

Macklin RC Flying Club (#910) – Rules

Administrative

1. These rules are for Macklin RC Flying Club located at Macklin Aerodrome, CJJ8 aerodrome center N52 20 34, W109 55 08, 1NE, Highway 14, Macklin, Sk.
2. To use Macklin RC Flying Club 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 Macklin Aerodrome.
4. All members operating a RPAS must have a copy of these rules available at the site, either electronically or in print.
5. This site is for RPAS only – no other categories of modeling are permitted.
6. All members using this site must have a Basic Drone License and must demonstrate or be known to possess competent RPAS flying skills before using the site. The final authority on who may fly here is at the sole discretion of the Club President. Any pilot observed willfully breaking flight line restrictions, ignoring no-fly zones or any other reckless model operation will be ejected from the site permanently – no second chances.
7. No smoking on aerodrome property
8. 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 (RM of Eyehill) (306)753-2075 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. Macklin RC Club is located on Macklin Aerodrome, identifier CJJ8, located 0.25 nm east of the town of Macklin, Saskatchewan. See the attached diagram.
2. Macklin airport currently has no known aircraft parking in Macklin. There is a fuel tank and spray tank located at the east end of the hanger apron used for seasonal spray service. There are two hangers with only one used on a temporary basis (2 to 3 times per year) for visits to family. As shown in the diagram below, Macklin has one runway (11/29) with the hangers located at the northwest end. The following is a summary of the normally expected traffic patterns:
 - a. The Accumark Airspray only operates M-F in June, July and August and conducts spray operations within 30nm of the aerodrome. They are normally done spraying before 9am but do spray during the day if the weather permits. Currently no aircrafts park at Macklin Airport for any duration.
 - b. Border Aviation occasionally has pilots in training land in Macklin and practice touch and goes. This is normally done during the day.
 - c. All aircraft movements on the aerodrome are easily seen from our pit area and pilot stations. There is no real obstruction to low flying aircraft.
 - d. Both Accumark Airspray and Border Aviation are aware of possible RPAS activity at Macklin and currently do a fly over before landing.
 - e. 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.
 - f. There are no services, and the aerodrome operators have confirmed no other aircraft use the aerodrome with any regularity.
 - g. Our modeling activity is indicated in the CFS entry.
3. The aerodrome operator has stipulated the following procedures for us to use his facility. Refer to the diagram below.
 - a. Must use a High Frequency Aviation Radio always tuned in to CJJ8 Frequency 123.2.
 - b. No FLYING models over 2lbs if there are any aircraft parked outside their hanger. This includes any transient visitors for MAAC insurance reasons.

- c. We can only use the facility during daylight, and when there is no snow blocking the entrance. You can move your gear by hand to the pit area which is on the Northeast of the apron.
 - d. Our “pits” and set up/spectator area are 30 meters from the runway which meets MAAC requirements. A portable start up stand is stored beside the hanger and may be moved to this pit area while we are flying. It must be returned to beside the hanger when done for the day. Model assembly should be done in the designated pit area.
 - e. The “start-up area” is immediately South of the pit area using stands or restraints. Do not take any model gear with you near the runway - only the airplane is allowed.
 - f. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – no exceptions. 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.
 - g. The direction of take-off /landing, and traffic pattern will be determined by the prevailing winds. If no or light wind, all take-offs will be northwest and landing southeast as it has a better feel from the pilot station area. Coordinate your circuits with one another.
 - h. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally on the north side of the pilot stations.
 - i. Our flying area as measured from the center of the pilot stations is a box 1800’ south, 1300’ East and 1000’ west. Refer to the site flying area map for no-fly zone depictions – absolutely no flying over taxi way, pit, hanger area or Highway 14. Keep RPAS Northeast and South of the runway – per our agreement with the aerodrome owner.
 - j. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying. Before crossing the runway make sure the visual observer knows you are going there and 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.
 - k. At the end of the day, ensure all model gear is removed from near the runway and apron.
4. The following are the procedures to operate an RPAS from runway 11/29.
- a. Once your model is started/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 south 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 southeast will minimize

damage to your model depending on time of year and crop type. By flying at CJJ8 you accept that you may need to intentionally destroy your model to ensure full-scale safety.

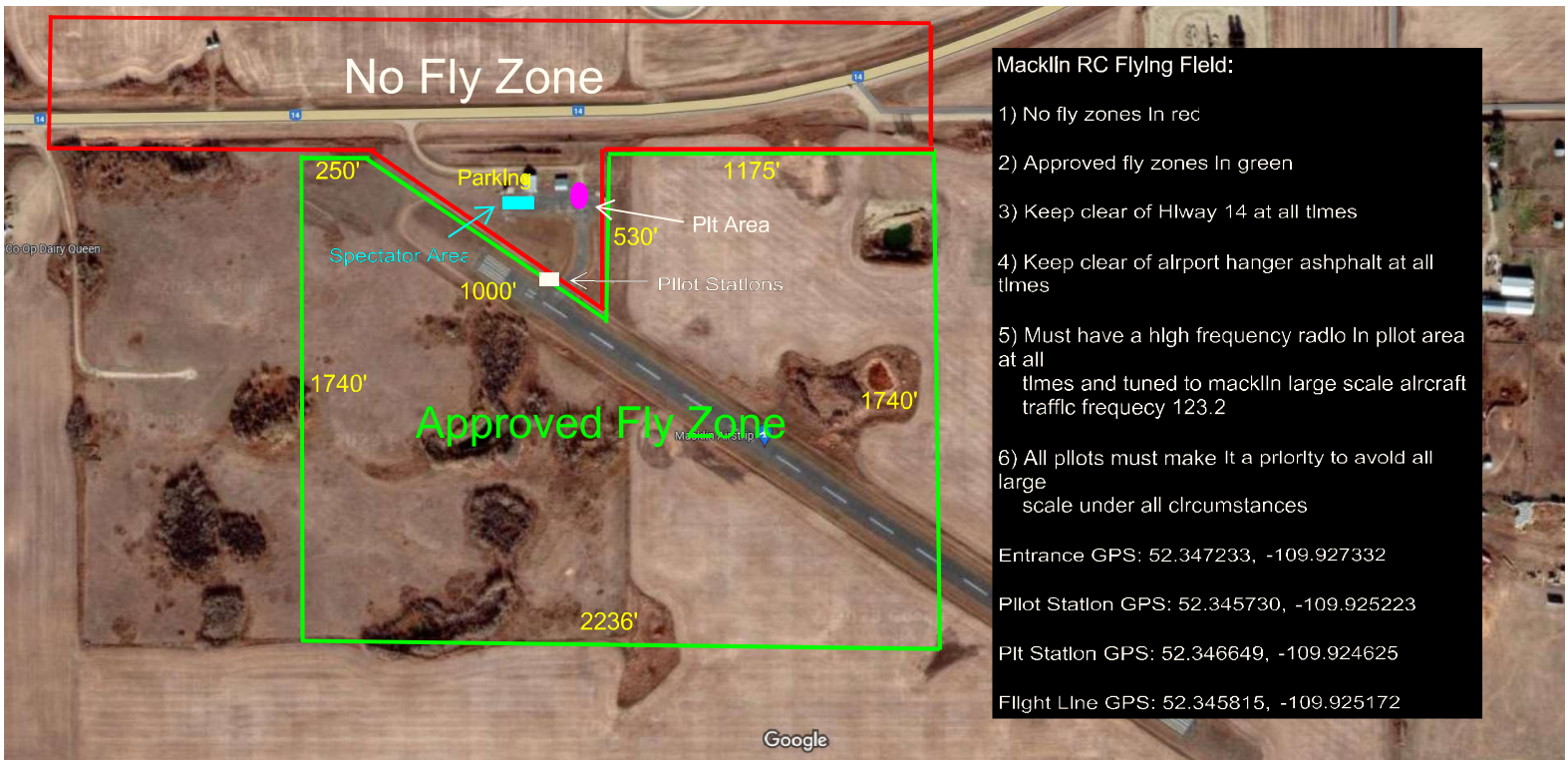
- c. **After you land** clear the runway as quickly as safely able. Backtracking on the runway to the pilot stations is permitted. You may taxi or carry your model from the runway back to the startup area. Ensure you take any support gear with you.
5. No RPA flying will occur below the MAAC mandated 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.
 6. Macklin RC Flying club members should check for CJJ8 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.
 7. 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 Macklin. **Night flying is not allowed at the Macklin RC Flying Club CJJ8 site.**
 8. 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.
 9. CJJ8 is located wholly in uncontrolled airspace so there are no “fly-away” concerns.
 10. Macklin RC Club requires visual observers for any of the following scenarios.
 1. When flying more than one RPAS at a time.
 2. If there is known to be crop spraying activity in the area.

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

1. The sole role is to scan the sky for approaching full scale aircraft – do not watch the RPA. Pay particular attention to (whatever direction airplanes come from etc.)
2. The visual observer should use the Club handheld receiver to monitor the ATF 123.2 for CJJ8.

3. The visual observer should stand or sit at the Pilot Station Area closest to any pilots flying. 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.
11. 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.
12. 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 306-753-2075. Please notify the club executive as soon as able and complete a MAAC reportable occurrence form/process.
13. A fire extinguisher must be present for all powered RPA operation.
14. Pilots may fly in formation provided they agree to do so. There is a limit of three airborne RPA's at one time.
15. There are no other risk mitigations required for Macklin aerodrome.

Macklin RC Flying Map Area



Macklin, Saskatchewan – Canadian Flight Supplement

REF	N52 20 34 W109 55 08 1NE 13°E (2013) UTC-6 Elev 2280' A5015 LO2	
OPR	Rural Muni # 382 306-753-2075/7462/2744 Reg	
PF	A-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 For svcs 306-753-2075/7462 4,5,6	
RWY DATA	RCR Rwy 11(110°)/29(290°) 3000x75 ASPH Lorne Kohlman or Michael Wiens	
LIGHTING	11-(TE LO), 29-(TE LO) ARCAL-123.2 type K	
COMM	ATF tfc 123.2 5NM 5300 ASL	
CAUTION	Model acft activity Apr 1-Oct 31	



VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

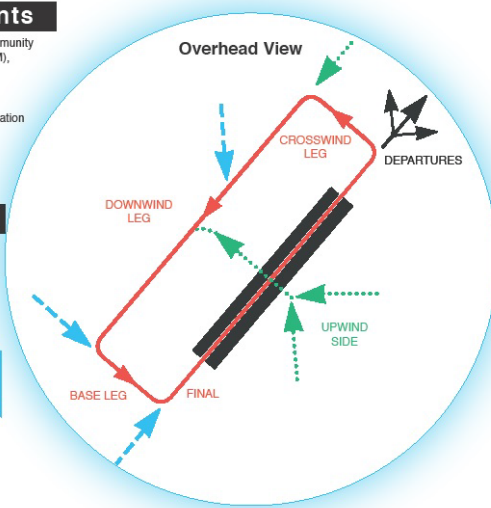
Communications Requirements

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.

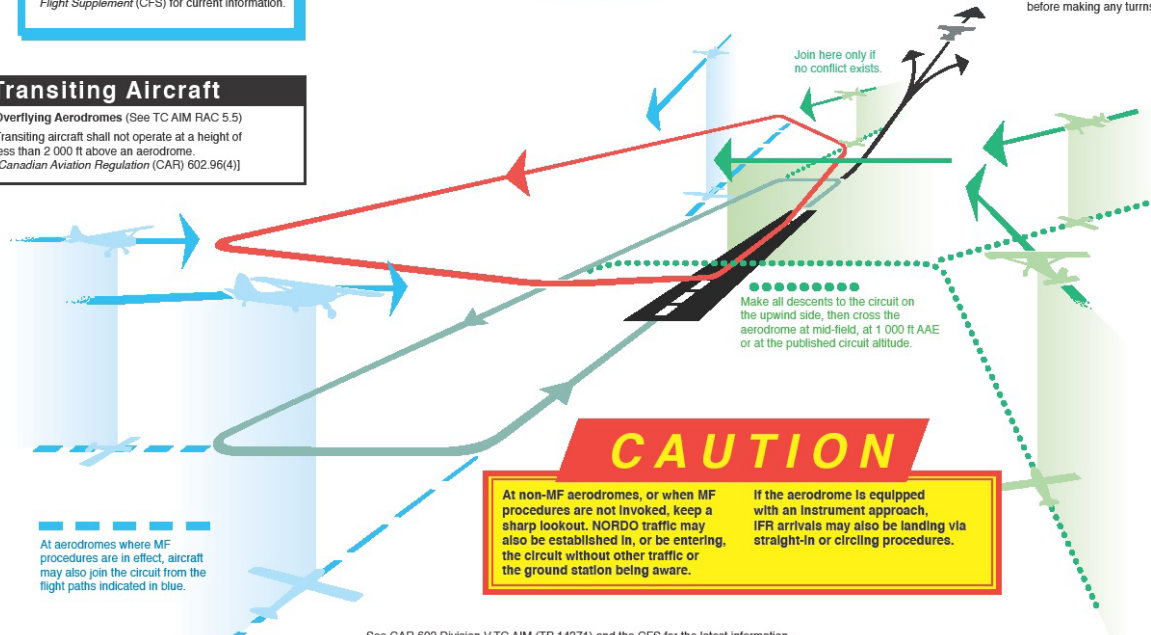


MF/ATF Communication Procedures (see TC AIM 4.5.7)
Note: If your aircraft is radio-equipped, it is recommended that the same calls be made at non-MF aerodromes.

- 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)]



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.