Ridge Flyers RC Flying Club – Rules

Administrative

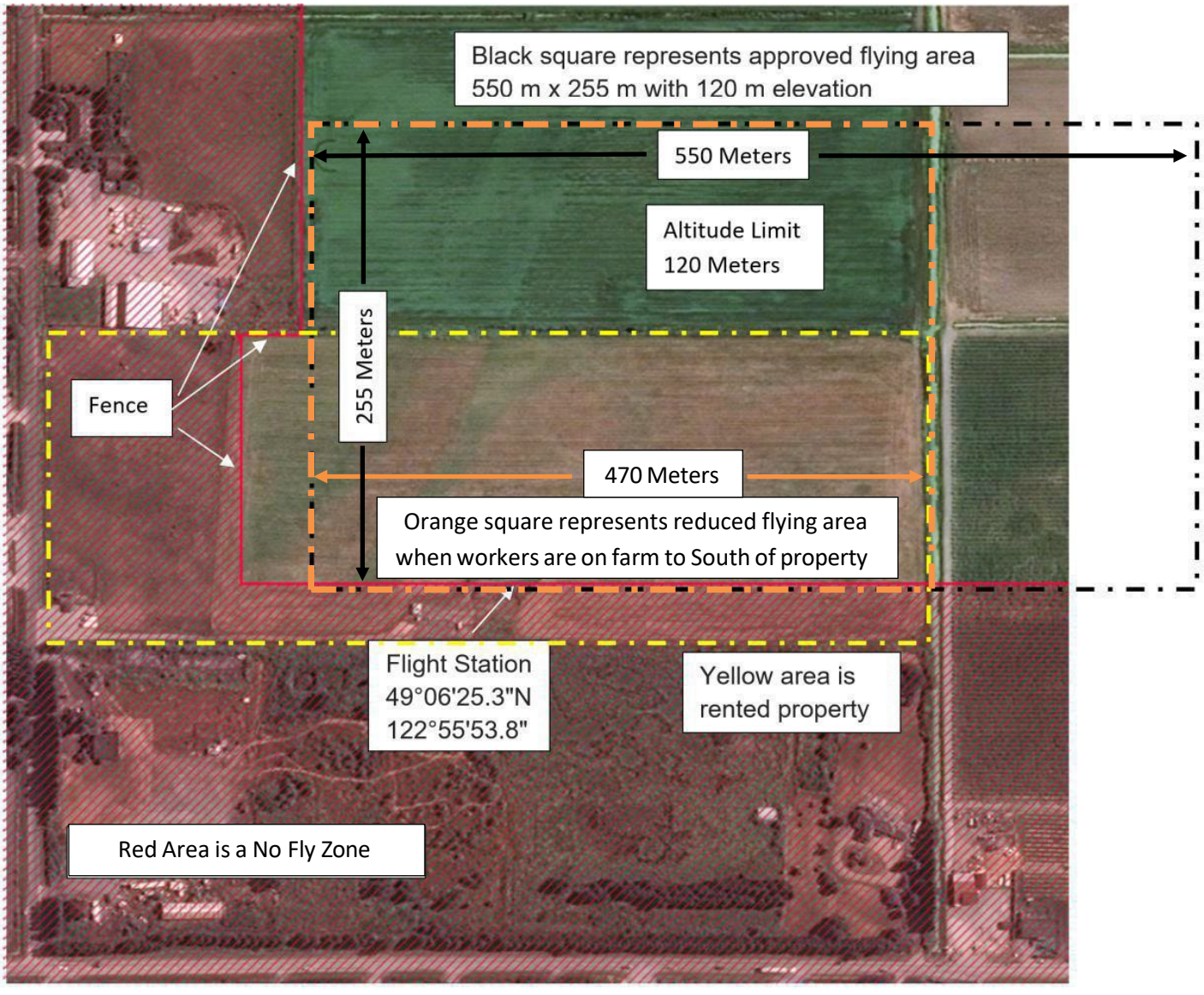
- To use **Ridge Flyers** RC Flying Club property, members must have a current MAAC membership as well as a current Basic or Advanced Operation Certificate for CAR Part IX. Visiting fliers follow the same requirements.
- Each member must have paid their yearly club dues.
- Each pilot must have with them while on the property the following:
  - MAAC Card
  - Club Membership Card
- All flying must be done in accordance with Transport Canada CAR part IX
- 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
- All flying must be done in accordance with the guidelines set out in these documents.
- Club Membership card must be placed on the Pilot Rotation wheel while flying
- Guest pilots are prohibited unless arrangements are made with the club executive in advance.
- All RPAS pilots must have a copy of the club rules available at the site – electronic or printed is acceptable. The club will endeavor to provide a printed copy at the site.

Normal Operating Procedures and Club Safety Rules

- No flying before 10am.
- Batteries shall not be connected to electric models unless the model is restrained in the pit area
- Gas/glow/turbine models must be restrained and started in the start-up stands or similar located in the pit area. Do not conduct prolonged tuning if other pilots are flying
- No taxiing or flying in the pit area at any time.
- No taxiing to the flight line when there are people at the flight line.
- No taxiing to the pit area.
- While flying, you must remain 7m from the flight line or 3m from the runway edge,
- 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.
- No congregating at the flight line. Only the person flying and their spotter are permitted at the flight line.
- 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.
- No leaving your models at the flight line. This poses a tripping hazard for those flying.
- Absolutely no flying when there are farm workers on the field (i.e. cutting hay).
- Approved Flying Area is detailed in Figure 1 below.
  - No flying higher than 120m (400 feet)

    - No flying in the Red No Fly Zone
    - No flying over farm to the south when there are people on that field. In this case flying is limited to area marked in orange in Figure 1. Otherwise flying may be extended to the area marked in black in Figure 1.
- Noise levels are strictly enforced. Your model must be below 95dB at 3m. We have sound pressure meters at the field if you want to check you model.
- 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.
- If there is an accident requiring emergency services, cellular service is adequate to call 911. The field address is 10590 59Ave, Delta, BC, V4K3N3

Figure 1. Ridge Flyers RC Flying Club site layout



Ridge 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:

- The aerodrome name is Delta Heritage Air Park (CAK3) and it is located 1.8 nautical miles south of our modelling site.
- The aerodrome has one grass runway and is home to general aviation aircraft only with approximately 10 Cessna 172 high wing type aircraft.
- Our modeling site is well clear of the airport traffic pattern however from time-to-time aircraft may transit to Delta Heritage Air Park (CAK3).
- In the event of a “fly-away” towards CAK3, you may call the aerodrome operator at 604-543-8899 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
- The club executive have contacted the operator (OPR) or CAK3 and they have expressed no issues with our RPAS site.

Figure 2. Delta Heritage Air Park (CAK3)

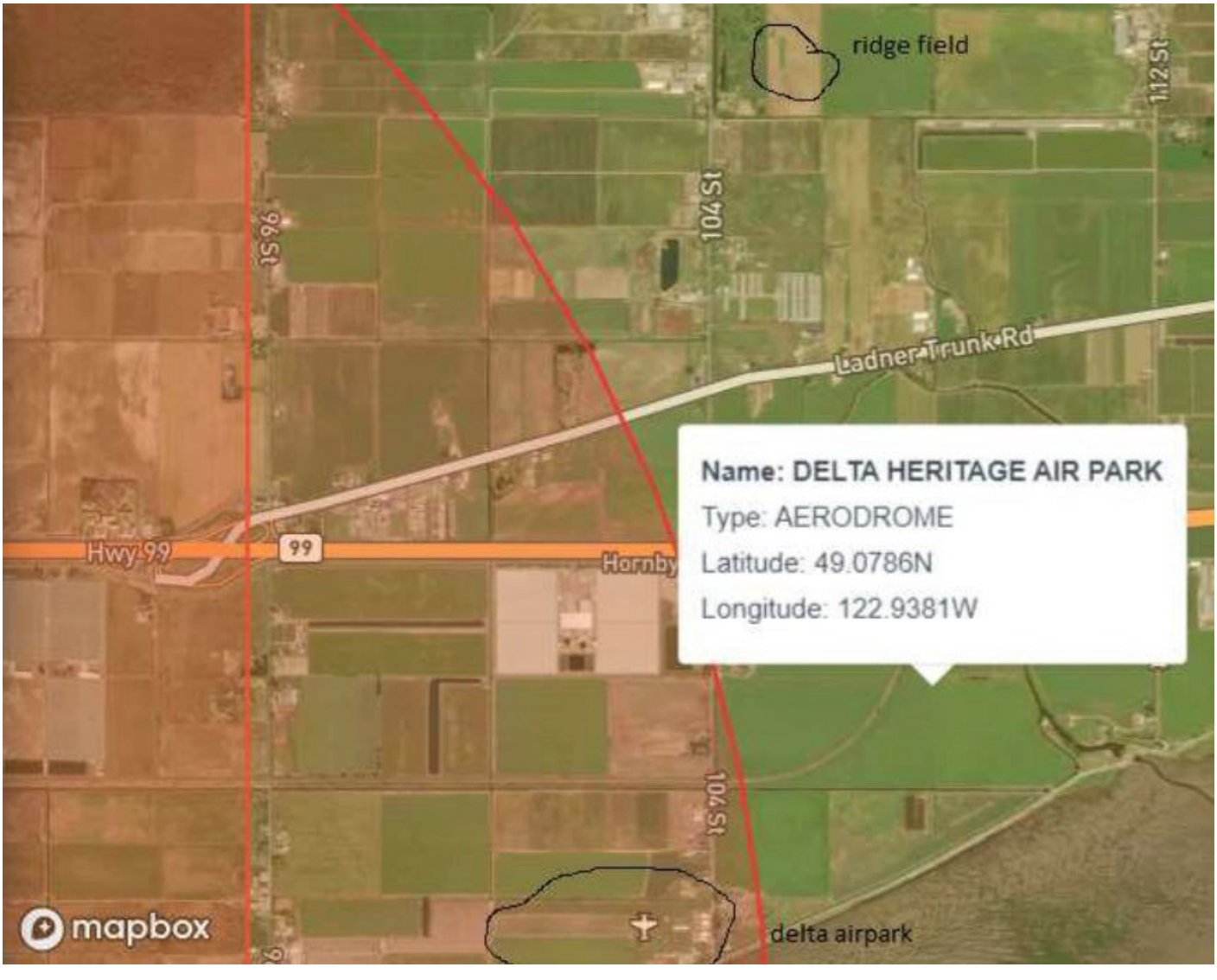
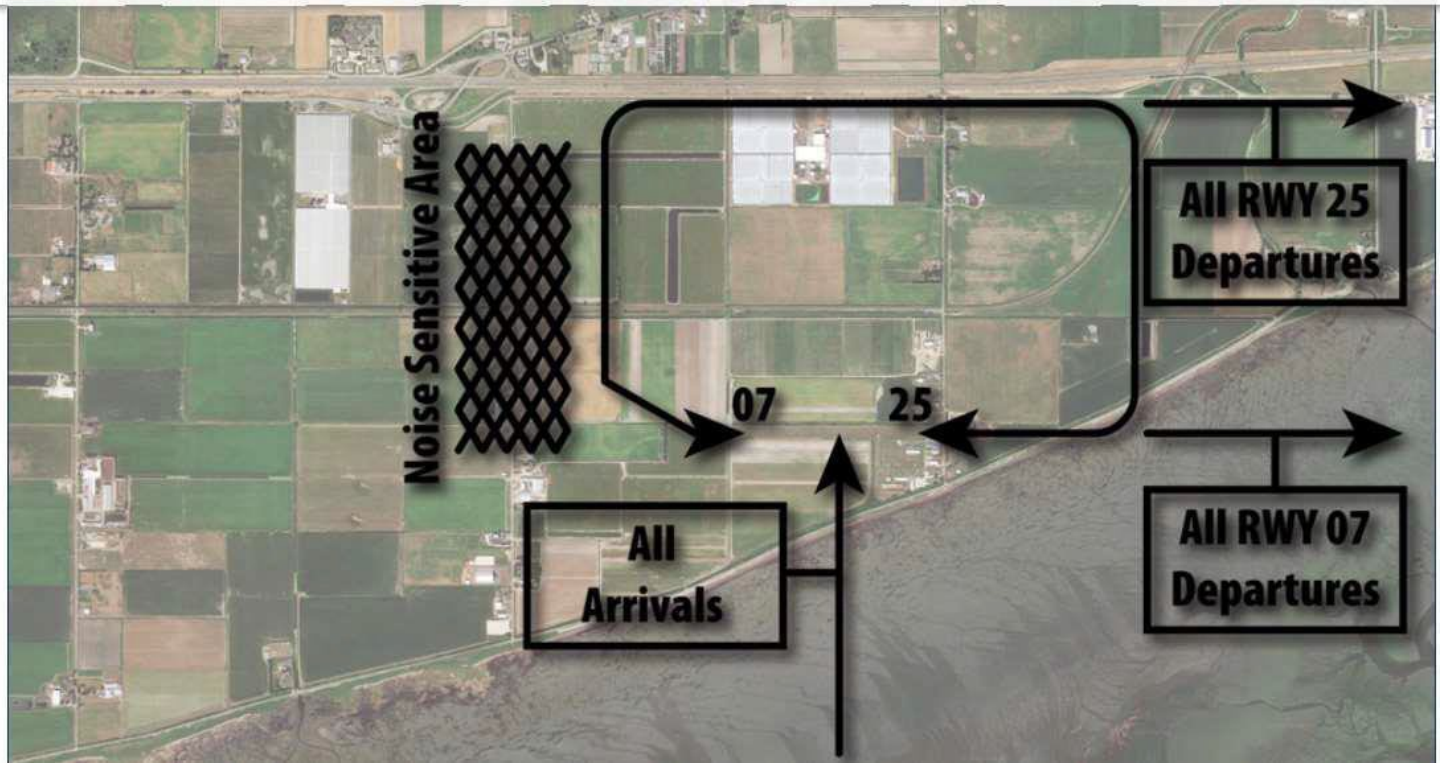


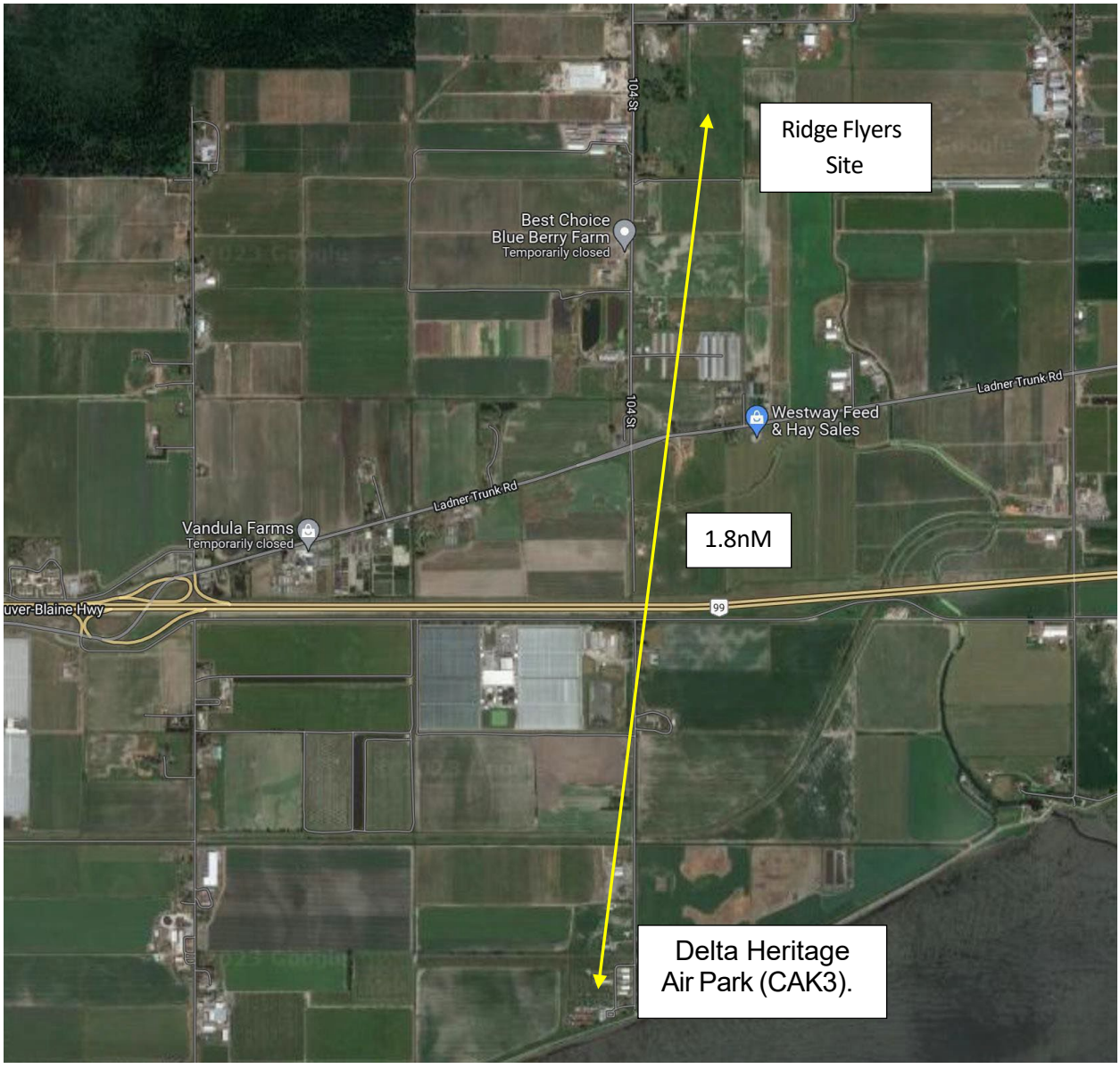
Figure 3. Delta Heritage Air Park Traffic Pattern



DELTA / DELTA HERITAGE AIR PARK BC (Cont'd) CAK3

PRO	
HELI	Heli tng not auth.
NOISE	Circuit alt 600 ASL. Rgt hand circuits Rwy 25 (CAR 602.96). NOISE ABATEMENT PROCEDURES: Departures: Rwy 25 Dep: When safe hdg 280°, then further right turn to crosswind to avoid noise sensitive area. Downwind dep auth fr Rwy 25 at 600 ASL. No southbound dep until clear of circuit to E. Avoid flt over dike and adj water area below 600 ASL. Arrivals: All arr to air park fr seaside. Cross midfield at 600 ASL and join downwind (CAR 602.96). Rwy 07 Arr: Fr downwind, turn on base leg well bfr 96th Street to avoid noise-sensitive area. When S of railway tracks hdg 100° to intercept final apch E of row of trees. Boundary Bay A/D 2.5NM W, obtain clnc prior to entering Boundary Bay CZ. Refer to VTPC. Procedures for crossing the Southern Strait of Georgia within Tml Class C airspace refer to Vancouver Intl VTPC FOR CROSSING THE SOUTHERN STRAIT OF GEORGIA ABOVE 2500FT.
CAUTION	Extremely confined circuit. Trees 750' fr thld Rwy 07, trees and obst adj to thld Rwy 25. Acft unable to accommodate noise abatement procedures and obst avoidance should avoid the air park. Beware of Boundary Bay A/D tfc close to Delta Heritage Air Park.

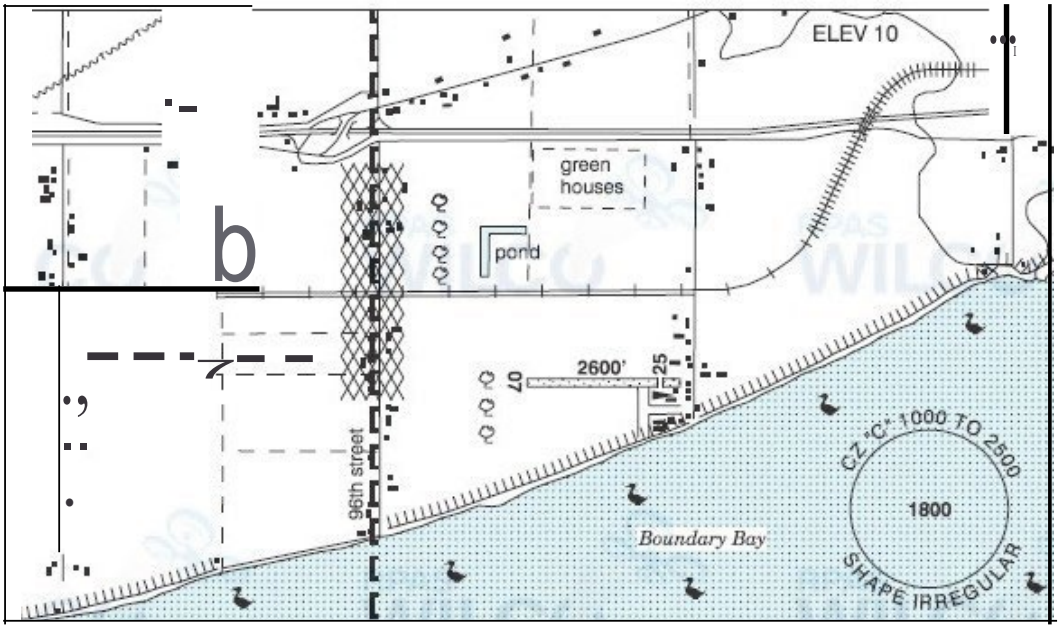
Figure 4. Ridge Flyers Site in proximity to Delta Heritage Air Park (CAK3).



- Ridge Flyers does not require additional pilot competency or knowledge requirements other than the requirements for Transport Canada CAR part IX.
- Club members should check for Delta Heritage Air Park (CAK3) 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.
- 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 Delta. Night flying is allowed at Ridge Flyers only if the model is brightly lit.
- No flying will occur below the Club mandated weather minimum:
    - If cloud is present within 1000' above the model flying area
    - A horizontal visibility requirement of less than 3nm around the flying area, and
    - If there is other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.
- Visual observers and MAAC "spotters" are optional at our site. The following are club procedures for ensuring full scale aviation safety:
    - When any member or other person spots a full-scale airplane, they are to yell out "AIRPLANE" in a loud voice.
    - ALL Pilots MUST immediately descend to as low an altitude as possible and then land as soon as safely able.
    - 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.
- 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:
    - 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.
    - 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.
    - If there is actual contact between an aircraft and a MAAC RPAS – all flying will cease until MAAC confirms we may resume operations.
    - This process is for your protection.
- There are no other risk mitigating strategies required at Ridge Flyers RC Flying Club. 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.
- The Club executive will review these rules at least once a year

DELTA/ DELTA HERITAGEAIR PARK BC

CAK3



REF	N49 04 43 W122 5617 4.5E 17°E (2013) UTC-8(7) Elev 10' VTA A5004
OPR	Recreational Aircraft Association, Chap 85 (DapCom) 604-543-8894, Caretaker 604-722-3791 Reg PPR by phone 604-878-9050
PF	8-1 C-2,3,6 0-4,5
FLT PLN FIC	 Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
SERVICES FUEL S	 100LL 4,5
RWY DATA RCR	Rwy07125 2600x75 TURF Thld 25 displ 300' Opr No win maint. Rwy soft when wet
COMM ATIS ATF	 Boundary Bay 125.5 15-07Zt tfc 123.3 2NM below 1000 ASL Excluding that portion which penetrates Boundary Bay class "C" airspace.

VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

Communications Requirements

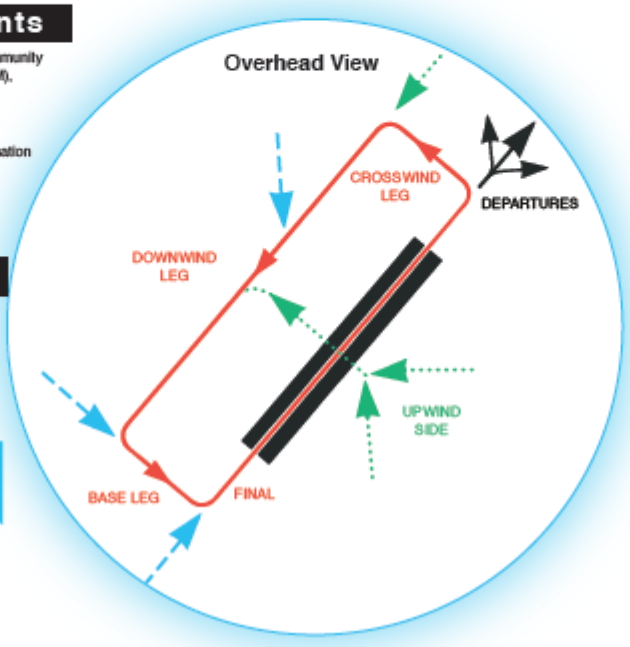
Information can be exchanged with a flight service station (FSS), community aerodrome radio station (CARS), universal communications (UNICOM), or vehicle operators by directed transmissions, or with other aircraft by broadcast transmissions. See the *Transport Canada Aeronautical Information Manual* (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.

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.

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)]

DEPARTURES

Climb to circuit altitude before making any turns.

Join here only if no conflict exists.

Make all descents to the circuit on the upwind side, then cross the aerodrome at mid-field, at 1 000 ft AAE or at the published circuit altitude.

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

CAUTION

At non-MF aerodromes, or when MF procedures are not invoked, keep a sharp lookout. NORDO traffic may also be established in, or be entering, the circuit without other traffic or the ground station being aware.

If the aerodrome is equipped with an instrument approach, IFR arrivals may also be landing via straight-in or circling procedures.

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

TP 11541
(06/2010)

TC-1002940

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