

Scugog Float Flyers Rules 2023

Administrative

No guest pilots will be permitted except with Executive approval. (Example: M.A.A.C. Zone Director)

The RULES are intended to promote safe and conservative operation of our model aircraft. We do not need any accidents !!

A copy of these rules must be available to all RPAS Pilots using this site, either electronically or in print. The club will endeavor to provide an electronic and printed copy to members.

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 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 (so pilots can hear spotters' warnings of full-size aircraft.)
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 in accordance with the prevailing traffic pattern.
5. Hand 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 300 feet left, 1700 feet right and 1000 feet straight out. Refer to the site flying area map for no-fly zone depictions, including no flying south of our site and no flying north of the marina. All flying must take place over water.
7. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying. Do not overfly any recovery boat/person retrieving a model
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 civic address is Vos' Independent Grocery, 1893 Scugog Street, Port Perry.**
10. Pilots may fly in formation provided they agree to do so. There is a limit on number of airborne RPA: A maximum of three (3) flyers will be permitted in the air at any one time.

Aerodrome

Scugog Float Flyers operates within 3 nautical miles of a Certified Heliport as listed in the Canada Flight Supplement and is required to provide all members with the following information:

11. The aerodrome name is CPX6 Port Perry Lakeridge Health Hospital Heliport and it is located 0.731 nautical miles west of our modelling site.
12. The aerodrome has a helipad on the north side of Paxton Street. Aircraft using the helipad are medical evacuation helicopters which approach the helipad from the west side of town and depart over the west side of town.
13. Except for CPX6 there are no Canada Flight Supplement RPA procedures and no other Canada Flight Supplement PRO (Procedures) comments that affect our modelling site.
14. In the event of a “fly-away” towards CPX6, you may call the aerodrome operator at 905-985-7321 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify Air Traffic Control.
15. Scugog Float Flyers club members should check for CPX6 related NOTAMs (Notices To Airmen) 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 an RPAS Wilco site survey, please leave it at the site for fellow modelers to reference.
16. The club executive has contacted the operator (OPR) of CPX6, and they have expressed no issues with our RPAS site.
17. Flying is permitted from 8:30 am to 2:00 pm on weekdays ONLY. We do not fly on statutory holidays.
18. MAAC RPAS pilots must have an **Advanced RPAS operators’ certificate** to fly at this site.

Spotters

19. Visual observers and MAAC “spotters” are MANDATORY 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 or helicopter 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.
24. The sole role is to scan the sky for approaching full-scale aircraft – do not watch the RPA. Pay particular attention to boats and helicopters and full-size airplanes.
26. The visual observer should stand or sit closest as possible to any pilots flying, but away from the pit area. Be close enough so they can hear you.
27. Whenever a visual observer is required, all other club members present must keep unnecessary ambient noise to a minimum.

Incidents and Accidents

20. 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.

Weather

21. 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 3 statute miles around the flying area, and
- c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

Risk Mitigations

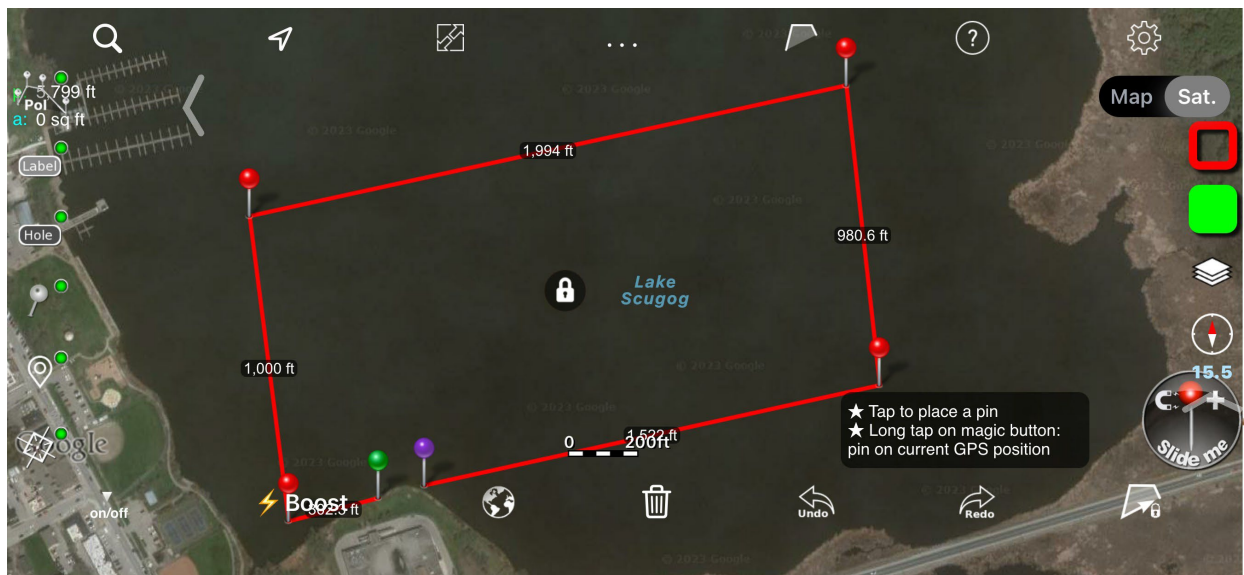
Other risk mitigating strategies required at Scugog Float Flyers:

1. All pilots must hold current M.A.A.C. membership and hold M.A.A.C. Pilot and Float Wings. (Proof of membership must be available if / when requested). Pilots will comply with MAAC model identification rules and Transport Canada 2023 regulations.
2. No aircraft larger than quarter scale will be permitted for use at the site. No maiden flights of aircraft other than those built from proven kits or designs are permitted.
3. Each flying session, a Manager will be named who will oversee the flight area setup (deployment of Rope barriers and Buoys) and that each pilot strictly adheres to all Flight Rules outlined herein.
4. The "Pit Area" will be roped or taped off and only pilots are permitted in that area during any flying session. Others only permitted by "Invitation with Supervision".
5. Wooden propellers will not be used. Repaired or damaged propellers will not be used. Glass filled propellers are preferred.
6. Pilots will ensure that no one is standing in line with the propeller arc during operation of the engine.
7. Smoking is prohibited in the Pit Area.

8. Radios will be checked by observing proper control surface operation while running the engine through its entire throttle range from a suitable distance. Radios are to be rechecked following any incident that might affect the safe operation of the model aircraft.
9. No competitive flying will be permitted. Mild (slow) aerobatics are permitted outside the takeoff - landing area.
10. Take-Offs and Landings will be done outside the marked flight line by buoys 7 metres (25 feet) from shore.
11. Radio Frequency control will be observed. It is the responsibility of a pilot using 72 MHz to ensure that no other pilot is using his frequency before turning on his transmitter.
12. No take offs permitted while the recovery boat is recovering disabled planes.
13. "Fixed Wing Aircraft" and "Line of Sight" flying "ONLY". "No Drones or Helicopters".
14. The Club executive will review these rules at least once a year.

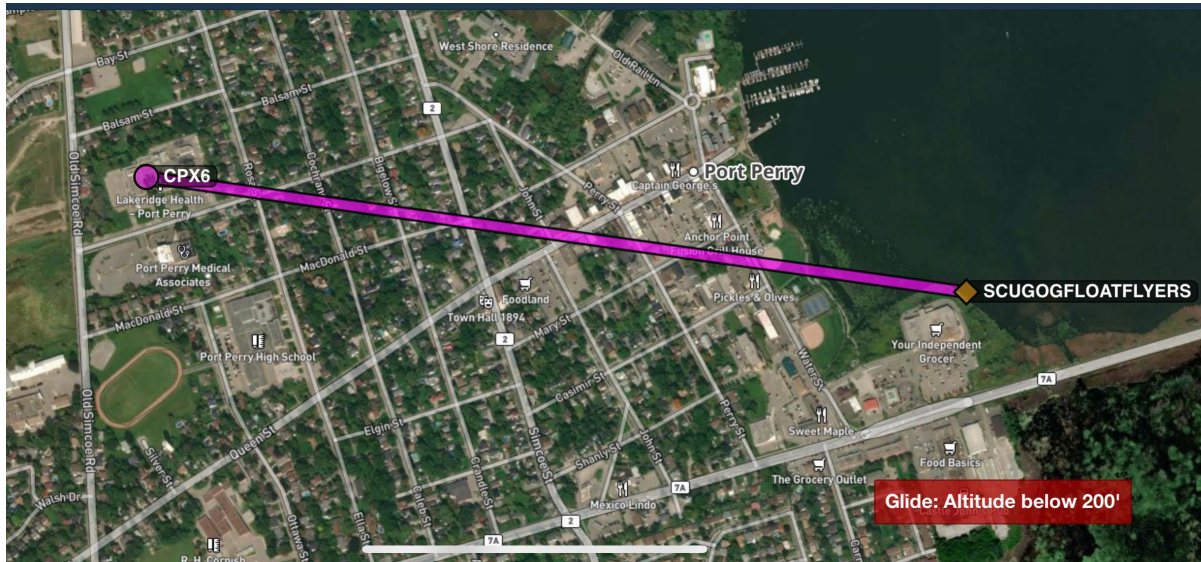
CLUB FLYING AREA DIAGRAMS

The area outside that in red on the map is the NO-FLY ZONE.



Aerodrome Map

The aerodrome is 0.731 nautical miles west (bearing 280 degrees) of our flying site.



All Aerodromes Map

Distance to Hoskin aerodrome

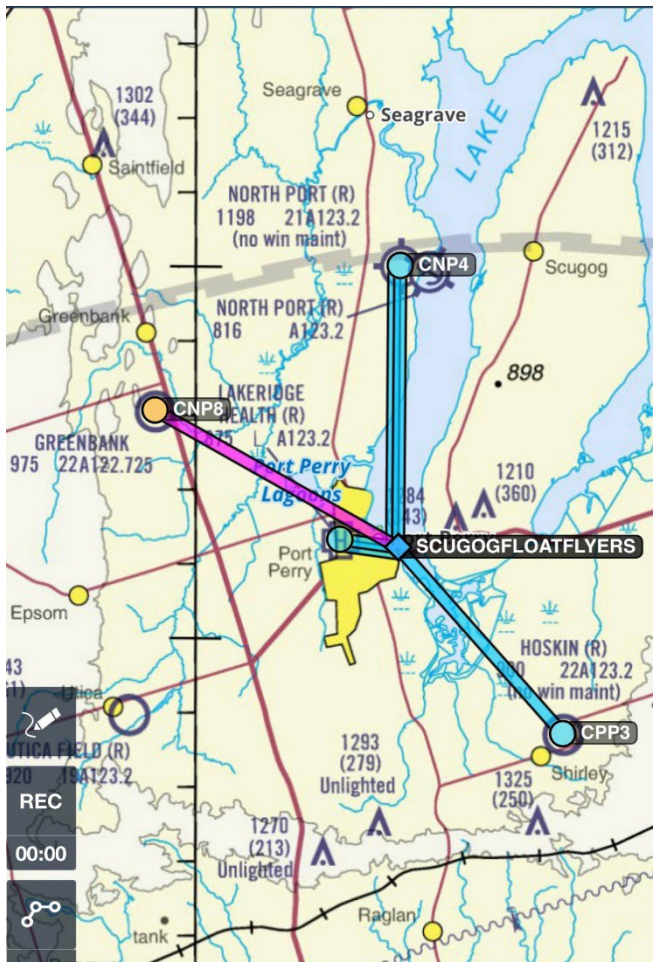
3 nautical miles

Distance to Greenbank aerodrome

4 nautical miles



Distance to Seagrave aerodrome

4 nautical miles



Circuit Pattern for Full-Size Seaplanes

MPPD 18 – MAAC Site Operating Certificate (SOC) Process – Outdoor RPAS operation within 3nm of an Aerodrome

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 (RCNLY) or no radio (NORDO).

Standard Left-Hand Pattern

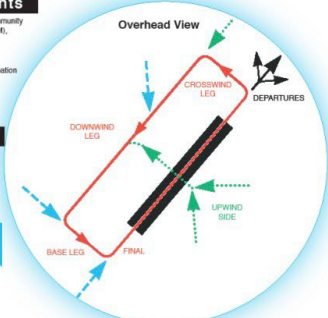
Before arriving at an uncontrolled aerodrome, plan your approach for the circuit.

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.

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)]



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 602.103)

- 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)

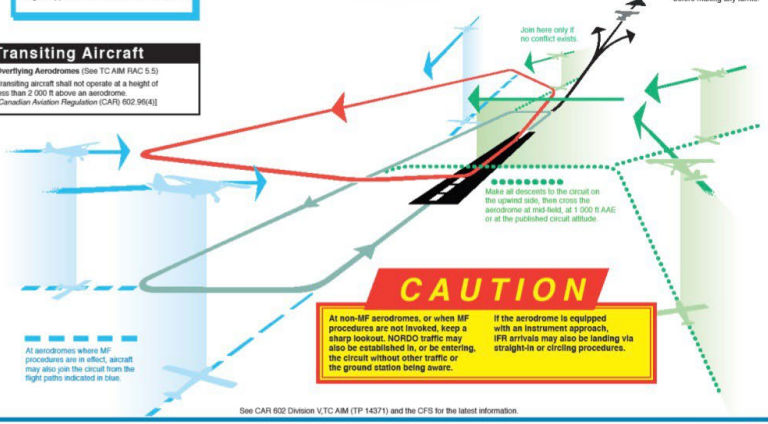
- Report intentions and maintain listening watch prior to entering the manoeuvring area.

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.



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.

TP 11541 (06/01/15)

TC-1002940



Page 12 of 12

MPPD 18 MAAC SOC Process – Outdoor RPAS Operation within 3nm of an aerodrome, Version 2

This is an uncontrolled copy when printed, Approved March 20, 2023

This document was produced by the Directors of Scugog Float Flyers on March 27, 2023