EDMONTON RADIO CONTROLLED HELICOPTER ASSOCIATION

A MAAC SANCTIONED CLUB

Administrative

All RPAS pilots must have access to these rules while at the site, either electronically or printed. The club will endeavour to provide a printed copy at the site.

- This field is for the use of ERCHA club members and their guests.
- You must hold a current MAAC or MAAC temporary foreign membership to fly at this field, No exceptions.
- You must hold Transport Canada RPAS Pilot certificate to fly at this field.
- You must abide by all current CAR's regulations as they apply to RPAS.
- You must abide by all MAAC safety rules and guidelines for the operation of a RPAS as they pertain to this field including airspace and altitude restrictions.
- This field is for the flying of helicopters only. Small electric fixed wing aircraft (under 48" span) are allowed only when helicopter flying is not underway.
- Be sure to lock the gate and all buildings if you are the last to leave.

Normal Operating Procedures and Club Safety Rules

1. CAR's compliance remains an individual pilot's responsibility at all times.
2. You must perform a radio range check, on each system, before the first flight of each flying session.
3. Pilots will operate their aircraft from the designated flight stations.
4. All flying will be done from the flight line out (matt centerline) no flying from or over the pit area.
5. IC Helicopters may be started in the pit area or on the flight pads. Main rotors are to be "held" whenever starting or transporting to the takeoff location.

6. All radio system with a failsafe option must have it set to bring flight power to idle or for RTH if the transmitter signal is lost.

7. Our flying area as measured from the center Pad is a box 250m (800') left, 160m (550') right and 160m (550') straight out. Refer to the site flying area map.

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

8. The aerodrome name is ***Grey Nuns Heliport*** ***CES8*** and it is located 2.75 nautical miles WNW of our modelling site. This is due left of our flight line.

9. The aerodrome has 1 helipad.

10. Except for ***Grey Nuns Heliport*** ***CES8*** there are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.

11. In the event of a "fly-away" towards ***Grey Nuns Heliport*** ***CES8***, you may call the aerodrome operator at 780-735-7000 / 780-735-7350 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC

12. ERCHA club members should check for ***Grey Nuns Heliport*** ***CES8*** related NOTAM either using the NAV CANADA NOTAM portal or using RPAS Wilco app or similar.

13. The club executive has contacted the operator (OPR) of ***Grey Nuns Heliport*** ***CES8*** and they have expressed no issues with our RPAS site.

14. No flying will commence until after 9 AM and will end a half hour before sunset, the time of which is available on the Weather Network App for the town of Edmonton. Night flying is not allowed at ERCHA Club unless your RPA is brightly lit.

15. Visual observers and MAAC "spotters" are optional at our site. 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. Flying pilot is to confirm that the warning has been heard.

    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.

16. 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.

17. No RPA or other model aircraft flying will occur below the Club mandated weather minimum:

    a. If cloud is present below 800’ above the model flying area

    b. a horizontal visibility requirement of less than 2sm around the flying area, and

    c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

18. There are no other risk mitigating strategies required at ERCHA Club.

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

ERCHA Flying field flight limits and areas of conflict.

Ctr Pad GPS – 53.420 x 113.393

Gate GPS – 53.419 x 113.398

EDMONTON / GREY NUNS COMMUNITY HOSP AB (Heli) CES8

REF	N53 27 44 W113 25 40 15°E (2014) UTC-7(6) Elev 2274´ VTA A5015
OPR	Covenant Health 780-735-7350/7804 Cert PPR
FLT PLN	
FIC	Edmonton 780-890-8386 or Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
HELI DATA	FATO 64' dia CONC/ASPH TLOF 33' x 33' CONC/ASPH Safety Area 82' dia Max heli overall length 42.5'
RCR	Opr
LIGHTING	FH
COMM	
ATF	tfc 123.2 2NM 3400 ASL
ARR	Edmonton Tml 119.5
DEP	Edmonton Tml 119.5
PRO	Arr/dep btwn 059°-091° fr heli, slope 8% (H3). Ctc Edmonton Tml before entering Class C airspace. Edmonton Intl Class E airspace 3000 ASL (TRANSPONDER MANDATORY) and Class C airspace 3400 ASL and above overlies A/D. Acft operating in Edmonton Class C require a discrete transponder code which may be obtained by filing a flt pln or ctc 888-358-7526 at least 30 min prior to entering. Air traffic advsy freq 123.2 Edmonton City Area in Class G and E airspace.

VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

Communications Requirements

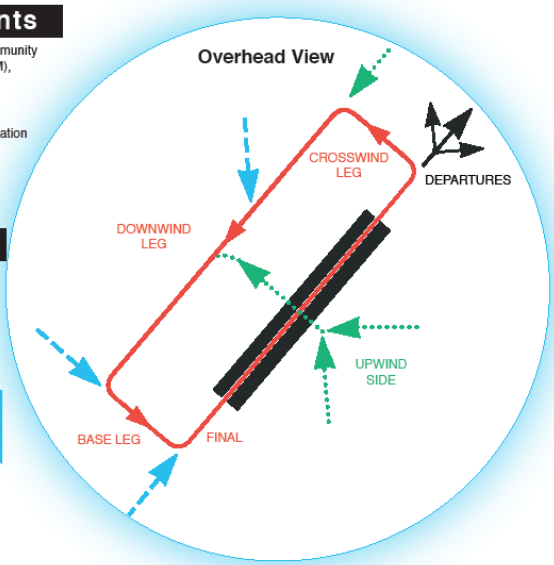
Information can be exchanged with a flight service station (FSS), community aerodrome radio station (CARS), universal communications (UNICOM), or vehicle operators by directed transmissions, or with other aircraft by broadcast transmissions. See the *Transport Canada Aeronautical Information Manual*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

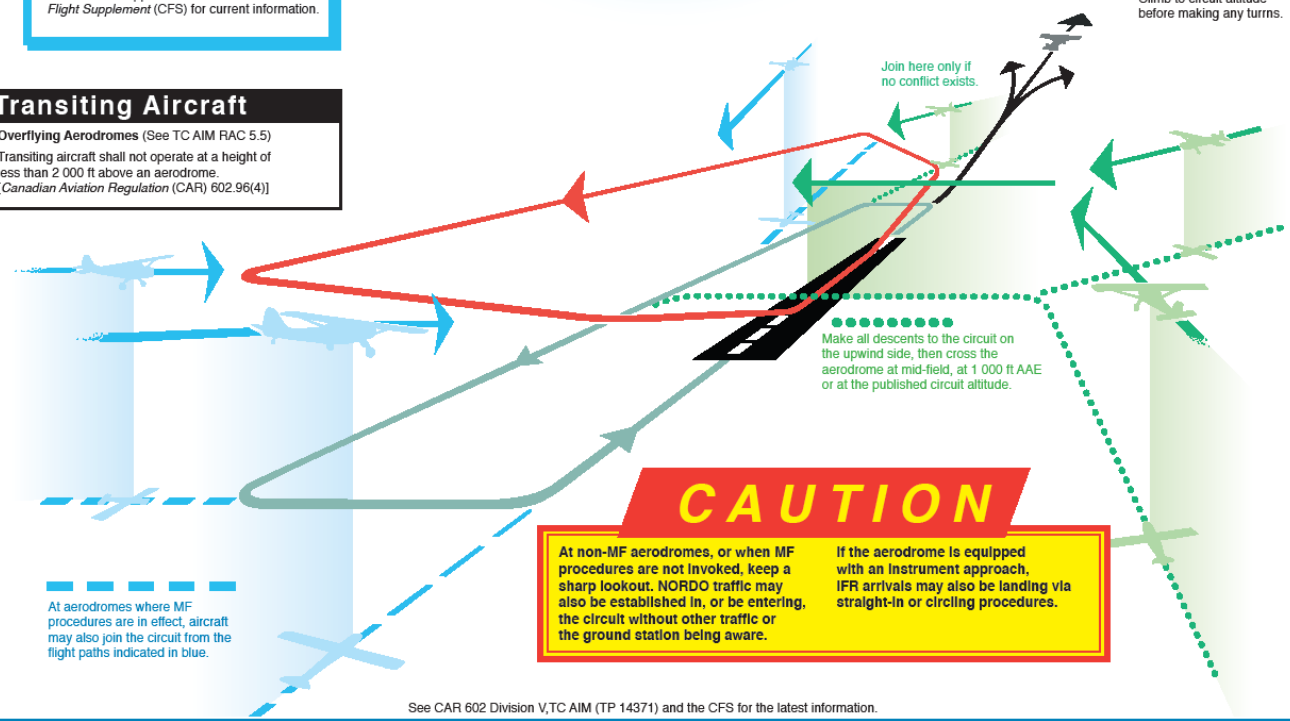
Transiting Aircraft

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.



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

Canada