SkyHarbour RC Modelers (#151) – Rules
Goderich Municipal Airport

Administrative

1. These rules are for members flying at the Goderich Municipal Airport CYGD. Location 43.763851 -81.711370. 33874 Airport Rd. Goderich, Ontario N7A 3Y2
2. To use/fly at this location, 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 agree they have read, understand, and will abide by these rules while modeling at CYGD
4. The club will ensure there is copy on MAACs club website and will provide current printed copy in the club house.
5. This site is for RPAS only – no other categories 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 at this location 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 airport 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 of any type of motor vehicle within 30m of a runway
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 (519-524-2915) 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. At least one member of SkyHarbour RC Modelers must be present at all times. Airport management must be contacted for approval prior to any field or flying activities at the site.
2. At a minimum there must be three (3) MAAC members present when flying at the airport. One must be an Air Marshall. Our radio must be used to monitor (122.7) full scale traffic. When the Air Marshall flys another individual must assume AM duties. A minimum of one spotter is required.
3. Prior to any maiden flight, the aircraft must be inspected by a pilot of greater experience. If that cannot be done the maiden shall be postponed.
4. All aircraft movements are easily seen from our pit area and pilot stations.
    a. **There are two Instrument Flight Rule (IFR) approaches at CYGD – the procedures are listed below**.
    b. There is no PRO in the CFS for RPAS operations. Our modeling activity is indicated in the CFS entry.
    c. We can only use the facility during daylight. All vehicles must be parked at the club house or to the west of the taxi way for runway 10/28.
    d. Our “pits” and set up/spectator area are 30 meters from the runway which meets MAAC requirements.
    e. The “start-up area” is immediately south of the pit Do not take any model gear with you near the runway - only the airplane is allowed. Turbine pilots may take their taxi fuel bladder and control box.
    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 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. Coordinate your circuits with one another.
    h. Hand launching shall be done in agreement of other pilots.

i. Our flying area is over runway 10/28 north to the main runway (14/32). Pilot station area is at the south of runway 10/28 east of the taxiway intersection. Refer to the site flying area map for no-fly zone depictions.
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.

5. The following are the procedures to operate an RPAS from runway 10/28.

   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 or if you spot or hear an airplane approaching, land immediately. If for whatever reason you do not think you can land while flying if a full-scale airplane starts up or if you spot or hear an airplane approaching, stay clear, land as soon as possible. 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.

6. No RPA flying will occur below MAAC mandated minimum weather requirement
   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. there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

7. SkyHarbour RC Modeler members should check for CYGD 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.

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. CYGD is located wholly in uncontrolled airspace so there are no "fly-away" concerns.

10. Visual observers are mandatory while operating at CYGD.

The following are club procedures for ensuring full scale aviation safety:

a. There shall be at least one visual observer who shall stand close to any pilot flying.
b. The sole role of that individual is to scan for approaching full scale aircraft. Pay very close attention to the potential for IFR aircraft conducting a straight in approach to runway 14 or 28
c. The observer should use the club handheld receiver to monitor the ATF 122.7.
d. If a full scale aircraft announces intention of landing or take off all model flights shall be terminated as soon as possible and remain grounded until the full scale is clear.

IFR (Instrument Flight Rules) Approaches to CYGD

There are two IFR approaches to Goderich aerodrome named as follows.

RNAV (GNSS) RWY 14 – pronounced “Arr NAV runway one four”
RNAV (GNSS) RWY 32

IFR aircraft may land straight in from the northwest on runway 14 or from the southeast on runway 32 – there is no overhead traffic pattern or other circuit entry procedures so **extreme vigilance is required**.

IFR aircraft may also use the approach on runways 14 or 32 to “break clouds” or find the aerodrome but have the option to break off the approach to land on runway 10 or 28 if the surface winds are strong enough – which is generally when RC aircraft are not flying. The important point to note is IFR aircraft do not need to follow the circuit pattern when doing so - **extreme vigilance is required**.

IFR aircraft will normally broadcast their intentions to land either runway once at 5 minutes from expected landing time, or again when over the listed fixes (see chart below). You may ask the pilot for his position to determine how quickly you need to clear the runway environment.

When you hear an IFR aircraft broadcast any information indicating they are inbound landing “Goderich” – land all models and clear the runway area immediately.

11. If there is any type of accident 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. 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 an a MAAC RPA - all flying will cease until MAAC confirms operations may resume

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. 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 RPA operation. Fire extinguishers are located in the SHRC/COPA Clubhouse, the Main Terminal Building and Fuel Dock Area.

14. There are no other risk mitigations required for Goderich Airport.

Site Set up diagram.

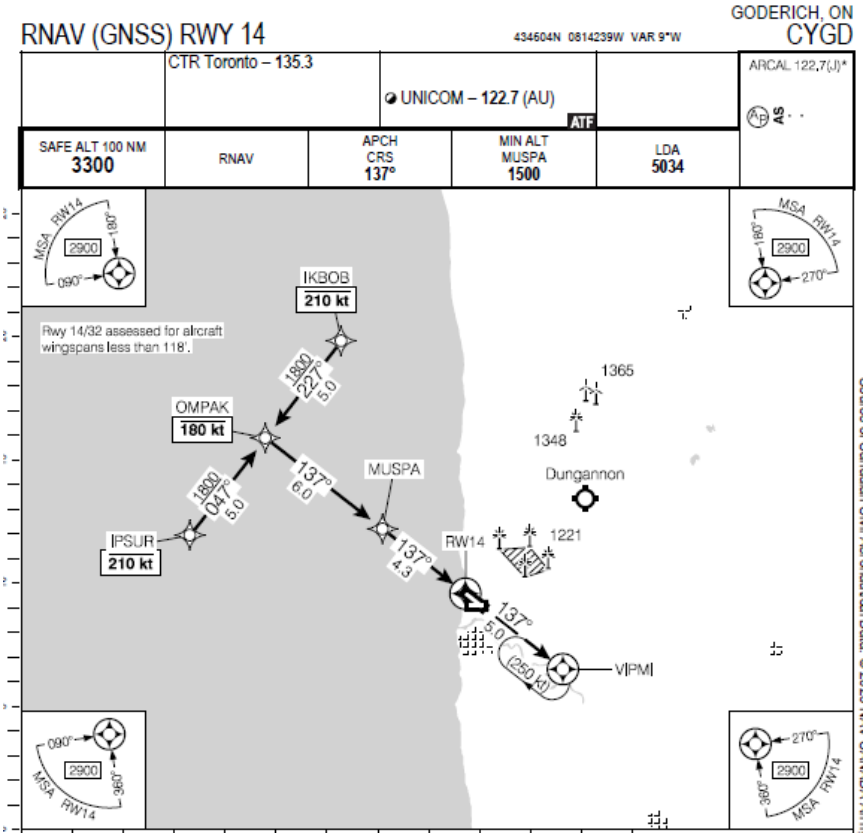
Flying area

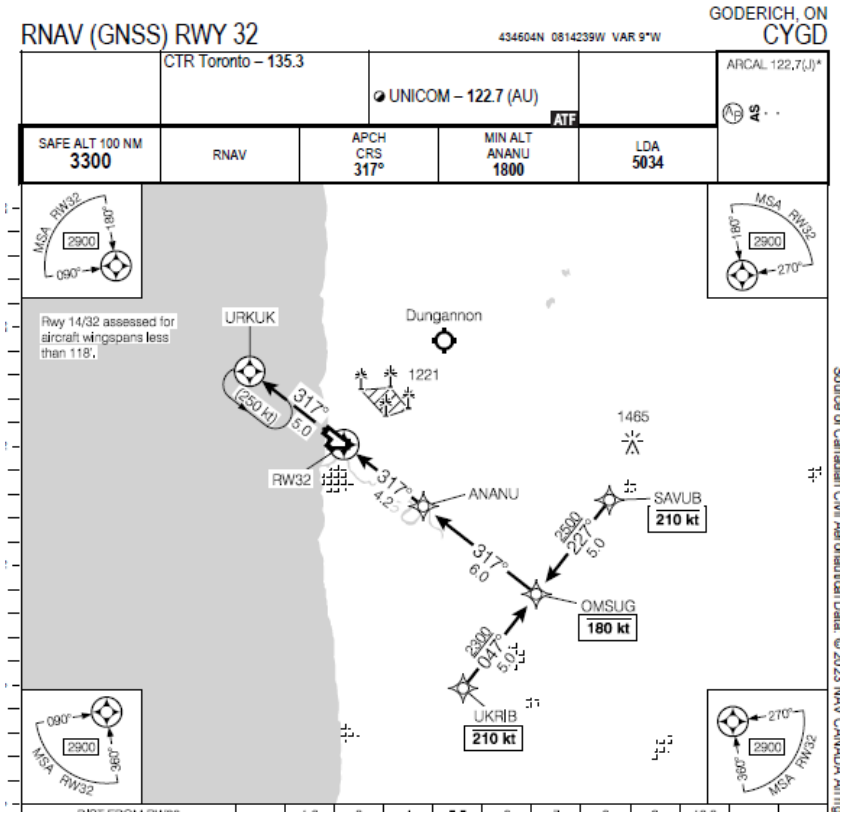
CFS entry

GODERICH ON — **CYGD**

REF	N43 46 04 W81 42 39 1.5N 9°W (2015) UTC-5(4) Elev 709′ A5000 LO6 HI5 CAP
OPR	Muni 519-524-2915 Reg
PF	B-2 C-3,4,5,6,7
CUST	AOE/15 888-226-7277 14-22Z‡ Mon-Fri exc hols
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	ALTIMETER/WIND ltd hrs (see COMM)
SERVICES	Call out chg for one or more svcs may be levied after hrs.
FUEL	100LL, JA-1 Cardlock avbl at tml, SP PN 519-525-2383
OIL	15W50
S	4,5,6
RWY DATA	Rwy 14(137°)/32(317°) 5034x100 ASPH Rwy 14 up 0.45% Rwy 10(099°)/28(279°) 3002x50 ASPH Rwy 05(048°)/23(228°) 1871x80 TURF
RCR	519-525-2383 12-21Z‡ Mon-Fri, O/T ltd hrs. Rwy 05/23 no win maint.
LIGHTING	10-(TE LO) AP 3.5°, 28-(TE LO) AP, 14-AS(TE LO) AP, 32-AS(TE LO) AP ARCAL-122.7 type J
COMM	
ATF	UNICOM (AU) ltd hrs O/T tfc 122.7 5NM 3700 ASL
PRO	Rgt hand circuits Rwy 05 (CAR 602.96).
CAUTION	Possible wind shear on apch Rwy 14. Ocsl wildlife crossing rwys. Ocsl radio-controlled acft operating on Rwy 10/28.

IFR approaches





VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

Communications Requirements

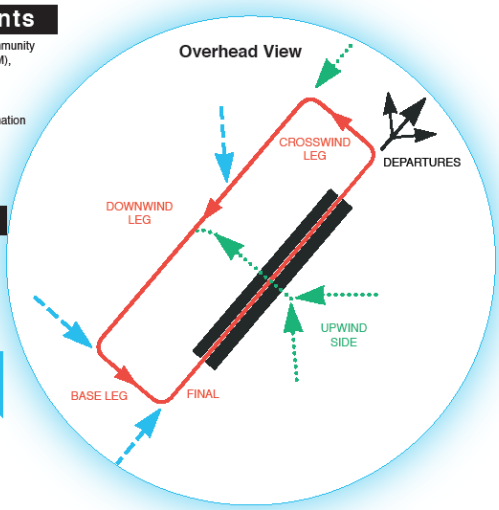
Information can be exchanged with a flight service station (FSS), community aerodrome radio station (CARS), universal communications (UNICOM), or vehicle operators by directed transmissions, or with other aircraft by broadcast transmissions. See the *Transport Canada Aeronautical Information Manual* (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)]

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)

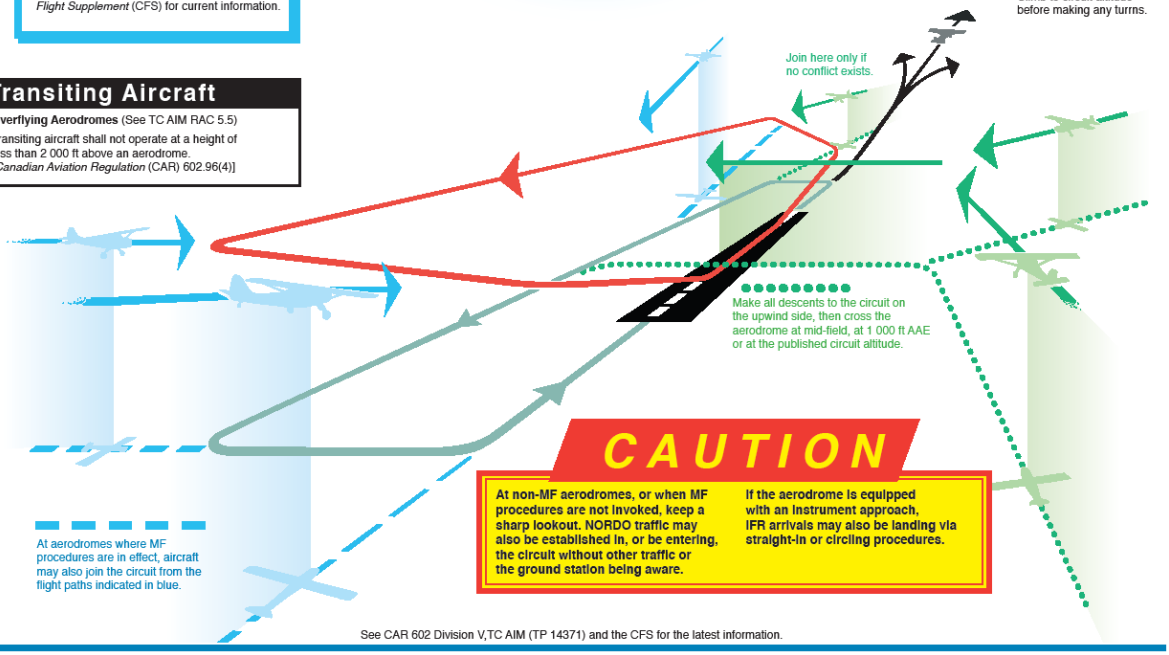
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

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.

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