

Stoney Creek Hawks Rules

Administrative

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

1. Flying is available seven (7) days a week. Flight times for all flying activities, including the ground running of engines, are 10:00 a.m. until half hour before sunset, the time of which is available on the Weather Network App for the town of Grimsby. Electric models may commence at 9:00 a.m. if no field maintenance is ongoing.
2. Acceptable mufflers are mandatory on all engines. Maximum sound level for aircraft on the ground is 94 db at 25' at full throttle.
3. No student is permitted to fly without an instructor and buddy box until he/she has completed the wings program. Club instructors assume no responsibility for the student's aircraft.
4. All cars are to be parked in the specified area on the south side of the driveway.
5. No pets are allowed beyond the spectator barrier.
6. Users of this field are to clean up after themselves and take home their garbage.
7. The flying field is located on City of Hamilton land and is subject to City of Hamilton By-Law 11-080, which states that smoking, including vaping, is not permitted anywhere on the property.
8. Users of this field shall be courteous to other users and refrain from the use of inappropriate language.
9. All pilots, including visiting pilots, must have a valid MAAC membership and a Transport Canada (CARS part IX RPAS) Basic or Advanced Operations Pilot Certification. Visiting pilots may be granted flying privileges for 3 days in a one-year period. They must be sponsored and signed in by a member in the Field Book located in the shack.
10. The use of Remote Control cars and trucks is not permitted at this field.

Normal Operating Procedures and Club Safety Rules

Definitions:

AIRCRAFT - all flying vehicles.

AIRPLANE - fixed wing aircraft, including gliders.

HELICOPTER - rotary wing aircraft regardless of the number of rotors

1. No fueling or engine start-up is allowed under the lean-tos.
2. The two picnic tables under the lean-to are NOT to be used for aircraft set-up.
3. No taxiing is allowed in the pit areas.
4. Before starting motors all Airplanes, whether gas, glow or electric, must have suitable restraints in place.
5. Only Airplanes will be flown from Flight stations 1, 2, 3, 4 and 5. Airplane flying in front of Flight stations 6 and 7 shall only be allowed when no helicopters are flying or if on approach for landing or a touch-and-go.
6. Only helicopters will be flown from Flight stations 6 and 7. Station 7 is only to be used as a 'hover pit' (maximum of six feet flight from center point). Helicopter flying from, and in front of, Flight stations 1 to 5 shall only be allowed when no Airplanes are flying. (see Rule 12 for exception)
7. A maximum of two (2) turbine jets or five (5) non-turbine Aircraft are allowed in the air at one time (this number does not include any Helicopter operating in the Flight station 7 'hover pit'). A maximum of 8 Combat Aircraft are permitted at Combat Flying events scheduled and approved by the club executive.
8. All Aircraft take-offs, landings and touch-and-go's must be called out to other flyers. The initial turns on takeoff must be AWAY from the flight line. Aircraft that are landing must be given priority over others. No landing approaches are to be made toward the pits.
9. No Aircraft shall fly closer than 75' to Flight stations 1 to 5 unless landing, taking off, or performing a touch-and-go.
10. No flying is allowed over the pit areas, within 30 meters of the parking areas or to the South of the creek.
11. No Aircraft shall fly over the Southeast of the field or the West corner over the driveway, unless taking off, landing or performing a touch-and-go.
12. Airborne video recording by drones of other aircraft is permitted if coordinated between the pilots involved, and ALL other pilots not involved agree.

13. Our flying area as measured from the center of the pilot stations is a box 465m left, 450m right and 500-550m straight out. There are no structures in the area. The vast majority of the area is rented by the club and is designated under the Endangered Species Act and not accessible by non-club members.

14. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.

15. Two fire extinguishers are permanently located in the pit area. Spares are in the shack.

16. If there is an accident requiring emergency services, cellular service is adequate closer to the entrance gate to call 911. We are located in 87 Acre Park next to Vinemount Quarries in Stoney Creek. The nearest medical center is in Grimsby located 9.5km to the North East.

17. The Stoney Creek Airport CPF6 (a Registered Aerodrome) is situated 2.2nm to the South West. It is a seldom used facility.

18. The Grimsby Regional Airport CNZ8 (a Registered Aerodrome) is situated 2.9nm to the East. Light aircraft occasionally transit the area.

19. There are no CFS RPA procedures and other CFS PRO comments that affect our site.

20. In the event of a 'fly-away' toward Stoney Creek Airport you may call the operator at (289) 775-1858. In the event of a 'fly-away' toward Grimsby Regional Airport you may call the operator at (905)-945-6161. Our site is in uncontrolled airspace so there is no need to notify ATC.

21. Club members should check for Stoney Creek and Grimsby airports related NOTAMs 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 in the display box at the pit entrance.

22. The club executive has contacted the operators (OPR) of Stoney Creek and Grimsby airports and they have expressed no issues with our RPAS site.

23. For 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.

24. 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, a copy which is in the shack, 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.

25. The Club requires a visual observer for turbine powered RPAS:

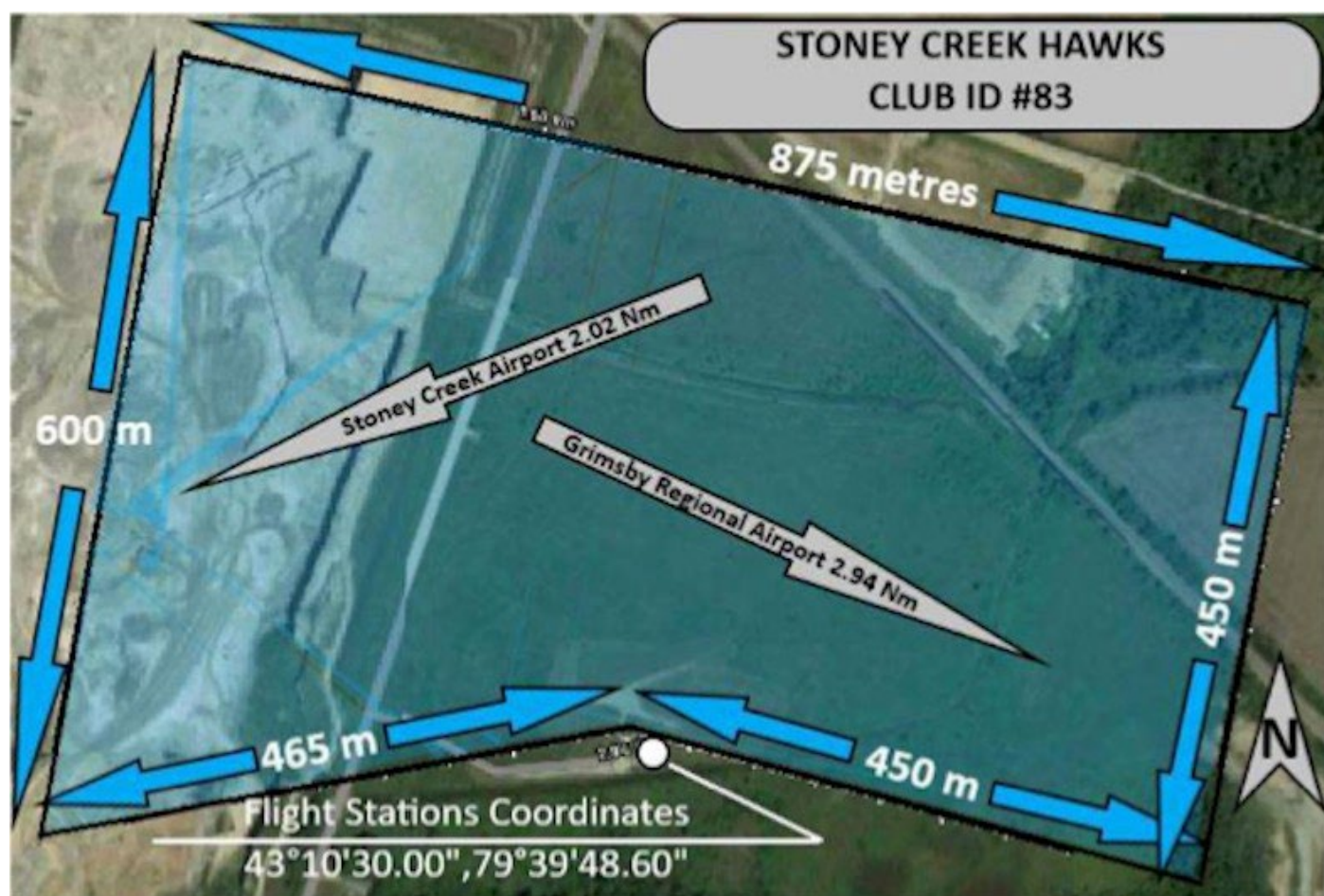
- a. The sole role is to stand close to pilot and scan the sky primarily for approaching full scale aircraft and secondary, other RPAS if airborne.
- b. When spotting a potential conflict with full scale, yell AIRPLANE in a clear loud voice.
- c. When you believe the airplane is no longer a problem yell – ALL CLEAR.

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 Stoney Creek Hawks Club The normal MAAC “see and avoid” practices are determined to be sufficient to ensure our flying does not interfere with aircraft operations or expected traffic patterns.

28. The Club executive will review these rules at least once a year.



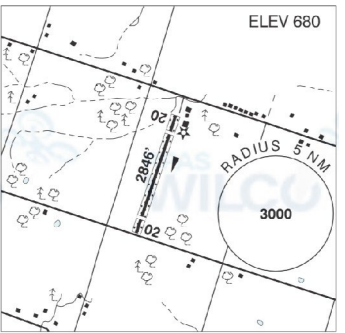
ONTARIO

AERODROME/FACILITY DIRECTORY

STONEY CREEK ON

CPF6

REF	N43 10 10 W79 42 35 2E 10°W UTC-5(4) Elev 680' VTA A5000
OPR	2866264 Ontario Inc. 289-775-1858 Reg PPR
PF	C-2,3,4,5, D-1
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
RWY DATA	Rwy 02120 2846x60 GRASS/ASPH, centre 25' ASPH. Thld 02 displ 362'. Thld 20 displ 420' Opr Ltd win main! Rwy 02120.
RCR	
COMM	
ATF	tfc 122.8 5NM 3700 ASL



CANADA FLIGHT SUPPLEMENT/GPH 205 ctective 0901L 23, ebruarv 2023 to 0901no April 2023

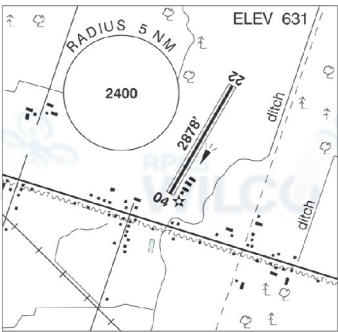
ONTARIO

AERODROME/FACILITY DIRECTORY

GRIMSBY REGIONAL AIRPORT ON

CNZ8

REF	N43 09 32 W79 36 00 10°W UTC-5(4) Elev 631' VTA A5000
OPR	Hamilton Elite Airport Inc. 905-945-6161 Reg PPR
PF	B-7,8 C-1,2,3,4,5,6
CUST	AOE/CAN
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
SERVICES	Credit cards accepted
FUEL	100LL
OIL	All
S	1,2,3,4,5



RWY DATA	Rwy 04(036°)/22(216°) 2878x75 GRVUASPH, centre 40' asphalt
RCR	Opr Ltd win main!
LIGHTING	04-(TE LO), 22-(TE LO) ARCAL-123.35 type J
COMM	
ATF	UNICOM ltd hrs 0/T tfc 123.35 5NM 3600 ASL
PAL	Toronto Ctr 119.7 (Hamilton) May not be receivable on ground

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 (ME). All radio-equipped aircraft must monitor a common designated frequency.

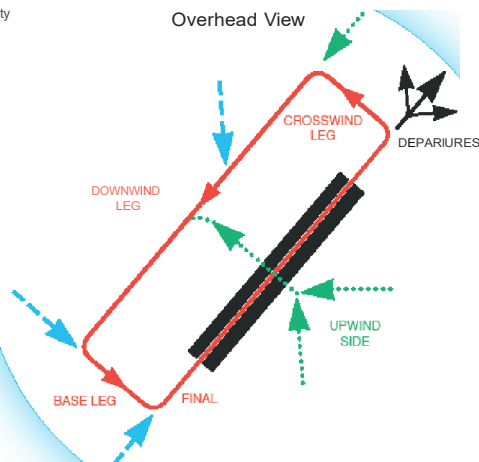
At aerodromes that have published instrument approaches, the MF area may be expanded to include the approach area. See the *Canada Flight Supplement* (CFS) for current information.

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 on the light paths indicated in blue.

Overhead View



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)

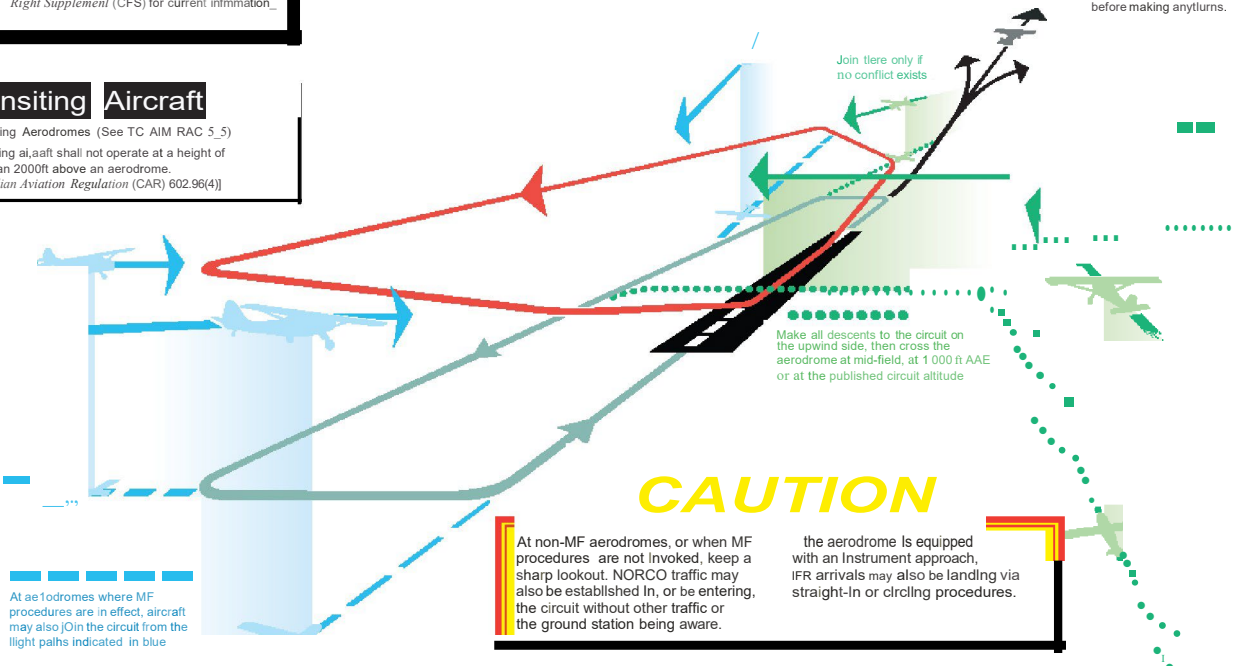
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

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. NORCO 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.

