

## **100 Mile Model Flyers RC Club (#448) – Rules While flying at CAV3**

### **Administrative**

1. These rules are for the 100 Mile Model Flyers RC Club. Located at 100 Mile Airport (CAV3). N51 38.55 / W121 18.42. 140 Wrangler way, 100 Mile House B.C.
2. To use 100 Mile Airport CAV3 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 100 Mile Airport CAV3.
4. All members operating an RPAS must have a copy of these rules available at the site, either electronically or in print. The club will ensure a copy on the club website and will endeavor to provide current printed copies at the site.
5. This site is for VLOS RPA only – no other categories of modeling are 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. The final authority on who may fly here is at the sole discretion of the Club President or Chief Flight instructor. 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. Emergency services can be reached using 9-1-1 on a cell phone. The civic address is: **100-mile house airport, Wrangler Way, 100 Mile house BC**

### **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. (**NOTE:** MAAC has granted a waiver for loading and unloading of our models and support gear – but not for parking – see procedures below)
- 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. (**NOTE:** MAAC has granted our site a waiver to this requirement – see procedures below)

- 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 (250 612 8700) 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. 100 Mile Model Flyers RC Club. Located at 100 Mile Airport (CAV3) West of Hwy97 on Wrangler way. ½ nm west of 100 Mile House B.C. See the attached diagram.
2. 100 Mille Airport is home to 4 Cessna private aircraft. As shown in the diagram below, 100 Mille Airport has one runway (08/26) with the hangars located at the east end. The following is a summary of the normally expected traffic patterns:
  - a. No scheduled air traffics.
  - b. The Private aircraft traffic is minimal on average one movement, 2 to 3 times a week.
  - c. All aircraft movements on the aerodrome are easily seen from our pit area and pilot stations. Sign is posted on the edge of the apron at end of east end of runway warning full scale aircraft of the presence of RPAS when 100 Mile Model Flyers are present using the 100 Mile airport.
  - d. 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 few private aircraft 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.
  - e. There are no services, and the aerodrome operators have confirmed no other aircraft use the aerodrome with any regularity.
  - f. There is no PRO in the CFS for RPAS operations. 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.

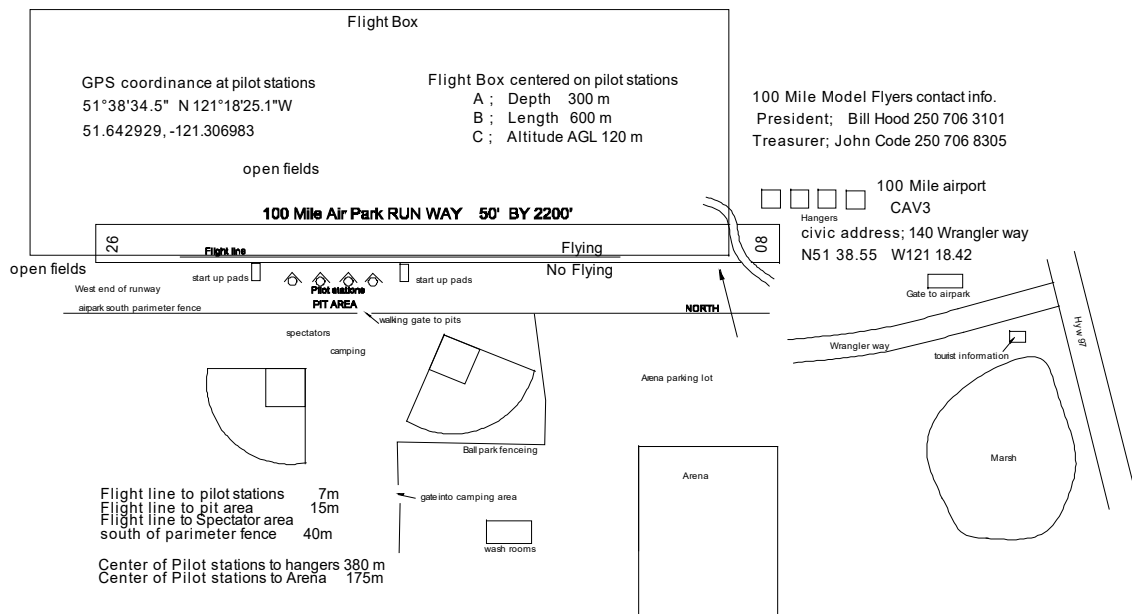
- a. We can only use the facility during daylight.
- b. No flying of models unless model flying Warning sign is posted at end of runway and we are monitoring local air traffic radio frequency. This includes monitoring for any transient full-scale aircraft visitors for MAAC insurance reasons.
- c. **MAAC 30meter vehicle waiver condition** – cars may be driven along the grass beside the runway to the pit area **for loading and unloading purposes only**, provided the modeler as has taken reasonable steps to ensure NO aircraft are expected to use the runway for the duration of loading or unloading. There is a limit of one vehicle at a time and members are encouraged to load and unload quickly.
- d. All cars must be parked in a designated parking area; either the South Cariboo Recreational Center paved parking lot, or with permission of the club, the grass area by the ball diamond. In either instance, you may also move your gear by hand to the pit area on the grass south of the runway.
- e. Our “pits” and set up/spectator area do **not** meet the MAAC 30-meter requirement from the edge of the runway. The following are the approved and mandatory procedures:
  - i. Sunshades and other structures are not allowed on the aerodrome side of the fence. They may be set up on the ball-diamond side of the fence.
  - ii. All models and support equipment on the aerodrome side of the fence shall be positioned as close to the fence as possible. Ensure they do not block access to any fence openings.
  - iii. Upon noticing any approaching aircraft, either in the air or on the ground, all flying activities shall cease as soon as safely able.
  - iv. Spectators, guests and non-flying pilots shall leave the pit area via the fence opening, and remain on the ball-diamond side of the fence until after the full-scale airplane passes.
  - v. Pilots, or other members shall ensure all model support gear is moved as far away from the runway edge as is possible, before leaving the pit area via the fence opening, where they will also wait for the full-scale airplane to pass.
  - vi. Once the full-scale aircraft has passed, all persons may resume the modeling activities.
- 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 there is no light wind, coordinate your circuits with one another.

- h. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally on the west side of the pilot stations.
  - i. Our flying area as measured from the center of the pilot stations is a box 1300' east, 2000' west and 1000' north. Refer to the site flying area map for no-fly zone depictions – absolutely no flying south of the runway.
  - 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 and there is no trash or debris left behind.
4. The following are the procedures to operate an RPAS from runway 08/26.
- a. Once your model is started/armed, you may carry it or taxi it to the runway. Before leaving the “start-up 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 northwest 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. **By flying at CAV3 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 taxing in the pit area**. Ensure you take all the 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. 100 Mille Model Flyers RC Flying club members shall check for CAV3 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 100 Mile House. Night flying is not allowed at the 100 Mile Model Flyers RC Flying Club CAV3 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. CAV3 is located wholly in uncontrolled airspace so there are no “fly-away” concerns.
10. Visual observers are always **mandatory**. The following are club procedures for ensuring full scale aviation safety:
  - a. There shall be at least one visual observer who shall stand (no sitting allowed) on the east side of the pilot stations, as close to the threshold of runway 26 as is possible to still be heard by any pilot flying, when flying activities are taking place.
  - b. The sole role is to scan for approaching full scale aircraft – do not watch the RPA. Pay particular attention to the east for any aircraft exiting the hanger area.
  - c. The visual observer should use the Club handheld receiver to monitor the ATF 123.2 for CAV3.
  - d. When the visual observer or other any member spots/hears a full-scale airplane that might come near the site or see/hear an airplane start up on the hanger line, they are to yell out “AIRPLANE” in a loud voice. Other members may use a single long blast of the air horn.
  - e. Upon hearing this notification ALL Pilots must immediately descend to as low an altitude as possible and then land as soon as safely able.
  - f. If the visual observer sees any aircraft activity at the hanger line or otherwise thinks an airplane is getting ready to taxi out, yell “HANGER” in a loud voice. Other members may use two short blasts of the air horn. All pilots must land as soon as safely able.
  - g. 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.
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 250 612 8700. 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 5 RPA airborne at a time.
  15. There are no other risk mitigating strategies required at 100 Mile Model Flyers RC Flying Club.
  16. The Club executive will review these rules at least once a year.





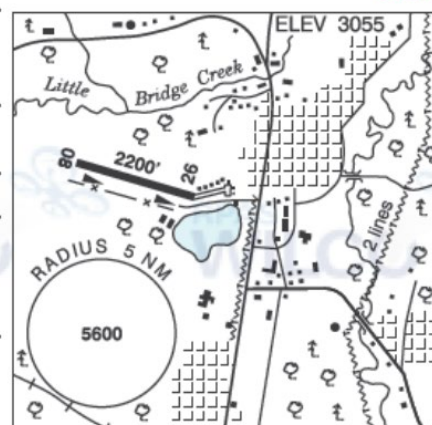
## BRITISH COLUMBIA

## AERODROME/FACILITY DIRECTORY

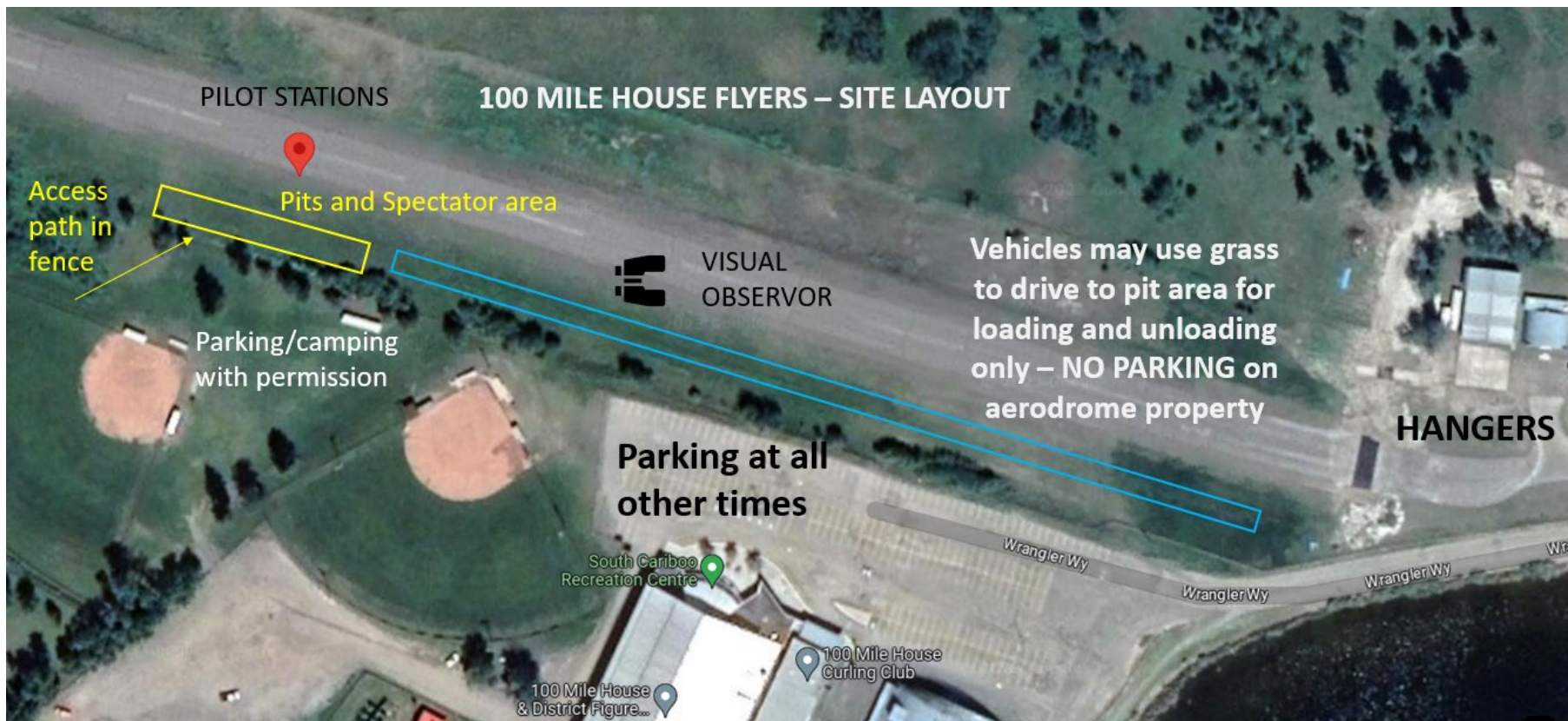
### ONE HUNDRED MILE HOUSE BC

CAV3

<b>REF</b>	N51 38 33 W121 18 25 Adj SW 17°E (2016) UTC-8(7) Elev 3055' A5004 LO2
<b>OPR</b>	The District of 100 Mile House 250-395-6441/0591 Reg
<b>PF</b>	C-1,2,3,4,5,6
<b>FLT PLN</b>	<b>FIC</b> Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
<b>RWY DATA</b>	Rwy 08/26 2200x50 asphalt Rwy 08 up 2.5% <b>RCR</b> Opr Ltd win maint
<b>COMM</b>	<b>ATF</b> tfc 123.2 5NM 6100 ASL
<b>PRO</b>	Recommend downhill kof Rwy 26 & uphill ldg Rwy 08 when wind cond permit.
<b>CAUTION</b>	Severe downdrafts may be encountered when taking off to the E. P-line 40' high adj E of A/D. Hill 3940 ASL 0.5NM E. Watch for bird activity from adj sanctuary.









# 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.

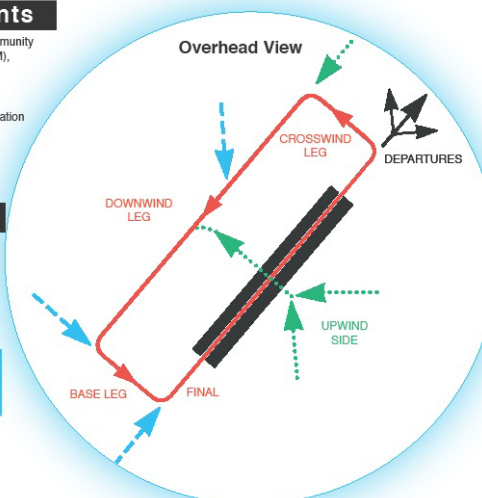
At aerodromes that have published instrument approaches, the MF area may be expanded to include the approach area. See the *Canada Flight Supplement* (CFS) for current information.

## 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)

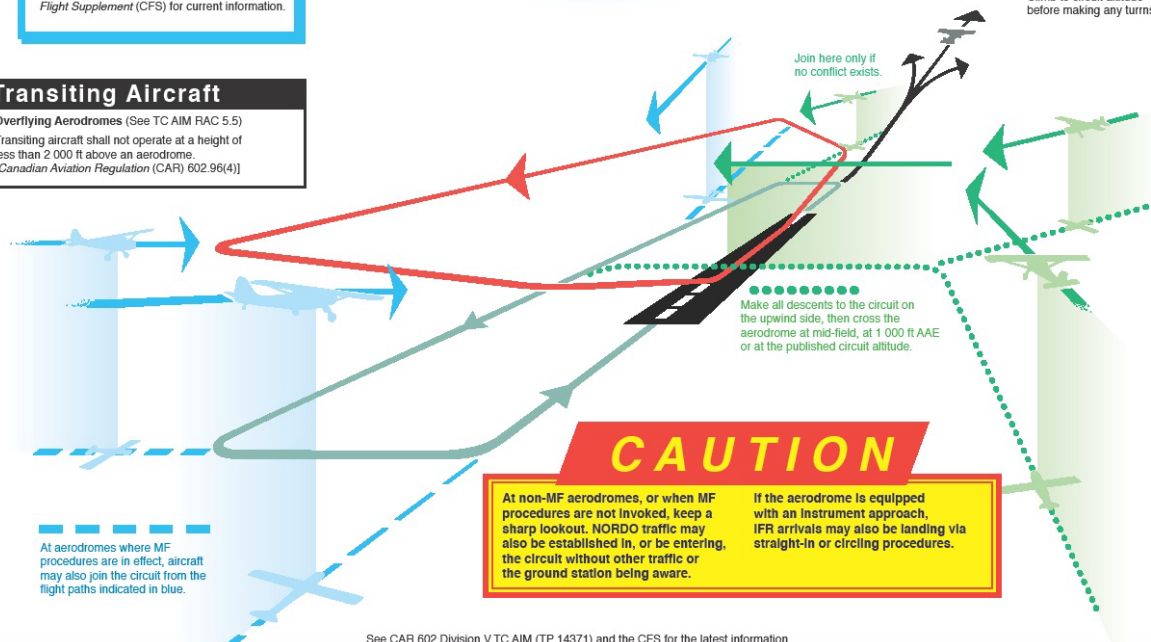
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

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.