

# Atlantic Society of RC Modelers

## ASRCM

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 copies.

**In the event of an emergency** – dial 911 and give the responder address as - turn left just past 359 St. Andrew's River Rd. on to 80-90 Lynch Road, B0N2H0, Shubenacadie East, N.S.

### General Rule

MAAC members operating RPAS shall review and comply with the applicable terms and conditions of Part IX of the Canadian Aviation Regulations.

1. All members and guests must have a current MAAC membership card and must follow all MAAC safety codes and guidelines.
2. All pilots must have a valid ASRCM or HEFA membership card.
3. Guest modelers may be invited to the flying site. All guests must hold a valid MAAC membership card and follow all club and field rules and regulations. The guest member will be the responsibility of the member whom they were invited by.
4. Local guests have three opportunities to enjoy the facilities: then at the discretion of the Directors, may be asked to join our Association.
5. A new member or guest must be approved to fly by one of our instructors or directors. This is to ensure that both the plane and the flyer can operate in a safe and competent manner, according to these general rules and regulations.
6. New members are to submit a completed club membership form as well as provide proof of holding a current MAAC membership.
7. Membership may be cancelled because of actions deemed to be detrimental to the interests of the Club. This can only be carried out after a unanimous decision of the Executive.

### Operating Procedures and Club Safety Rules

1. Guests are paired to an existing member with pilot status. The members will review with their guest the Operating Procedures and Club Safety Rules. If the guest does not have a pilot status, an instructor shall assist the guest in all flying activities.
2. A member or guest who is not certified as a PILOT shall be considered a STUDENT and must have an instructor with them every time they fly until they are signed off by an instructor according to the MAAC rules.
3. Pilots are to fly from pilot stations. A maximum of five (5) pilots can fly at the same time.
4. Parking will be in the designated area.
5. No Flying is permitted before 9:00 AM and half an hour before sunset as posted on the Weather Network app.
6. Turbine models are not allowed.
7. Before any flying, the orange windsock must be erected. The last pilot leaving the field will ensure that all equipment has been stored away and any garbage or wreckage is to be removed from the field.
8. Model assembly should be done in the designated pit area.
9. All fixed wing aircraft must be securely restrained before starting. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – no exceptions.
10. The direction of the take-off landing, and traffic pattern will be determined by the prevailing winds.

11. After take-off, the aircraft shall be directed away from spectators and the Pit/Parking area.
12. Pilots shall call their intentions when taking off, landing or they are physically on the runway. Dead stick Aircraft have the right of way!
13. A fire extinguisher must be present for all powered RPA operation.

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

1. The aerodrome name is Shubenacadie Heliport (CSU4) and it is located **1.57 nautical miles Northwest** from our flying field. Heliport Coordinates: 45 degrees 5.60 minutes North / 63 degrees 23.72 minutes West
2. The aerodrome is a registered Heliport. The arrival and departure paths do not go over or near our flying site so we will not normally affect the established traffic pattern.
3. There are no CFS PRO or CAUTIONs statements affecting our RPAS site.
4. In the event of a fly-away towards Heliport, you may call the aerodrome operator NS Department of Natural Resources and Renewables 902-758-3438 and advise them of the issue, our site is in uncontrolled airspace so there is no need to notify ATC.
5. ASRCM members should check for CSU4 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. The club executive has contacted the operator of the Heliport, and they have expressed no issues with our RPAS site.
7. 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.
  - 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, that person who gave the warning shall yell "ALL CLEAR.," or pilots may make the determination themselves, and resume flying.
2. 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 of 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 MAAC RPAS- all flying will cease until MAAC confirms we may resume operations.
3. No RPA or other model aircraft flying will occur below the 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 if there are other obscuring conditions (fog, smoke, haze etc.) which could

make spotting full-scale aircraft difficult.

4. There are no other risk mitigating strategies required at ASRCM flying site.
5. The club executive will review these rules at least once a year.

### Flying area diagrams



