

Northumberland Electric Aviators (#771) – Rules

Administrative

1. These rules are for Northumberland Electric Aviators Inc. located at Millson Field Aerodrome, CMF4 aerodrome center N43 59 20, W78 25 42, The civic address is 4986 County Road 65, Municipality of Port Hope, ON.
2. To use Northumberland Electric Aviators Inc property, all members must be a current member of MAAC in good standing, and have paid their yearly club dues, or be a visitor of a member in good standing.
3. All members using this site must sign an agreement they have read, understand, and will abide by these rules while modeling at Millson Field Aerodrome.
4. **A copy of the club rules is posted on the inside wall of the Club Shelter.**
5. All RPAS flown at the field must be electrically powered. Rotary wing RPA's are not permitted.
6. All members using this site must have a Basic or Advanced RPAS Certificate and must demonstrate or be known to possess competent RPAS flying skills before using the site. Guest pilots must be accompanied by a Member in good standing. Guests may fly up to three times per year. The club reserves the right to verify a visitor's competency prior to flying.
7. Junior members under 16 years of age must be accompanied by an adult member or parent / guardian.
8. Flying Hours: Monday to Saturday, 8 am until dusk, Sunday Noon until dusk
9. Drivers must stay to right-hand (west) side, while driving on the full size runway. Vehicles are to be parked in the designated parking area only.
10. All non 2.4 GHz transmitters must have a frequency pin on the frequency control board when they are on the flight line. Frequency pins shall show the Member's Name and Channel Number and the pin shall be of a size that does not block adjacent channels.
11. Emergency services can be reached using 9-1-1 on a cell phone.

MAAC Safety rules for operations on an Aerodrome

MAAC members conducting modeling activities on an aerodrome shall give way or otherwise immediately get out of the way of all full-scale aircraft and any support equipment or persons – no exceptions.

No member shall:

- a) Operate any category of model at "night" on this aerodrome.
- b) Add, alter, tamper or interfere in the operation or presence of any aerodrome equipment, including markings on maneuvering area surfaces, lights or markers, signage, windsocks or any other aerodrome infrastructure.
- c) Operate on or park any type of motor vehicle within 30m of an aircraft maneuvering area.
- d) Erect any permanent or semi-permanent obstruction, device or piece of modeling support gear/equipment or apparatus within 30m of any maneuvering surface,

unless the object can be immediately removed by the RPAS pilot as he vacates the area.

- e) Leave behind any debris, parts or other objects on or within 30m of a maneuvering area, that could cause potential damage to an aircraft in operation, including but not limited to broken model propeller blades, crash damage or anything else that could damage an aircraft wheel, float or ski, or could otherwise be blown about by slipstream and create projectile damage possibilities.
- f) Fail to immediately report to the aerodrome operator (905-373-6895) any damage to any aerodrome infrastructure or property caused by the modeling activity.

If using an aviation radio capable of transmitting, no member shall:

- a) Operate such radio except in compliance with ROC and aviation phraseology,
- b) Make any transmission other than for information purposes.
- c) Make any transmission indicating permission or guidance in the operation of a full-scale aircraft.
- d) Activate or deactivate any aerodrome lighting system such as ARCAL.

Site Operating Procedures and Safety Rules

1. All aircraft movements on the aerodrome are easily seen from our pit area and pilot stations
 - a. There are no IFR approaches and little to no chance of a straight in approach. All local pilots will join the circuit by flying overhead the aerodrome. There are many “flying farmers” in the area with private aircraft not equipped with radios (NORDO) – so use extra vigilance to spot them passing by – they will not make any radio calls before flying near us.
 - b. There are no services, and the aerodrome operators have confirmed no other aircraft use the aerodrome with any regularity.
 - c. There is no PRO in the CFS for RPAS operations. Our modeling activity is indicated in the CFS entry.
2. The aerodrome operator has stipulated the following procedures for us to use his facility. Refer to the diagram below.
 - a. We can only use the facility during daylight, and when there is no snow blocking the entrance. He does not want us moving snow or driving on the grass when it is wet
 - b. Our “pits” and set up/spectator area are 30 meters from the runway which meets MAAC requirements. Model assembly should be done in the designated pit area.
 - c. The direction of take-off /landing, and traffic pattern will be determined by the prevailing winds. If there is no light wind, coordinate your circuits with one another.
 - d. Please refer to the site flying area map for fly over dimensions, no-fly zone depictions – absolutely no flying west of the runway

- e. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying. Be extra vigilant for approaching full-scale aircraft. If you spot/hear an approaching aircraft and think you cannot return to the modeling site safely, stay at least 30m clear of the runway until the aircraft lands or departs.
- f. No taxiing in the pits is allowed. Aircraft must be carried or pushed beyond the safety fence for takeoff. If required, please ask another club member for assistance in moving your plane or transmitter to the flight line. After landing, stop the engine before reaching the safety fence.
- g. Pilots shall clearly announce their intentions to other fliers (e.g. on the field, taxiing out, takeoff, landing, dead stick, low pass).
- h. After takeoff, pilots shall stand behind the safety fence.
- i. All RPA's must have their throttle Fail Safe to OFF.

At the end of the day, ensure all model gear is removed from near the runway and apron.

3. The following are the procedures to operate an RPAS from runway.
 - a. Once your model is armed, you may carry it or taxi it to the runway. Before leaving the "pit area" visually scan the apron/hanger line and sky to ensure no aircraft are near or approaching the runway. Follow our visual observer rules as stipulated below before moving past the apron edge.
 - b. While flying if a full-scale airplane starts up on the hanger line, or if you spot or hear an airplane approaching, land immediately. If for whatever reason you do not think you can land safely before the aircraft enters the runway environment, fly east at low level away from the runway and orbit as far out as safely able until the aircraft departs or lands. If need be, intentionally "land" off field away from the runway. The crop to the east will minimize damage to your model depending on time of year and crop type. By flying at CMF4 you accept that you may need to intentionally destroy your model to ensure full-scale safety.
 - c. **After you land** clear the runway as quickly as safely able. Backtracking on the runway to the pilot stations is permitted. You may taxi or carry your model from the runway back to the startup area – **no taxiing in the pit area**. Ensure you take any support gear with you.
4. No RPA flying will occur below the MAAC 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.

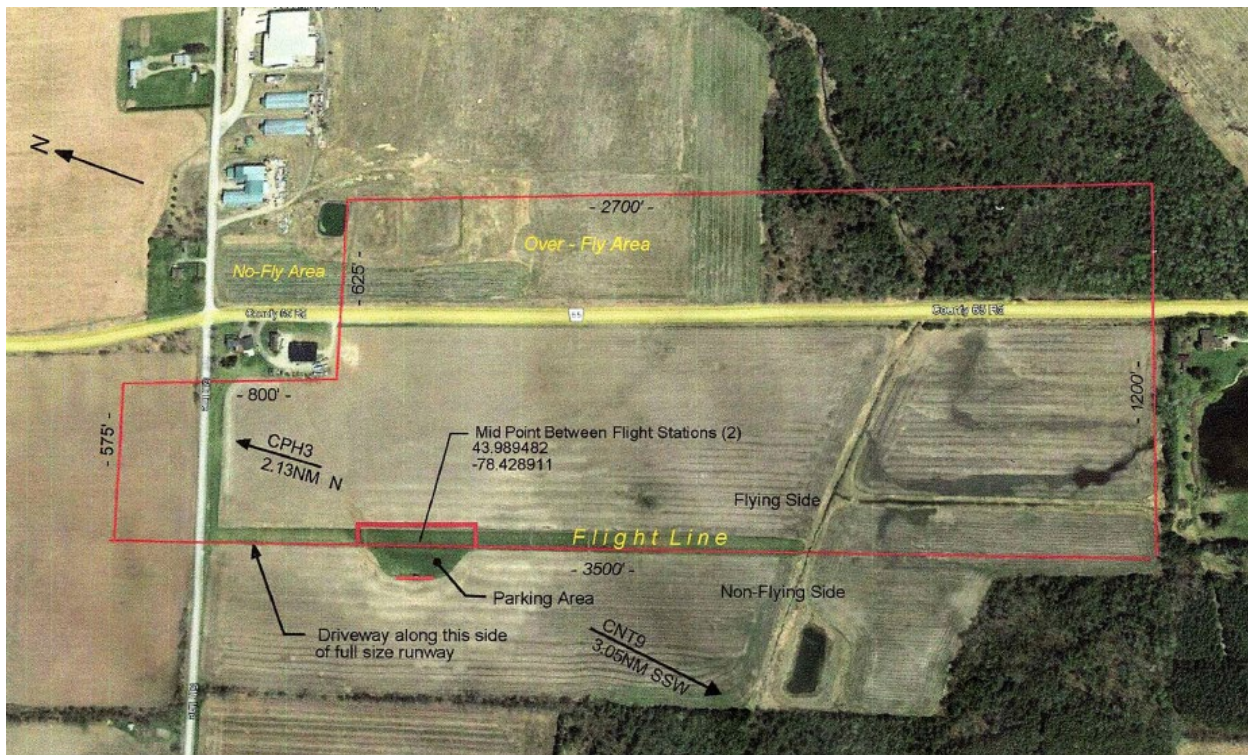
5. Northumberland Electric Aviators Inc. members should check for CMF4 related NOTAM either using the NAV CANADA NOTAM portal or using RPAS Wilco app or similar. If you are the first pilot of the day and have printed a RPAS Wilco site survey, please leave it at the site for fellow modelers to reference.
6. 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 Hope. **Night flying is not allowed at Northumberland Electric Aviators Inc. RC Flying Club CMF4 site.**
7. In the event of an emergency, such as a fire, injury to any person or any other type of event requiring emergency services call 9 -1-1 and give them our location.
8. CMF4 is located wholly in uncontrolled airspace so there are no “fly-away” concerns.
9. Visual observers are not mandatory. The following are club procedures for ensuring full scale aviation safety:
 - a. The Northumberland Electric Aviators club field is ideally suited for several reasons, including rural location, space and visibility accorded by a 2200 foot runway, grass runway, flat terrain and remotely located aircraft hangars. we have a small club membership with several licensed private pilots included. we are safety conscious from both model and general aviation perspectives. The Aerodrome traffic questionnaire shows very limited use of the runway. there is also very good communication with the aerodrome operator and RPA flyers on the field.
 - b. The hanger area is in full view of the RPA field, as the RPA field is in full view of the hanger. RPA flying is suspended when a full-size plane is wheeled out and started. RPA flying is resumed after the full-size plane has made a successful takeoff.
 - c. Model flying is suspended when a full-size plane enters the traffic pattern to land. After landing and taxing off the runaway is completed RPA flying may be resumed.
 - d. In general, there is no more full size traffic over the field than any other RPA flying site. It is easy to hear and spot full size traffic and the actions of RPA pilots are always made to avoid them.
10. If there is any type of near miss or safety concern between a full-scale aircraft and a MAAC RPA, ALL FLYING SHALL cease immediately. The members involved shall fill out a MAAC reportable occurrence report and submit that to MAAC and 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. If there is any damage to any equipment, buildings or infrastructure (runway lights, signs etc.) or anything you think could pose a hazard to full-size aircraft, the member finding the damage or issue must call the aerodrome operator immediately at 905-373-6895. Please notify the club executive as soon as able and complete a MAAC reportable occurrence form/process.
12. A fire extinguisher must be present for all powered RPA operation.
13. Pilots may fly in formation provided they agree to do so. There is a limit of 2 airborne RPA.
14. There are no other risk mitigations required for Sumspot aerodrome.

The Northumberland Electric Aviators Inc. club operates from an aerodrome and within 3 nautical miles of 2 other aerodromes as listed in the Canadian Flight Supplement (CFS) and Canada Water Aerodrome Supplement (CWAS) and is required to provide all members with the following information:

- 1. There are no CFS RPA procedures and no other CFS PRO (procedures) comments for either aerodrome that affect our modelling site.
- 2. Our site is in uncontrolled airspace so there is no need to notify ATC in the event of a flyaway.
- 3. Normal MAAC "see and avoid" practices are determined to be sufficient to ensure our flying does not interfere with aircraft operations from any local aerodrome.
- 4. Millson Field CMF4 is the location of Northumberland Electric Aviators field.
- 5. Peters Field CPH3 is located 2.13 nautical miles to the North.
 - a. The aerodrome has a 2 grass runways. The club field is located well outside the typical circuit and historically there have been no obvious full-scale traffic operations from Peters Field in the vicinity of the club flying field.
 - b. In the event of a "fly-away" towards Peters Field, you may call the aerodrome operator, at 416-541-4104 and advise them of the issue.

6. Steeves Field CNT9 is located 3.05 nautical miles to the South South West.
 - a. The aerodrome has a grass runway. The club field is located well outside the typical circuit and historically there have been no obvious full-scale traffic operations from Steeves Field in the vicinity of the club flying field.
 - b. In the event of a “fly-away” towards Steeves Field, you may call the aerodrome operator, at 416-998-6710 and advise them of the issue.
7. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
8. The Club executive will review these rules at least once a year.



ONTARIO
AERODROME/FACILITY DIRECTORY
PORT HOPE (MILLSON FIELD) ON
CMF4

REF	N43 59 20 W78 25 42 5.4WNW 11°W (2016) UTC-5(4) Elev 525' A5000		
OPR	Wayne Millson 905-373-6895 Reg PPR		
PF	B-1 C-2,3,5 D-4,6		
FLT PLN	FIC LONDON 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)		
RWY DATA	Rwy 17(171°)/35(351°) 2074x70 GRASS		
RCR	Opr No win maint		
COMM	ATF tfc 123.2 5NM 3500 ASL		
PRO	Remote control a/c club activity located mid field, will give way to acft on apch. Acft training conducted in vic, monitor 126.7.		
CAUTION	P-lines 1/2 mile S of Thld 35. Wildlife may be on rwy present dawn/dusk.		

ONTARIO
AERODROME/FACILITY DIRECTORY
PORT HOPE (PETER'S FIELD) ON
CPH3

REF	N44 01 29 W78 25 37 6NW 11°W UTC-5(4) Elev 560' A5000	<p>ELEV 560</p> <p>RADIUS 5 NM</p> <p>2400</p> <p>Ganaraska R</p>
OPR	Spatial Concepts 416-602-6199 Reg PPR	
PF	C-1,2,3,4,5 D-6	
FLT PLN	FIC London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
RWY DATA	Rwy 16(163°)/34(343°) 3200x120 GRASS Thld 16 displ 450' Rwy 02(023°)/20(203°) 2200x120 GRASS	
RCR	Opr No win maint	
COMM	ATF tfc 123.2 4NM 3600 ASL	
CAUTION	Trees 60 AGL 180' N Thld 16. Unlgt'd P-lines 35 AGL 110' N Thld 16. Treeline 30 AGL 70' W rwy centreline at Thld 16. Rwy 16 pronounced down slope aprx 1200' from thld for 500'. Trees 60 AGL 75' E of rwy intxn. Hi performance glider activity at A/D. Severe drop-off aprx 500' of Thld 34. Extv bird activity in vic of rwys. Acft at Thld 20 unable to see acft on final apch of Rwy 34/16.	

NEWTONVILLE / STEEVES FIELD ON

CNT9

REF	N43 56 24 W78 26 42 2.1E 11°W (2017) UTC-5(4) Elev 502' A5000	
OPR	J & L LeGassie 416-998-6710 Reg PPR	
PF	B-1 C-2 D-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 RCR	Rwy 09(085°)/27(265°) 2028x70 GRASS Thld 27 displ 801' Opr No win maint. Rwy soft in spring.	
COMM ATF	tfc 123.2 5NM 3500 ASL	
CAUTION	Trees E of Thld 27. P-line aprx 0.3NM SSW of A/D.	

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.

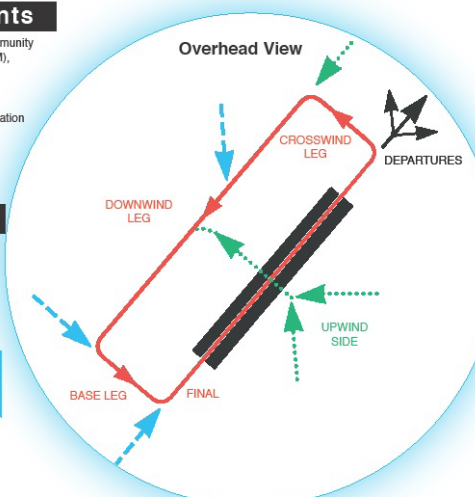
Where designated, a mandatory frequency (MF) or aerodrome traffic frequency (ATF) area is normally a circle with a 5-NM radius, capped at 3 000 ft above aerodrome elevation (AAE). All radio-equipped aircraft must monitor a common designated frequency.

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)

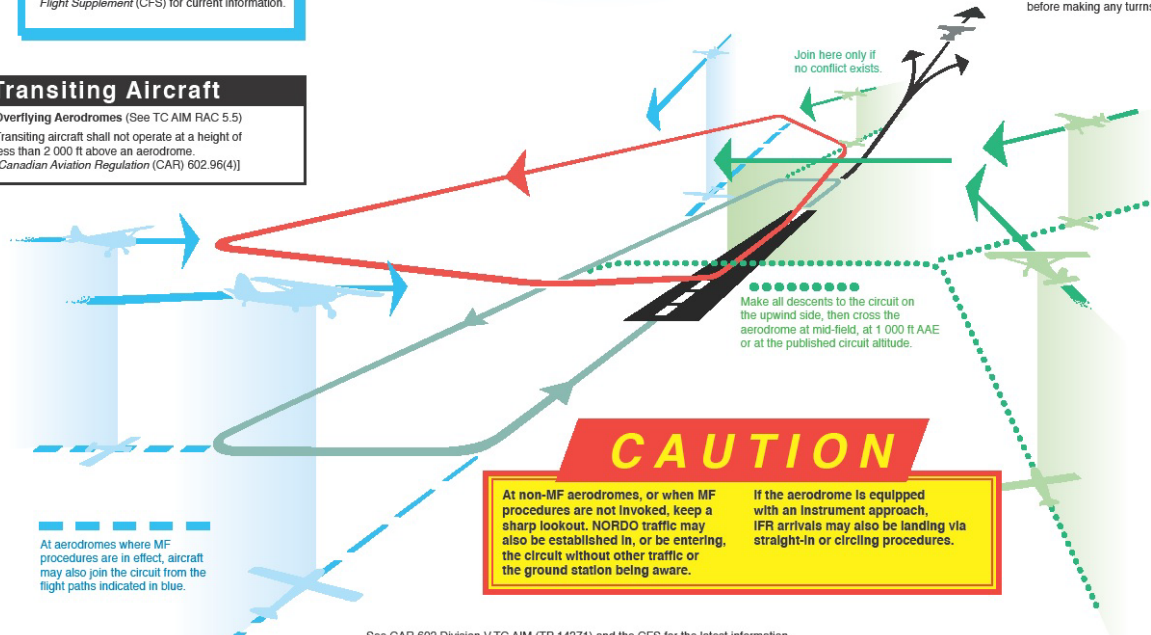
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

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.