LARCC Rules

Administrative

All RPAS pilots must have access to a copy of these rules while at the flying site, either electronically or in printed form. The club will endeavor to provide a printed copy at the site.

1. All flying must be done in accordance with the most CURRENT MAAC Safety code and MAAC Policies and Procedures documents. More details can be seen at the following website: http://www.maac.ca/en/documents.php. All flying must be done in accordance with the guidelines set out in these documents.
2. The Club Executive shall review club rules for compliance with MAAC's SCD and Policy changes whenever an update or change is issued. This may result in club rule revisions as needed at any point during the year.
3. Club rules apply to all club members, their guests and invited guests or spectators. Members are responsible for the conduct of their guests.
4. Pilots and Students **must** have a current MAAC membership and small RPAS (Basic Operations) pilot certificate. (International Memberships are **not** accepted).
5. Pilots and Students flying RPAS categories shall be familiar with and comply with **MAAC's exemption** from **Part IX of the Canadian Aviation Regulations.**
6. Pilots and Students shall be familiar with and adhere to all relevant SCDs, including all category-specific, type-specific, or venue-specific safety codes, advisories, and policies and procedures**.**
7. All Members are responsible for respectfully advising fellow pilots of any rule infractions or best safety practices.
8. Club executive shall conduct an annual survey of the flying area to ensure continued conformance with the MAAC SCDs and Exemption Conditions if applicable.

Normal Operating Procedures and Club Safety Rules

1. Model assembly should be done in the designated pit area.
2. Pilots and Students shall perform a thorough pre-flight check at the beginning of each flying day that includes a range check, confirmation of proper control direction, and proper failsafe operation. (MSD-06 5.4)
3. Pilots and Students shall not operate an aircraft in such a reckless or negligent manner as to endanger or be likely to endanger full-scale aviation safety or the safety of any person. (Exemption condition 15)
4. Pilots and Students shall be fit-to-fly, including being free from drug or alcohol impairment.
5. All members must transport, store, charge, or otherwise handle all fuels, batteries, and related equipment in accordance with the manufacturer's recommendations, and where none exist in a manner that provides reasonable safeguards against fire or explosive risks.
6. Batteries shall not be connected to electric models unless the model is restrained in the start-up area.
7. 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.

8. RPAS must be carried or walked to and from the flight line if possible. Larger RPAS that can't be safely carried may be taxied to and from the flight line in a safe manner. Taxiing behind the flight line or in the pit area is not permitted.

9. 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.

10. Our flying area as measured from the center of the pilot stations is a box **750m** x **330m** left, right and straight out. Refer to the site flying area map for no-fly zone depictions. No Pilot should intentionally fly outside the designated flight area.

11. Members must ensure that RPAS or model aircraft do not conflict with or pose a hazard to full scale aircraft in the vicinity. The member shall retain ultimate responsibility, always and in all circumstances, for collision avoidance from full-scale aircraft.

12. All RPAS models shall remain below **400ft** above ground level.

13. All pilots shall fly from a designated pilot area and/or designated pilot-station where provided. Standing behind a model for take-off or hand launching a model from a position on the runway is permitted but once airborne the pilot shall move to the pilot area as soon as possible.

14. Pilots should announce all take-offs and landings.

15. Pilots should abort any take-off where the aircraft veers towards the pit or parking areas and call out to those in these areas.

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 operations.

18. If there is an accident requiring emergency services, cellular service is adequate to call **911**. The location of the field is east of Range Road 210 between township road 94 and township road 92. (49.746893 - 112.705521)

19. Pilots may fly in formation provided they agree to do so. There is no limit on number of airborne RPA.

20. RPAS must not be excessively loud as to be a nuisance to area residents and club members.

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

21. The aerodrome names are Lethbridge (J3 airfield) **CLJ3,** located **1.33** nautical miles **west southwest of** our modelling site and Lethbridge (Taylor Field) **CTF6** located **2.53** nautical miles **southwest** of our modelling site.

22. The **CLJ3** aerodrome has a **2628ft** grass strip (08/26) with no services and the **CTF6** aerodrome has a **2600ft** grass strip (08/26) with no services.

23. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.

24. In the event of a "fly-away" towards **CLJ3**, you may call the aerodrome operator at **403-381-6672/330-6181 (Ron Janzen)** and advise them of the issue. In the event of a "fly-away" towards **CTF6**, you may call the aerodrome operator at **403-394-9906 (Kimberly Taylor)** and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.

25. LARCC club members should check for **CLJ3** or **CTF6** related NOTAMs 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.

26. The club executive has contacted the operator (OPR) of **CLJ3** and **CTF6**, and they have expressed no issues with our RPAS site.

27. 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 **Coaldale**. Night flying is not allowed at the LARCC Club unless your RPA is brightly lit.

28. 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.

29. 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.

30. No RPAS or other model aircraft flying will occur below the Club mandated weather minimum:
    a. If cloud is present below **1000ft** above the model flying area
    b. a horizontal visibility requirement of less than **3**sm around the flying area, and
    c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.
31. There are no other risk mitigating strategies required at the LARCC Club.
32. The Club executive will review these rules at least once a year.

LARCC Club requires visual observers for any of the following scenarios.

1. RPAS weighing more than **25**kg and flown above **400ft**.

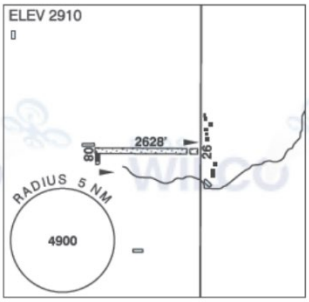
When visual observers are required, the club rules are as follows:

1. The sole role of the observer is to scan the sky for approaching full-scale aircraft – not to watch the RPA.
2. The visual observer should use the Club receiver to monitor the ATF **123.2** for CLJ3 and CTF6.
3. 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.
4. When spotting a potential conflict – yell "**AIRPLANE**" in a clear loud voice.
5. When you believe the airplane is no longer a problem yell – **"ALL CLEAR"**.
6. 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.

LARCC - Site Map

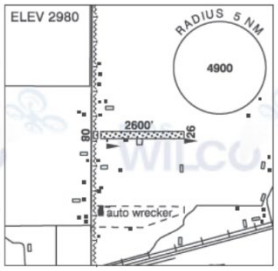
LETHBRIDGE (J3 AIRFIELD) AB — **CLJ3**

REF	N49 44 30 W112 44 22 5NE 14°E (2015) UTC-7(6) Elev 2910' A5005
OPR	Ron Janzen 403-381-6672/330-6181 Reg PN
PF	C-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)
RWY DATA RCR	Rwy 08(076°)/26(256°) 2628x70 turf Thld 26 displ 197' Opr Ltd win maint
COMM ATF	tfc 123.2 5NM 5900 ASL excluding Lethbridge CZ
CAUTION	Marked P-line on Rwy 26 apch.



LETHBRIDGE (TAYLOR FIELD) AB — **CTF6**

REF	N49 42 58 W112 45 02 3.8NE 13°E (2016) UTC-7(6) Elev 2980' A5005
OPR	Kimberly Taylor 403-394-9906 Fax 403-206-7773 Reg PPR
PF	B-1 C-2,3,4,5,6
FLT PLN FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
SERVICES S	7
RWY DATA RCR	Rwy 08(077°)/26(257°) 2600x100 TURF Thld 08 displ 128' Rwy 08 down 0.5% APM 403-394-9906 Ltd win maint
COMM ATF	tfc 123.2 5NM 6000 ASL excluding Lethbridge CZ
CAUTION	P-line on apch to Rwy 08.



Transport Canada Transports Canada

VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

Communications Requirements

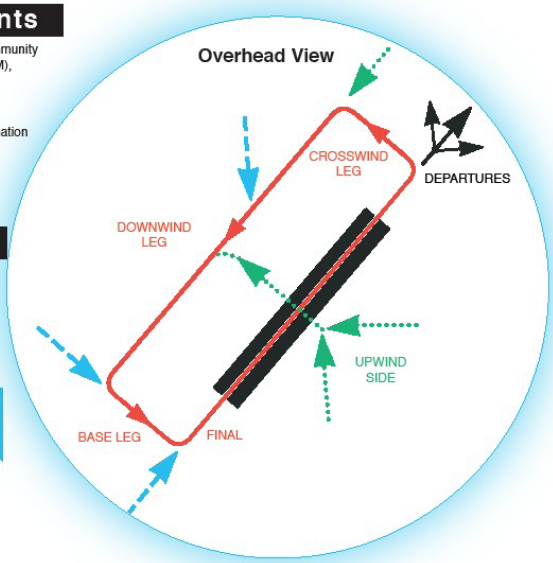
Information can be exchanged with a flight service station (FSS), community aerodrome radio station (CARS), universal communications (UNICOM), or vehicle operators by directed transmissions, or with other aircraft by broadcast transmissions. See the *Transport Canada Aeronautical Information Manual*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

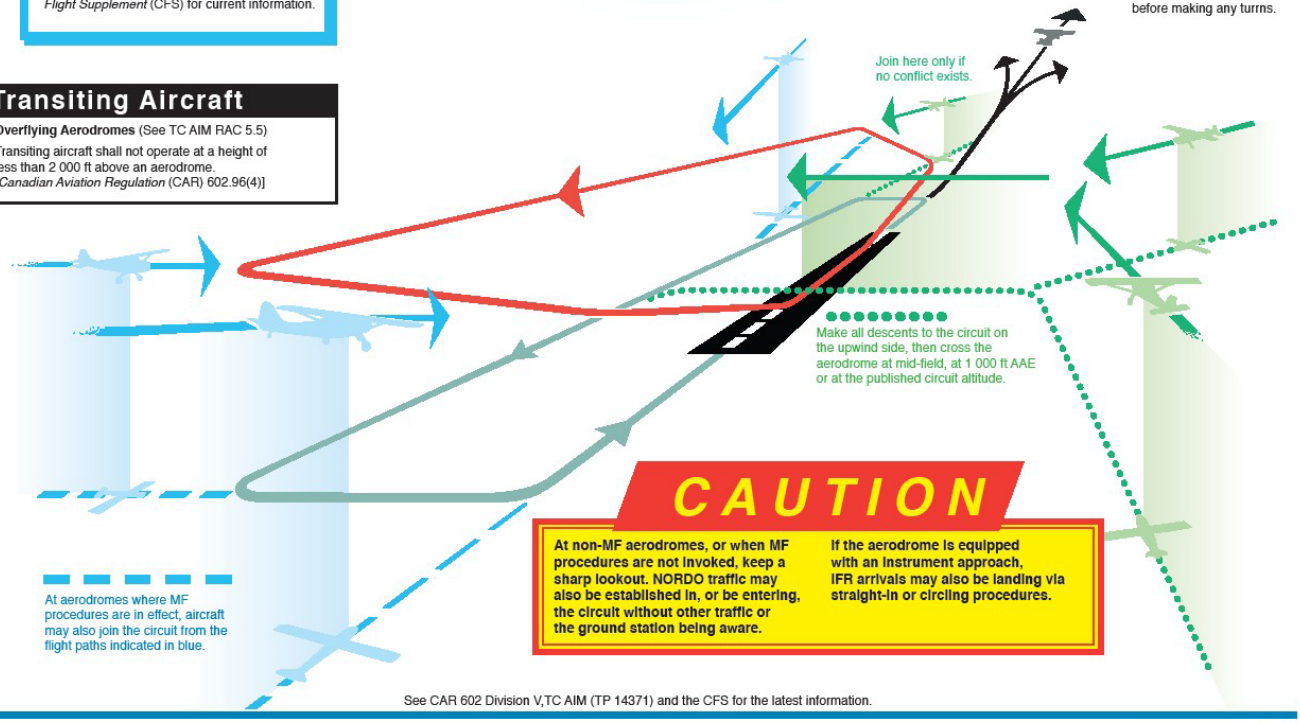
Transiting Aircraft

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)]

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.

TP 11541 (06/2010)

TC-1002940

Canada