



### *Safety Rules*

This document presents the Safety Rules that govern the Canadian Model Aerotow Society (CMAS) and are effective as of the Rules Issued date given at the bottom of this page. Knowledge of, and adherence to these Rules, and to the applicable sections of the MAAC Safety Code that supplement these Rules, is a condition of CMAS membership.



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Rev -

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## Table of Contents

1. Definitions:.....	4
2. Administrative: .....	5
3. Safety Related Duties of the CMAS Club Executive .....	5
4. Safety-related duties of CMAS Members .....	6
5. Acting Safety Officer Appointment: Enforcement of Rules .....	6
6. Guest Flyers .....	7
7. Safety Related Duties of Flight Instructors .....	8
8. Criteria for becoming Flight Qualified .....	8
9. Field Etiquette.....	8
Appendix A – Commentary on the MAAC Safety Code.....	10
A-1 Classes of Model Aircraft Permitted .....	10
A-2 Applicable Sections of the MAAC Safety Code .....	10
A-3 Safety Directives Supplemental to the MAAC Safety Code .....	10
MAAC Safety rules for operations on an Aerodrome .....	10
Site Operating Procedures and Safety Rules.....	11
Appendix B – Flightline Schematics of CMAS Flying Fields .....	14
B-1 Schematic for Springvale .....	14

## 1. Definitions:

In the present document, the *terms*:

“CMAS” means the Canadian Model Aerotow Society.

“Rules” or “CMAS Safety Rules” means the current issue of Canadian Model Aerotow Society Safety Rules including appendices, attachments and any other associated parts.

“MAAC” means the Model Aeronautics Association of Canada.

“MSD” means MAAC Safety Document(s) at its’ revision level as of the effective date of the CMAS Club Flying Field Guidelines.

“MPPD” means MAAC Policy and Procedures Document(s) at its’ revision level as of the effective date of the CMAS Club Flying Field Guidelines.

“MAAC Documents” means MSD’s and MPPD’s collectively.

“Special Interest Committee” refers to a MAAC Committee struck for the purpose of (amongst other things) developing “specific rules” applicable to the operation of models that conform to a particular “Special Interest Category”

“Special Interest Category” refers to any class or type of model aircraft that is represented by a MAAC Special Interest Committee.

“Specific Rules” means a particular revision level of rules that have been originated by a MAAC Special Interest Committee, and subsequently reviewed and adopted by CMAS

“Field(s)” or “flying field(s)” means sites as described in Appendix A, where all flying sites used and administered by CMAS members for the purpose of flying model aircraft are presented in schematic map form.

“CMAS member(s)” or “member(s)” means person(s) who possess a current CMAS membership card.

“flight qualified member” means a member who is noted in CMAS’s records as having met the MAAC Wings Program’s criteria for “A” Level ... Basic Control of radio controlled models. This qualification applies only to radio controlled models.

“Flight Instructor” means a CMAS member who is on record as being qualified to teach the safe operation of radio controlled model aircraft under the CMAS Wings Program.

“his” means his or her, as appropriate.

“guest” means non-members including past CMAS members who no longer possess a current CMAS membership card

“Executive” or “CMAS Executive” means the elected officers of CMAS

“Effective Date” shown at the bottom of each page of the Rules means the date from which point onwards that revision of the Rules will govern CMAS field operations.

“TC” means **Transport Canada**

“CAR” means Canadian Aviation Regulations

"RPA" means Remotely Piloted Aircraft (RPA) – the flying vehicle only

"RPAS" means Remotely Piloted Aircraft System, this includes remote-controlled aircraft. – includes the flying vehicle and the ground control station (transmitter)

"VLOS" means Visual Line of Sight

"ROC" means Required Operational Capability

"ARCAL" means Aircraft Radio Control of Aerodrome Lighting

"OPR" Operator

"CFS" Canadian Flight Supplement, Canada Flight Supplement is the proverbial phone-book for all aerodromes and airport in Canada.

## **2. Administrative:**

1. These rules are for the Canadian Model Aerotow Society Inc. located at Springvale Aerodrome, CMAS aerodrome center 42 58 15.72N, 80 9 35.33W, 103 14th Con. Walpole, Springvale, Hagersville ON.
2. To use Canadian Model Aerotow Society Inc. property, 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 sign an agreement they have read, understand, and will abide by these rules while modeling at Springvale Aerodrome.
4. All members operating an RPAS must have a copy of these rules and ensure that they are available at the site, either electronically or in print. The Club will endeavor to provide a current printed copy at the site.
5. This site is for Aerotow, Towplanes and Sailplanes (Electric Powered Permitted) only – no other categories of modeling 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 here 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 aerodrome property (other than under an Approved "Cone of Silence" and the appropriate fire control apparatus)
8. Emergency services can be reached using 9-1-1 on a cell phone. Field Entrance co-ordinates: N 42.967214 W 80.159661 Advise that caller will meet the EMR vehicles at the entrance.

## **3. Safety Related Duties of the CMAS Club Executive**

CMAS's elected executive is responsible for overseeing implementation of the CMAS Safety Rules. Certain tasks may be delegated to the general membership provided that safety is not adversely affected. The Executive's responsibility is to:

1. Lead a periodic review of the CMAS Safety Rules, revise them if necessary, and reissue affected portions to all current CMAS members.
2. Establish a document control system to ensure that:
  - a) Every CMAS member is also a MAAC member
  - b) Every member has been issued with the current revision of the CMAS Safety Rules
  - c) Proper records are kept of pilot's and instructor's qualifications
3. Promote membership awareness of safety issues and of the Safety Rules.
4. Pursue appropriate safety infrastructure for flying sites, typically including but not limited to field signage, frequency boards, first aid kits, the posting of emergency contact information and the design of flight lines.
5. Appoint qualified flight instructors to implement the MAAC Wings Program "A" Level flight instruction program.
6. Appoint qualified Contest Directors and expedite their related MAAC approval process.
7. Serve as liaison with neighbours, flying field owners and air traffic authorities with respect to safety issues
8. Conduct discipline hearings and take action in response to Safety Incident Reports.

#### **4. Safety-related duties of CMAS Members**

1. All members must be familiar with the CMAS Rules, its appendices and applicable sections of the MAAC Safety Code and must abide by their provisions. Members are advised that all documents will be periodically revised. It is the member's own responsibility to maintain current knowledge of the relevant documents.
2. Any member who is not flight-qualified must not fly, except under a Flight Instructor's direct and present supervision.
3. Any member serving as host to a guest must observe the provisions of Section 7. Guest Flyers
4. Members and guests on the flying site must cooperate with, and actively assist any Acting Safety Officer.

#### **5. Acting Safety Officer Appointment: Enforcement of Rules**

1. Every flight-qualified CMAS member is deemed to be an Acting Safety Officer whenever he is present on the flying field. There can be more than one Acting Safety Officer.
2. No flight-qualified member has the right to refuse, delay or ignore his duty to serve as an Acting Safety Officer.
3. The Acting Safety Officer(s) shall enforce the CMAS Safety Rules.
4. If an act in progress is deemed by any Acting Safety Officer to be unsafe, he is to order that act to stop immediately. If a difference of opinions exists amongst Acting Safety Officers as to the safety of

some act in progress, that act is to be ordered stopped immediately and then any disagreement is to be resolved.

5. The Acting Safety Officer shall exercise this responsibility in the following manner:

- a) The first time a member or guest breaks a safety rule, the Acting Safety Officer will politely give a verbal warning and point out the correct course of action to comply with the safety rule. He should indicate that this is a first warning.
- b) If a second infraction occurs with the same person on the same day, the Acting Safety Officer in a calm and forceful manner shall tell the person to land his aircraft immediately, remove his pin from the frequency board, and cease flying for the day. The Acting Safety Officer shall:
  - (1) Indicate the rule, and a course of action to comply with the rule
  - (2) Indicate that this is a second warning, and that the CMAS Executive and other Acting Safety Officers will be put on verbal notice
  - (3) Indicate that a third warning at any time in the future will be referred to the Executive with the recommendation that disciplinary action be undertaken, and that this may affect the person's status with MAAC.
  - (4) Note the names of any witnesses present and any other data that would be useful in preparing a possible future Incident Report
- c) In the event of a third occurrence on any subsequent day, in addition to repeating the preceding steps, the Acting Safety Officer shall advise the person that a written Incident Report will be filed with the CMAS Executive, together with any suitable recommendations. The report shall note if the person becomes abusive or uncooperative. The report should be witnessed to verify the dangerous flying and/or seriously offensive behavior of the member. Blank Incident Reports may be printed from the MAAC website [www.maac.ca](http://www.maac.ca)
- d) Any refusal to cooperate with an Acting Safety Officer(s) is deemed to be an act of trespass. The Acting Safety Officer shall advise the person of this conclusion, and if necessary he will contact the police to evict the person without delay.
- e) When a written Incident Report is filed with the Executive, after due consideration the Executive's written disposition will be given to the Acting Safety Officer, to MAAC and to the person.

## 6. Guest Flyers

1. Some named individual CMAS member must assume host responsibilities for any guest who wishes to fly at a CMAS flying field. That host must be present on the field at all times when the guest is flying.
2. Before allowing guests to fly, a host is required to:
  - a) Establish that the guest has MAAC membership and current Membership of a MAAC/AMA affiliated club.
  - b) Assess whether the guest is sufficiently acquainted with the MAAC Safety Code and relevant CMAS safety practices, and assess the guest's flight qualifications.
  - c) Non-Canadian guests who wish to fly at CMAS sites must carry MAAC membership.
3. If the guest is deemed to be unqualified to fly safely, a qualified Flight Instructor must assist the guest in that capacity throughout that flying session.

## **7. Safety Related Duties of Flight Instructors**

1. Instructors are to be appointed by the CMAS Executive from those members who themselves are flight qualified, and who have in the opinion of the Executive, demonstrated superior flying skills, safety awareness and an aptitude for the instruction of others.
2. CMAS Flight Instructors are the only persons who are authorized to:
  - a) train others to fly
  - b) award "flight qualified" status to new members and/or student pilots
  - c) assist guests who have not demonstrated that they are qualified to fly safely
3. As a group, CMAS's Instructors shall develop uniform methods of instruction and testing. This may include but is not limited to making any necessary adaptations to the MAAC Wings Program "A" Level appropriate to the classes of R/C aircraft flown by CMAS, and creation of any training aids, forms and tests.
4. Each individual Instructor shall create, maintain and show on demand, records that indicate the progress-to-date of each of his student pilots.
5. When the student becomes flight qualified, the Instructor shall provide the student with a record of his achievement, and shall also give a copy of this record to the executive.

## **8. Criteria for becoming Flight Qualified**

The criteria to be met by a student pilot in order to be deemed flight qualified, include:

1. The ability to determine that an aircraft and related equipment is airworthy.
2. To fly an R/C airplane unsupervised at any CMAS flying site a member must hold MAAC (R/C Fixed wing) Pilot qualification AND be checked out to fly an R/C sailplane by a CMAS Instructor. Members having MAAC Student Pilot qualification are required to be checked out in accordance with MAAC Safety Documents in order to obtain MAAC Pilot qualification.
3. It should be noted that absence of MAAC membership for more than 1 calendar year automatically reverts returning members to Student Pilot status.
4. Displaying familiarity and compliance with the CMAS Safety Rules including applicable sections of the MAAC Safety Code.
5. Having enough knowledge and confidence to enforce the CMAS Safety Rules, since the student will be required to serve as an Acting Safety Officer once he becomes flight qualified.
6. New members should complete a CMAS Pilot Qualification Record form or provide the information therein. This will determine the extent of checkout required. Members who are new to CMAS but have held MAAC Pilot qualification at other clubs, are nevertheless responsible for passing a satisfactory check-out flight with a CMAS Instructor.

## **9. Field Etiquette**

CMAS will lose access to flying sites, unless a good relationship with our hosts and neighbours is maintained. Abiding by the Rules of Field Etiquette is a condition of CMAS membership and carries the same enforcement provisions as safety related rules. During springtime, do not enter any sod farm flying site until the Executive has advised that soil conditions permit entry to that site.

1. Do not drive automobiles on the sod, or damage the sod in any other way. Drive very slowly to avoid damaging gravel roadways and stirring up dust. Park only in designated parking areas. Use the washroom facilities provided.
2. Consider and obey site specific advisories given in Appendix B.
3. Treat all strangers and farm staff with courtesy. Respect any requests or “suggestions” made by farm staff or neighbours.
4. Do not litter. Do not abandon objects on the field, which could damage field maintenance equipment.
5. No-fly-zones include close proximity to farm workers, farm equipment, horses, livestock, and all houses and buildings.
6. Recovering Lost Models: If an extended search is required on any neighbouring property, first ask the permission of the neighbour. Unless you have permission, never enter pastures containing horses or livestock, or fields protected by an electric fence. Do not break fences or damage trees. Avoid walking near farmyards and/or hazardous areas (wells and ponds for example).

## A-1 Classes of Model Aircraft Permitted

The CMAS Safety Rules have been developed for flying the following types of model aircraft at CMAS flying fields. No other classes of model are permitted:

- R/C sailplanes
- R/C electric
- R/C aircraft powered by internal combustion engines.

## A-2 Applicable Sections of the MAAC Safety Code

A-2.1 Follow the Safety code.

## A-3 Safety Directives Supplemental to the MAAC Safety Code

A-3.1 The distances to flight-lines indicated in Appendix B are minimums applicable to all categories of models.

A-3.2 At all CMAS flying sites, climb-and-glide launch lines are deemed to be no-fly zones.

A-3.3 Some flight-qualified member must set up or oversee the setup of the flight line, placing it so that a launch line is established facing into the existing wind direction as near as is practical. Placement must allow for worst case trajectories of towlines and attached models while providing for a safe separation from pit and parking areas.

A-3.4 Prior to launching of his model, the pilot must ensure that all persons are outside of the possible trajectories of the tow line and its attached model.

A-3.5 Before any flying begins, the first member to arrive on the field shall set up the radio frequency control board, initiate its use and initiate a flight line (or launch line as appropriate). When flying ends, the last member to depart shall return the radio frequency control board to its designated storage location.

## 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 an aircraft maneuvering area.
- 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 (**905-768-3134**) 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**

CMAS is located on Springvale Aerodrome, identifier CGV7, located 1.9nm west of the town of Springvale, Ontario. Springvale has two runways (02/20) 1679' X 100', (18/36) 1654' X 100' with the hanger located at the South end. See the attached diagram.

The following is a summary of the aerodrome characteristics and normally expected aircraft traffic patterns:

Springvale Aerodrome is home to the following full-sized aircraft:

Fischer Homebuilt Bi-Plane (C-IGYI), which is hangered and not actively flown by its current owner. No flight patterns are currently anticipated for this aircraft.

Super Diamant (C-GRWF) which the owner reports he primarily flies on weekends if the weather is nice. Once a month this aircraft may conduct a circuit or two at Springvale, but generally departs Springvale to go to other aerodromes. The aircraft owner has agreed to call the club president before conducting circuits at Springvale and will post his itinerary on the hanger wall for other flights.

- 1. All aircraft movements on, over and around the aerodrome are easily seen from our pit area and pilot stations.
- 2. There are no IFR approaches and little to no chance of a straight in approach. All local pilots will join the circuit by flying overhead the aerodrome.
- 3. There may be "flying farmers" in the area with private aircraft not equipped with radios (NORDO) – so extra vigilance will be required to spot them passing by – they will not make any radio calls before flying near us.
- 4. There are no services, and the aerodrome operator has confirmed no other aircraft use the aerodrome with any regularity.
- 5. There is no PRO in the CFS for RPAS operations. Our modeling activity is indicated in the CFS entry.

The aerodrome operator has stipulated the following procedures for us to use his facility. Refer to the diagram below.

- 1. We can only use the facility during daylight hours.
- 2. Our "pits" and set up/spectator area are 30 meters from the runway which meets MAAC requirements. Model assembly should be done in the designated pit area. Do not park or put any model gear on the apron in front of the Hangar.
- 3. Do not take any model gear with you near the runway - only the airplane and Launch Dolly is allowed.
- 4. 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 stands or similar, located in the start-up area. Do not conduct prolonged tuning if other pilots are flying.
- 5. The direction of take-off /landing, and traffic pattern will be determined by the prevailing winds.
- 6. Hand launching shall be done in agreement with any pilots flying – normally on the north side of the pilot stations.
- 7. Refer to the site flying area map for no-fly zone per our agreement with the owner.

8. 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.
9. At the end of the day, ensure all model gear is removed from near the runway and apron.

**The following are the procedures to operate an RPAS from runway 02/20 or 18/36.**

1. Once your model is ready, you may carry it, hand tow 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.
2. While flying if a full-scale aircraft starts up on the hanger line, or if you spot or hear an aircraft approaching, land immediately. If for whatever reason you do not think you can land safely before the aircraft enters the runway environment, fly away from the runway and orbit as far out as safely able until the aircraft departs or lands. If need be, intentionally “land” off field away from the runway, and accept that you may need to intentionally destroy your model to ensure full-scale safety.
3. 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 taxiing in the pit area. Ensure you take any support gear with you.
4. No RPA flying will occur below the MAAC mandated weather minimum:
5. 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.
6. Canadian Model Aerotow Society Inc. members should check for CGV7 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.
7. 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 Springvale. **Night flying is not allowed at the Canadian Model Aerotow Society Inc. CGV7 site.**
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. Field Entrance is 42.967214 -80.159661 . A guide will be made available at the field entrance to direct EMS to the required location.
9. CGV7 is located wholly in uncontrolled airspace so there are no “fly-away” concerns.
10. Visual observers are mandatory. The following are club procedures for ensuring full scale aviation safety:
11. There shall be at least one visual observer who shall be present within speaking distance of any pilot flying. Whenever a visual observer is required, all other club members present must keep unnecessary ambient noise to a minimum. NO run-ups on adjacent start up stands.
12. The sole role is to scan for approaching full scale aircraft – do not watch the RPA.

13. The visual observer should use the Club handheld receiver to monitor the ATF 123.2 for CGV7 (if one is available).
14. When the visual observer or other any member spots/hears a full-scale airplane that might come near the site or see/hear an airplane start up on the hanger line, they are to yell out "AIRPLANE" in a loud voice. Other members may use a single long blast of the air horn.
15. Upon hearing this notification ALL Pilots must immediately descend to as low an altitude as possible and then land as soon as safely able.
16. If the visual observer sees a hanger door opening or otherwise thinks an airplane is getting ready to go fly, yell "HANGER" in a loud voice. Other members may use two short blasts of the air horn. All pilots must land as soon as safely able but understand there is some "extra" time to do so safely and orderly.
17. 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.
18. If there is any type of near miss 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:
19. 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.
20. 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**.
21. If there is actual contact between an aircraft and a MAAC RPAS – all flying will cease until MAAC confirms we may resume operations.
22. This process is for your protection.
23. 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 at **905-768-3134**.
24. Please notify the club executive as soon as able and complete a MAAC reportable occurrence form/process.
25. A fire extinguisher must be present for all powered RPA operation.
26. Pilots may fly in formation provided they agree to do so.
27. There are no other risk mitigations required for Springvale Aerodrome.
28. The club executive has contacted the operator (OPR) of CGV7, and they have expressed no issues with our RPAS site.
29. There are no other risk mitigating strategies required at Canadian Model Aerotow Society Inc. The Club executive will review these rules at least once a year.

# 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.

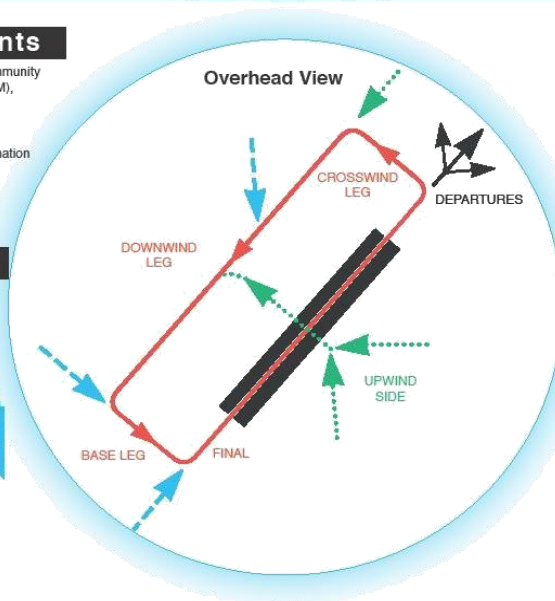
## Transiting Aircraft

Overtaking 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)

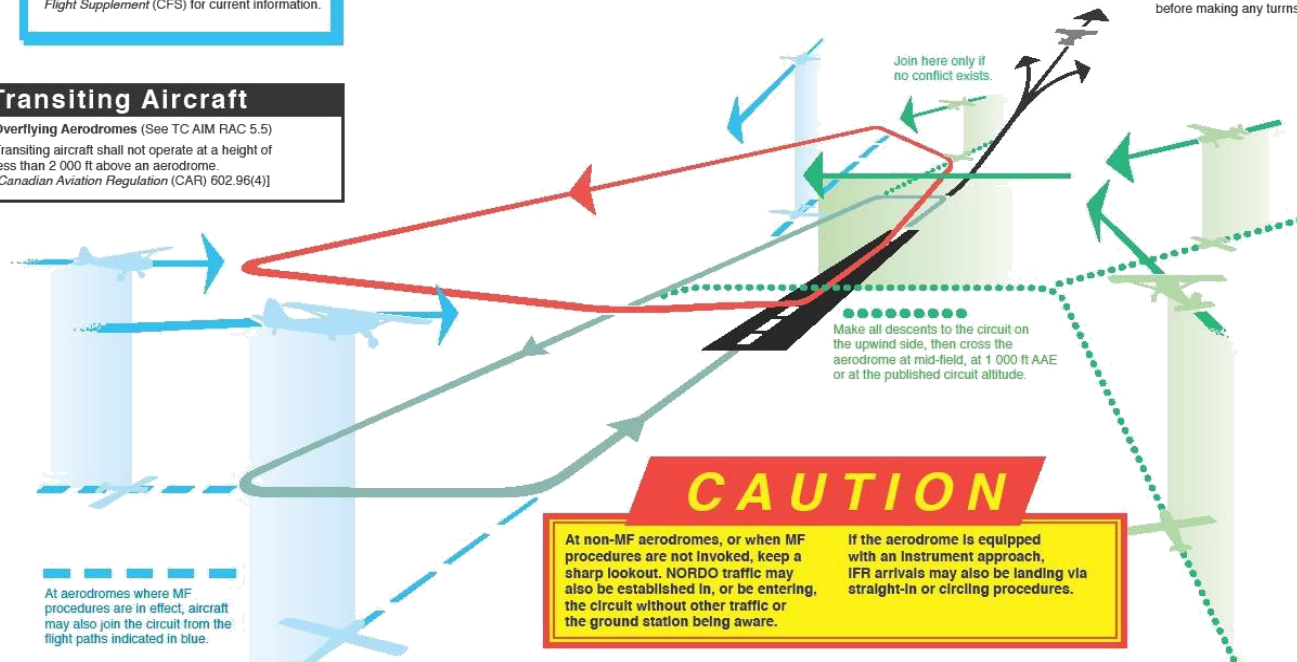
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

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.

## Appendix B – Flightline Schematics of CMAS Flying Fields

Appendix B provides flightline schematics and related advisories for flying sites where CMAS has established a land use arrangement with the property owner. Be aware that CMAS's access may be interrupted from time to time at the discretion of the landowner.

CMAS's executive will advise the membership when and where flying is permitted. If field status is in doubt, contact CMAS's executive before flying.

### B-1 Schematic for Springvale

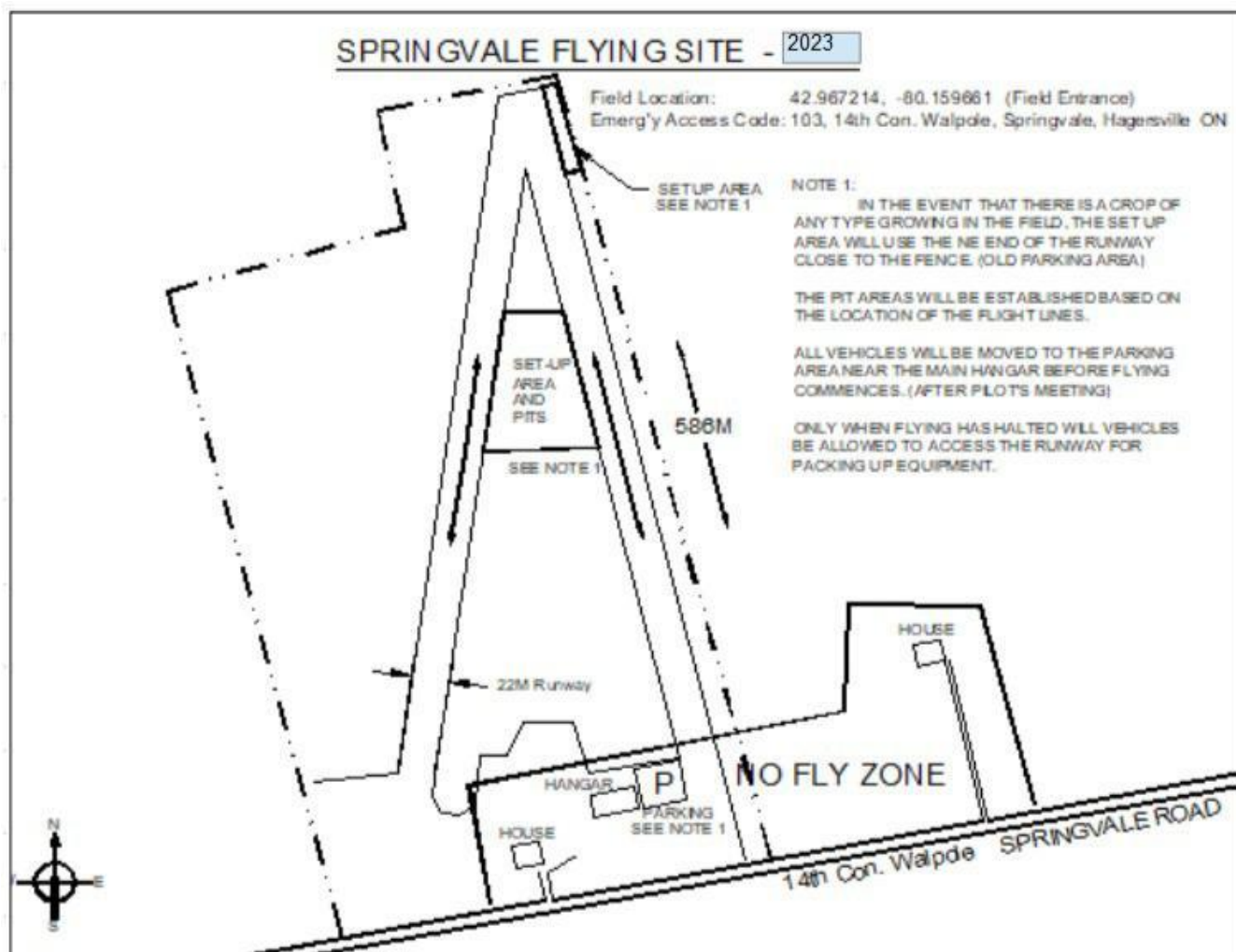
Field Location: Latitude 42 58'15.72" N 80 9'35.33" W

Emergency Access Code: 103, 14th Con. Walpole, Springvale, Hagersville ON

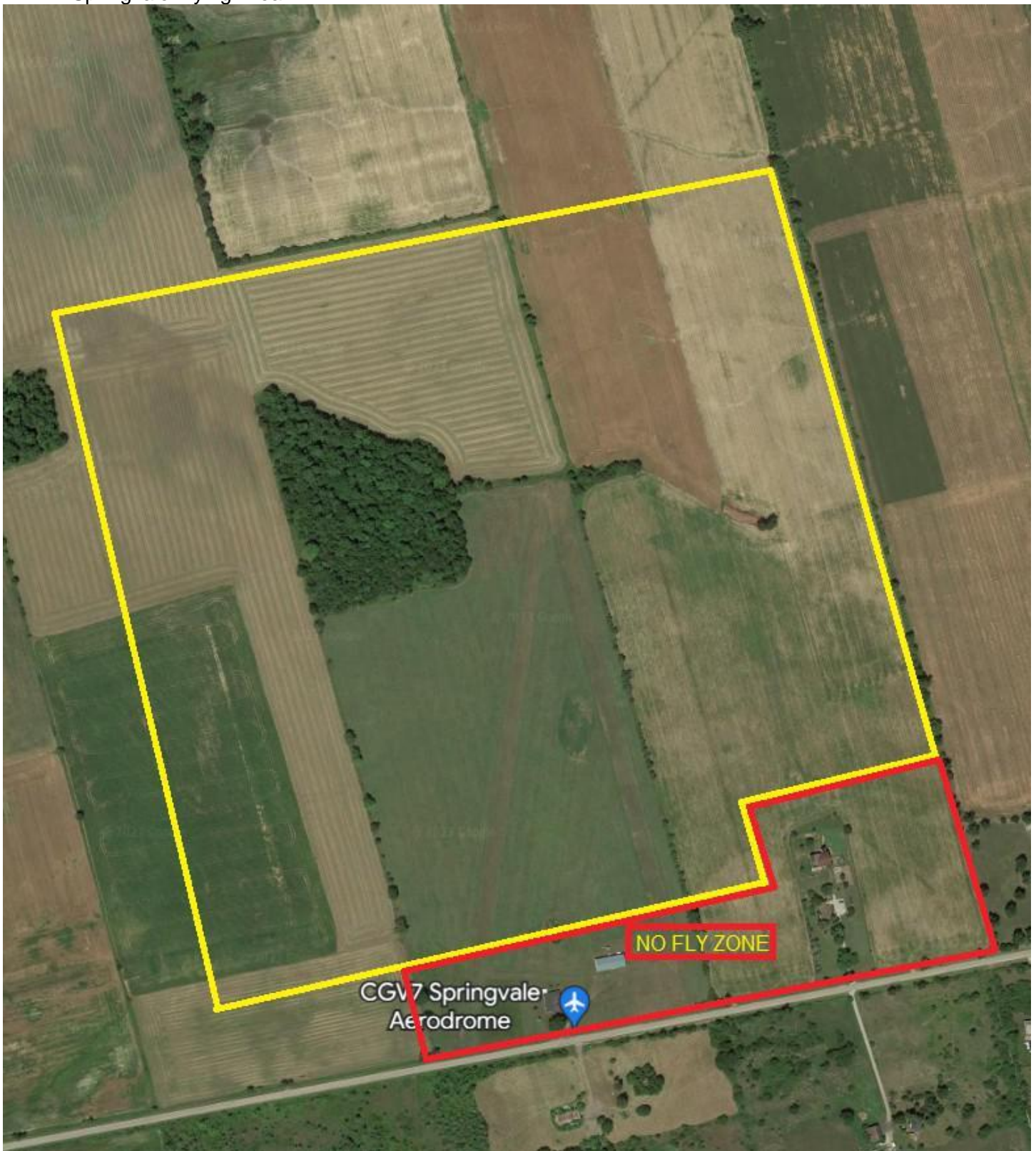
#### Advisory:

In the event that there is a crop of any type growing in the field, the set-up area and pits will use the area adjacent to the parking.

Flight lines will be established based on the location of the pit area.-1.1



## Springvale Flying Area



## SPRINGVALE ON

CGV7

<b>REF</b>	N42 58 12 W80 09 34 1.6W 10°W (2016) UTC-5(4) Elev 720' A5000	
<b>OPR</b>	Ralph Bennett 905-765-3134 Reg	
<b>FLT PLN</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) or 519-452-4040	
<b>PF</b>	B-1 C-2,3,4,5,6	
<b>RWY DATA</b>	Rwy 02(019°)/20(199°) 1679x100 TURF Rwy 18(175°)/36(355°) 1654x100 TURF	
<b>RCR</b>	Opr No win maint	
<b>COMM</b>	tfc 123.2 4NM 3800 ASL	
<b>CAUTION</b>	P-lines aprx 60 AGL S of Rwy 02 & 36.	

Complacency or a false sense of security should not be allowed to develop as a result of long periods without an accident or serious incident. An organization with a good safety record is not necessarily a safe organization.

— *International Civil Aviation Organization, 'Accident Prevention Manual, 1984.*

If you are looking for perfect safety, you will do well to sit on a fence and watch the birds; but if you really wish to learn, you must mount a machine and become acquainted with its tricks by actual trial.

— *Wilbur Wright, from an address to the Western Society of Engineers in Chicago, 18 September 1901.*