

# CARC Lanaudière Rules

## Administrative

Club CARC Lanaudière has a set of rules that range from safety to respect for people and places. These rules are described in detail in the document "Regulation CARC Lanaudière"

## Normal Operating Procedures and Club Safety Rules

A copy of these club rules must be available to RPAS pilots using the site, either electronically or in printed form. The club will endeavour to provide a printed copy at the site.

1. Model assembly should be done in the designated pit area or under the sunshade.
2. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – **no exceptions.**
3. Gas/glow models must be restrained and started in the start-up stands or similar, located in the start-up area. Do not conduct prolonged tuning if other pilots are flying.
4. 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 east or west but away from the sun.
5. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
6. Our flying area as measured from the center of the pilot stations is a box 1,800' left, 1,800' right and 1,800' straight out. Refer to the site flying area map for no-fly zone depictions: We are flying over an area that is made up of woodland and arable land, there is no inhabited area.
7. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.
8. A fire extinguisher must be present for all powered RPA operation.
9. If there is an accident requiring emergency services, cellular service is adequate to call 911. Access to the flying field is located in front of 991 Rang Montcalm, St-Liguori.
10. Pilots may fly in formation provided they agree to do so. There is no limit on number of airborne RPA.

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

11. The aerodrome name is Aerodrome Joliette (CSG3) it is located 2.98 nautical miles NNE of our modelling site. Our flight area is oriented West.
12. The aerodrome has a single 1,500' by 75' paved uncontrolled runway with a circuit to the right of runway 15.
13. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
14. In the event of a "fly-away" towards CSG3 (NNE of pilot stations), you may call the aerodrome operator at 450-759-6252 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC. OR if near controlled airspace per CAR901.15 list the phone number

15. CARC Lanaudière club members should check for CSG3 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.
16. The club executive has contacted the operator (OPR) of CSG3 - Aerodrome Joliette, and they have expressed no issues with our RPAS site.
17. 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 St-Liguori. Night flying is NOT allowed at CARC Lanaudière Club unless your RPA is brightly lit.
18. 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 or use the airhorn in the club house or ring the bell.
  - 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.
19. 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.
20. 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. it is not possible to see the edge of the tree located north of our flight zone, and
  - c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.
21. There are no other risk mitigating strategies required at CARC Lanaudière Club.
22. The Club executive will review these rules at least once a year.

When visual observers are required, the club rules should be something as follows:

1. The sole role is to scan the sky for approaching full-scale aircraft – do not watch the RPA. Pay particular attention to (whatever direction airplanes come from etc.)
2. The visual observer should stand or sit at the start-up stand closest to any pilots flying, but away from the start-up stand(s) in use. Be close enough so they can hear you.
3. When spotting a potential conflict – yell AIRPLANE in a clear loud voice.
4. When you believe the airplane is no longer a problem yell – ALL CLEAR.
5. Whenever a visual observer is required, all other club members present must keep unnecessary ambient noise to a minimum. NO run-ups on adjacent start up stands.

SUPPLÉMENT DE VOL CANADA / GPH 205 En vigueur 0901Z 23 février 2023 au 0901Z 20 avril 2023

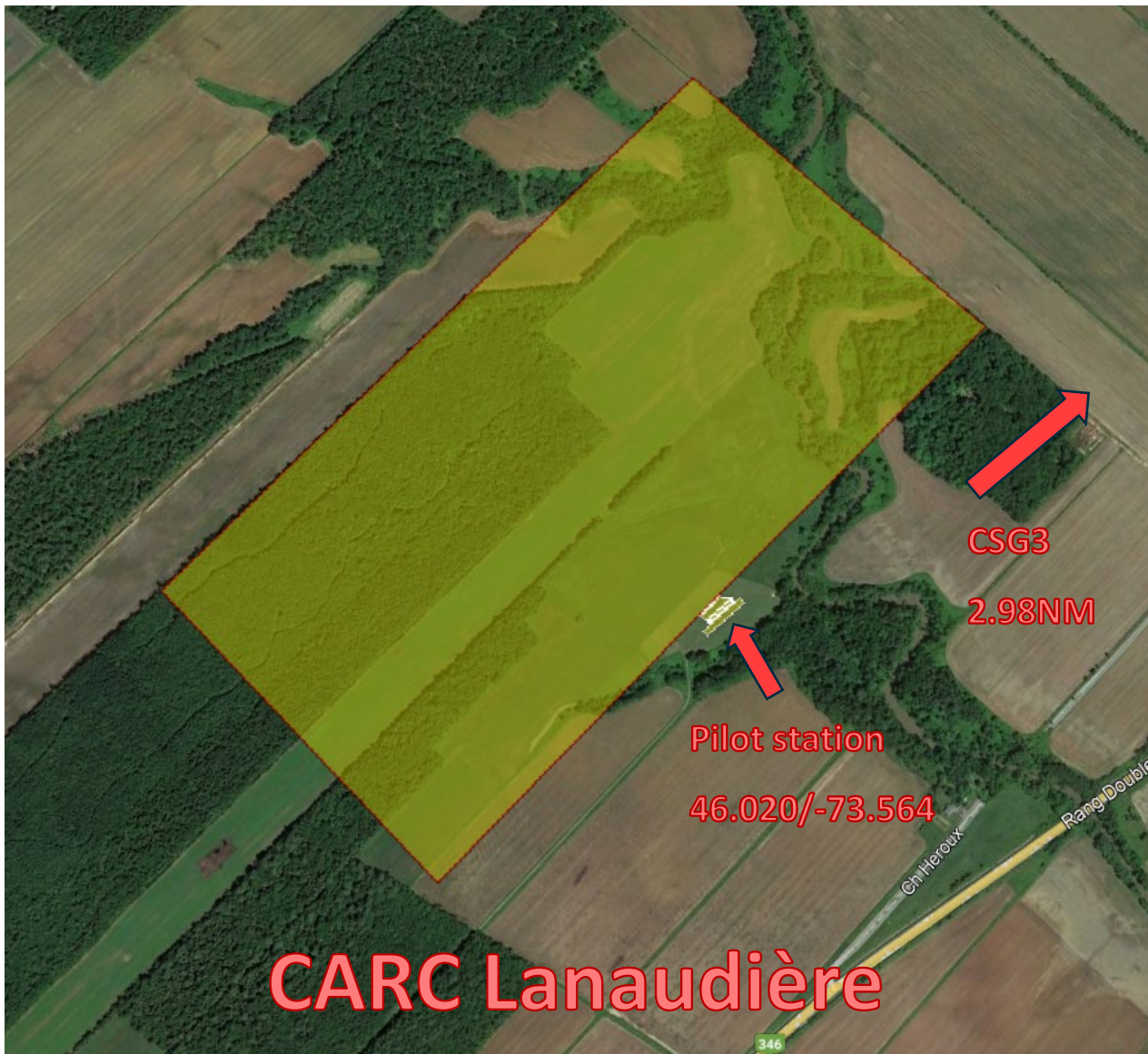
## QUÉBEC

## RÉPERTOIRE AÉRODROMES / INSTALLATIONS

### JOLIETTE QC

CSG3

<b>RÉF</b>	N46 02 41 W73 30 06 2.2NW 15°W (2014) UTC-5(4) Élev 225' VTA A5002 LO6 LO7 LO8	
<b>EXP</b>	Aéroclub de Joliette Inc 450-759-6252 Enr	
<b>PF</b>	A-1 C-2,3,4,5,6	
<b>PRÉP/VOL</b>		
<b>FIC</b>	Québec 866-GOMÉTÉO ou 866-WXBRIEF (Sans frais à l'intérieur du Canada) ou 866-541-4105 (Sans frais à l'intérieur du Canada et les États-Unis)	
<b>ACC</b>	Montréal 800-633-1353	
<b>SERVICES</b>		
<b>CARB</b>	100LL, JA-1 PN	
<b>S</b>	1,4,5,6	
<b>PISTE</b>	Piste 15(150°)/33(330°) 3109x75 asphalté	
<b>TWY</b>	Voie de circulation A limitée aux aéronefs d'une envergure de moins de 49'.	
<b>RCR</b>	Exp Entretien Ité l'hiver.	
<b>BALISAGE</b>	15-(TE ME), 33-(TE ME) ARCAL-123.5 type J	
<b>COMM</b>		
<b>ATF</b>	tfc 123.5 5NM 3300 ASL	
<b>PRO</b>	Circuit à droite piste 15 (RAC 602.96). Aire de décollage/atterrissage gazonnée/neige 1500x35 adj NE piste 15/33 entre la voie de circulation B et C.	
<b>ATTENTION</b>	A/D Lourdes-de-Joliette 4.5NM NE, tfc 123.5. Possibilité de tfc ultra-léger NORDO dans le circuit. Deux tours balisées 512 ASL (253 AGL) 1NM NE de l'A/D. Lignes à haute tension 40 AGL aprx 1320' du Seuil 15.	







# VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

## Communications Requirements

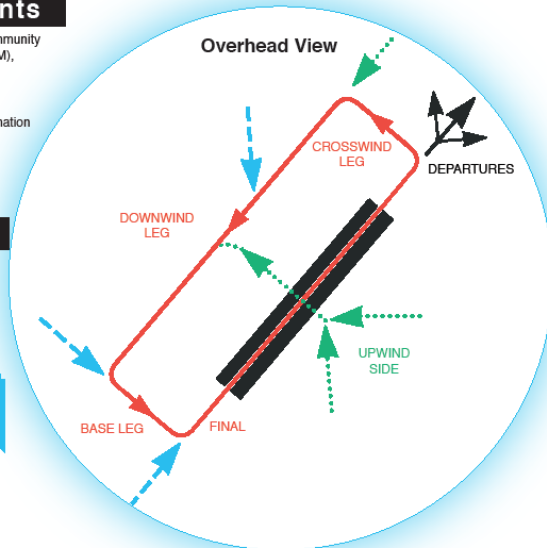
Information can be exchanged with a flight service station (FSS), community aerodrome radio station (CARS), universal communications (UNICOM), or vehicle operators by directed transmissions, or with other aircraft by broadcast transmissions. See the *Transport Canada Aeronautical Information Manual*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

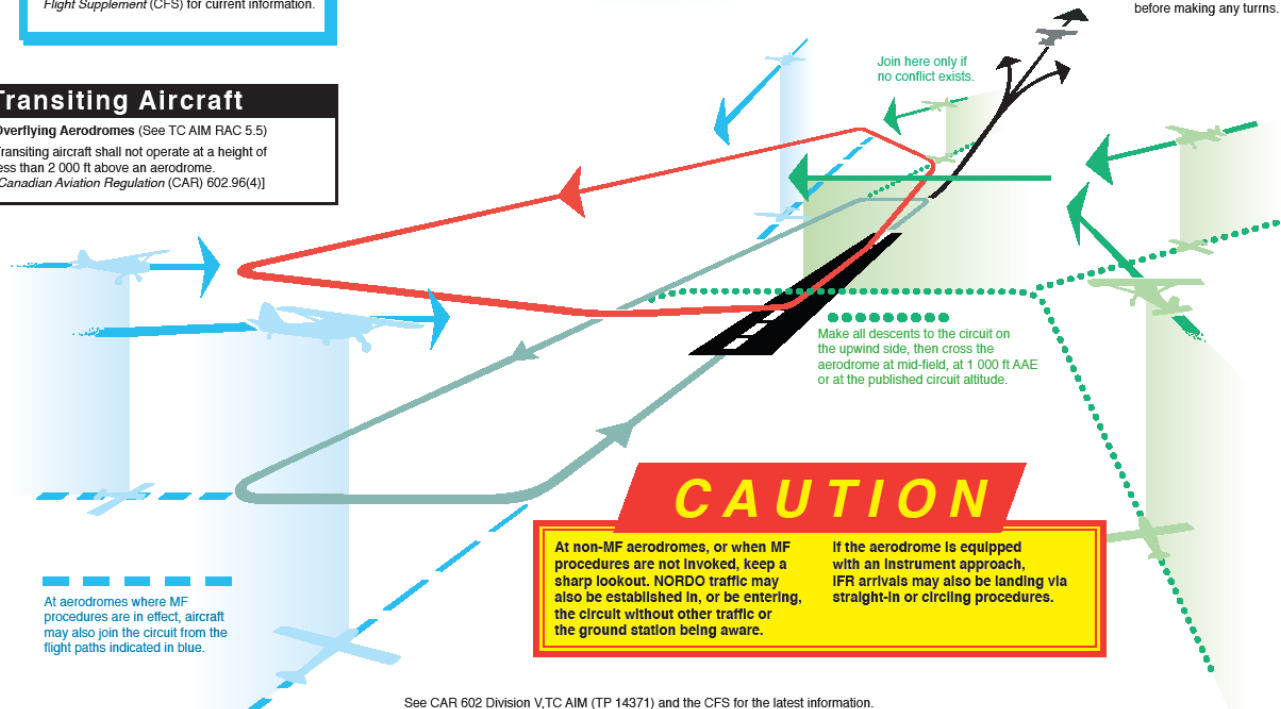
- Departure:** (CAR 602.100)
- Report intentions before moving onto take-off surface.
  - Ascertain by radio and by visual observation that no conflict is likely during takeoff.
  - Report departure from aerodrome traffic circuit.
  - Monitor the designated frequency until well clear of the MF/ATF area.

- 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.