

Administrative

These rules shall be posted in a conspicuous location inside the club house at the field.

These rules shall be reviewed annually at the Club AGM and will be issued to new members when joining the club.

Normal Operating Procedures and Club Safety Rules

1. All members and their aircraft shall comply with the MAAC Safety Code. The MAAC Safety Code and other applicable safety documents can be found at <https://www.maac.ca/en/documents.php>
2. A current Basic RPAS licence and current MAAC Membership is required for all flyers.
3. Use of the field is restricted to members and member sponsored guests. There is a lifetime limit of three guest appearances per person and prior CMPRA members do not have any guest privileges.
4. Spectators will not be allowed in the pit areas, taxi areas, or near the flight line unless supervised by a club member.
5. All members and guests using the field are responsible for removing their own trash.
6. Cars must be parked in the designated parking area only.
7. Flying at our club field is between 8 am and 10 pm only.
8. All members and guests are responsible for a structurally safe aircraft, properly installed radio system, a control check, and a successful range check on all new and repaired aircraft.
9. Any member or guest not following the safety rules, may be asked to leave the field by any member of the club.
10. When flying at the field, all members not flying 2.4 GHZ systems will attach their membership card or MAAC card to the proper pin on the frequency board. Guests should use their MAAC card.
11. Engine break-in is not allowed directly in the pit area. Remain clear of all pilots and spectators.
12. When starting an engine, aim the prop wash away from other members and their models.
13. Aircraft may taxi out but not into the pit area.
14. A pilot who loses control of an aircraft will loudly warn all pilots and spectators so others may take appropriate action.
15. A landing aircraft has the right of way over aircraft taking off. Sail planes, and all dead stick aircraft have the right of way over all others.
16. All pilots retrieving a model from the runway will loudly announce it to the other flyers before doing so.
17. No flying is allowed over the pits, spectators, parking areas of the field or North of the club house.
18. No flying is allowed over the dog park.

19. No flying over 22X. If this occurs, it may result in removal of Club Membership Privileges.
20. There will be no low fly-bys within 10 meters of the flight line. Helicopters are not allowed to take off and land within 5 meters of the flight line.
21. No flying is allowed when the grass of the active runways is being mowed. At the discretion of the mower operator, flying may be allowed when cutting around the perimeter of the field.
22. Retrieval of downed aircraft in the farmers field is limited to one person unless circumstances require more. No cars, trucks, or golf carts are allowed in the farmers field/crop.
23. Pilots will observe full scale aircraft departing and landing at the Winters Aerodrome. Full scale aircraft always have the right of way.
24. Pilots flying the pylon course for practice shall stay clear of the pits and parking areas by a minimum of 50 meters.
25. Helicopter and fixed wing pilots will not fly within 50 meters of the pylon course when occupied by Pylon pilots and helpers.
26. Pilots will not fly beyond line of sight.
27. Pilots flying by means of First Person View (FPV) shall partner with a spotter and always be within communication range of the pilot.
28. Training of new pilots will be done with the use of buddy box technology.
29. Pylon contests will observe safety requirements and field measurements as defined by the AMA.
30. No violence (verbal or physical) shall be directed to anyone.

Information for Operating with 3 nm of an Aerodrome

CMPRA operates within 3 nm of an aerodrome as listed in the CFS or CWAS and provides members with the following information:

1. The aerodrome name is Winters Aire Park (CFY4), operated by Blue Yonder Aviation (ph. 403-936-5767), and it is located 0.43 nm (790 m) West of our modelling site. CFY4 has two 2600 ft long grass runways 09/27 and 16/34.
2. The aerodrome has ultralight and light aircraft
3. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site. CFY4 runway 09/27 is to the south of the CMPRA runway and is on the opposite side of an obvious well defined tree line. The location and direction of the CFY4 runways results in normal flying patterns to do not go over the CMPRA field. In the rare event this does occur, full scale aircraft are at least 800 feet AGL.
4. In the event of a "fly-away" towards CFY4, you may call the aerodrome operator at 403-936-5767 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.

5. CMPRA club members should check for CFY4 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.
6. The club executive has contacted the operator (OPR) of CFY4, and they have expressed no issues with our RPAS site.
7. No flying will commence until half an hour after sunrise and will end half an hour before sunset, the time of which is available on the Weather Network App for the town of Indus, Alberta. In any case, not before 8 am and not after 10 pm.
8. 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 or over our 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.
9. 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.
10. No RPA or other model aircraft flying will occur below the Club mandated weather minimum:
 - a. If cloud is present below 800’ AGL above the model flying area

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- b. a horizontal visibility requirement of less than 1 mile (1.6 km) around the flying area, and
- c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

11. There are no other risk mitigating strategies required at CMPRA Club.

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

Approved by:

CMPRA executive members 2023

Revision history:

June 8, 2019, Initial creation of rules

June 2022 general revision and distribution to club membership

November 2022: Rule 1 revised to be clear that members shall comply with MAAC Safety Code

March 12, 2023: Old rule # 26 removed for allowing 700 ft AGL.

March 27, 2023: Information for operating within 3 nm of an Aerodrome

ALBERTA		AERODROME/FACILITY DIRECTORY
INDUS / WINTERS AIRE PARK AB		CFY4
REF	N50 54 W113 47 1SW 15°E (2012) UTC-7(6) Elev 3370' VTA A5005	
OPR	Blue Yonder Avn 403-936-5767 Reg PPR	
PF	B-1 D-2,3,4,5,6	
FLT PLN		
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)	
ACC	Edmonton IFR 888-358-7526	
SERVICES		
FUEL	MG-1	
S	1,2	
RWY DATA	Rwy 09(096°)/27(276°) 2600x75 turf Rwy 16(165°)/34(345°) 2600x75 turf	
RCR	Opr Ltd maint, sfc ruf.	
COMM		
ATF	tfc 123.2 5NM 4800 ASL	





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).

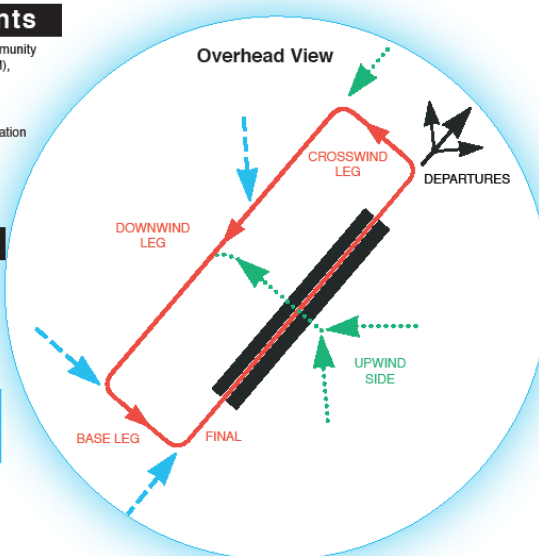
Standard Left-Hand Pattern

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.

DEPARTURES

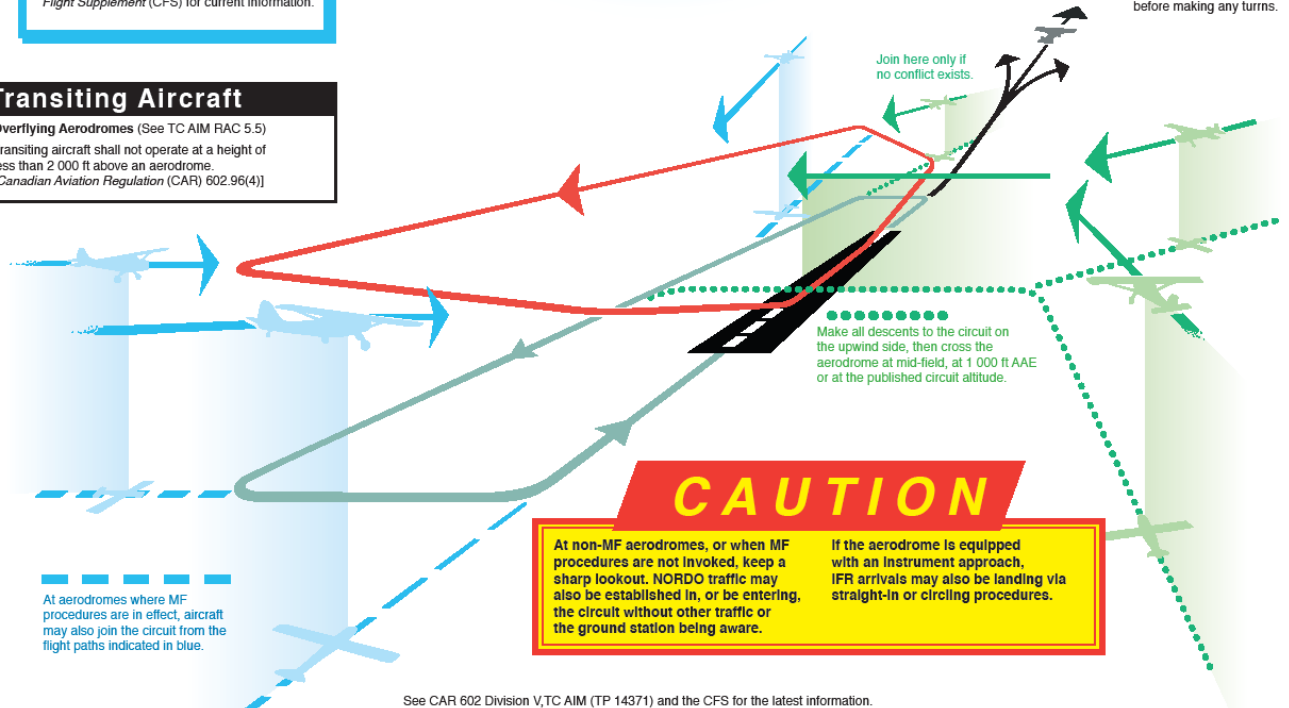
Climb to circuit altitude before making any turns.

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)]



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.

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

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