

Toronto Electric Model Aviation Club Rules

Administrative

1. All flyers must be current MAAC members. No exceptions!
2. All flyers must have a current RPAS Certificate. No exceptions!
3. Flyers must be TEMAC members, in good-standing, or a visitor of a member.
4. Visitors are welcome to fly as a guest of a member who is present, for one visit. If you would like to fly again, membership is required.
5. Members are responsible for any children in their care and should ensure they are in a safe place and properly supervised.
6. People wishing to smoke must do so in the parking area only.
7. Any generators must be located downwind from the pits.

Normal Operating Procedures and Club Safety Rules

All RPAS pilots must have a copy of these rules available when at the site, either electronically or in print. The club will endeavour to provide a printed copy at the site.

1. Pilots must stand behind the pilot stations to fly their models. No flying over the pits, or an extended area reaching to the Stouffville Side Road and no taxiing in the pits.
2. As a courtesy, pilots conducting a maiden flight should be afforded the entire airspace and field to themselves and may stand in any location on the field from the pilot stations eastward to conduct such flight.
3. Taxiways are for taxiing. Take-offs should not be conducted from the geotex taxiways or the grass taxiways between pilot stations.
4. Flying area is over the eastern section of the field. Do not fly closer than 150' (46m) to Stouffville Side Road. (See field diagram for "No Fly Zones.")
5. Excessively noisy aircraft are not permitted.
6. Charging battery packs must be supervised by their owners. Do not charge near anything flammable.
7. All 72MHz and FPV flyers must place a pin on the relevant frequency board (on their frequency, of course) before turning their transmitters on, and must remove the pin after turning their transmitters off.
8. Model assembly should be done in the designated pit area or under the sunshade.
9. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – **no exceptions**.
10. 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 or south or shall follow the pattern established by flyers already in the air.
11. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
12. Our flying area as measured from the center of the pilot stations is a hexagon 130m left, 215m straight out, 85m right, 148m straight out, 258m right, 323m straight back, and 260m left. Refer to the site flying area map for no-fly zone depictions.
13. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.

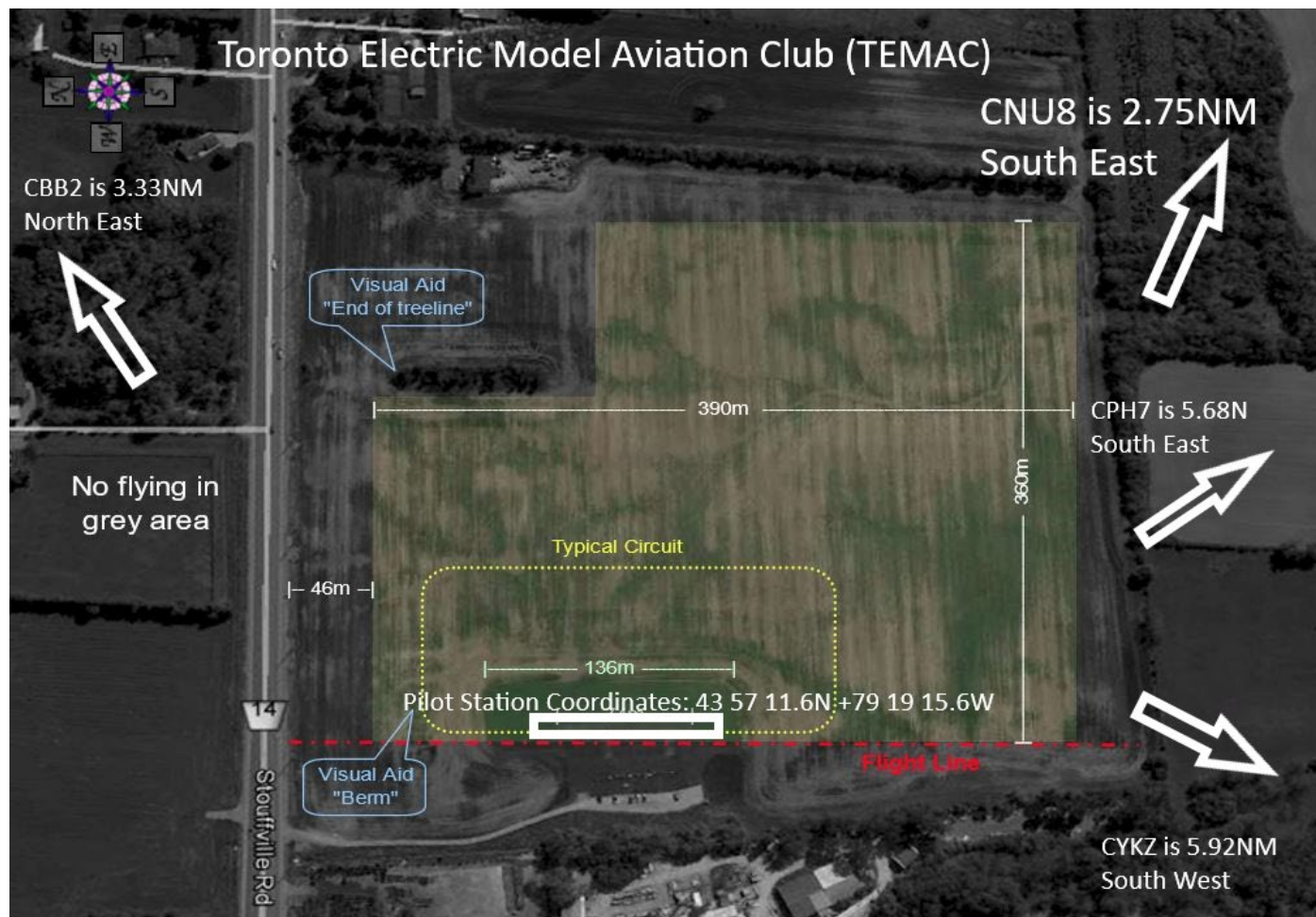
14. A fire extinguisher must be present for all powered RPA operation.
15. If there is an accident requiring emergency services, cellular service is adequate to call 911. The civic address is 4131 Stouffville Road, Stouffville, Ontario, L4A 7X5.
16. Pilots may fly in formation provided they agree to do so. A maximum of 5 pilots may be airborne at any time.

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

17. The aerodrome name is Markham Airport (CNU8) and it is located 2.75 nautical miles South East of our modelling site.
18. The aerodrome has one paved runway (2310X50) and is home to general aviation aircraft only with approximately 2 Cessna 172 high wing type aircrafts. The normal traffic pattern does not affect our RPAS operations and the club has determine MAAC “see and avoid” is an acceptable mitigation to ensure we remain clear of the established traffic patterns or itinerant aircraft.
19. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
20. In the event of a “fly-away” towards Markham Airport, you may call the aerodrome operator at 647-239-5800 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
21. TEMAC club members should check for Markham 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.
22. The club executive has spoken with both the owner and the operator (OPR) of Markham Airport, and they have expressed no issues with our RPAS site.
23. 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 Stouffville. Night flying is not allowed at TEMAC unless your RPA is brightly lit.
24. The following are club procedures for ensuring full scale aviation safety:
 - a. When any member or other person spots a full-scale airplane that might come near the site, 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. 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 3sm around the flying area, and
 - c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.
27. There are no other risk mitigating strategies required at TEMAC.
28. The Club executive will review these rules at least once a year.

TEMAC FLYING AREA DIAGRAM




ONTARIO

AERODROME/FACILITY DIRECTORY

TORONTO / MARKHAM ON

CNU8

REF	N43 56 09 W79 15 44 2.6N 11°W UTC-5(4) Elev 807' VTA A5000	
OPR	Markham Aprt Inc 647-239-5800 Reg 14-22Z† 24hr PPR	
PF	B-1 C-2,3,4,5,6	
FLT PLN	FIC London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
SERVICES	FUEL 100LL	
RWY DATA	Rwy 09/27 2013x50 ASPH	
RCR	Opr	
LIGHTING	09-(TE ME), 27-(TE ME) PN Opr	
COMM	ATF UNICOM ltd hrs O/T t/c 122.8 5NM 3500 ASL excluding portion within CYKZ CZ which is capped at 2000 ASL.	
CAUTION	Glider activity, Sat-Sun, hols, Apr-Jun & Sept-Nov. Ldg on grass N of rwy. See NOTAM. 3 lgt'd 55' hydro poles on hwy 48 aprx 1500' W of Thld 09. Ocsi drone act blw 400' SW of A/D.	

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.

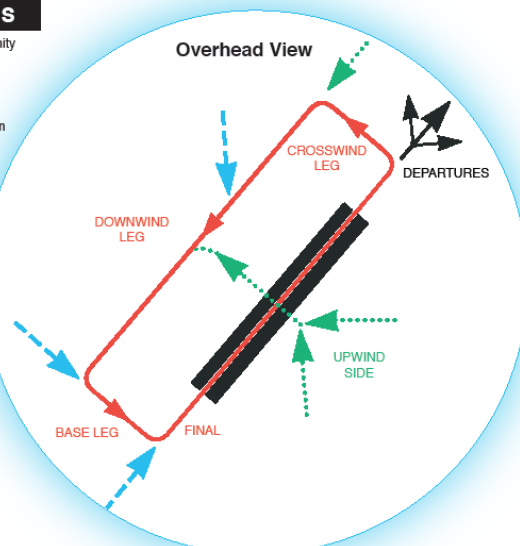
At aerodromes that have published instrument approaches, the MF area may be expanded to include the approach area. See the *Canada Flight Supplement* (CFS) for current information.

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)

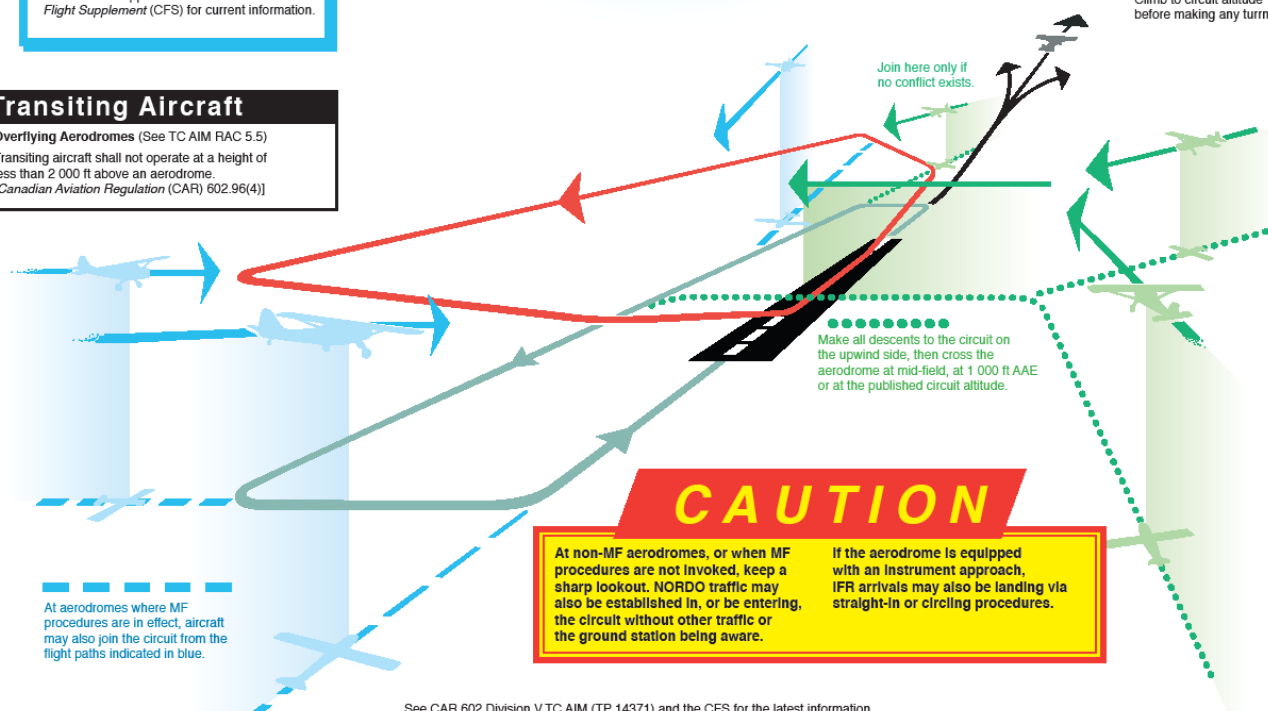
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

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.



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.