

High Country Flyers (#571) – Valemount Aerodrome Rules

MAAC members conducting RPAS activities on an aerodrome must always give right of way to full size aircraft and any support equipment or persons – No Exceptions.



These rules are for High Country Flyers (HCF) Valemount aerodrome flying site, located at the Valemount Airport, CAH4 aerodrome center 52°51'10"N, 119°20'11"W. 5700 Crooked Creek Road, Valemount, BC. 9.0 km (5.6 miles) north of Valemount, British Columbia on Highway 5 north. See diagrams on pg. 5 & 6.

1. To use the HCF Valemount Airport flying site, all pilots must be a current MAAC member and High Country Flyers member in good standing.
2. All members operating an RPAS at the Valemount Airport must have a copy of these rules available either electronically or in print. HCF will ensure a copy on the club website and will endeavor to provide a current printed copy inside the pilot / terminal building.
3. This site is for RPAS use only; no other categories of modeling are permitted.
4. All members using this site must have a Basic or Advanced Transport Canada RPAS Pilot Certificate and have their RPAS/s registered with Transport Canada with registration number/s visible on exterior of the aircraft/s.
5. All members using this site must demonstrate or be known to possess competent RPAS flying skills before using the site. Wings level B (Blades level B for helicopters) or greater for example will be acceptable; therefore no GPS autopilot systems on any RPAS are allowed; positive pilot control only. Electronic stabilization assistance (e.g. S.A.F.E) can be used.
6. Any pilot observed willfully breaking these rules or any other reckless model operation will be ejected from the site permanently.
7. Emergency services can be reached dialing 9-1-1.

HCF Valemount Airport Flying Site Overview

The Valemount Airport operates in uncontrolled (Class G) airspace and is an uncontrolled aerodrome (see diagram on pg. 9). Due to its remoteness, it's used primarily for self-service refueling of small aircraft traveling between larger centers offering both 100LL and Jet-A. Valemount CAH4 has one runway 14/32, 3931' x 75' at an elevation of 2616' ASL. The taxiway is centered on the runway leading east to the apron, self-serve fueling facility and small pilot / terminal building. There are two hangars located along the SE corner of the apron / adjacent field, both of which are currently being used for storage. See diagrams on pg. 5 & 6.

The following is a summary of the normally expected traffic patterns at the Valemount Airport:

- a. Air traffic is sporadic at the Valemount Airport. There are currently no planes or helicopters operating out of the airport; all air traffic is transient with the majority stopping for self-serve refueling service. Some days during the summer months may see up to 4 or 5 planes stopping for fuel service over the course of the day. Conversely, the Valemount Airport can go a week without a single aircraft using the facility.
- b. Best hours to fly RPAS at the Valemount Airport are early morning before 9AM and later in the evening after 5PM. There are rarely any aircraft using the airport at these times.
- c. Winter is very quiet at the airport seeing only a few planes a week on average, and that's only if the runway gets cleared of snow which can take up to a week after a big snow fall. CMH Helicopter Skiing usually has a twin engine turbo-prop (Beechcraft 1900/similar) arrive Saturday mornings between 9AM and 11AM during the winter months (December thru April) to drop off and pick up guests; but it all depends on how busy they are and how many guests they have.
- d. The Valemount Airport is also used for occasional medevac emergencies. Generally when this happens, an ambulance will arrive before the plane or helicopter does giving ample time to suspend all RPAS activities.
- e. When forest fires are occurring in the area, wildfire related air traffic may use the airport and no RPAS flying is allowed during these times. Moreover, visibility is almost always under the minimum MAAC requirements due to heavy smoke in the area during these times.
- f. All aircraft movements on the aerodrome are easily seen from both our RC helicopter & fixed wing pilot stations.
- g. There is one IFR instrument aided approach RNAV (GNSS A) circling approach – procedures explained below. VFR circuit procedures apply. Many aircraft will join the Valemount aerodrome circuit after flying an overhead reconnaissance of the aerodrome. The majority will also announce their position at least 5 minutes before landing along with updates and intentions on aviation radio frequency 123.2 MHz.

- h. Yellowhead Helicopters LTD. Heli Base (CBV7) is located 1.9NM east of the Valemount Airport. Rarely do they fly near the Valemount Airport but they always announce their position and intentions on radio.

HCF Valemount Airport Flying Site Rules For RC Airplanes & Helicopters

2.4 GHz Radio Systems Only

The Valemount Airport has **two separate RPAS flying boxes**; one primarily for fixed wing RC aircraft operating off runway 14/32. The other smaller area is for RC rotary aircraft (helicopters), operating off the S/E end of the apron and adjacent field. See diagrams on pg. 5 & 6.

There is a **Maximum Limit of TWO (2) RPAS flying at any time** in either location. Due to runway orientation and pilot stations facing south west, best times to fly at the Valemount airport are early morning while sun is still at your back, or evening when sun has dropped behind the mountain range. This is also when full size aircraft are unlikely to use the airport.

1. The following are the procedures to operate an RPAS from runway 14/32 (diagram pg. 6).

- 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 and sky to ensure no aircraft are near or approaching the runway.
- b. The direction of take-off /landing, and traffic pattern will be determined by the prevailing winds. If no or light wind, you may take off in either direction. Coordinate your circuits with one another.
- c. While flying, if a full-scale airplane starts up on the apron, or if you spot or hear an airplane approaching, land immediately. If for whatever reason you don't think you can land safely before the aircraft enters the runway environment, intentionally "land" off field away from the runway. There are lots of trees in this area to the south/west and your plane will likely be damaged. By flying RPAS at the Valemount Airport, you accept that you may need to intentionally destroy your model to ensure full-scale safety.
- d. No 3D flying while another RPAS is airborne.
- e. After you land clear the runway quickly; 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 any support gear with you.

Visual Observer While Operating From Runway 14/32:

- f. There shall be one or more visual observer/s at the pilot station area.
- g. His/her sole role is to scan for approaching full scale aircraft – do not watch the RPA. Pay particular attention to the sky at either end of the runway for aircraft on landing approach that fail to perform a reconnaissance circuit first. Note direction of wind sock as planes will usually land into the wind. For example if the wind is blowing from the south east (most predominant direction at the Valemount airport), planes will usually be approaching from the north west.
- h. All other club members present must keep unnecessary ambient noise to a minimum. NO run-ups on adjacent start up stands.
- i. The visual observer will monitor air traffic on 123.2 MHz and advise pilot/s of potential aircraft departures & approaches.
- j. When the visual observer or other any member spots/hears any full scale aircraft that might come near the site or see/hear an aircraft start up on the apron, they are to yell out "AIRPLANE" in a loud voice.
- k. Upon hearing this notification ALL pilots must immediately descend to as low an altitude as possible and then land as soon as possible.
- l. When the full size aircraft is no longer a threat, the observer shall yell "ALL CLEAR" and flying can resume.

2. The following are procedures to operate an RPAS from the RC helicopter flying area (diagram pg. 5).

- a. NO RC helicopter flying when RC airplanes are flying to avoid conflict. It's up to pilots to share the space and take turns in each area; or RC helicopter pilots can fly off the runway observing all the same safety rules motioned above.
- b. * When NO RC planes are flying, RC helicopter pilots are encouraged to use the heli flying box area over and beside the apron (see map on pg. 5). This area is away from the airport maneuvering surfaces, and RC helicopters can land in several seconds when a full size aircraft is spotted or heard; thus having a visual spotter is not required (still recommended). Local air traffic must still be monitored on 123.2 MHz. Land immediately if any full size aircraft are seen or heard in the area.
- c. Prepare your model & range check in the heli pit area (see diagram on pg. 5). Once your model is started or armed (throttle hold engaged), carry it a minimum of 30m (100') straight out from the pit area

- and 10m (30') from the helicopter pilot stations to an area of level ground (the mixed grass/gravel field is a little bumpy).
- d. Before taking off, confirm no full size aircraft are in the area and no people are walking about inside the helicopter flying box area.
 - e. After you land in approximately the same spot you took off from and your helicopter has spooled down and throttle hold is engaged, retrieve your helicopter and carry it back to the pit area. If there is another RC helicopter pilot flying, either wait for him/her to land or announce you are retrieving your helicopter and they are flying or hovering a safe distance away (10m/30' or more).
 - f. * There are times when full size aircraft will be parked within the apron area. During these times, RC helicopter pilots must use the large fixed wing flying box, pit area and pilot stations behind the runway's flight line to avoid parked full size aircraft. Visual observer must be on site.

Following applies to both flying areas/boxes.

3. No RPA flying will occur below the MAAC mandated weather minimum:
 - a. If cloud is present below 1000' (300m) above the model flying area.
 - b. A horizontal visibility requirement of less than 2.6 NM (4.8km) around the flying area.
 - c. If there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.
4. Maximum RPAS flying altitude is 400' (120m) AGL.
5. VLOS (visual line of sight) flying only.
6. Ensure failsafe settings are programmed to power down models if RF control is lost (preventing fly-aways).
7. Fire Extinguisher is highly recommended to have on hand. Mandatory for turbine models.
8. Maximum of two (2) RPAS allowed in air at the same time.
9. High Country Flyers club members should check for Valemount CAH4 related NOTAM either using the NAV CANADA NOTAM portal or using RPAS Wilco app or similar before a day of flying.
10. No flying will commence until sunrise and will end at sunset; the times of which can be found online from many sources such as Environment Canada for the town of Valemount. Night flying is not allowed at the High Country Flyers Valemount Airport CAH4 flying site.
11. Always stay within flight boxes. Never break flight line restrictions or ignore no-fly zones as indicated on the attached diagrams (pg. 4 & 5).
12. 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.

IFR (Instrument Flight rules) Approach procedures – RNAV (GNSS) A to CAH4 (diagram pg. 8).

1. IFR aircraft using CAH4 can vary from small piston engine aircraft to small-size business jets. There is no scheduled IFR airline or charter service to CAH4.
2. IFR aircraft can use the RNAV approach during all weather conditions; even a clear blue sky. Do not rely on weather to determine the probability of an IFR approach.
3. IFR aircraft can land "straight in" on runway 14; **they do not need to circle or pass overhead the aerodrome.** The direction of landing is **mostly** determined by wind; however if the wind is a cross wind or less than 5 knots the aircraft may land runway 14 to save flying time.
4. IFR aircraft are required to make their intentions known at least 5 minutes from landing on the ATF frequency – 123.2. Be mindful this call may be made as far out as 10 minutes. The radio call will be something like *"Valemount Traffic, Cessna Foxtrot Sierra Uniform November inbound landing runway one four, estimated at one five zero five full stop"* or similar.
5. When anyone hears an IFR aircraft announce **any** intentions to land at CAH4 – ALL FLYING STOPS until the aircraft has landed and cleared the runway.
6. IF we miss the radio call and spot the aircraft short final runway 14:
 - a. Call out the aircraft – "AIRPLANE SHORT FINAL".
 - b. Fixed wing aircraft are to proceed westbound and orbit as far out as possible until the aircraft lands. If need be, you shall "land"/crash off field to ensure full scale safety. By flying at CAH4 you fully agree that losing your model may be required to ensure full scale safety.
 - c. Rotary wing aircraft are to land immediately. If need be, "land"/crash to the southeast of the flying area.

The Village of Valemount (the aerodrome owner/operator) has stipulated the following for us to use their facility.

1. Absolutely no smoking or littering on airport property. Remove any gear at end of the day. There are no bathrooms on site, plan accordingly.
2. To access airport area, if main gate is locked (local HCF member has key), use unlocked man gate by pilot building and walk in your gear. Always close gate/s after entering to keep onlookers from trespassing. Last person to leave the airport for the day must ensure main gate is locked.
3. Never park in front of main gate. Gate area must be clear for maintenance or emergency vehicle access. There is ample parking on the East (left) side of the gate and by the terminal building.
4. Dogs are not allowed within the fenced airport area. Dogs are welcome outside of the fenced area and there is a nice open walking area behind the airport (east side). Lots of trails in the area as well.
5. No RPAS flying will be allowed when the fire danger in the area is rated extreme. This can be found on Government of B.C. Wildfire Service's Wild Fire site:
<https://www2.gov.bc.ca/gov/content/safety/wildfire-status>
It can be tinder dry around the airport even when the fire risk is rated as moderate or high. **A wildfire is the biggest risk we have here during the summer months.** Use common sense! If it's hot and dry, best to play it safe. Limit your flying to early morning or evening. Call 9-1-1 immediately to report a fire.
6. On occasion, visiting full size aircraft will be parked within the apron area. During these times, RC helicopter pilots must use the fixed wing flying area and fly off the runway to avoid parked full size aircraft.
7. Absolutely no RPAS flying while full size aircraft are refueling.
8. We can only use the facility during daylight.

No Member Shall:

9. 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.
10. Operate on or park of any type of motor vehicle within 30m (100') of an aircraft maneuvering surface (maneuvering surfaces at the Valemount aerodrome are the runway and taxiway).
11. Erect any permanent or semi-permanent obstruction, device or piece of modeling support gear/equipment or apparatus within 30m (100') of any maneuvering surface.
12. Leave behind any debris, parts, similar on or within 30m (100') of a maneuvering area, that could cause potential damage to full size aircraft; including but not limited to broken model propeller blades, crash damage or anything else that could damage an aircraft wheel or be blown about introducing possible projectile damage.
13. Fail to immediately report to the aerodrome operator (Village of Valemount, 250-566-4435) any damage to any aerodrome infrastructure or property caused by the modeling activity.

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

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

We welcome you, enjoy your flying - please leave the Valemount Airport site as you found it.

Yellowhead Helicopters Heli Base CBV7

High Country Flyers Valemount Airport flying site operates within 3nm of another aerodrome as listed in the CFS and is required to provide all members with the following information:

1. The aerodrome name is Yellowhead Helicopters LTD. Heli Base (CBV7) which as previously mentioned is located 1.9 nautical miles east of this flying site.
2. Yellowhead CBV7 has three paved heli pads, Jet-A fuel service and is an authorized Bell Helicopter service center. Rarely do they fly near the Valemount Airport but they always announce their position and intentions on radio.
3. There are no CFS RPA procedures and no other CFS PRO comments that affect our modeling site.
4. In the event of a "fly-away" towards CBV7, you may call the aerodrome operator at 250-566-4401 and advise them of the issue. Both them and our site are in uncontrolled, Class G airspace so there is no need to notify ATC.
5. The Base Manager at Yellowhead Helicopters CBV7 has been contacted and advised of our RPAS activity at the Valemount Aerodrome CAH4; he has expressed no issues with our operations.

HCF VALEMOUNT RC HELICOPTER FLYING MAP DIAGRAM



HCF VALEMOUNT RC FIXED WING FLYING MAP DIAGRAM



Valemount Airport CAH4 Main Gate Entry

VALEMOUNT BC

CAH4

REF	N52 51 10 W119 20 11 2.3NW 16°E (2017) UTC-8(7) Elev 2616' A5014 LO2 RCAP	
OPR	Village 250-566-4435/1284 Reg	
PF	A-1 C-2,4,5	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) WX ALTIMETER/WIND 250-566-1284 1 hr PN 15-23Z† Mon-Fri (see COMM)	
SERVICES		
FUEL S	100LL 250-566-4435 4,5	
RWY DATA RCR	Rwy 14(142°)/32(322°) 3932x75 ASPH Rwy 32 down 0.33% Opr Ltd win maint	
LIGHTING	14-(TE ME) P1, 32-(TE ME) ARCAL-123.2 type K	
COMM		
ATF	UNICOM (AU) 1 hr PN 15-23Z† Mon-Fri O/T tfc 123.2 5NM 4200 ASL	
PRO	Rgt hand circuits Rwy 32 (CAR 602.96). Extv heli activity in the area, see BLUE RIVER/VALEMOUNT VTPC	
CAUTION	The rwy lctd aprx 2NE of aprt is clsd.	

VALEMOUNT (YELLOWHEAD HELICOPTERS) BC (Heli)

CBV7

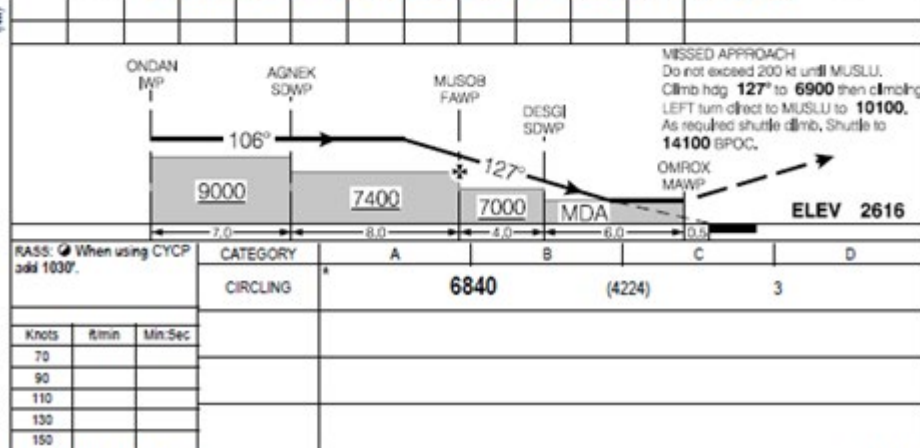
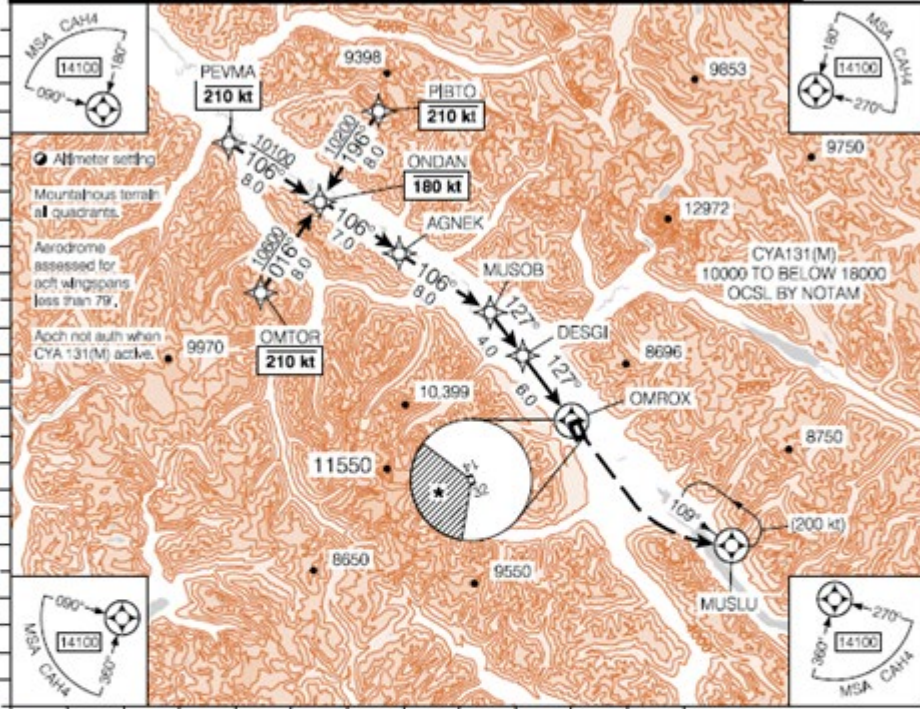
REF	N52 51 59 W119 17 49 17°E (2013) UTC-8(7) Elev 2600' A5014	
OPR	Yellowhead Helicopters Ltd 250-566-4401 Reg PN	
PF	A-1 C-2,3,4,5	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
SERVICES	Call out chg may be levied for one or more svcs	
FUEL OIL	JA 16-24Z† Mon-Fri Mobil 254 (MIL-L-23699)	
HELI DATA	FATO 75' x 75' GRASS/GRVL Safety Area 100' x 100' Max heli overall leng h 75'. Parking Pad 1 & 2: 35' dia CONC/ASPH	
RCR	Opr	
COMM		
ATF	tfc 123.2 5NM centred on Valemount A/D 1.6NM SW 4200 ASL.	
PRO	Arr/dep 140° and 320° fr mid-point of abandoned rwy then final apch direct to touchdown pad (H3). Avoid overflight of lcl residence. Extv heli ac ivity in the area, see BLUE RIVER/VALEMOUNT VTPC.	

RNAV (GNSS) A

525110N 1192011W VAR 16°E

VALEMOUNT, BC
CAH4

CTR Vancouver - 134.0		UNICOM - 123.2 (AU)		ARCAL 123.2(K)	
SAFE ALT 100 NM 15,300		RNAV	APCH CRS 127°	MIN ALT MUSOB 7400	LDA REFER TO AD CHART
			ATF*		LIGHTING: REFER TO AD CHART



RNAV (GNSS) A

CAH4

UNDERSTANDING FULL SIZE AIRCRAFT VFR PROCEDURES FOR SAFER RPAS OPERATIONS AT UNCONTROLLED AERODROMES

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.

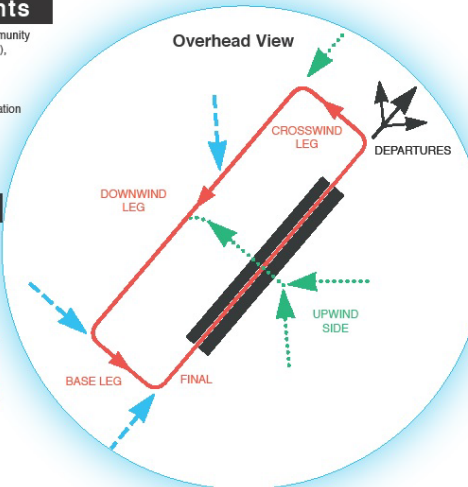
At aerodromes that have published instrument approaches, the MF area may be expanded to include the approach area. See the *Canada Flight Supplement* (CFS) for current information.

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)

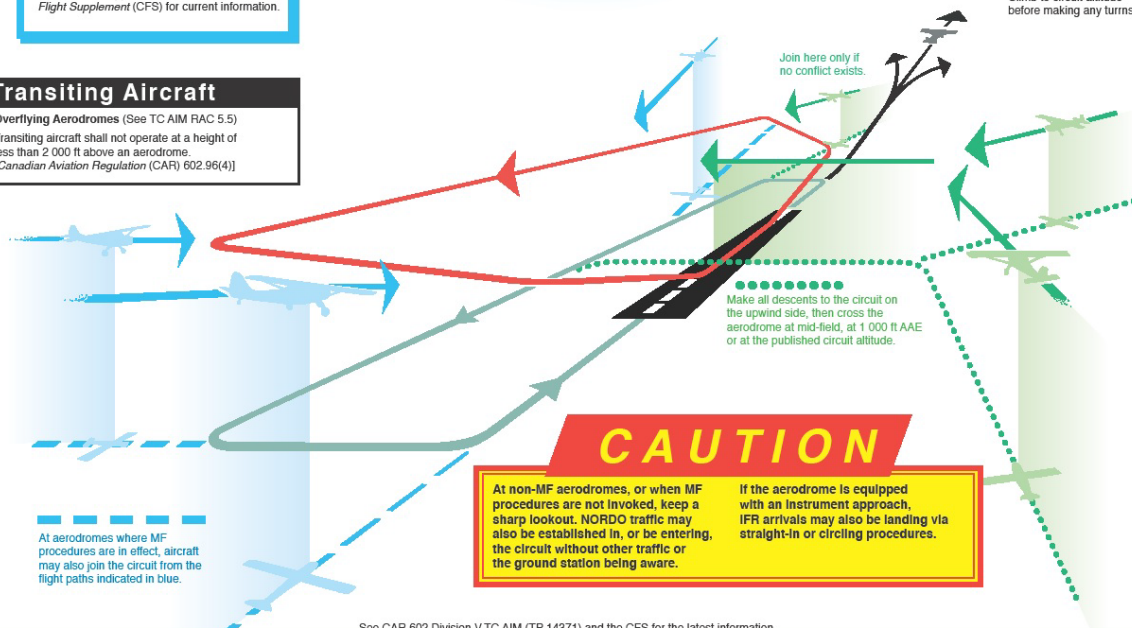
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

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.