

Gabriola Balsa Busters RC Flying Club – Rules

Administrative

To use **Gabriola Balsa Busters** 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.
- Guest pilots are prohibited unless arrangements are made with the club executive in advance.
- Normal Operating Procedures and Club Safety Rules, are posted at field location.

. Operating/Safety Rules

A copy of these rules, either electronically or in print must be available to all RPAS pilots while at the site. The club will post a copy at the site for member use.

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. Approved Flying Area is detailed in Figure 1 below.
12. **No flying higher than 120m (400 feet)** the default altitude limit is to remain below 400 feet above ground level.
 - a. If higher is obtained this will be indicated in writing by either a Transport Canada SFOC or a MAAC certificate
13. 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.
GPS LOCATION IS 49°11'11.6"N 123°50'02.8"W.

Gabriola Balsa Busters 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:

1. The aerodrome name is NANAIMO / GABRIOLA ISLAND (HEALTH CLINIC) BC (Heli) CGB4, and it is located 0.4 nautical miles south of our modelling site. The aerodrome has one grass Helipad is used by Gabriola Health Care Foundation 250-325-7215 and is home to GABRIOLA ISLAND (HEALTH CLINIC) is used for medical evacuation by helicopters medical helicopter use only when required.
 2. Our modeling site is well clear of the airport traffic pattern however from time-to-time aircraft may transit south of us to NANAIMO / GABRIOLA ISLAND (HEALTH CLINIC) BC (Heli) CGB4
 3. In the event of a “fly-away” towards **CGB4** you may call the aerodrome operator at Gabriola Health Care Foundation at 250-325-7215 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
 4. The club executive has contacted the operator (OPR) of **CGB4**, and they have expressed no issues with our RPAS site.
- **Gabriola Balsa Busters** does not require additional pilot competency or knowledge requirements other than the requirements for Transport Canada CAR part IX.
 - Club members should check for **NANAIMO / GABRIOLA ISLAND (HEALTH CLINIC) BC (Heli) (CGB4)** 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 Island of Gabriola. Night flying is allowed at **Gabriola Balsa Busters** 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 **Gabriola Balsa Busters**. 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.

Gabriola Balsa Busters RC Flying Club site layout






BRITISH COLUMBIA

AERODROME/FACILITY DIRECTORY

NANAIMO / GABRIOLA ISLAND (HEALTH CLINIC) BC (Heli)

CGB4

REF	N49 10 44 W123 50 09 Adj 17°E (2014) UTC-8(7) Elev 321' VTA A5004	
OPR	Gabriola Health Care Foundation 250-325-7215 Reg PPR	
PF	A-1,4 C-2,3,5,6	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
HELI DATA		
RCR	FATO 78' dia GRASS TLOF 32' dia CONC Safety Area 110' dia Max heli overall length 55' Opr	
LIGHTING	DR(290°) RW(LO) yellow ARCAL-123.2 type J	
COMM	RCO Pacific rdo 126.0 (FISE) ATF tfc 122.9 5NM 3300 ASL centred on Nanaimo Harbour water A/D 4.0NM W 3000 ASL	
PRO		
CAUTION		

PRO	Arr/dep 097° & 290° fr heli, day/ngt use. Refer to NANAIMO VTPCs and CYCD PRO for additional procedures in vicinity of Nanaimo.
CAUTION	Trees 75 AGL beneath and N of arr/dep paths, trees 145 AGL S of arr/dep paths. Only pilots familiar with local terrain should use heli dur hrs of darkness.