Meaford Golden Flyers - Club Rules

Administrative

A hard copy of these rules must be available to all RPAS pilots using the site. All members will receive an electronic copy with their membership.

GENERAL RULES

• All flying shall take place from the pilot station as indicated on pilot station diagram, except for hand launching models where necessary.

• There shall be no flying between the hours of 9:00PM and 8:00AM other than quiet electric planes.

• Ensure all internal combustion engine aircrafts are secured when starting engines to avoid injuries.

• All pilots must attach contact information on all aircraft as per MAAC /Transport Canada Guidelines.

• Fail safe must be set on all models.

• All pilots shall observe all MAAC/Transport Canada RPAS flight rules (https://tc.canada.ca/en/aviation/drone-safety/learn-rules-you-fly-your-drone/flying-your-drone-safely-legally.)

• Pilots shall call out “taking off and landing.”

• All pilots must have current MAAC membership.

• Pilots shall preform a range check before the first flight on every aircraft.

• After a crash, aircraft shall be thoroughly inspected to ensure airworthiness before attempting to fly again.

Normal Operating Procedures and Club Safety Rules

1. Model assembly should be done in the designated pit area or under the sunshade.
2. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – **no exceptions**.
3. 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.
4. The direction of take-off landing, and traffic pattern will be determined by the prevailing winds. If no wind, all take-offs etc. shall be east or west but away from the sun.
5. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
6. Our flying area is a rectangular area 670m long extending left and right by 170m wide measured away from the pilot station. Refer to the site flying area map.
7. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.
8. A fire extinguisher must be present for all powered RPA operation.
9. If there is an accident requiring emergency services, cellular service is adequate to call 911. The civic address is 138468 Grey Rd 112,Meaford, ON N4L 1W5

10. Pilots may fly in formation provided they agree to do so. There is no limit on number of airborne RPA.

Meaford Golden Flyers operates within 3nm of an aerodrome as listed in the CFS or CWAS and is required to provide all members with the following information:

11. The aerodrome name is MEAFORD (GEN HOSPITAL) - CPA7 and it is located 2.3 nautical miles in East- South-East (120 deg.) of our modelling site.
12. The aerodrome is a Hospital Heliport.
13. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
14. In the event of a "fly-away" towards CPA7, you may call the aerodrome operator at (519) 538-1311 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC. or if near controlled airspace per CAR901.15
15. Meaford Golden Flyers club members should check for CPA7 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.
16. The club executive has contacted the operator (OPR) of CPA7, and they have expressed no issues with our RPAS site of Meaford Golden Flyers.
17. 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 Meaford ON. Night flying is allowed at Meaford Golden Flyers Club unless your RPA is brightly lit.
18. 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 or use the airhorn in the club house or ring the bell.
    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, the person who gave the warning shall yell "ALL CLEAR", or the pilots may make that determination themselves, and resume flying.
19. 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 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.

20. No RPA or other model aircraft flying will occur below the Club mandated weather minimum:

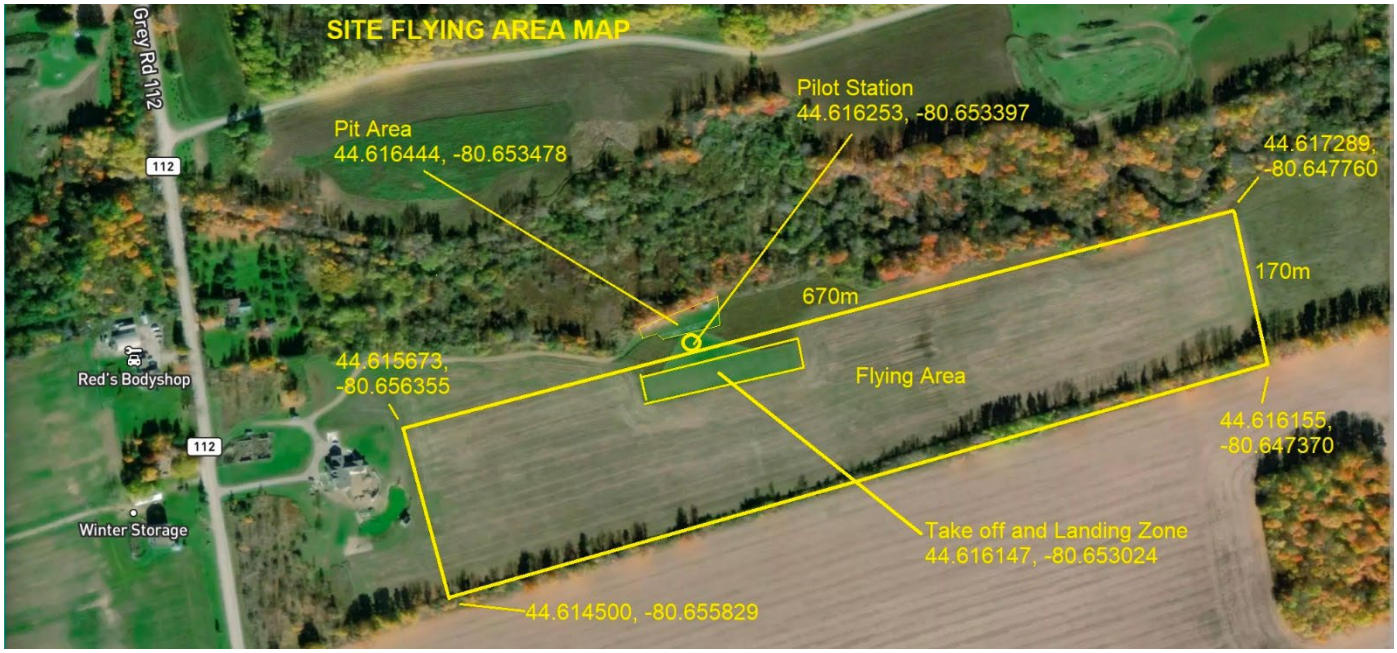
    a. If cloud is present below 500’ above the model flying area

    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.

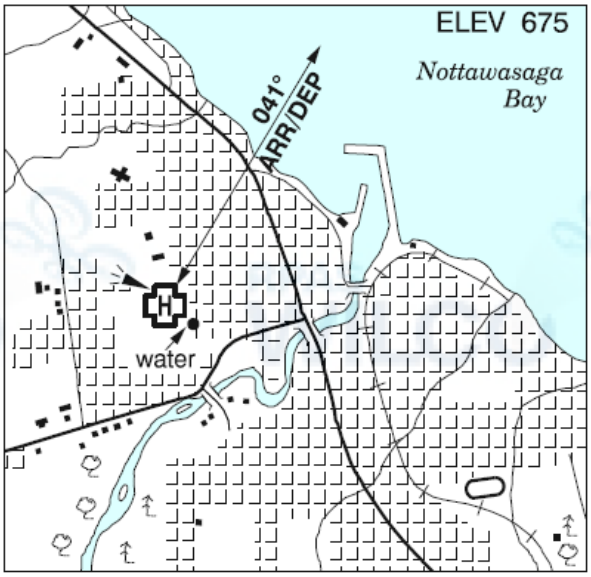
21. There are no other risk mitigating strategies required at Meaford Golden Flyers Club.

22. The Club executive will review these rules at least once a year.



MEAFORD (GEN HOSP) ON (Heli) CPA7

REF	N44 36 25 W80 35 56 Adj 10°W UTC-5(4) Elev 675´ A5000
OPR	Meaford Gen Hosp 519-538-1311 Cert PPR
FLT PLN **FIC**	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
HELI DATA	FATO/TLOF 86' dia ASPH Safety Area 114' x 114' Max heli overall length 57.3'
LIGHTING	DR RY(LO) RF(FL)
PRO	Arr/dep 041° fr heli, slope 8% (H3).
CAUTION	Hydro lines & poles N. Hydro pole 041° fr heli marked with fluorescent triangles. Lgtd water twr S.



VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

Communications Requirements

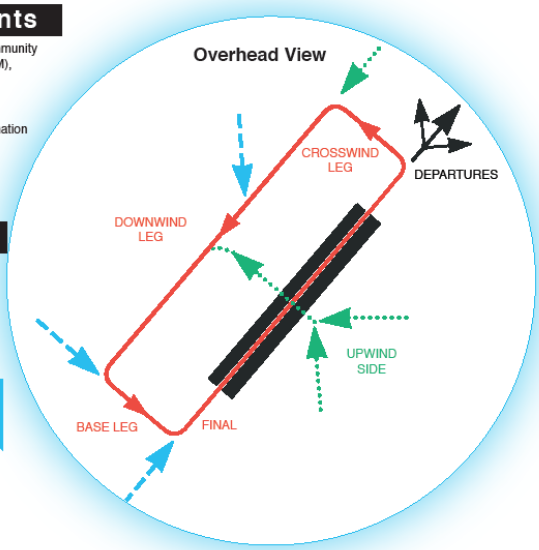
Information can be exchanged with a flight service station (FSS), community aerodrome radio station (CARS), universal communications (UNICOM), or vehicle operators by directed transmissions, or with other aircraft by broadcast transmissions. See the *Transport Canada Aeronautical Information Manual*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

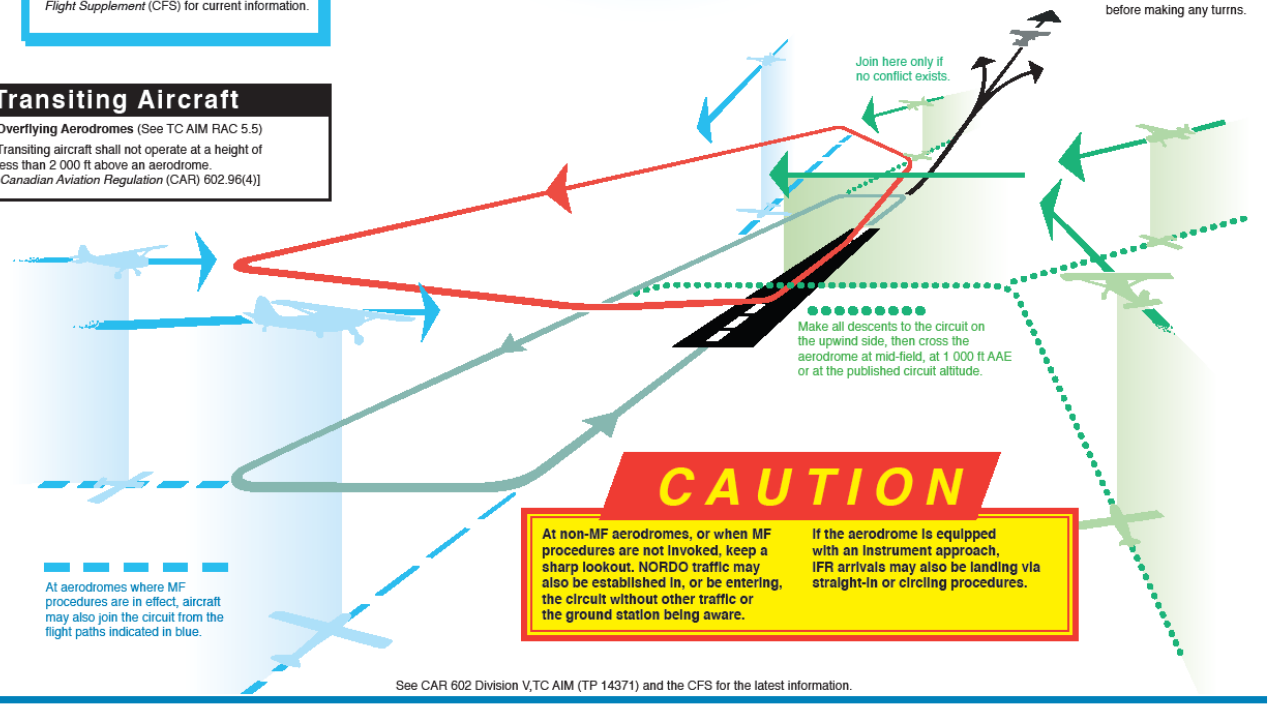
Transiting Aircraft

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)]

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.

TP 11541
(06/2010)

TC-1002940

Canada