STETTLER AERO MODELERS Rules

Administrative

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

Normal Operating Procedures and Club Safety Rules

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/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 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 200 meters left, right and straight out. Refer to the site flying area map for no-fly zone depictions – No flying over the motocross track when there are people there.
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. The lat long is 52.335637°, -112.677727°
10. Pilots may fly in formation provided they agree to do so. There is no limit on number of airborne RPA.

Stettler Aero Modelers 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:

1. The aerodrome name is Stettler (CEJ3) and it is located 3.19nautical miles south west of our modelling site.
2. The Heliport name is Stettler (Hospital and care centers (CLH2 heliport CERT) and it is located 1.89 nautical miles south west of our modelling site.
3. The aerodrome has a circuit that is south of the airport.
4. The Heliport arrival and departure is 346˚ and 143˚ from the pad.
5. In the event of a “fly-away” towards CEJ3 or CLH2, you may call the aerodrome operator at 403-742-8305 and Helipad operator at 403-742-7400 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.

6. Stettler Aero Modelers club members should check for CEJ3 related NOTAM's 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.

7. The club executive has contacted the operator (OPR) of CEJ3 and CLH2, and they have expressed no issues with our RPAS site. Stettler Aero Modelers flying field.

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 Weather Network App for the town of Stettler. Night flying is NOT allowed.

9. 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.

10. 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.

11. No RPA or other model aircraft flying will occur below the Club mandated weather minimum:

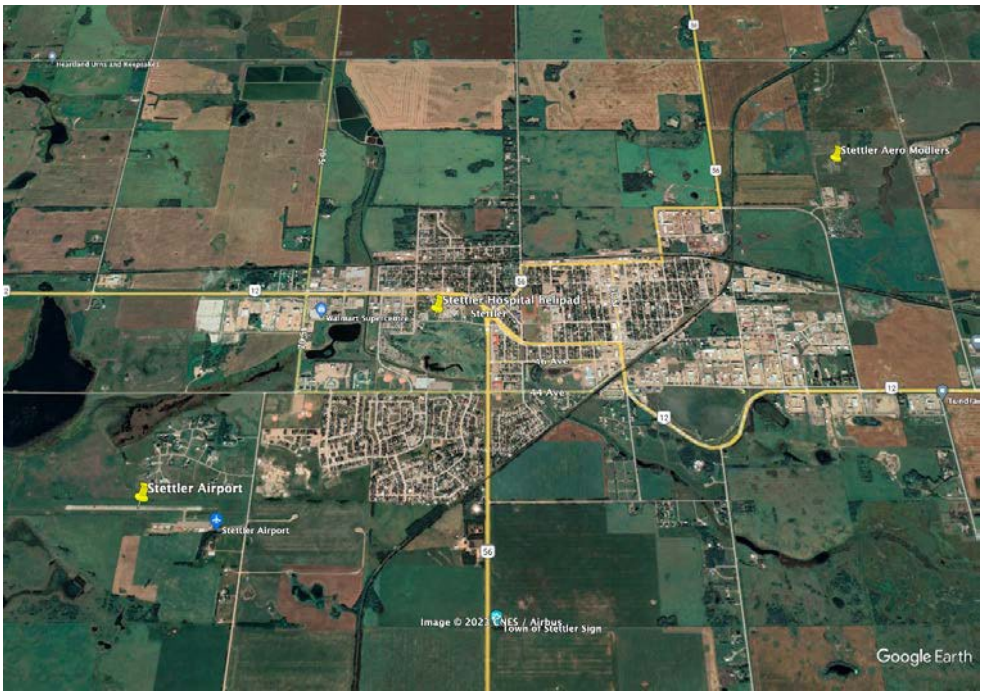
    a. If cloud is present below 1000' above the model flying area

    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.

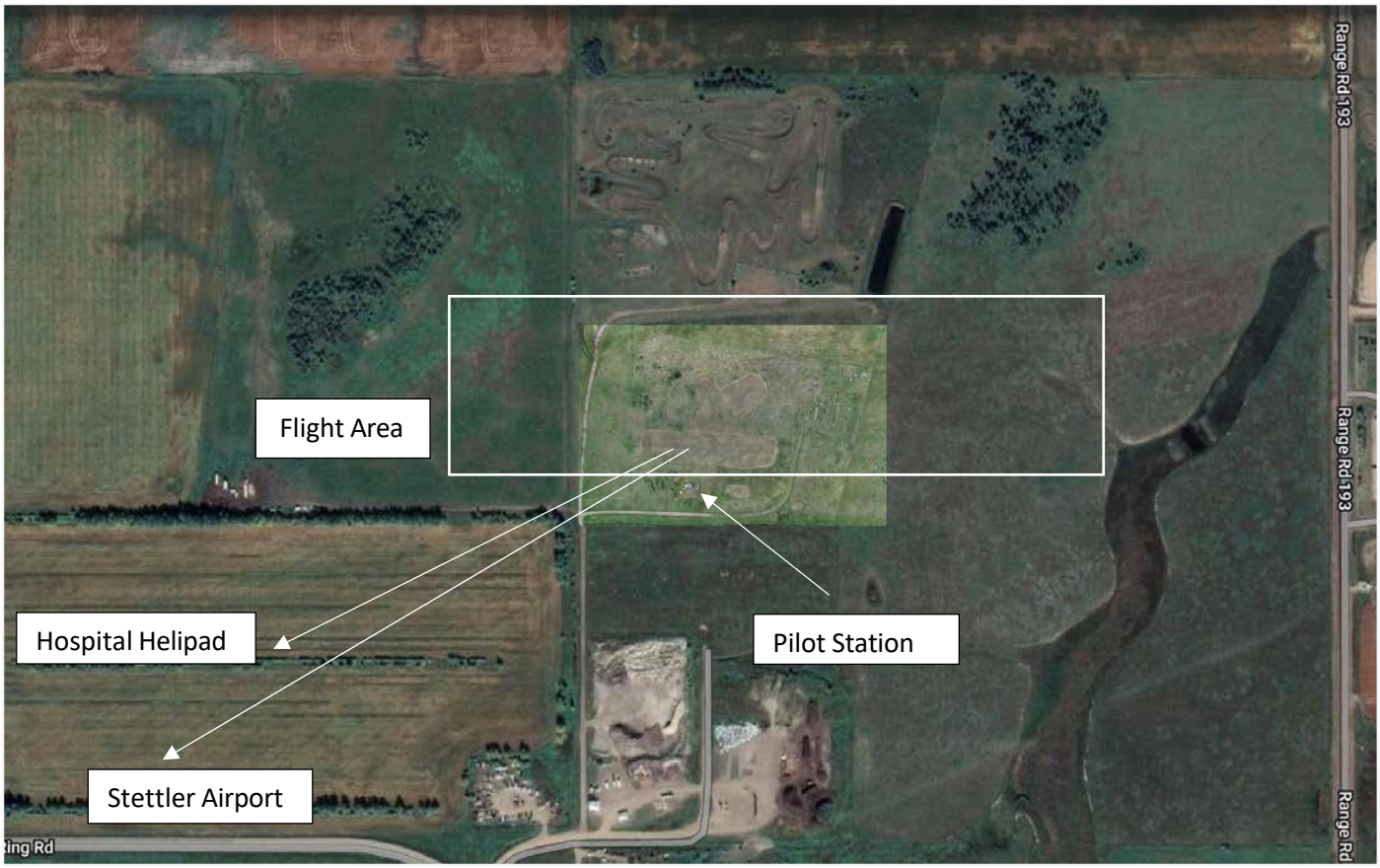
12. There are no other risk mitigating strategies required at Stettler Aero Modelers Club.

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



Stettler Hospital Helipad 1.89 nautical miles at 246˚

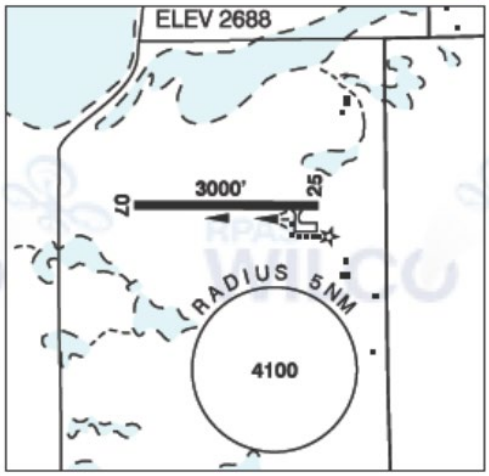
Stettler Airport 3.19 nautical miles at 241˚



STETTLER AB

CEJ3

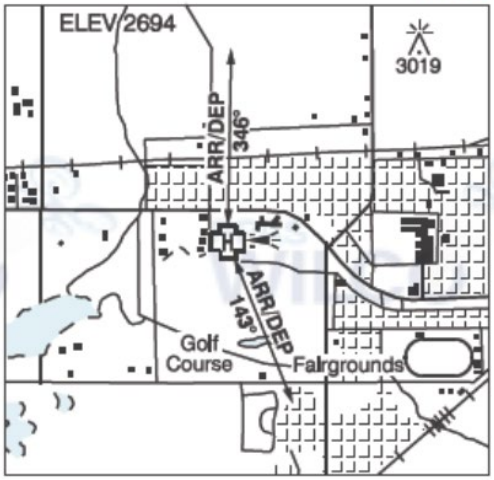
REF	N52 18 36 W112 45 16 1.5SW 15°E (2012) UTC-7(6) Elev 2688' A5005 A5015 LO2 CAP
OPR	Town & County 403-742-8305 Reg
PF	B-1 D-2,3,4,5,6
FLT PLN FIC ACC	 Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA) Edmonton IFR 888-358-7526
SERVICES FUEL S	 100LL 5
RWY DATA RCR	Rwy 07(076°)/25(256°) 3000x75 asphalt Opr Ltd maint
LIGHTING	07-(TE ME), 25-(TE ME) ARCAL-123.0 type K
COMM ATF	 UNICOM ltd hrs O/T tfc 123.0 5NM 5700 ASL
PRO	Rgt hand circuits Rwy 07 (CAR 602.96).



STETTLER (HOSPITAL & CARE CENTRE) AB (Heli)

CLH2

REF	N52 19 24 W112 43 31 Adj 14°E (2013) UTC-7(6) Elev 2694´ A5005 A5015
OPR	Alberta Health Services 403-742-7400 Cert NVIS OPS AUTH PPR
FLT PLN FIC ACC	 Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA) Edmonton IFR 888-358-7526
HELI DATA	FATO 64' dia GRASS TLOF 35' octagonal Safety Area 90' dia Max heli overall length 44.8'
LIGHTING	RW(ME) yellow PN
COMM ATF	 UNICOM ltd hrs O/T tfc 123.0 5NM centered on Stettler A/D 1.3NM SW 5700 ASL
PRO	Arr/dep 346° & 143° fr heli, slope 16% (H2) (CAR 602.96) NVIS rqrd for night use, all flt paths (CAR 602.96)
CAUTION	P-lines N heli. Trees to 66 AGL SE to SW of heli. Trees to 35 AGL NE to SE of heli.



VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

Communications Requirements

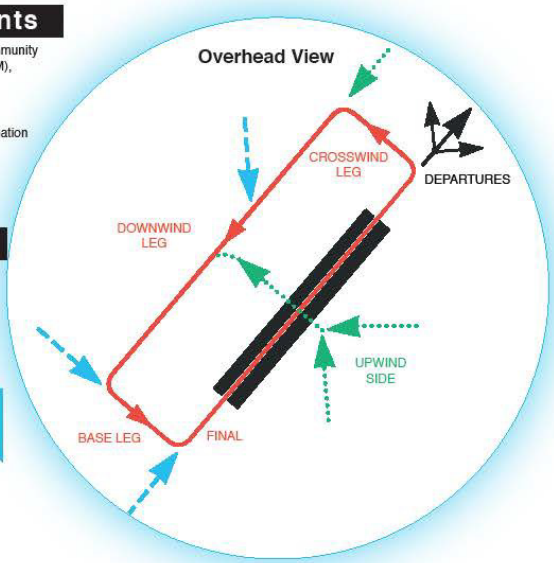
Information can be exchanged with a flight service station (FSS), community aerodrome radio station (CARS), universal communications (UNICOM), or vehicle operators by directed transmissions, or with other aircraft by broadcast transmissions. See the *Transport Canada Aeronautical Information Manual*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



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.

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.

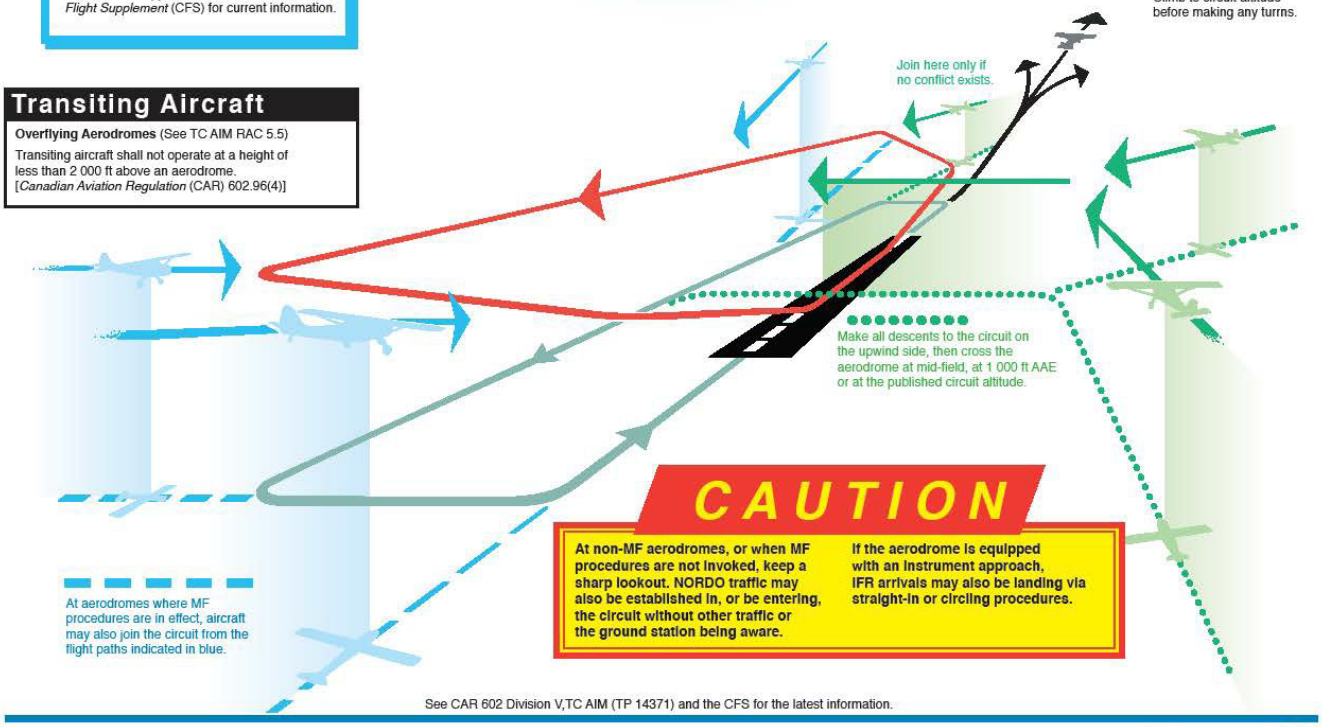
Transiting Aircraft

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)]

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

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