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## DEFINITIONS & ACRONYMS

<b>AGL</b>	Above Ground Level.
<b>ATC</b>	Air Traffic Control
<b>Board or executive</b>	A person elected by the members of the club that will fulfill the duties and responsibilities of the position to which the person is elected.
<b>CAR</b>	Canadian Aviation Regulations
<b>Club</b>	Refers to the legal registered entity or ad-hoc association of people who have decided to operate a flying field and enforce Model MAAC and Transport Canada rules.
<b>Flight line</b>	Flight line is defined as the area where aircraft cannot cross without violating the rules and regulations.
<b>Flyaway</b>	Any RPAS that becomes uncontrollable and remains in the air flying away from the LARCS field.
<b>Guest</b>	A person who has the required qualifications to fly under the MAAC and the club rules and is permitted to fly at the club flying field.
<b>Instructor</b>	A member of the club that has been designated as a person that can attest to the suitability of a member to be a pilot without supervision and follow the club rules and regulations.
<b>LARCS</b>	Leduc Alberta Radio Control Society.
<b>MAAC</b>	Model Aircraft Association of Canada.
<b>Member</b>	A person who holds a valid membership in the LARCS club.
<b>Pilot</b>	A member or guest who meet the requirements to fly.
<b>Pit area</b>	A designated area that RPAS can be prepared for flight.
<b>RPAS</b>	Remotely Piloted Aircraft System.
<b>Rules</b>	The standard of behavior, including regulations, conduct, and requirements that members and guests must conform to the MAAC, club, and Transport Canada requirements.
<b>SOC</b>	Site Operating Certification issued by MAAC.
<b>TC</b>	Transport Canada.
<b>Start-up area</b>	A designated area for starting and running model airplane engines.

## A. Introduction

Our membership has worked hard to re-establish a new **LARCS** field (Tkachuk Field) for all of us to enjoy the hobby of flying remotely piloted aircraft systems. Please read, understand, and responsibly practice the **LARCS CLUB RULES** below.

## B. Rules, Regulations, and the Authority to Enforce

1. All **pilots** must read, understand, and operate under the LARCS Rules and Regulations.
2. All **pilots** must be qualified to fly. See below for qualification requirements.
3. All **members** must inform other members or guests that are not following the rules on how to comply with them.
4. If the offender does not alter their conduct after being informed of the rules, the infraction will be reported to the board for further action.
5. If the conduct or actions of a **member, pilot, or guest** put at risk the immediate safety of any person or property, then **the person(s) observing the actions or conduct** have the Authority to Enforce responsible actions to eliminate the risk.
6. The board will decide the appropriate response for anyone not following the rules. Any action the board takes must be noted in the general or executive minutes.
7. The action of the board will consider the nature of the incident and other factors associated with the incident.

## C. Emergency Information

<b>Emergency Services:</b>	Dial 9-1-1
<b>Calmar District Fire Station:</b>	(780) 955-7099
<b>RCMP Leduc Detachment:</b>	(780) 987-3413
<b>Air Traffic Control:</b>	(780) 890-4733
<b>Field Address:</b>	The field is located on the north side of Township Road 502A between Range Road 270 and Range Road 265
<b>Legal Land Description:</b>	NW-18-50-26-W4
<b>Google Location Code:</b>	8682+8R4 Devon, Alberta
<b>GPS Coordinates:</b>	53.315768, -113.797921 53°18'56.8"N 113°47'52.5"W

## **D. Field Safety Equipment**

- A fire extinguisher
- First aid kit
- Emergency contact list

## **E. Hours Of Operation**

- **RPAS** that have a low noise level such as electric powered **RPAS** may be operated between the hours of 8:00 am to 10:00 pm.
- All other **RPAS** that are louder (i.e., gas, nitro, turbine, high power electric, etc.) may be operated between the hours 10:00 am to 9:00 pm.

## **F. General Field Information**

- The designated flying area is 500m west of the pilot stands, 500m east of the pilot stands, 500m north of the flight line (which is 7m or 23' in front of the pilot stands), to a maximum elevation of 400' **AGL**.
- The field is located 1,550m west of Class C controlled airspace of the Edmonton International Airport (CYEG). In the event of a **Flyaway** toward the east that could possibly reach this controlled Class C airspace, this should be considered an emergency, and the **ATC** unit should be immediately contacted at (780) 890-4733 and notified of the **Flyaway**.
- Not following this rule could result in the **Member** losing flying privileges and possibly the loss of LARC's **SOC** for the Tkachuk airfield.

## **G. RVs And Camping**

- Overnight camping is only allowed at the flying field in designated areas during club sanctioned events.
- Generators must only be run at times that do not cause a nuisance to other people using the field. Please be considerate.
- Everyone is responsible for containing and removing their own garbage.

## H. Intoxicating Substance

- Anyone using any form of intoxicating substances, such as alcohol or cannabis, cannot fly until they are no longer under the effect of the substance.

## I. Qualifications To Fly

- A **Pilot** must have a current **MAAC** membership.
- **Pilots** must have a valid **TC** issued Pilot Certificate and follow the requirements of the **CARs** Section IX Remotely Piloted Aircraft Systems.
- All flying must be done in accordance with the requirements of **MAAC**. **MAAC** Policies and procedures documents can be viewed at the following website:
- <http://www.maac.ca/en/documents.php>.
- New **members** must demonstrate competency to a qualified instructor. This would include pre-flight checks, one takeoff, a clockwise circuit, a counter clockwise circuit, and a landing.
- **Members** are required to be requalified if they have been away from flying or have not renewed their **MAAC** membership for a period of greater than one (1) calendar year.
- **Pilots** must be able to present the club and **MAAC** membership cards upon request. This can be as a physical or digital document.
- **Members** must have their name, **MAAC** number, and the **MAAC** toll free number (1-855-359-6222) somewhere on or inside the **RPAS**.

## J. GUESTS OF CLUB MEMBERS

- **Members** may invite guests to fly with them if they comply with the club rules and the member is with them.
- **Members** are required to ensure their guests comply with the rules.
- **Guests** must have a valid **MAAC** membership.
- **Guests** are limited to four visits per year not including contests and events.

## **K. RADIO SPECTRUM CONTROL**

- Radio control equipment using the 2.4 GHz and other spread spectrum radio systems are exempt from using the frequency control board.
- A frequency control board is no longer provided at the field to prevent two radio control systems with interfering frequencies from operating at the same time. This applies to 72 MHz air radio systems but also includes 27 MHz, 50 MHz, and 75 MHz bands if they are being used in the area. Pilots using these frequencies are required to coordinate with other pilots also actively operating equipment in these frequency bands.

## **L. ACCEPTABLE AIRCRAFT NOISE LEVELS**

- **RPAS** must not be excessively loud as to be a nuisance to area residents and club members.
- **Members** are responsible to make sure that no models are flown that do not meet the club noise limits. A noise violation must be reported to the board Director of Safety.
- The Director of Safety may do periodic checks on noise levels to ensure compliance or at the request of a member.

## **M. START UP AND PREPARATION TO FLY**

- **RPAS** must be restrained by a helper or mechanical restraint during starting and preparation for flight.
- Engine starting or running in the pit areas is not allowed. Engine starting or running must be done in the start up areas or start up tables.
- **RPAS** must be carried to and from the flight line if possible. Larger **RPAS** that can't be safely carried may be taxied to and from the flight line but must be physically restrained by the pilot or helper in a safe manner. Unrestrained taxiing behind the flight line is not permitted.

## **N. FLYING**

- While flying, **pilots** must occupy one of the pilot stations of the runway in use.
- All **pilots** must be familiar with the designated flying area before they fly.
- No **pilot** should intentionally fly outside this area. It is **never acceptable** to fly **RPAS** behind the flight lines.

- If a **pilot** repeatedly flies outside the flying area this may result in discipline by the club.
- A **pilot** shall not operate a **RPAS** unless the **pilot** or a visual observer always has the aircraft in visual line-of-sight during flight.
- The **pilot** operating a **RPAS** shall give way to power-driven heavier-than-air aircraft, airships, gliders, and balloons always.
- Before a **pilot** taxi their **RPAS** onto the runway they must check with the other pilots that are flying if it is allowable to do so. A call of “Is it ok if I use the runway to take off?” or similar can be used to obtain agreement with the other **pilots**.
- When flying with multiple **RPAS** in the air, the flying circuit / area should follow the direction of take off over the runway and all **RPAS** should fly in the same circuit direction.
- The airspace circuit can be divided if the active **pilots** agree. Examples of this could be a low altitude circuit and a different high-altitude circuit, or another division of the airspace.
- **Pilots** that need to land must call out that they will be landing. **Pilots** that need to land must be given the right of way and other pilots should call out that they acknowledge the request or if they can't give a reason for this.
- If a **pilot** has an emergency, they should call out the emergency and the **pilot** should be given the right of way to land.
- Hovering and 3D flying shall not monopolize the active runway to the detriment of other flyers. Any 3D actions must be called out for other **pilots** to hear and be aware of.
- The maximum number of aircraft flying at any one time is four. An exception may be made during certain types of events if agreed upon by the **pilots** flying.

## **O. RC Turbine Procedures**

1. All turbine flying must follow the **MAAC** Jet Safety Committee Guidelines.
2. Weather and/or fire ban conditions shall dictate all turbine operations. Under high fire risk conditions, no turbines will be allowed to fly.
3. A carbon dioxide fire extinguisher shall be within easy reach during start-up and shut down procedures.
4. All turbine aircraft shall incorporate radio failsafe which will shut down the engine.
5. Turbine exhaust will not be pointed at any person, combustible, or fragile object.

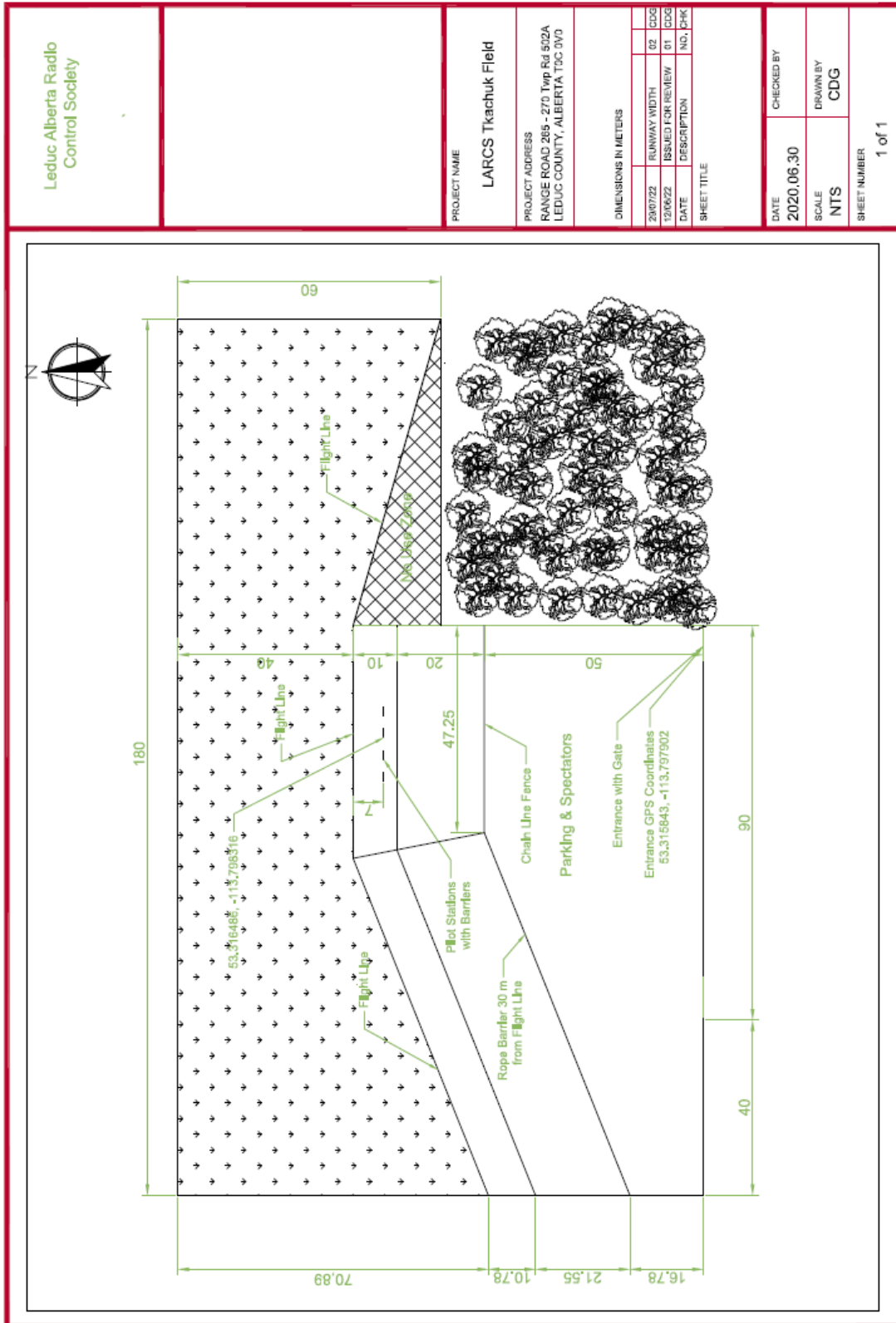
6. All non-essential personnel shall remain 10 meters from the model during start up. No person should be standing in the rotational plane of the compressor or turbine.
7. All flying will be done with a spotter/assistant when operating a turbine model aircraft.
8. Turbine flying can be suspended by the club if deemed to be unsafe.

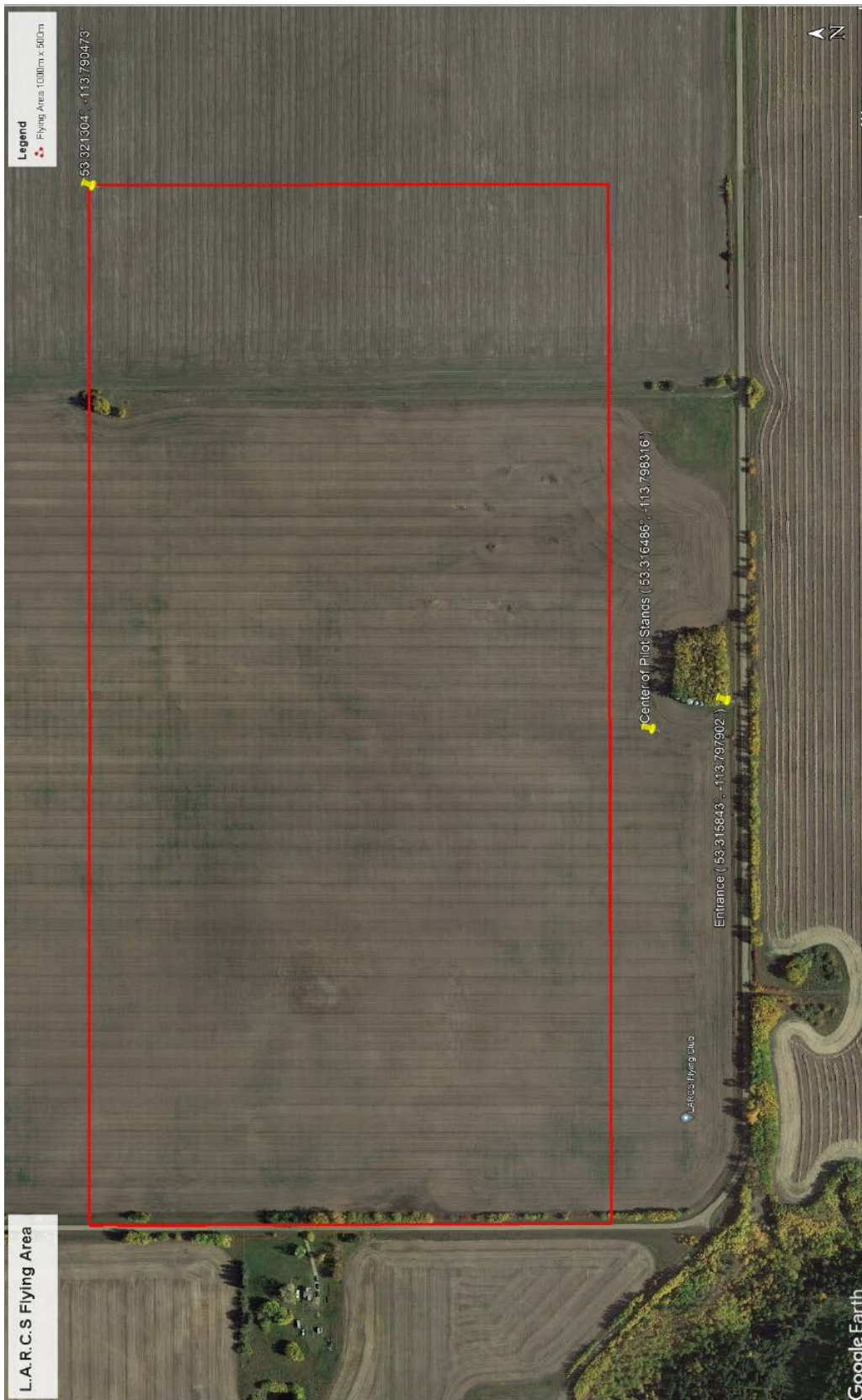
## **P. PARKING - SPECTATORS**

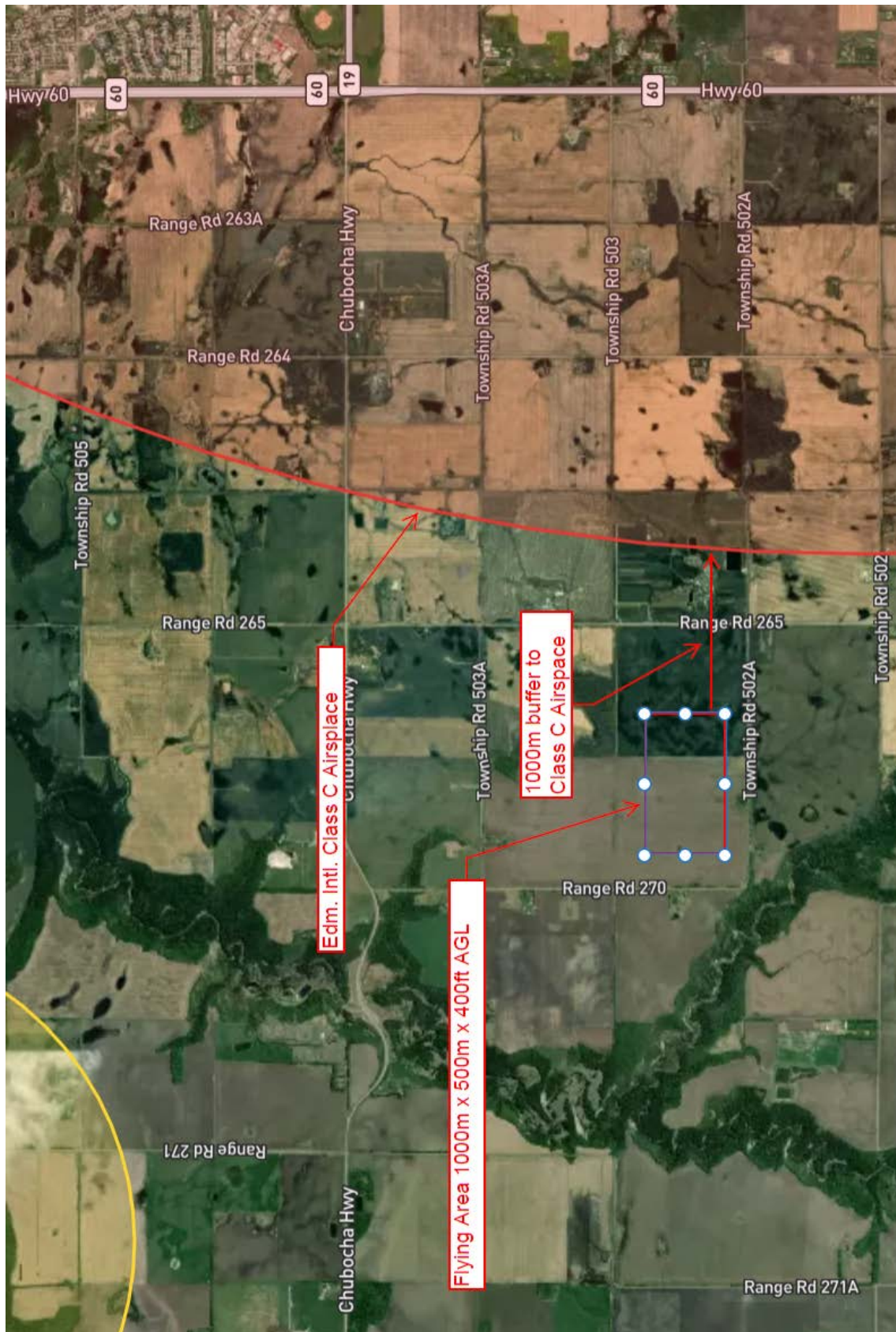
- All vehicles must park in the designated area.
- No vehicles are permitted on any agricultural land surrounding the flying field.
- Spectators must not cross the barrier into the pit or start up areas.
- Children who are unsupervised while their guardian is flying must be able to follow the club rules for this time or they require another responsible person to supervise them.
- Animals must be leashed and must stay in the spectator area.



## Q. Appendix A: Field Layout & Flying Area











## R. Appendix B: Site Operating Certificate

**Site Operating Certificate**



This certifies that MAAC has reauthorized **LEDUC ALBERTA RADIO CONTROL SOCIETY [Club 493, Zone A]**

To operate the following categories of models: **RPAS**

At or from the following location: **LARCS TKACHUK FIELD** (Land based RC on private land) – within 0.5 nm of **53° 18' 59.4" N, 113° 47' 53.9" W**


**This authorization is contingent upon all members who use this site following the applicable Canadian Aviation Regulations, local laws, and all MAAC, Club or event rules. MAAC provides the following guidelines as information only:**


This site requires all RPAS pilots to meet Basic RPAS requirements.

As the flying area is laterally within 1550 meters of Edmonton class C controlled airspace (CYEG), clear procedures in the event of a lateral fly away towards CYEG airspace should be included in club rules and the contact information for Air Traffic Control unit should be prominently displayed at the site. (CAR 901.15)

**This authorization is valid until the LEDUC ALBERTA RADIO CONTROL SOCIETY [Club 493, Zone A] fails to renew their MAAC membership, dissolves, or otherwise does not comply with any MAAC requirements or requests.**

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President, MAAC

  
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Date

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Model Aeronautics Association of Canada, 2023MAAC Operating Certificate