

## Kincardine Cloudbusters Club operating rules

### MAAC Statement – Safety Advisory Group June 2023

MAAC has additional safety and insurance concerns anytime we operate models near full-scale aircraft. MAAC's desire in approving model operations on or immediately adjacent to an aerodrome, is that models and full-scale do not interact if possible. Kincardine also has some other aerodrome activities that concern MAAC. As such, MAAC is issuing approval at this site contingent upon members **strictly complying with the following**, in addition to the club rules.

No model flying, or related activities will commence or continue if any of the following are **reasonably expected to occur, or are occurring**:

1. Any expected IFR arrivals or departures,
2. Air Cadet flying activities.
3. Air Ambulance flights (MEDEVACS), or
4. Kincardine airshows, fly-ins or other special aviation events

If model flying operations have commenced and any of the above appear possible, all model flying will cease immediately until the full-scale operation is completed.

MAAC may conduct periodic reviews of this site for compliance issues.

A copy of the operational rules **shall be on site** any time a model aircraft is in operation. All members shall be familiar with the information contained in this document.

### Administrative rules

1. These rules apply at the Kincardine Cloudbusters model club.
2. The club field is located adjacent to the Kincardine airport. The field is located at 1987 highway 21 but is accessed via concession 5 east of the town hall.
3. In order to fly at the club, you must be a member in good standing or a guest of a member, you must also be a member of MAAC.
4. Anyone wishing to fly at this field must possess an RPAS basic or advanced qualification and appropriate registration of the RPAS being operated.
5. Anyone wishing to fly at this field must agree to abide by these rules which will be posted at the flying site.
6. Copies of these rules will be kept at the flying site in the lawn mower shed.
7. Any type of model aircraft can be flown at this site if it can be safely operated in the space allowed.
8. Before being allowed to fly unsupervised a demonstration of safe operation will be performed with an existing member.
9. Emergency services can be reached using 9-1-1 on a cell phone. There is also a phone in the Terminal building – door code is 1228.

## **MAAC rules for model operation near an aerodrome**

MAAC members conducting modeling activities near 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.

10. Operation of any category of RPAS at “night” is prohibited.
11. All vehicles will be parked on the club field as access from the airport side is restricted.
12. Any damage to any aerodrome infrastructure or property caused by the RPAS activity must be immediately reported to the aerodrome operator (Phoenix AMG 519-379-0623)
13. The club has a receive only aviation radio with loud speakers located in the lawn mower shed. It shall be turned on and monitoring 122.8 while flying for additional situational awareness. The radio is not a substitute for an active spotter however is required for flying to occur.

## **Club rules specific to the flying site at the Kincardine airport.**

14. The club field is located adjacent to the Kincardine airport and is in the space formed by the hangar access road and the smaller runway 05/23. See attached diagram.
  - Our landing and takeoff directions parallel the main runway 13/31 which means that we land and takeoff towards runway 05/23.
  - Normal operations should not have RPAS operating over runway 05/23.
  - Due to the circuit directions all manned aircraft landing on runway 13/31 will fly parallel to the runway heading on the north side of the field.
  - Manned aircraft should normally fly overhead before joining the circuit but can arrive from many different directions and may not fly a standard circuit as a result visual observers need to keep an active watch that allows them to see in all directions.
  - There are 2 Instrument Flight Rule (IFR) approaches to CYKM these would normally result in a straight in approach to runway 13 or 31. See additional procedures below.
15. Members should check for CYKM related NOTAM either using the NAV CANADA NOTAM portal or similar services.
16. No RPA flying will occur below the MAAC mandated weather minimum:
  - If cloud is present below 1000’ above the model flying area
  - 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.
17. Visual observers are mandatory at our site. The following are club procedures for ensuring full scale aviation safety:
  - There shall be at least one visual observer who shall be within shouting distance of any pilot flying.
  - The sole role is to scan for approaching full scale aircraft.

- NORDO aircraft (no radio) can land or take off from CYKM without prior notice or approval. Arrivals should normally join at least one side of the circuit pattern prior to landing however this may not always happen. Departures should be self evident with engine start up and ground movement. Ensure all spotters are not overly reliant on radio calls.
- When the visual observer or other any member spots/hears a full-scale airplane that might come near the site, they are to yell out “AIRPLANE” in a loud voice. Upon hearing this notification ALL Pilots must immediately descend to as low an altitude as possible and then land as soon as safely able unless attempting to land would conflict with the manned aircraft safety.
- 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.

## IFR (Instrument Flight Rules) Approaches to CYKM

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

RNAV (GNSS) RWY 13 – pronounced “Arr NAV runway one three”  
RNAV (GNSS) RWY 31

IFR aircraft may land straight in from the northwest on runway 13 or from the southeast on runway 31 – there is no overhead traffic pattern or other circuit entry procedures so **extreme visual vigilance is required**.

Smaller private IFR aircraft may also use the approach on runways 13 or 31 to “break clouds” or find the aerodrome but have the option to break off the approach to **circle** and land on runway 05 or 23 if that is the “active runway” or if the winds are strong enough – the strong winds should preclude our model operations. The key point is IFR aircraft do not need to follow the circuit pattern - **extreme visual 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 approach chart below).

## Air Ambulance Flights (MEDEVACS)

Kincardine Aerodrome is an aerodrome used by fixed wing and helicopter Air Ambulances. The most common indication of a pending Air Ambulance flight is the presence of an ambulance at the aerodrome. Members may also be given notice of an approaching Air Ambulance on the ATF UNICOM frequency 122.8 – they will use a call-sign that includes the term “MEDEVAC” or “HOSPITAL”. If the aircraft does not use those terms, they are not an actual “air ambulance” and do not require special responses. Example:

- “Kincardine traffic Metro Foxtrot Alfa Bravo Charlie MEDEVAC inbound for landing RNAV 31, at One Five Two five.

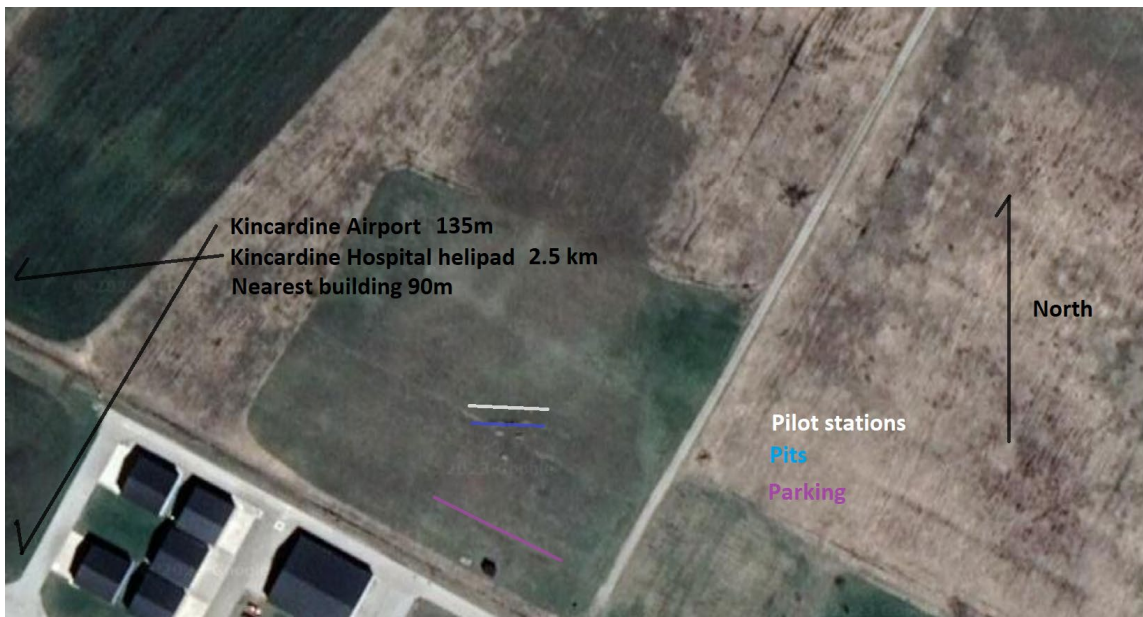
When any member notices any indication of a potential air ambulance, all RPAS flying is to cease until the scenario is understood, or the air ambulance has arrived and/or departed (again).

18. 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:
- 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 MAAC and the club executive when able and recall you must keep this form for one year (CAR901.49 (2)). Resume flying when done.
  - 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.
  - If there is actual contact between an aircraft and a MAAC RPAS – all flying will cease until MAAC confirms we may resume operations.

#### Adjacent aerodromes

19. Kincardine Cloudbusters Club operates within 3nm of an aerodrome as listed in the CFS or CWAS and is required to provide all members with the following information:
- a) The aerodromes name is Kincardine (South Bruce Grey Health Center (CPU2) and it is located 1.31 nautical miles southeast of our modelling site.
  - b) The aerodrome is a certified helicopter hospital heliport with an established traffic pattern to the east and southeast sides. The easterly arrival and departure paths should remain well away from our operation to the southside of the arrival path for runway 13/31.
  - c) There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
  - d) In the event of a fly-away towards CPU2, you may call Kincardine South Bruce Grey Health Center at 519-396-3331 and advise them of the issue.
20. The Kincardine Club will review and update these rules annually.

Pilot Set up area.

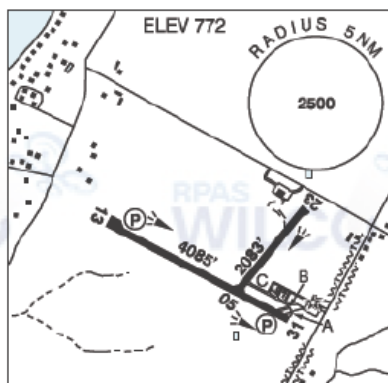


Flying area









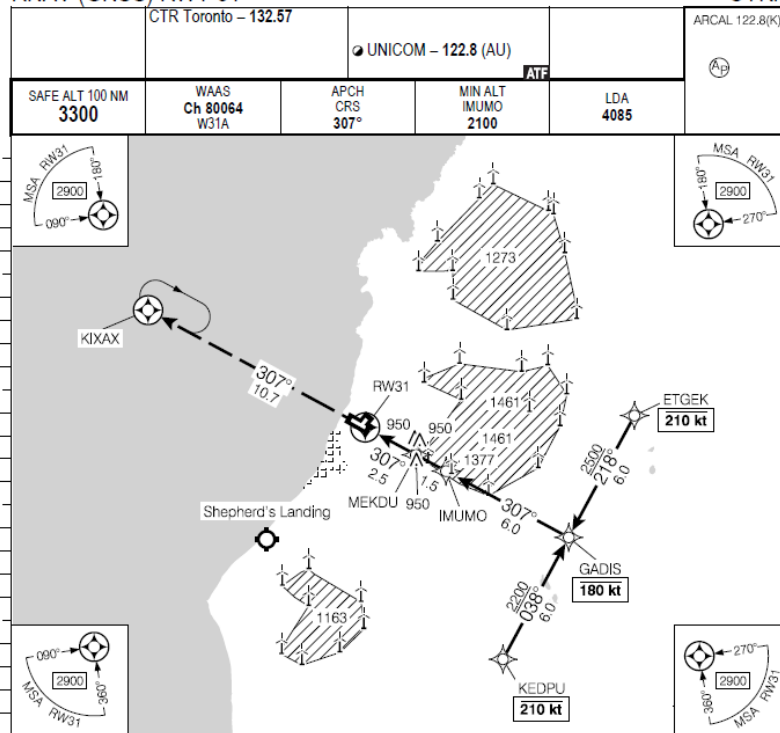
<b>SERVICES</b>	
<b>FUEL</b>	100LL, JA-1 (FSII avbl)
<b>OIL</b>	All
<b>RWY DATA</b>	Rwy 13(127°)31(307°) 4085x75 ASPH Rwy 05(048°)23(228°) 2083x50 ASPH Opr 13-22Z
<b>RCR</b>	
<b>LIGHTING</b>	13-(TE ME) AP, 31-(TE ME) AP, 05-(TE ME), 23-(TE ME) ARCAL-122.8 type K
<b>COMM</b>	
<b>ATF</b>	UNICOM (AU) ltd hrs O/T t/c 122.8 5NM 3800 ASL
<b>PRO</b>	Rgt hand circuits Rwy 31 (CAR 602.96).
<b>CAUTION</b>	Migrating birds in vic May - Sep. Lakeshore area noise sensitive dur sum months. Snow removal eqpt may be on rwys as rqrd dur win months. Rdo cti models oprg NE of hg dur sum - unsked times.

[illegible]

# RNAV (GNSS) RWY 31

441205N 0813620W VAR 9°W

KINCARDINE, ON  
CYKM



## ONTARIO

## AERODROME/FACILITY DIRECTORY

### KINCARDINE (SOUTH BRUCE GREY HEALTH CENTRE) ON (Heli)

CPU2

REF	N44 11 15 W81 37 28 Adj 9°W UTC-5(4) Elev 700' A5000
OPR	Kincardine South Bruce Grey Health Centre 519-396-3331 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' x 86' ASPH Safety Area 114' x 114' Max heli overall length 57.5'
LIGHTING	RY(LO) RF(FL)
COMM	ATF Kincardine UNICOM ltd hrs O/T t/c 122.8 A/G 5NM of Kincardine A/D 3800 ASL ambulance dispatch 129.275
PRO	Arr/dep 097°- 155° fr heli, slope 8% (H3), day/night use. Kincardine aprt 1NM NE.







# 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.

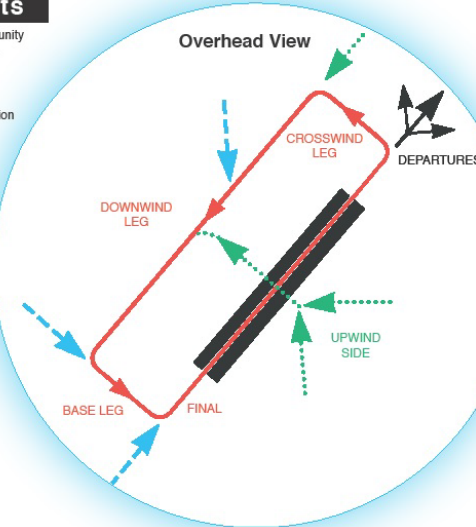
## Transiting Aircraft

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)

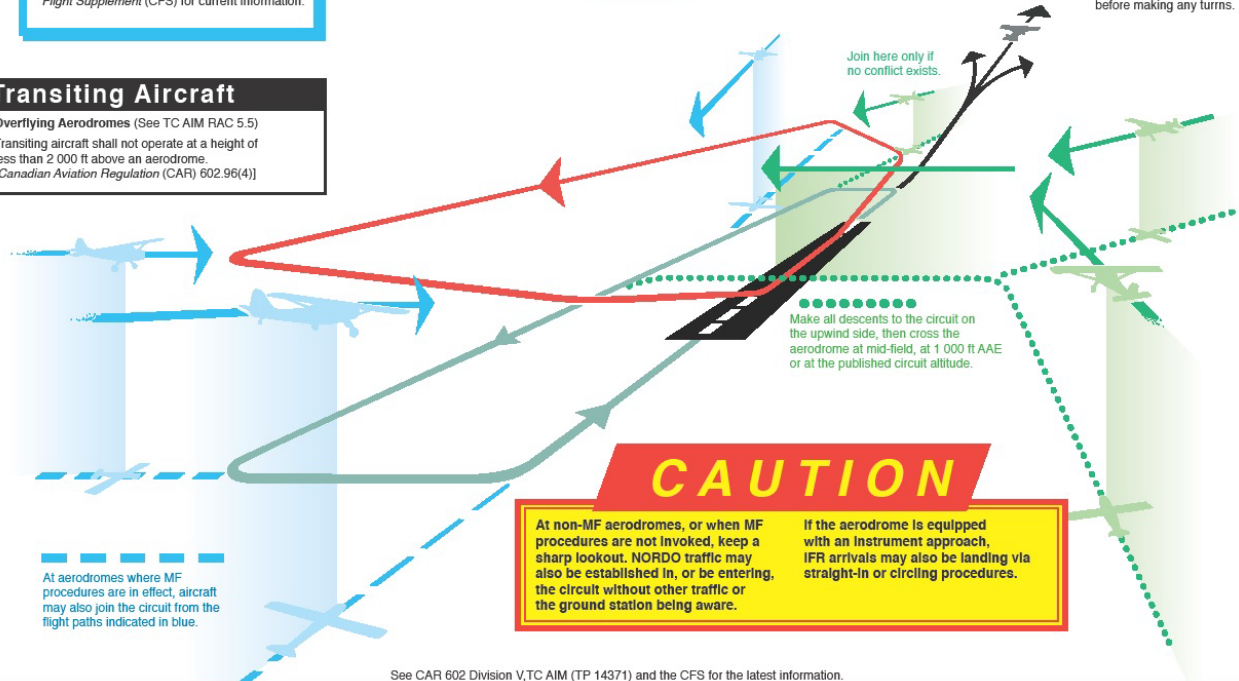
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

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.