

SAAMS Club – Rules 2023

Administrative

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

1. All members and guests flying at the SAAMS field MUST have a current MAAC membership. Each member is allowed a maximum of two (2) guests per season.
2. All members must be knowledgeable of the latest version of the SAAMS Safety Field Rules and the online MAAC Safety Code Documents (SCD) (available at MAAC.ca). Use the online versions, as hard copies of MAAC SCD may not reflect any changes made since the document was printed. All members operating Remotely Piloted Aircraft Systems (RPAS) must comply with all Canadian Aviation Regulations (CAR), including CAR Part IX available at tc.canada.ca
3. Every member or guest must produce his or her current MAAC membership card when requested to do so by a member at large or the Safety & Field Rules Chairman.
4. New members are on a one year probation. Violations of the MAAC or SAAMS rules by any member will be a cause for loss of membership, with no return of membership fees.
5. New/Student pilots are required to be accompanied by an experienced check pilot, until such time as the new/student pilot can take off, fly a circuit and land safely as judged by the experienced check pilot (See below for list of check pilots).
6. Spectators and invited guests must remain behind the pit area.
7. Pets shall be leashed and are not permitted outside the spectator area.

Normal Operating Procedures and Club Safety Rules

1. Pilots will fly from the designated pilot stations provided.
2. 3D flying will be allowed by any pilot when flying at the club field alone. If flying with one or more pilots, 3D flying will only be allowed with the other pilots' permission and must be done as the single airplane in the field airspace at the time. Refer to MAAC MSD documents for further reference.
3. The only categories of RPAS that can be operated at this site are helicopters, drones and conventional fixed-wing aircraft. Helicopters, drones and conventional fixed-wing aircraft will not be flown at the same time unless by mutual agreement. All pilots must use the designated pilot stations.
4. No member shall operate a model aircraft while under the influence of alcohol or judgment impairing drugs.
5. All disputes must be taken to the Safety & Field Rules Chairman for arbitration.
6. No flying is permitted when U of A or Contractor staff are working within the SAAMS designated fly zones. Designated Flight Zones are North and West of the SAAMS Field.

7. No flying is permitted over the Gas Plant to the East, or South and Southwest of the field (Weather Station) at any time.
8. On Sundays, there will be only unpowered or electric aircraft flying until 13:00 hrs. On all other days, including statutory holidays, power flying takes precedence. Sailplane (unpowered) flying may take place by mutual agreement with power flyers.
9. All vehicles must be parked in the parking area only. While the road adjacent to the pit area is a NO PARKING ZONE, vehicles may stop there briefly for the purpose of unloading or loading aircraft.
10. Mufflers are required on all engines larger than 0.052. All mufflers must be of the expansion chamber type and the noise level must not exceed 96 Decibels at a measured 15 feet at ground level. Certain four stroke engines may not require a muffler providing that they meet the sound level criteria of no more than 96 Decibels at 15 feet.
11. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – **no exceptions.**
12. Gas/glow models must be restrained and started in the start-up stands or be restrained, located in the start-up area. Do not conduct prolonged tuning if other pilots are flying.
13. 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.
14. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
15. Refer to the flying area map for our flying area.
16. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.
17. A fire extinguisher must be present for all powered RPA operation. The fire extinguisher and a first aid kit are located inside the ATCO trailer.
18. If there is an accident requiring emergency services, cellular service is adequate to call 911. The GPS coordinates for the entrance to the field are 53.692684, -113.615017
19. Pilots may fly in formation provided they agree to do so.
20. The maximum number of RPA flying at the same time is four.

SAAMS operates within 3nm of 2 aerodromes (both are helipads) as listed in the CFS or CWAS and is required to provide all members with the following information:

21. The first aerodrome name is a helipad at the Sturgeon Community Hospital (CSA3) and it is located 2.32 nautical miles South of the pilot stations, or 2.16nm from the flying area edge.
22. The second aerodrome name is a helipad at the old St Albert airport (Delta Helicopters CES3) and it is located 2.48 nautical miles West of the pilot stations, or 2.08nm from the flying area edge.
23. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.

24. In the event of a south “fly away” towards CSA3 (Sturgeon Hospital) you may call Alberta Health Services at 780-418-8200 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
25. In the event of a west “fly away” towards CES3 (Delta Helicopters) you may call them at 780-458-3564 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
26. SAAMS club members must check for related NOTAM’s for CES3 and CSA3 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.
27. The club executive has contacted the operators (OPR) of CES3 and CSA3, and they have expressed no issues with our RPAS site.
28. 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 city of St Albert. Night flying is not allowed at SAAMS Club unless your RPA is brightly lit.
29. 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.
 - 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.
30. 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.
31. 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.

32. There are no other risk mitigating strategies required at SAAMS Club.

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

2023 Executive and Check Pilots

President-----	Maurice McCall	780-458-0120
Vice President-----	Glen Willard	780-460-2492
Secretary-----	Al McGillis	780-454-7548
Treasurer -----	Al McGillis	780-454-7548
Safety & Field Rules Chairman-----	Scott Saunders	780-952-8302
Membership-----	Maurice McCall	780-458-0120

Location GPS 53.692684, -113.615017



VICE PRESIDENT: *[Signature]*
 DRAWN JAN 31 2023



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).

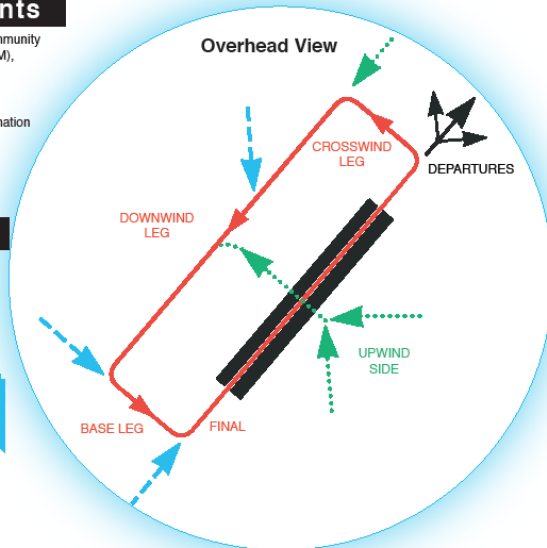
Standard Left-Hand Pattern

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.

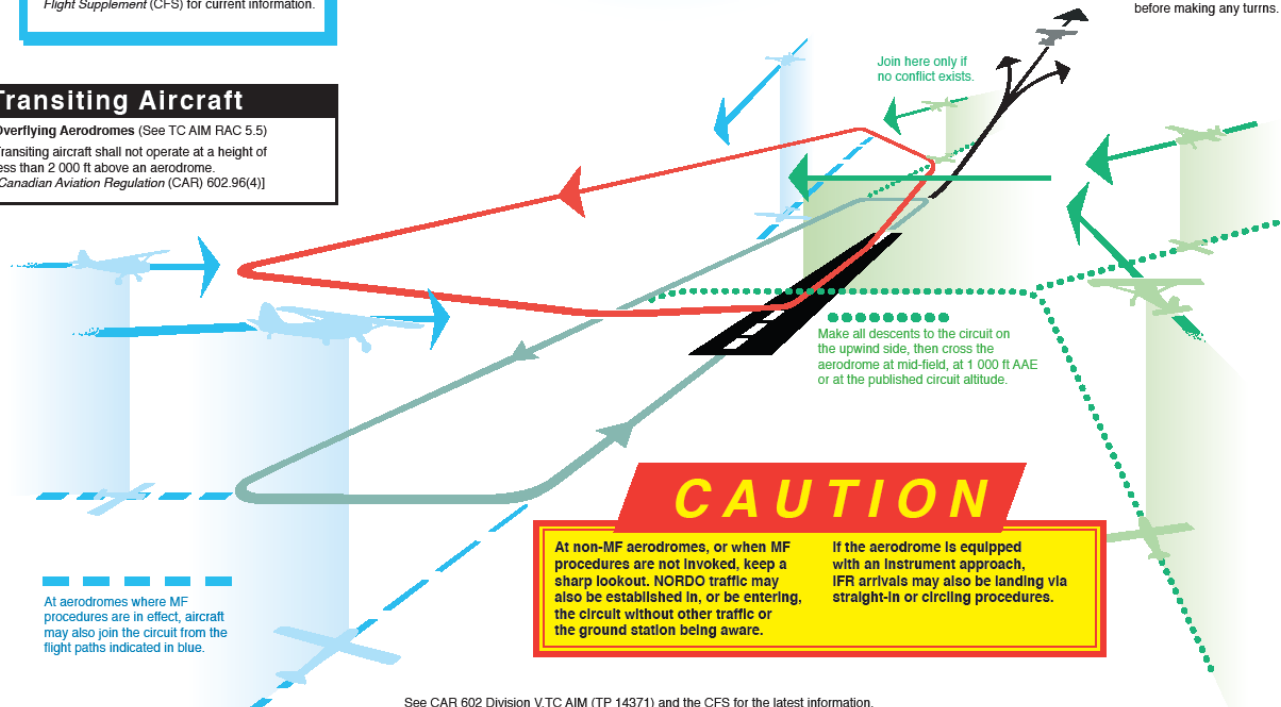
Circuits: (CAR 602.102)

- 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)]



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

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.

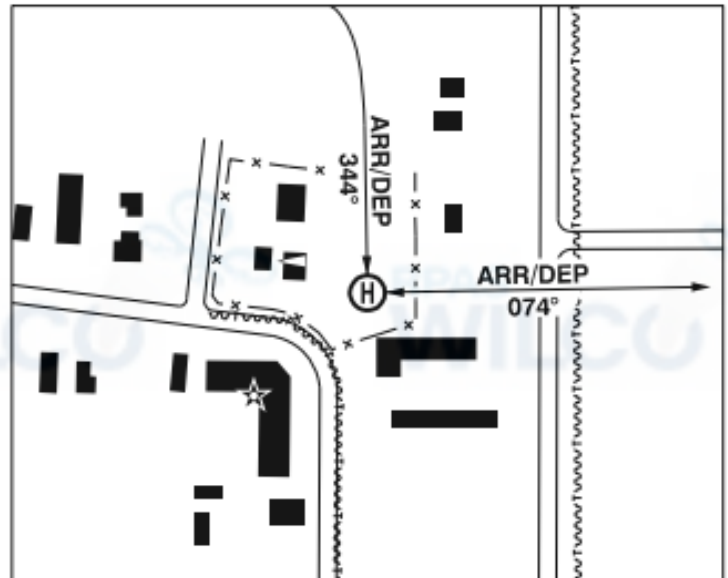
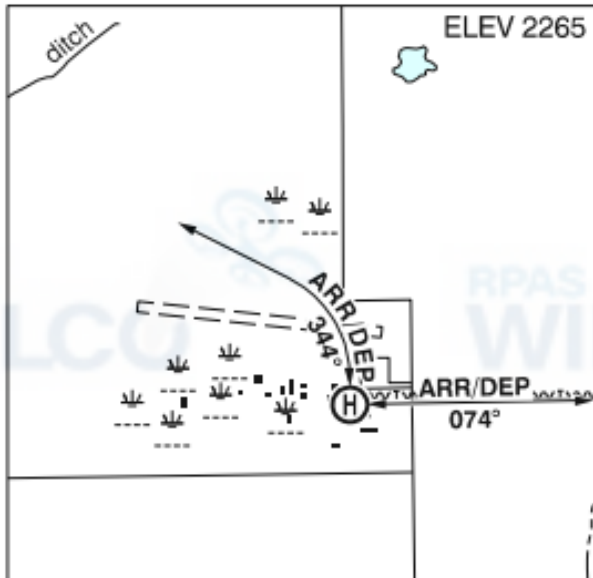
If the aerodrome is equipped with an instrument approach, IFR arrivals may also be landing via straight-in or circling procedures.

DEPARTURES
Climb to circuit altitude before making any turns.

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

EDMONTON / ST. ALBERT (DELTA HELICOPTERS) AB (Heli)

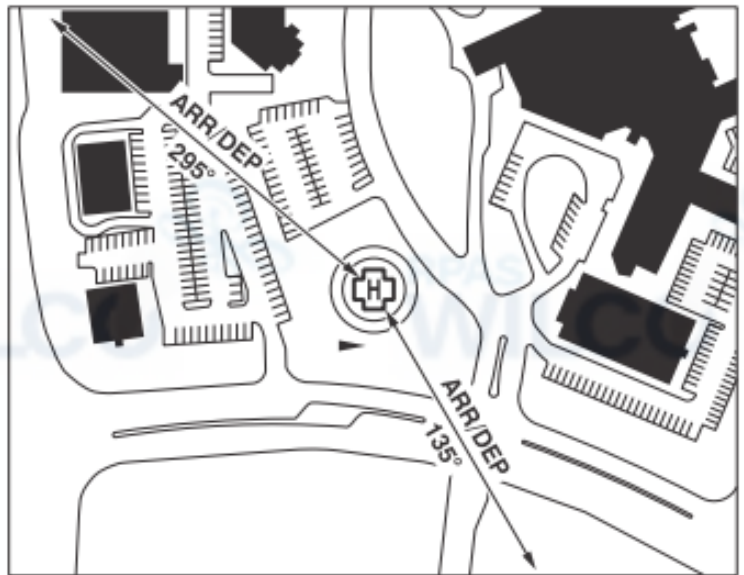
CES3



REF	N53 41 12 W113 41 14 3.5NW 15°E (2014) UTC-7(6) Elev 2265' VTA A5015
OPR	Delta Helicopters Ltd 780-458-3564 Cert PPR
PF	A-1 C-2,3,4,5,6
FLT PLN	<p>FIC Edmonton 780-890-8386 or Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)</p> <p>ACC Edmonton IFR 888-358-7526</p>
HELI DATA	FATO/TLOF 86' dia GRAVEL Safety Area 115' dia Max heli overall length 57'
RCR	Opr Daylight hrs
COMM	
ATF	tfc 123.2 2NM 3400 ASL
PRO	Arr/dep 074° & 344° curved fr heli, slope 8% (H3). Edmonton Intl Class C airspace 4600 ASL and above overlies A/D. TRANSPONDER MANDATORY - 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.

EDMONTON / STURGEON COMMUNITY HOSP AB (Heli)

CSA3



REF	N53 39 16 W113 37 38 Adj NW 15°E (2014) UTC-7(6) Elev 2251' VTA A5015
OPR	Alberta Health Services 780-418-8200 Cert PPR
PF	A-1,2,3,4 C-5,6
FLT PLN	<p>FIG Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)</p> <p>ACC Edmonton IFR 888-358-7526</p>
HELI DATA	33' dia concrete 85' dia (4' perimeter fence) Rstd max heli length 57.4'
LIGHTING	RY
COMM	<p>ATF tfc 123.2 2NM below 4100 ASL</p> <p>ARR Edmonton Tml 127.4 3400 ASL and above</p> <p>DEP Edmonton Tml 127.4 3400 ASL and above</p>
PRO	Arr/dep path 135° & 295° fr heli. Certified for twin engine (H2) helicopters. Slope 16% to be used by multi-engine acft only. Routing via heli VTPC or as directed by ATC. 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.