitor a common designated frequency. At aerodromes that have published instrument approaches, the MF area may be expanded to include the approach area. See the *Canada Flight Supplement* (CFS) for current information.

Transiting Aircraft

Overflying Aerodromes (See TC AIM RAC 5.5)
Transiting aircraft shall not operate at a height of less than 2 000 ft above an aerodrome.
[Canadian Aviation Regulation (CAR) 602.96(4)]

At aerodromes where MF procedures are in effect, aircraft may also join the circuit from the flight paths indicated in blue.



MF/ATF Communication Procedures (see TC AIM 4.5.7)
Note: If your aircraft is radio-equipped, it is recommended that the same calls be made at non-MF aerodromes.

Arrival: (CAR 602.101)

- Report position, altitude, arrival procedure intentions and estimated time of landing (ETL) at least 5 min prior to entering the area.
- Maintain a listening watch on the designated frequency.
- Report when joining the circuit, giving position in the pattern.
- Report when on the downwind leg, if applicable.
- Report when established on final.
- Report when clear of the active runway after landing.

Operations on manoeuvring area: (CAR 602.99)

- Report intentions and maintain listening watch prior to entering the manoeuvring area.

Departure: (CAR 602.100)

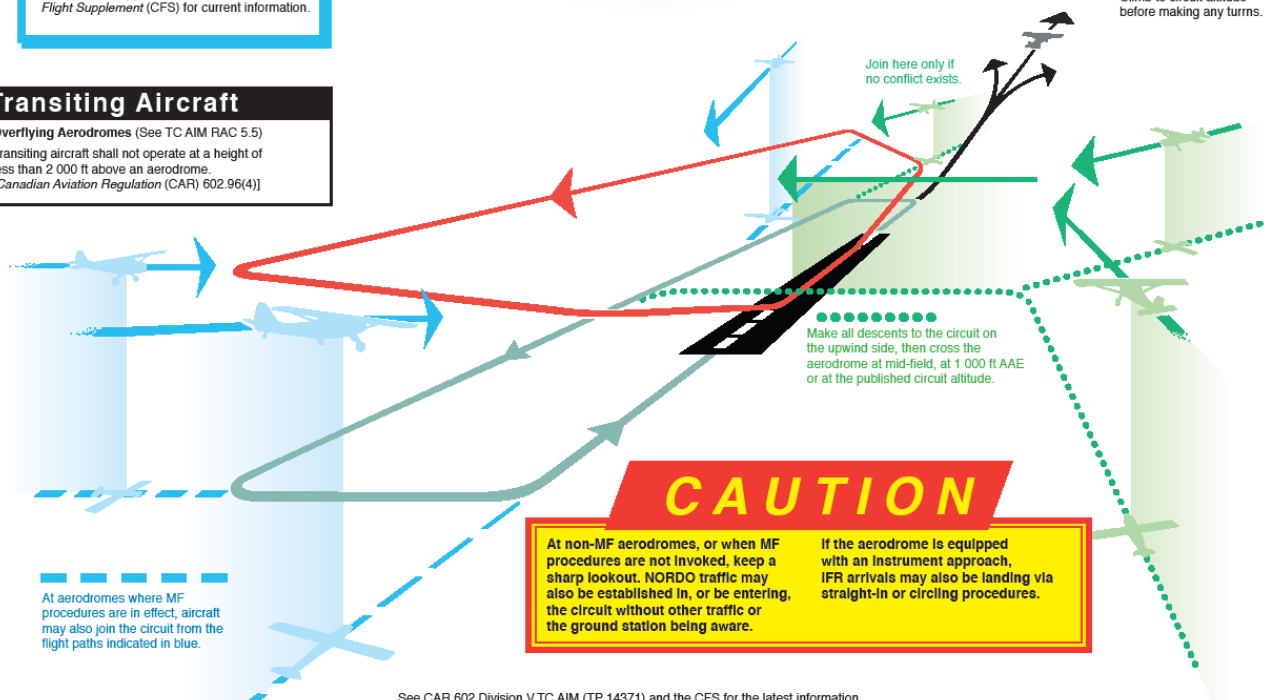
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

Circuits: (CAR 602.102)

- Report when entering the downwind leg.
- Report, with intentions, when established on final.
- Report when clear of the active runway after the final landing.

DEPARTURES

Climb to circuit altitude before making any turns.



See CAR 602 Division V, TC AIM (TP 14371) and the CFS for the latest information.

Figure 6



Interlake Radio Control Model Club Inc.

IRCMC

PO Box 1227

Gimli MB

R0C1B0

Membership / Renewal Application

PLEASE PRINT CLEARLY IN CAPITAL LETTERS

Name: _____

Address: _____ M.A.A.C.# _____

City/Province: _____ Phone: _____

Postal Code: _____ Cell PH# _____

Email _____

Membership Type: (New Member) _____ (Renewal) _____

IRCMC Inc. yearly membership: \$60.00

Method of Payment: Cash _____ Cheque# _____

Email Transfer _____ Send to tresircmc@gmail.com

Declaration:

I acknowledge and understand that I must be a member in good standing with MAAC and will abide by the MAAC Safety Code and any applicable sections of PART IX of the Canadian Air Regulations to operate RPAS or model aircraft from the IRCMC site. I further acknowledge that I have been provided with IRCMC site-specific rules and have read, understand, and agree to abide by them.

Signed: _____ Date: _____

☐ ... Valid MAAC membership confirmed by: _____