

Port Elgin RC Flyers: Rules 2023 Apr 3

Administrative

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

1. Only members and guests are allowed on the field. The property is posted 'NO Trespassing'
2. MAAC membership is required by all members.
3. All guests must be accompanied by a qualified pilot.
4. No more than 4 aircraft flying at any one time.
5. Keep area clean free of garbage.
6. Only qualified pilots are permitted to fly solo.
7. Members to review all MAAC rules and Transport Canada rule regarding RPAS.
8. When entering the flying site via the road off Bruce County Rd 3, drive very slowly and be sure to look up as aircraft may be making a landing approach.

Normal Operating Procedures and Club Safety Rules

1. Model assembly should be done in the designated pit area.
2. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – **no exceptions.**
3. Gas/glow/turbine 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 runway is oriented in the north south direction. The direction of take-off or landing, and flight pattern will be determined by the prevailing winds and the sun. Preferable take off or landing is from the north to south direction. The prevailing wind is west most of the time.
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 is a rectangle 632m x 375m , surrounding a central pit area. Refer to the site flying area Dwg 1. Note the flying zone. NO flying outside or over the zones. The flying area is a large portion of a 100 acre farm that was formerly a sod farm. It is now a mixed crop farm, rotating crops between corn, potatoes, wheat and beans. There are two flight lines , one on the east side and one on the west side. The pit area includes a small pond and a small dirt pile. Parking is along the edge of the pond. **Only one flight line is used at any one time.** This is decided by mutual consent of the current fliers . See Dwg2.
7. There are two landing approaches. One from the south is quite conventional with no obstacles. This is the preferred landing. The other approach from the north requires a fairly tight descending curve on the base leg to get in the correct position to align with the runway. The row of trees to the north forces this approach.

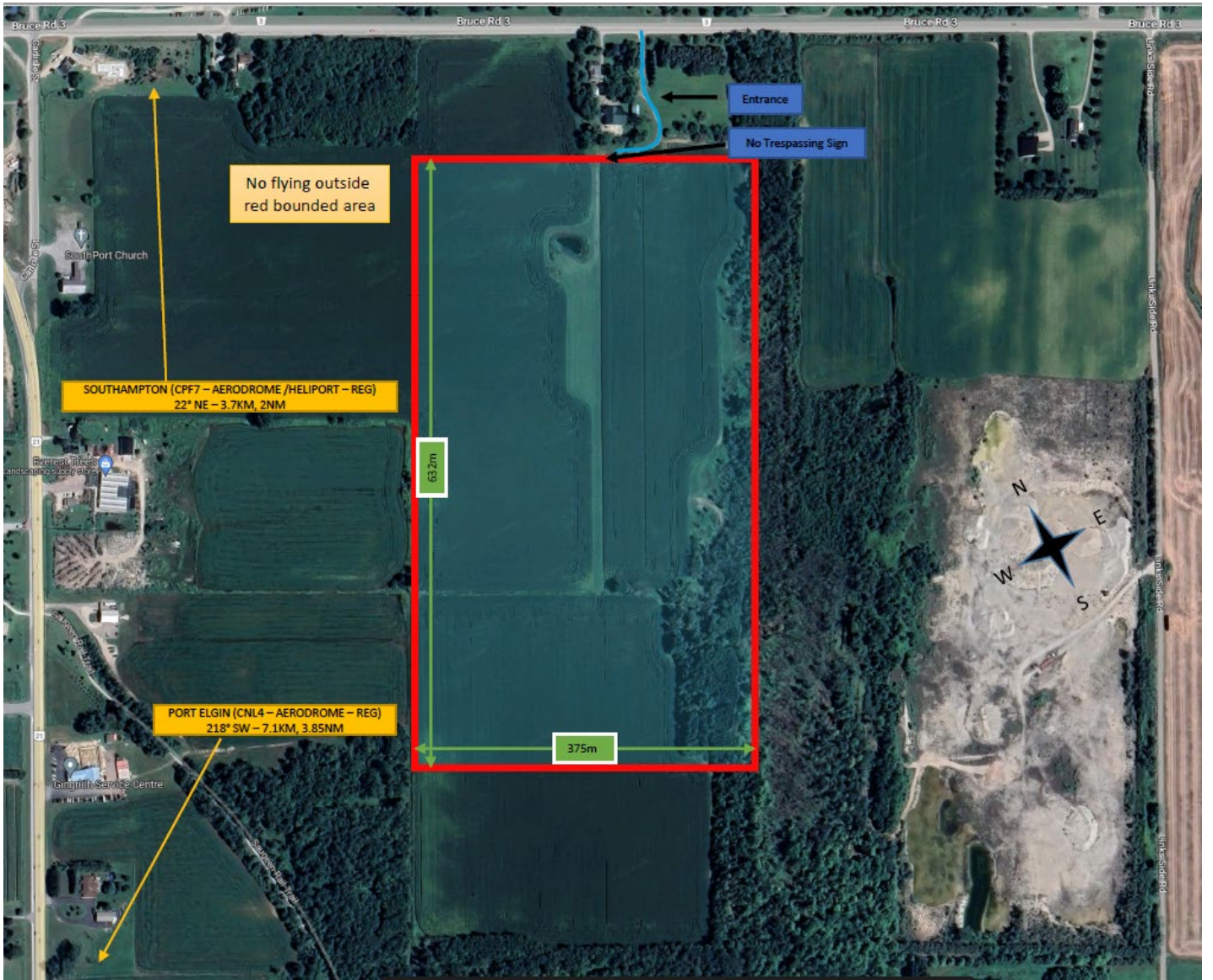
8. Recovery of RPA that land/crash off the runway, but in the flying area will be done in agreement with any pilots flying.
9. A fire extinguisher must be present for all powered RPA operation.
10. If there is an accident requiring emergency services, cellular service is adequate to call 911 or 519-881-1291. The civic address is Saugeen Shores Fire Department , at 612 Emma Street, PO Pox 1000 Port Elgin ON N0H 2C0.
11. All members shall conduct their activities in a safe and courteous manner. Continuing misbehavior can result in expulsion from the club.
12. No flying over the PIT or designated flight line area at any altitude.
13. Anyone using a 72Mhz transmitter must coordinate frequencies with other 72Mhz users.

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

14. The aerodrome name is Southampton Airport (CPF7). It also has a Heliport which is used by the Southampton Hospital in the local town of Southampton. It is located 2 nautical miles 22 deg NE of our modeling site. The runway is little used and quite overgrown. Orange helicopters use this helipad during emergencies.
15. Except for the Southampton Airport there are no CFS RPA procedures and no other CFS PRO comments that affect our modeling site.
16. In the event of a “fly-away” towards the Helipad call the CACC, Central Access Communications Centre for Orange Helicopters at 1-800-265-7581 or 1-519-661-1780 to notify them of a runaway model aircraft heading toward the heliport (CFP7). Once the RPAS is under control or crashed notify Orange again on the status.
17. The Port Elgin RCFlyers club members should check for CFP7 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 modellers to reference.
18. The club executive has contacted the operator (OPR) M. Wilson and she has expressed no issues with our RPA site.
19. 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 Port Elgin. Night flying is not allowed at The Port Elgin RCFlyers Club unless your RPA is brightly lit.
20. 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 air horn.
 - 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.
21. 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:
- 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.
22. No RPA 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 3sm around the flying area, and
 - if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.
23. There are no other risk mitigating strategies required at The Port Elgin Flyers Club except for the golf balls flying overhead from the golf course.
24. The Club executive will review these rules at least once a year.

CANADA FLIGHT SUPPLEMENT / GPH 205 <small>Effective 0901Z 23 February 2023 to 0901Z 20 April 2023</small>		ONTARIO AERODROME/FACILITY DIRECTORY	
SOUTHAMPTON ON		CPF7	
REF	N44 29 38 W81 20 07 1.4E 9°W UTC-5(4) Elev 685' A5000		
OPR	G. Wilson 519-832-2070/6170 Reg		
PF	C-2,3,4,5,6		
FLT PLN			
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)		
RWY DATA	Rwy 13/31 1670x37 gravel/asphalt, 24' asphalt width		
RCR	No win maint		
HELI DATA	FATO/TLOF 84' dia CONC/GRVL Safety Area 106' x 106'		
COMM			
ATF	tfc 122.8 5NM 3700 ASL		
PRO	Arr/dep 127° fr heli.		
CAUTION	P-Lines aprx 30' high, aprx 920' fr Thld 13.		





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.

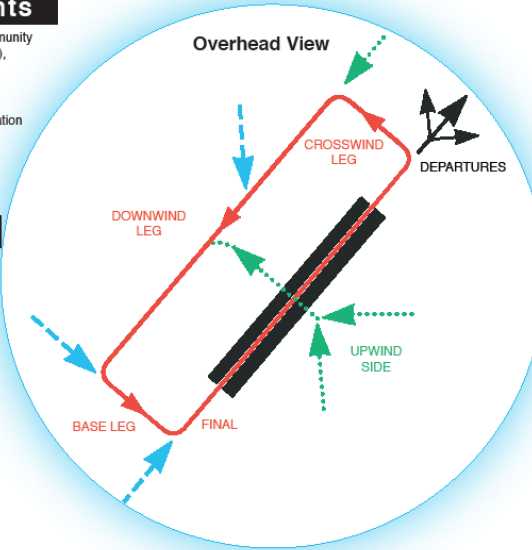
Where designated, a mandatory frequency (MF) or aerodrome traffic frequency (ATF) area is normally a circle with a 5-NM radius, capped at 3 000 ft above aerodrome elevation (AAE). All radio-equipped aircraft must monitor a common designated frequency.

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)

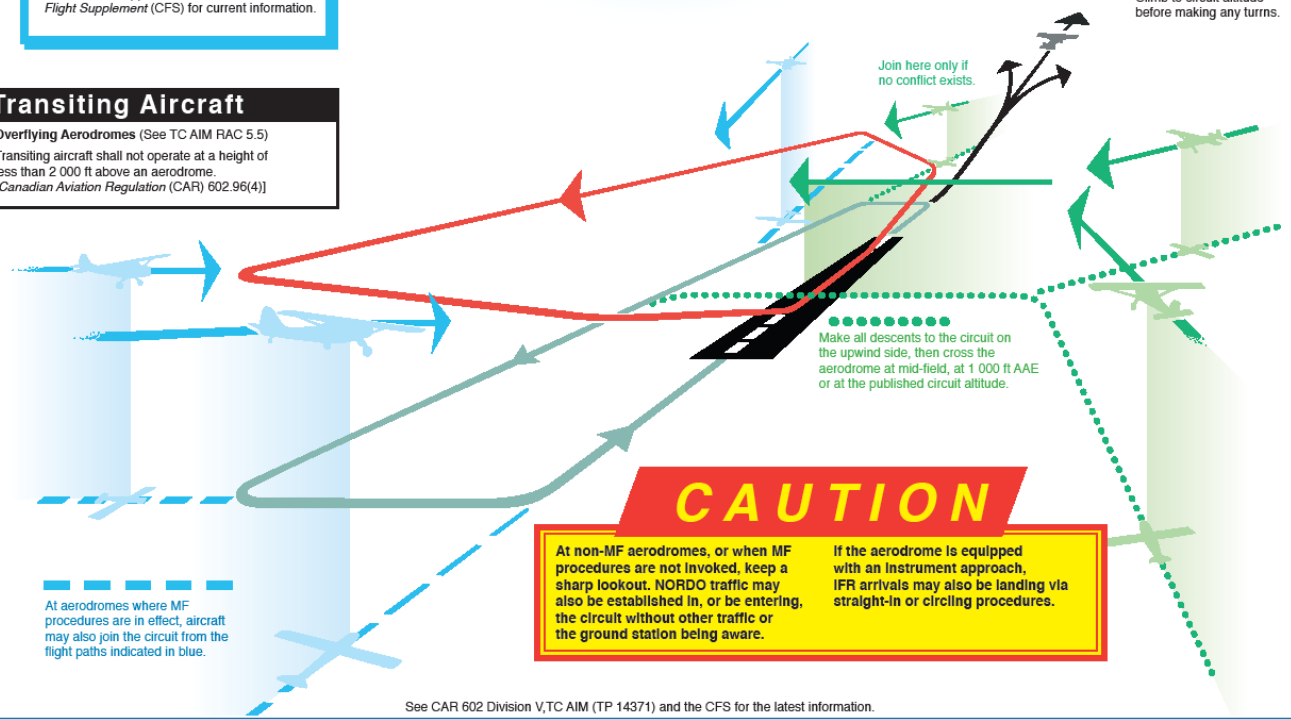
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

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.