

North of Superior Flyers Model Aeroplane Club (NOSF) Site Rules

Administrative

Definition Glossary of Terms:

AGL - Above Ground Level

CARs - Canadian Aviation Regulations

EDF - Electric Ducted Fan

FPV - First Person View

NOSF - North of Superior Flyers Model Aeroplane Club

MAAC - Model Aeronautics Association of Canada

Model Aircraft - any non-RPAS flying model which includes Free-Flight (F/F), Control Line (C/L) and Space Modelling categories.

Remotely Piloted Aircraft (RPA) - a navigable aircraft, other than a balloon, rocket or kite, that is operated by a pilot who is not on board.

Remotely Piloted Aircraft System (RPAS) - a set of configurable elements consisting of a remotely piloted aircraft, its control station, the command-and-control links and any other system elements required during flight operation. For all purposes the terms "RPAS" and "model aircraft" are no longer interchangeable (previously referred to as radio control or R/C aircraft).

Safety Spotter - a person, 16 years of age or older, who is assigned the sole task of actively scanning the sky in 360 degrees, for purposes of detecting and alerting RPAS pilots of any approaching full-scale aircraft. While they do not need to be a MAAC member, that is preferred.

Surface Models - model vehicles designed to run on the ground or water.

The North of Superior Flyers Site supports the use of:

- a) **RPAS** - Not exceeding 25kgs (55lbs), subject to any valid MAAC exemption.
- b) **Model Aircraft** - (Free-Flight (F/F)
- c) **Surface Models**

Rockets, fuel turbine or pulse jet powered aircraft, large fuel and electric powered helicopters, and large fuel or electric powered aircraft flown in 3D mode are **not** permitted at our field.

Exceptions: Small "E" or electric powered helicopters and 3D electric type aircraft may be flown along with small electric ducted fan (EDF) powered aircraft.

First Person View (FPV), and Drones/Multi-Rotors are allowed, but only with a second qualified pilot, and while no other RPAS are in the air. Drone/FPV racing is not permitted.

North of Superior Flyers Membership

1. All flying is restricted to current paid members of NOSF, their guests, and MAAC members in good standing who are invited to attend events organized or supported by NOSF.
2. Pilots operating RPAS, model aircraft, or surface models must possess a valid MAAC membership, and abide by the MAAC Safety Code, NOSF, and Site specific rules found in this document.
3. NOSF members may invite flying, or non-flying guests to the Pineview site. The NOSF member always assumes responsibility for their invited guests.
4. It is the responsibility of NOSF members to ensure that their invited guests are valid MAAC members and that all guests are briefed on Pineview Site specific rules.
5. Subject to any valid MAAC exemptions, all members and guests shall abide by applicable sections of Part IX of the Canadian Aviation Regulations.
6. All members shall abide by any Federal, Provincial, or Municipal legislation and/or emergency measures with jurisdiction over the Pineview site. (eg: Fire Ban)
7. Any required MAAC Safety signage and Emergency contact information shall be maintained and posted on site.

Membership Resolution

1. NOSF executive, through majority agreement, have the authority to immediately suspend a club membership for breach of club rules.
2. NOSF executive, through majority agreement, have the authority to reinstate a previously suspended member.
3. NOSF retains the right to revoke any club membership by majority agreement of all paid members.

Social Policy

1. Any Social media posts by NOSF members are expected to be positive in nature and not reflect negatively on the club in any fashion. Members must understand that all social media content can be accessed by any person, official, media or government agency. It is to our benefit that any social media content reflects a culture of responsible fun and safety.

- Members should consider “Social Issues” as a potential “risk” to NOSF at any time the site is in use. Excessive noise / rowdy activity, not related to RPAS or model aircraft flying, can be just as serious a threat to the NOSF site as safety violations. Coming into any conflict with neighbours is one of the top reasons flying sites are lost within Canada and usually leads to municipal sanction or land lease loss. Members are expected to enjoy reasonable fun but are expected to be responsible for their behaviour as well as their invited guests.

Normal Operating Procedures and Club Safety Rules

A copy of these rules, either printed or electronic must be available to RPAS pilots using this site. A printed version in a waterproof container will be left attached to the sea container.

- The NOSF Pineview Airpark site flying area is an irregular quadrilateral (trapezium) shape. Our flying area as measured from the centre of the pilot stations, 400' (123m) left, 360' (110m) right and 650' (200m) straight out. Refer to the site flying area and no-fly zone diagrams. (Figures 1 & 2)
- The NOSF Pineview Airpark site is located at 115 Pineview Road, Kakabeka Falls Ontario (Centre Pilot Station GPS Coordinates 48.391232 -89.580620), and 1.7 nautical miles (3.08km) SSE of the Kakabeka Falls Aerodrome (CKG8). (Figures 1 & 3)
- Model assembly should be done in the designated pit area.
- RPAS must be restrained and started in the pit area. No RPAS is permitted to face directly into the pit or spectator area with it's engine/motor running. Engine/motors should be shut down before crossing the border between the flight line and pilot stations. No taxiing in the pit area. Do not conduct prolonged tuning if other pilots are flying.
- Batteries shall not be connected to electric models unless the model is restrained in the pit area - **no exceptions.**
- All flying, take-offs and landings must be performed with the pilot at a designated pilot station. If required for training purposes or testing a new/modified RPAS or model aircraft, take-off may be performed with the pilot behind the RPAS or model aircraft on the main runway, providing approval has been obtained from all flight-line pilots prior to travel onto the main runway.
- Every flyer using the main runway or flight positions shall loudly announce to any others currently flying his intention to:
 - taxi onto the runway;
 - take off;
 - do touch-and-goes;
 - land;

- move onto, cross, the runway for any purpose and again announce when clear of the runway.

Every flyer currently using a pilot station shall confirm/acknowledge the flyer's intentions above:

Every flyer shall loudly, and immediately, shout a warning to all persons present if:

- they lose control of their RPAS or model aircraft;
 - or the RPAS or model aircraft comes across the line of flight;
 - or the flight begins to threaten the safety of anyone.
8. No more than two (2) people (pilot and observer) may occupy any one pilot station. For purposes of this rule, a flight instructor and student pilot together count as one person.
 9. No flying is permitted in excluded areas (no fly zones). Specific examples of excluded areas include, but are not limited to: West of West edge of main runway, the spectator area, parking area, neighbouring buildings, and Pineview Road. (Figures 1 & 2)
 10. Unless otherwise authorized by exemption or valid MAAC altitude waiver, all RPAS or model aircraft flying activities shall remain within the designated NOSF Airspace Boundaries up to 400' Above Ground Level (AGL). (Figure 2)
 11. When any other aircraft is flying, no 3D or low flying is permitted over the runway except for landing practice, landing purposes, and touch-and-goes.
 12. The testing of new or rebuilt aircraft requires a second qualified pilot to act as observer whenever other pilots or spectators are present. Exclusive air space is preferred; otherwise, all flight-line pilots must be notified prior to flight.
 13. The direction of take-off landing, and traffic pattern will be determined by the prevailing winds and runway orientation of NNW to SSE. If no wind, all take-offs etc. shall be NNW or SSE but away from the sun. All take-offs and landings shall be made using the runway. Other than emergencies, all landings shall be onto the runway.
 14. Hand launching and bungee launching shall be done in agreement with any pilots flying and ***only*** on the runway.
 15. Our flying area as measured from the centre of the pilot stations as a rectangle 400'x80' (122x24m) left, right and straight out. Refer to the site flying area map for no-fly zone diagram. (Figure 2)
 16. Recovery of RPAS/model aircraft that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.
 17. Pilots may fly in formation provided they agree to do so. There is a limit of 5 of airborne RPA.

18. During flying activities, non flying member's guests and/or spectators should not enter the designated pit area unless accompanied by a member. (Figure 1)
20. A fire extinguisher must be present for all powered RPA operation.
21. If there is an accident requiring emergency services, cellular service is adequate to call 911. The civic address is 115 Pineview Road Kakabeka Falls ON P7K 0G8
22. In the event of a person(s), not connected with NOSF flying activities, inadvertently entering the designated NOSF flying boundaries on foot or other means, pilots with airborne aircraft shall be notified immediately and land if safe to do so.
 - Flying operations shall be suspended until person(s) can be cleared from the designated flying boundaries.
 - Pilots shall take all reasonable precautions to avoid flying within 30 metres of Pineview Road, and the East to West entrance road. (Figures 1 & 2)
23. Electric RPAS Use of the Runway
 - If electric aircraft have landing gear, and are capable of taxiing and/or taking off from the ground, then their ground and flight procedures are identical to the requirements outlined above.
 - If electric (or other powered aircraft) do not have landing gear or are incapable of taxiing and/or taking off from the ground, then they shall be carried to a position on the taxiway, or a position forward of a flight pad.
 - The flyer shall check that the runway area is clear, loudly announce take off to any other flyers there, and launch his aircraft in a safe direction.
 - They shall then immediately proceed to a flight pad.
24. Transmitter and Frequency Control
 - With the advent of 2.4 Ghz spread spectrum radio systems, frequency control is not required.
 - There are however, some legacy radio systems (PPM/PCM 27MHz, 50-53MHz, 72MHz, 75MHz) still in use. Frequency control/separation is required, and a legacy control board is provided in the pit area. This must be used if more than one legacy radio system is being utilized.
 - A maximum of 5 pilots in the air at any one time, using any combination of radio type.
25. Engine Control

- Mufflers are required on all engines over 0.156 cubic inch displacement. Flow-thru mufflers are prohibited.
- No engine run-up (high rpm check of engine) is permitted in the pit preparation area. The aircraft must first be moved forward in the pit area about 3 metres.
- Starting stalled engines on the active runway is prohibited if another pilot is using/about-to-use the runway or one of the five pilot stations; aircraft must be removed to a taxi or pit area for restart.

26. Parking and Field Maintenance

- No flying is permitted while grass cutting or field maintenance work is progress
- No flying is permitted when farming or construction machinery is operation within the flying area. (Figure 2)
- Parking shall be along the West side of the storage sea container.
- Each member is responsible for the safety and control of his/their guests, his/their children, and pets.
- Each member shall remove all trash (including that of their guests) upon departure.

27. Miscellaneous

- No alcoholic beverages are permitted anywhere on the field site at any time.
- Do not feed the bears. 😊

North of Superior Flyers Model Aeroplane Club operates within 3 nautical miles of an aerodrome as listed in the CFS (Canadian Flight Supplement) or CWAS (Canadian Water Aerodrome Supplement) and is required to provide all members with the following information:

1. The aerodrome name is Kakabeka Falls Aerodrome (CKG8) and it is located 1.7 nautical miles NNW of our modelling site.
2. The aerodrome has 1 turf/grass runway (60/27) and is home to several general aviation, home built, and ultra-light aircraft.
3. Our modelling site is well clear of the established aerodrome traffic pattern and flight over us is generally rare. However, from time-to-time aircraft may transit over our site. Normally these aircraft will pass well above our site at 800' or more. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
4. In the event of a "fly-away" towards Kakabeka Falls Aerodrome (CKG8), you may call the aerodrome

operator at 807-474-0970 or 807-627-7075 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.

5. North of Superior Flyers Model Aeroplane Club members should check for Kakabeka Falls Aerodrome (CKG8) related NOTAM either using the NAV CANADA NOTAM portal, 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 Kakabeka Falls Aerodrome (CKG8), and they have expressed no issues with our RPAS site.
7. Any requests or concerns related to NOSF operations that are brought to the attention of the club executive by the Kakabeka Falls Aerodrome (CKG8) operator will be actioned and/or resolved at the earliest practical opportunity.
8. 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 Environment Canada website/weather app, for the town of Kakabeka Falls. Night flying is **not** allowed at North of Superior Flyers Model Aeroplane Club.

NOSF/Manned Aviation Risk Mitigation Safety Rules and Procedures:

Spotter Requirements:

1. NOSF Pineview site requires visual observers for any of the following scenarios:
 - RPAS weighing more than 2kgs (4.4lbs) and flown above 200' Above Ground Level (AGE).
2. When visual observers are required, the club rules are as follows:
 - The sole role is to scan the sky for approaching full-scale aircraft – do not watch the RPAS. Pay particular attention to (whatever direction aeroplanes come from etc.)
 - A spotter shall be instructed on their duties by an NOSF member pilot and remain within the designated spotter or pilot station areas until relieved, or until the completion of any active flights. (Figure 1)
 - When spotting a potential conflict – yell “AIRPLANE” in a clear loud voice. Spotters may also use other alerting devices to aid in alerting active pilots immediately to potential conflict with any manned air traffic.
 - When you believe the AIRPLANE is no longer a problem yell – “ALL CLEAR”.
 - It is further expected that all pilots on site, including those not engaged in flying, will collectively maintain vigilance, and help ensure RPAS or model aircraft activities are safely separated from manned air traffic.

- No ambient noise shall be generated on site that directly interferes with a pilot, or spotters' ability to monitor and/or warn active pilots of any potential conflicts with manned air traffic.

Pilot Responsibility:

1. Upon becoming aware of a potential conflict with manned air traffic, a pilot, if safe to do so, shall immediately take action to ensure their RPAS is well below the altitude of the manned air traffic, and land if necessary, until:
 - the person who gave the warning advises "ALL CLEAR"
 - or the pilot makes the determination themselves that the potential conflict danger has cleared the area.
2. A pilot operating an RPAS who becomes aware of an imminent collision with any manned air traffic shall retain responsibility, in all circumstances, to immediately take necessary action to avoid collision.

Reportable Incidents:

1. If there is any type of near miss or safety concern between a full-scale aircraft and our RPAS, 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.

Weather Minimums:

1. No RPAS or other model aircraft flying will occur below the Club mandated weather minimum:
 - If cloud is present below 1000' above the model flying area
 - a horizontal visibility requirement of less than 3 statute miles around the flying area, and
 - if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

2. There are no other risk mitigating strategies required at the North of Superior Flyers Model Aeroplane Club.
3. The Club executive will review these rules annually to ensure compliance and email latest version to members with their yearly renewal package.

**North of Superior Flyers
 568/Pineview Airparkk**

Notes:
 GPS Coords Centre Pilot Station of 5 - 48° 23'
 32.43564° N 89° 34' 58.98255° W



0 0.2 km

The Ontario Ministry of Natural Resources and Forestry shall not be liable in any way for the use of, or reliance upon, this map or any information on this map. This map should not be used for navigation, a plan of survey, routes, nor locations.

© King's Printer for Ontario, 2023

Projection: Web Mercator

Imagery Copyright Notices: Ontario Ministry of Natural Resources and Forestry; NASA Landsat Program; First Base Solutions Inc.; Aero-Photo (1961) Inc.; DigitalGlobe Inc.; U.S. Geological Survey.
 © Copyright for Ontario Parcel data is held by King's Printer for Ontario and its licensors and may not be reproduced without permission.

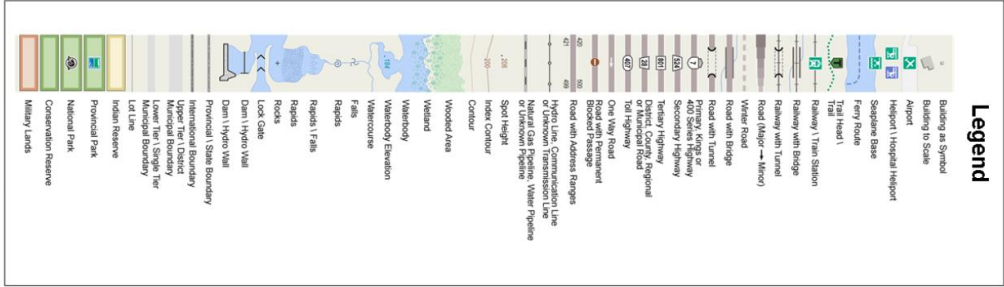


Figure 1



Projection: Web Mercator

The Ontario Ministry of Natural Resources and Forestry shall not be liable in any way for the use of, or reliance upon, this map or any information on this map. This map should not be used for: navigation, a plan of survey, routes, nor locations.

© King's Printer for Ontario, 2023

Imagery Copyright Notices: Ontario Ministry of Natural Resources and Forestry; NASA Landsat Program; First Base Solutions Inc.; Aero-Photo (1961) Inc.; DigitalGlobe Inc.; U.S. Geological Survey.
 © Copyright for Ontario Parcel data is held by King's Printer for Ontario and its licensors and may not be reproduced without permission.



Figure 2

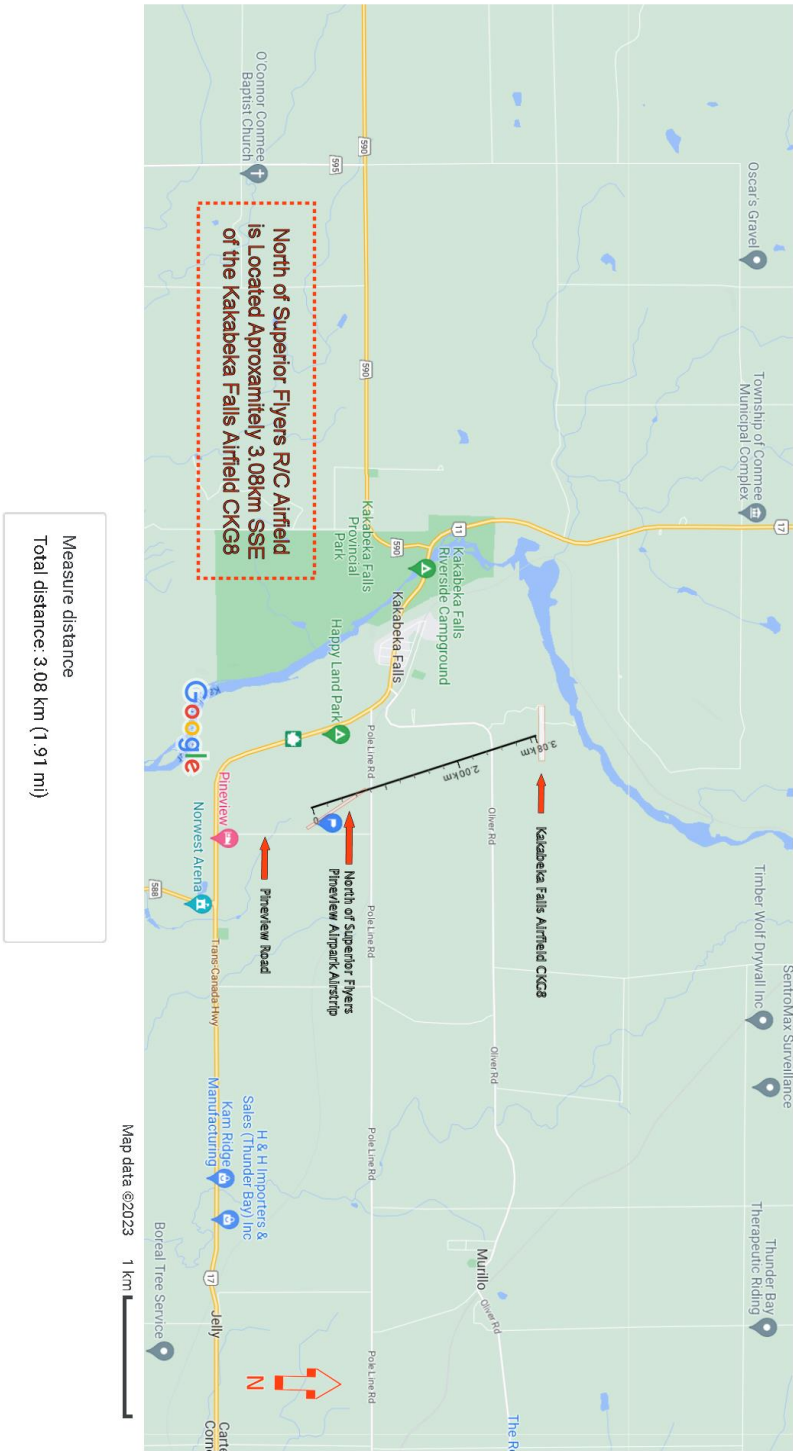


Figure 3



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.

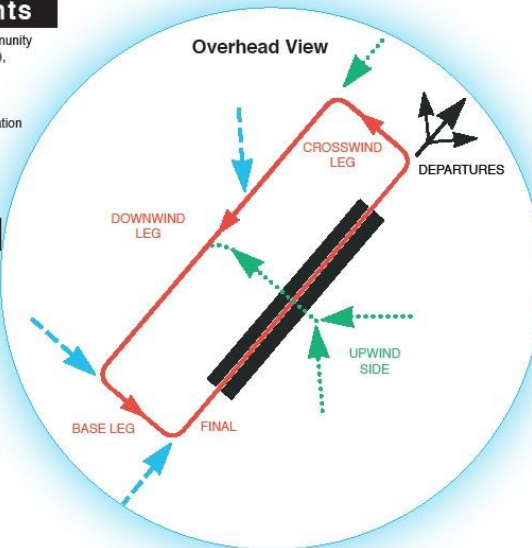
Where designated, a mandatory frequency (MF) or aerodrome traffic frequency (ATF) area is normally a circle with a 5-NM radius, capped at 3 000 ft above aerodrome elevation (AAE). All radio-equipped aircraft must monitor a common designated frequency.

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.

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 from the flight paths indicated in blue.



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)

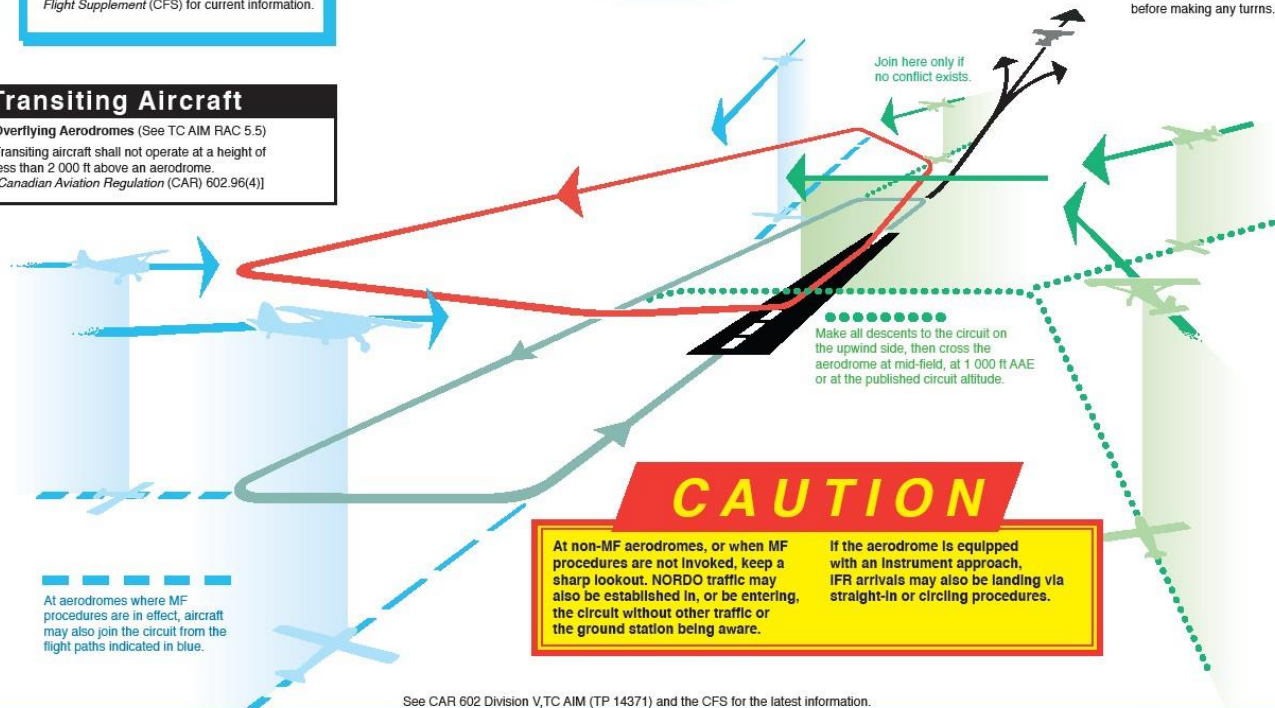
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

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. 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.

Figure 4

