COGG Field Rules

A copy of these rules must be available to all RPAS pilots using COGG fields, either electronically or in print.

Administrative

Since different sod fields may be assigned to our club at various times, these general rules shall apply to any of COGG's registered fields. All changes in field active/inactive status will be communicated to all club members via e-mail. Inactive fields shall not be used by COGG members.

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

Normal Operating Procedures and Club Safety Rules

1. Aircraft flying at COGG fields shall be restricted to unpowered sailplanes, and aircraft powered by electric motor, rubber, or compressed gas. Generally, aircraft shall be flown in climb-and-glide mode, but limited flight of other types may be allowed at the discretion of the club.
2. The club reserves the right to restrict the operation of aircraft that it considers to be dangerous, or beyond the scope and nature of the club's primary mission and objectives.
3. No liquid-fuelled engines or rocket-powered aircraft are allowed.
4. Drive only on the designated access paths and at low speed. No vehicles are permitted on the sod.
5. All fliers (members and guests) must be current members of M.A.A.C.
6. All launching equipment installed on the field must bear identification of the owner. A flag or streamer must be installed at the location of a turnaround, sufficiently visible to be seen clearly from the winch and launching area.
7. All fliers must check the frequency board (or other frequency control system in place) and register their frequency before turning on a transmitter.
8. Before the first flight of the day, and after any significant changes or repairs have been made, a radio range check must be must be made before flying. Also check charge level of all batteries.
9. Check settings and operation of all controls on any aircraft you are about to fly, as well as the charge level indication on transmitter. Ensure the transmitter is set to the correct model.
10. All takeoffs and landings must be made at least 100 feet (30 meters) from all parked vehicles.
11. Launches must not be made with people or equipment in dangerous proximity ahead of, or on either side of, the launch path.
12. If you are landing while winch and/or powered launches are taking place, you must plan your approach and landing location so that you do not fly below launch height over the launch area.
13. For the following areas, no flying at ANY altitude is permitted:
    - No Fly Zones identified on the field maps.
    - Within 30 meters of houses or other buildings (not already covered by a No Fly Zone).
    - Areas being mowed.
    - Any other areas deemed dangerous by the club.
14. During contests, the Contest Director is responsible for enforcing the safety rules, and for authorizing and coordinating all flying activities at the field.
15. Do not leave ground stakes, equipment or any refuse behind when leaving the field.

Operating Procedures Due to Nearby Aerodromes

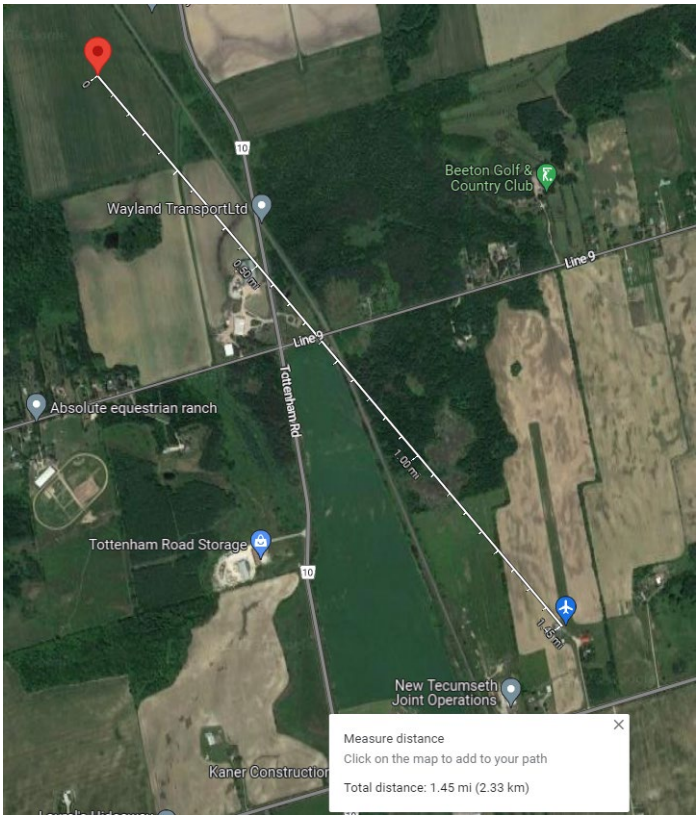
All COGG fields are within 3 nautical miles of one or more aerodromes, as detailed below:

Name	Code	COGG Tottenham Field	COGG Northwest Field	COGG West Field	COGG Southwest Field	Contact
Kirby Field	CKF8		1.55nm northeast	1.86nm northeast	2.25nm northeast	905-729-0747 (G. Kirby)
Beeton Field	CBF3	1.11nm southeast	3.43nm southwest	3.09nm southwest	2.83nm southwest	416-999-4037 (Terry Cleland)
Ronan Field	CTR3	3.1nm south				416-466-7016
Alliston Heli	CPJ2		2.53nm northwest	3.06nm north		705-435-4031

1. See the notes on the below site diagrams for additional information.
2. The club executive has contacted the operators (OPR) of nearby aerodromes, and they have expressed no issues with our flying fields.
3. In the event of a "fly-away" towards a nearby aerodrome, you may call the aerodrome operator at the contact number listed above and advise them of the issue. All our fields are in uncontrolled airspace so there is no need to notify ATC (Air Traffic Control).
4. Club members should check for relevant NOTAM (Notice to Airmen) using the NAV CANADA NOTAM portal, RPAS Wilco app, or similar. If you are the first pilot of the day and have printed an RPAS Wilco site survey, please leave it at the field for fellow modelers to reference.
5. Except for the above, there are no CFS RPA procedures and no CFS PRO comments that affect our flying fields.
6. Visual observers (aka "spotters") are optional at all our fields. The following procedures shall be followed 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 "FULL SCALE" in a loud voice. If you cannot visually locate the full-scale airplane (e.g. it is coming from behind you), you must assume that it might come near the field.
    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.
7. If there is any type of near miss or safety concern between a full-scale aircraft and 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 an RPA – all flying will cease until MAAC confirms we may resume operations.

Addendum 1 - COGG Field Maps

COGG Tottenham Field



NOTE: The Beeton CBF3 runway orientation and left-hand traffic/circuit pattern for runway 36 may place aircraft directly over our Tottenham site. While aircraft should normally be above 500'agl before beginning the crosswind turn after departure, all RPAS pilots must be especially vigilant to watch for any traffic and follow the MAAC "see and avoid" process

COGG West Field

NOTE: The traffic patterns for all adjacent aerodromes do not normally pass over this site. Vigilance is still required.

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COGG Northwest Field

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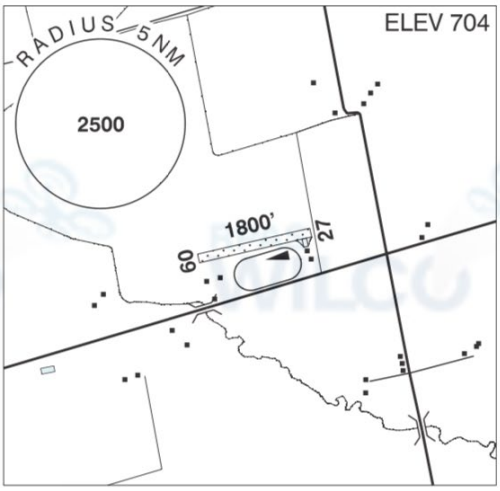
Addendum 2 - Aerodromes Within 3 Nautical Miles of COGG Fields

CANADA FLIGHT SUPPLEMENT / GPH 205 Effective 0901Z 23 February 2023 to 0901Z 20 April 2023

ONTARIO — AERODROME/FACILITY DIRECTORY

COOKSTOWN / KIRBY FIELD ON — CKF8

REF	N44 07 58 W79 43 30 3.2SSW 11°W UTC-5(4) Elev 704' VTA A5000
OPR	G. Kirby 905-729-0747 Reg PPR
PF	C-1 D-3,5,6
FLT PLN FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
RWY DATA RCR	Rwy 09(088°)/27(268°) 1800x75 GRASS Opr No win maint. Rwy may be soft when wet.
COMM ATF	tfc 123.2 5NM 3500 ASL
CAUTION	Unlgtd twr 900 ASL 1NM E

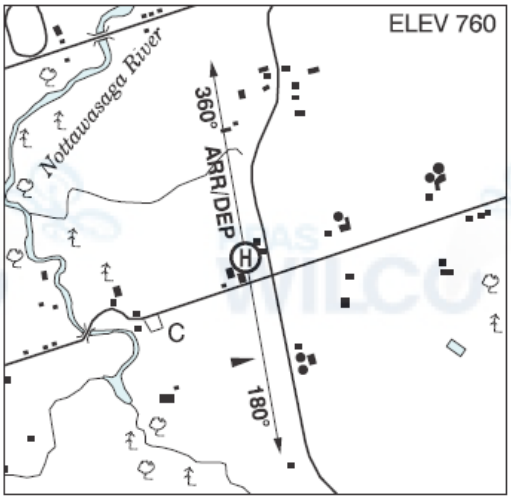


CANADA FLIGHT SUPPLEMENT / GPH 205 Effective 0901Z 23 February 2023 to 0901Z 20 April 2023

ONTARIO — AERODROME/FACILITY DIRECTORY

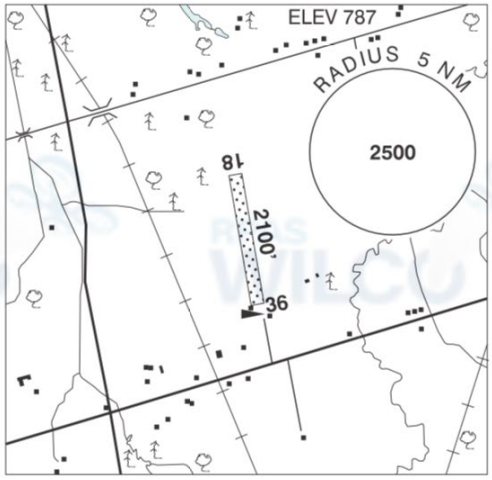
ALLISTON ON (Heli) — CPJ2

REF	N44 08 54 W79 48 03 2.3E 10°W UTC-5(4) Elev 760´ VTA A5000
OPR	Helitrades Inc. 705-435-4031/4468 Reg PPR
PF	B-1 C-2,3,4,5,6
FLT PLN FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
HELI DATA RCR	FATO 200´ x 200´ GRASS TLOF 33'X19 CONC Max heli overall length 100´ Opr
COMM ATF	tfc 123.2 5NM 3800 ASL excluding area within Borden 5NM MF area
PRO	Arr/dep 180° & 360° fr heli. Alliston A/D 2.6NM NW.
CAUTION	Hydro pole 30 AGL aprx 41' S of TLOF.



BEETON FIELD ON CBF3

REF	N44 04 45 W79 48 38 1.1W 10°W (2020) UTC-5(4) Elev 787' VTA A5000
OPR	Terry Cleland 416-999-4037 Reg PPR
PF	C-1,2,3,4,5
FLT PLN FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
RWY DATA RCR	Rwy 18/36 2100x100 GRASS Opr No win maint
COMM ATF	tfc 123.2 5NM 3800 ASL



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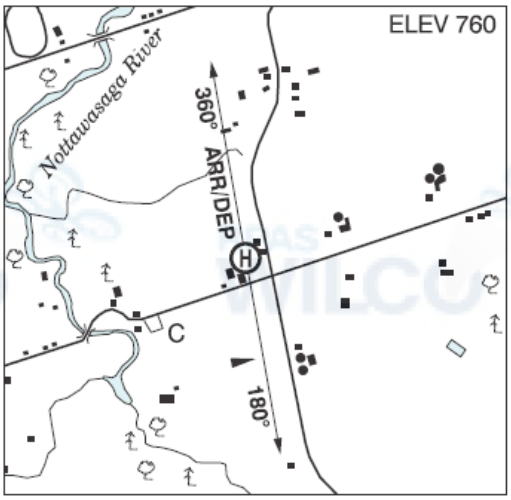
HELI DATA RCR	FATO 200´ x 200´ GRASS TLOF 33'X19 CONC Max heli overall length 100´ Opr
COMM ATF	tfc 123.2 5NM 3800 ASL excluding area within Borden 5NM MF area
PRO	Arr/dep 180° & 360° fr heli. Alliston A/D 2.6NM NW.
CAUTION	Hydro pole 30 AGL aprx 41' S of TLOF.



Addendum 3 – VFR Circuit Procedures at Uncontrolled Aerodromes

Transport Canada Transports Canada

VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

Communications Requirements

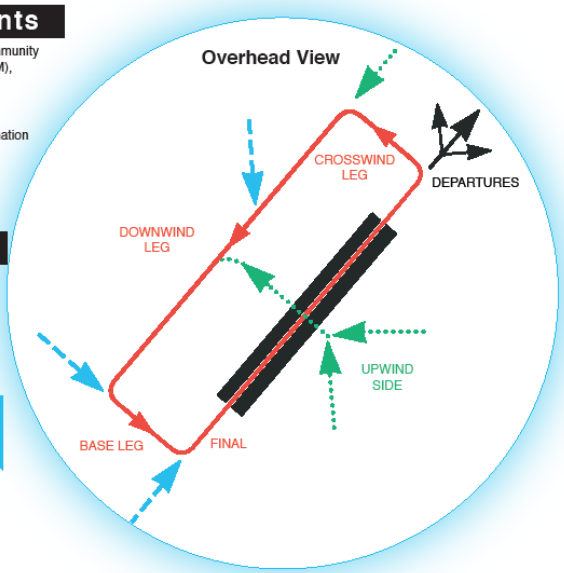
Information can be exchanged with a flight service station (FSS), community aerodrome radio station (CARS), universal communications (UNICOM), or vehicle operators by directed transmissions, or with other aircraft by broadcast transmissions. See the *Transport Canada Aeronautical Information Manual*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

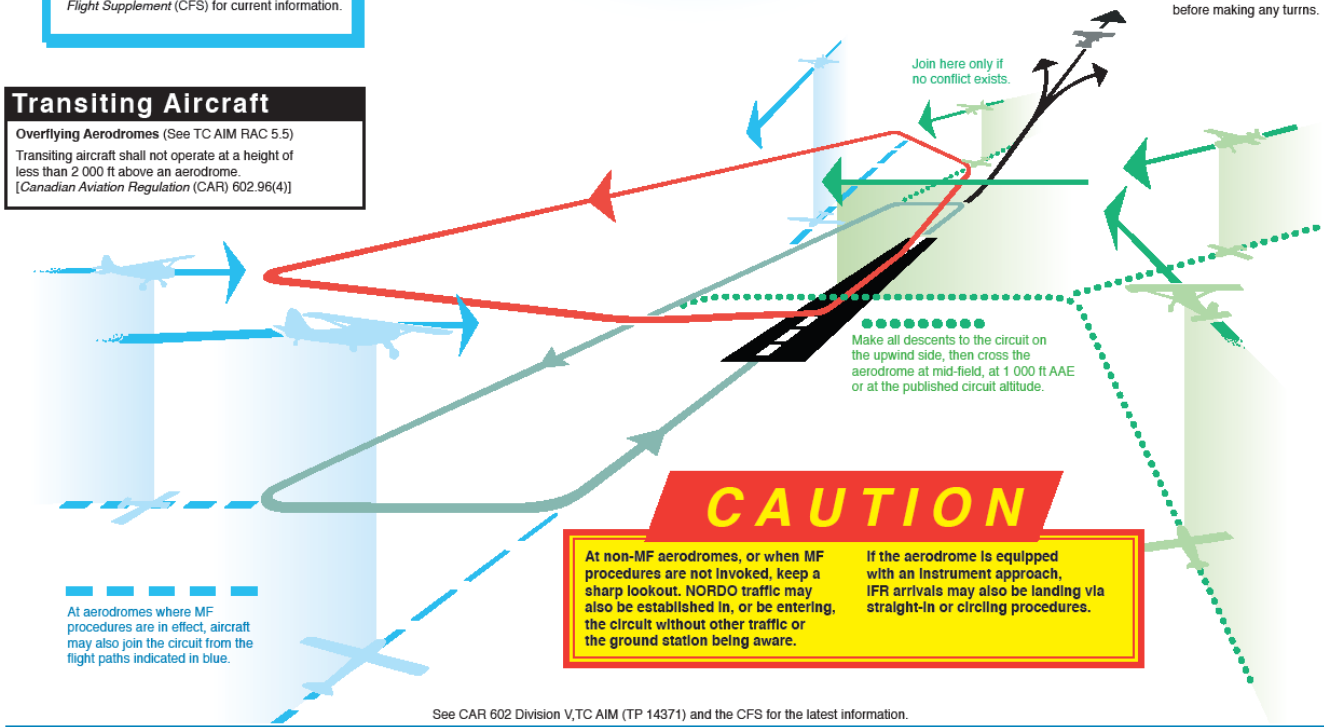
Transiting Aircraft

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 turrns.



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