

LMAC Rules

July 7, 2023

The club will endeavour to keep a copy at the modelling site and provide all members with a copy.

RPAS operation (RPA with an all-up flying weight between 250 grams and 25kg) is **prohibited** at this site since our field is in the London Airport (CYXU) Class C Control Zone controlled airspace.

London Model Aircraft Club; hereafter identified as LMAC, allows the following modelling category:

mRPAS

Administrative

The LMAC flying site is located at 2150 River Rd. London ON

All persons using this modelling site must:

- 1) Be MAAC members in good standing.
- 2) Be members of the LMAC or an invited guest and
- 3) Agree to follow the MAAC Safety Code and all other club rules.

In an emergency, phone 9-11.

General Site Rules

- 4) A fire extinguisher must be present for all powered model operations.
- 5) The site is limited to operation starting at 8:00 am and ending at 9:00 pm.
- 6) This site is 3.24nm south of the London Airport and slightly west of the circuit pattern. NAV CANADA has imposed a 200' above ground level (AGL) limit on all "drone" operations. MAAC requires mRPAS to respect those rules.

This site is restricted to keep mRPAS below 200'AGL

mRPAS Specific Rules

- 7) All UMx planes are allowed since their weight is less than 249 g. All other planes will be weighed with a digital scale. A plane will be allowed to fly only if the weight is less than 249g.
- 8) Any member flying a plane exceeding 249 g will be placed on probation and a second infraction will result in a 30 day flying suspension.
- 9) Pilots must have earned their LMAC/MAAC wings.
- 10) If a member is under 14 a flight instructor must be beside them.

Normal operating procedures and Club safety rules

- 11) All members shall follow the applicable Canadian Aviation Regulations.
- 12) All pre-flight inspections or model assembly shall be done in the designated area away from the active flying area.
- 13) Batteries shall not be connected to electric-powered models unless the model is restrained in the designated start-up area – no exceptions.
- 14) The direction of launches, take-off landing, and vehicle traffic pattern will be determined by the runway direction.

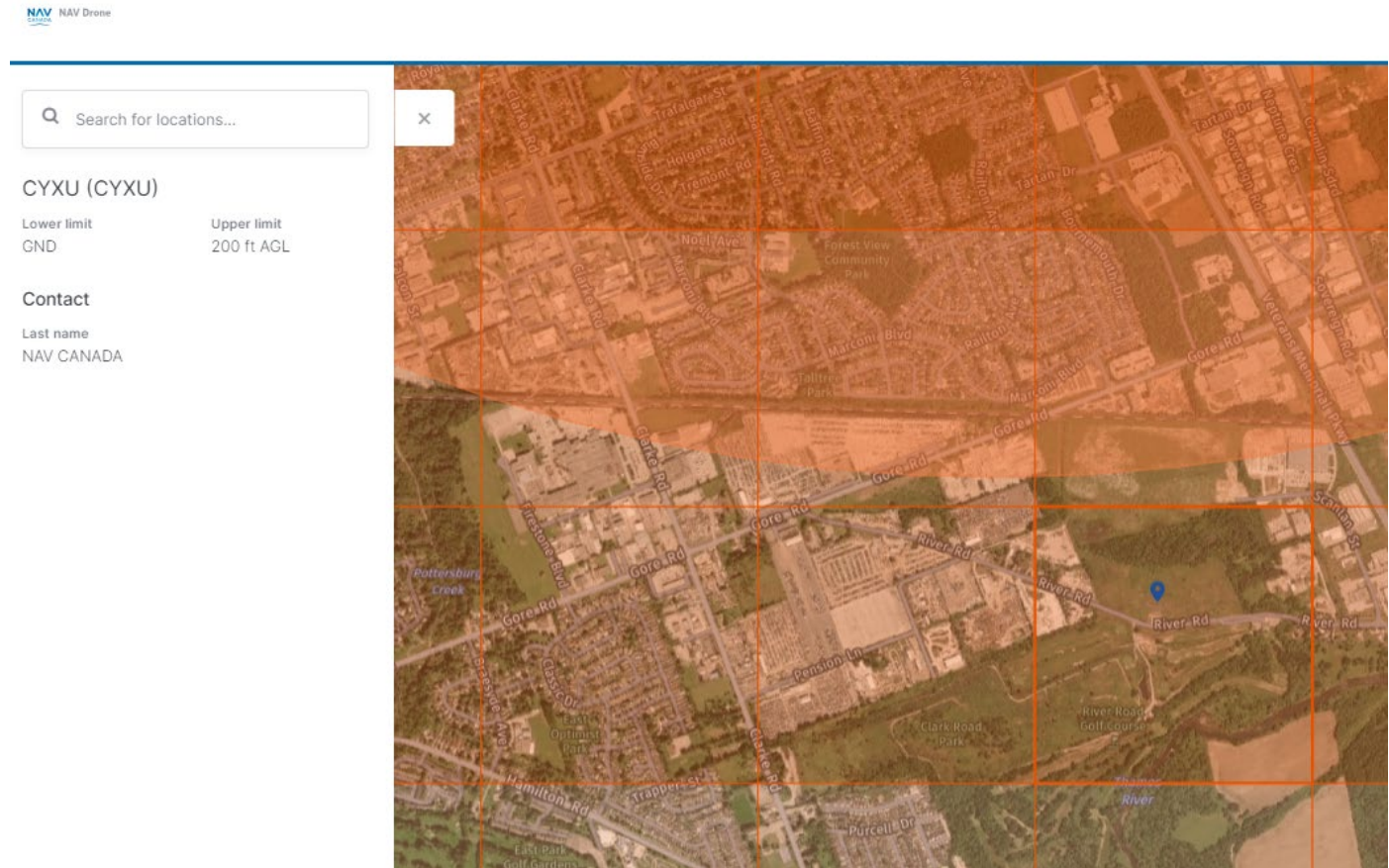
- 15) Hand launching and bungee launching shall be done in agreement with any pilots flying

mRPAS Site rules

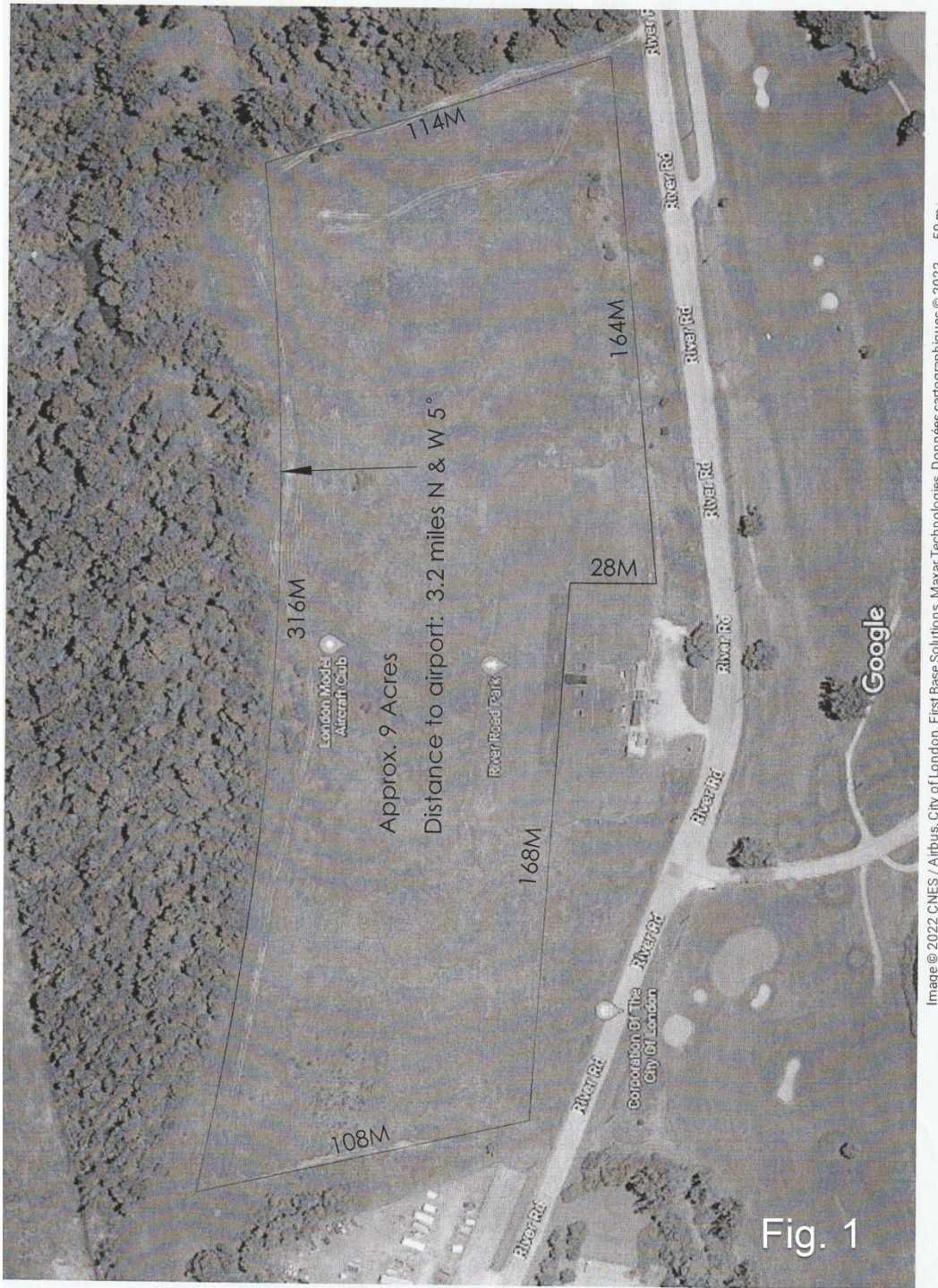
- 16) MAAC members conducting mRPAS activities shall give way or otherwise immediately get out of the way of all full-scale aircraft – **no exceptions**.
- 17) The site set up is explained in Figure 1,2,3
- 18) Our flying area is a 9 acres rectangular flying site (see figure 1). NOTE – MAAC and CAR rules are NO FLYING with 30m of any non-MAAC person, property, or “thing” of value.
- 19) No flying will commence until half an hour after sunrise and end half an hour before sunset, the time of which is available on the Weather Network App for the City of London. Night flying is/not allowed at the LMAC site.
- 20) LMAC members shall check for CYXU-related NOTAM either using the NAV CANADA NOTAM portal or the RPAS Wilco app. If you are the first pilot of the day and have printed an RPAS Wilco site survey, please leave it at the site for fellow modellers to reference.
- 21) No mRPA flying will occur below the MAAC-mandated weather minimum:
 - 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. If there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.
- 22) In the event of any type of model “fly-away” towards CYXU (London International Airport) you **must** call CYXU **Air Traffic Control Tower at their emergency number 519-451-9610** and advise them of the issue.
- 23) In the event of an emergency, such as a fire, injury to any person or any other type of event requiring emergency services, call 911 and give them our location (2150 River Rd. London).
- 24) Since we are in controlled airspace, visual observers are mandatory. The following are club procedures for ensuring full-scale aviation safety:
 - a. At least one visual observer shall stand (no sitting allowed) within arm’s length of any pilot flying.
 - b. The sole role is to scan for approaching full-scale aircraft – do not watch the mRPA. Pay particular attention to the North-North East for aircraft departing/arriving at YXU.
 - c. When the visual observer or any other member spots/hears a full-scale airplane that might come near the site, they are to yell out “AIRPLANE” loudly.
 - d. Upon hearing this notification, ALL Pilots must immediately descend to as low an altitude as possible and then land as soon as safely able.
 - e. 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.
- 25) If there is any type of near miss or safety concern between a full-scale aircraft or a bystander and our models, ALL modelling SHALL cease immediately. The members involved should 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, and you must keep this form for one year. Resume modelling when done.

- b. If the member or Club executive deems the event serious, modelling will not resume until members are given permission by the Club executive – in writing.

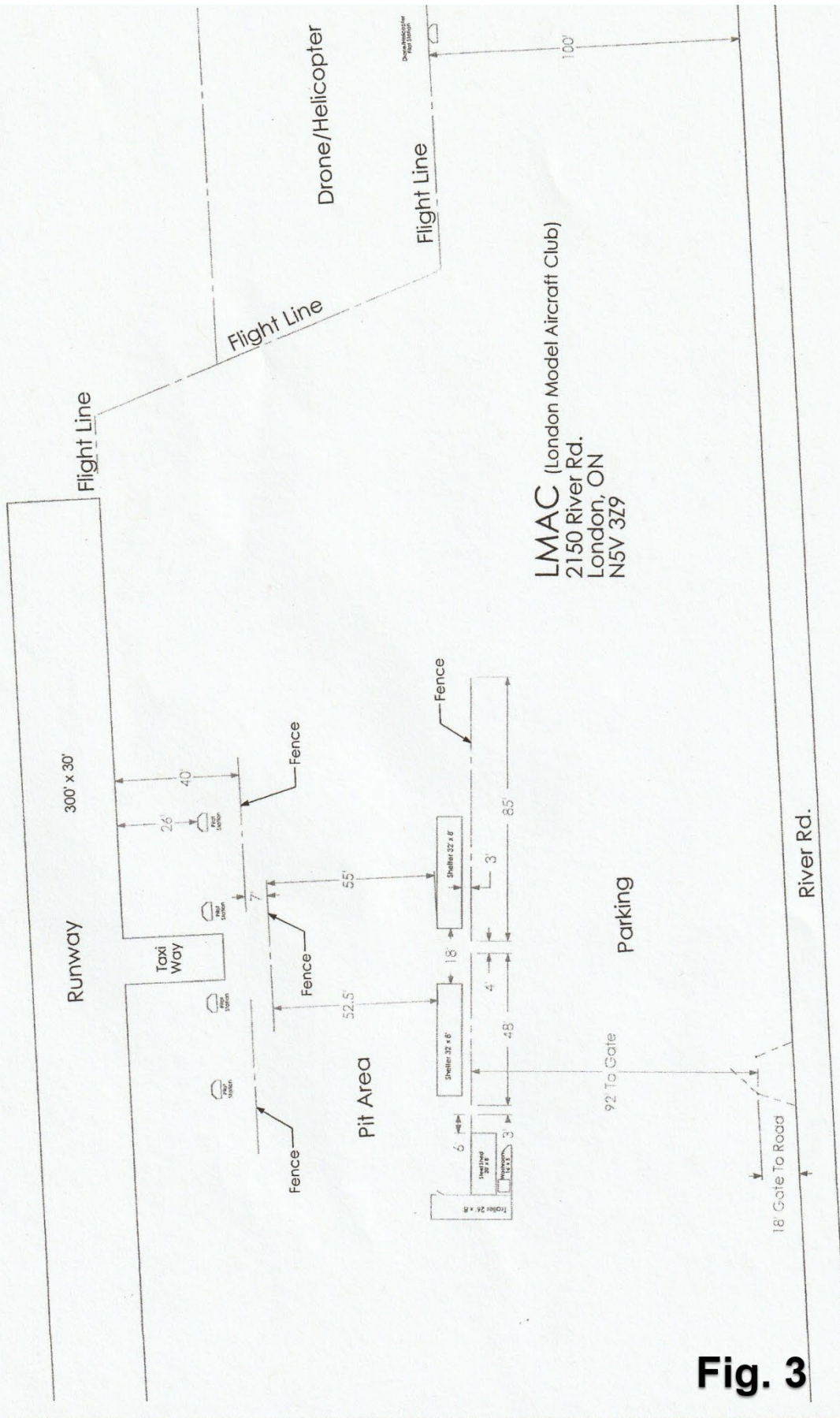
Diagrams NAV DRONE Viewer Altitude Limit

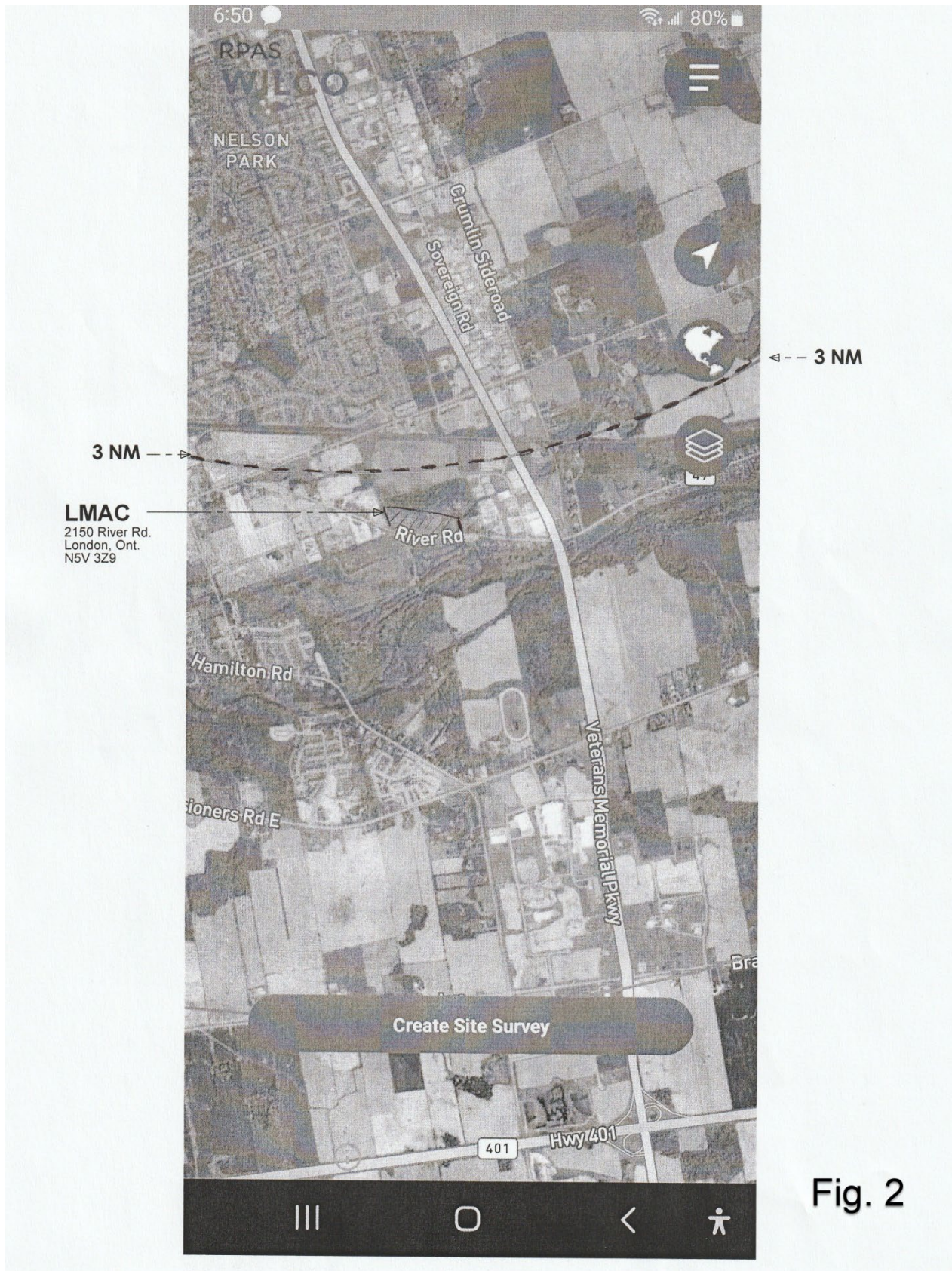


Field Layout



Nov. 20/2022

**Fig. 3**



CFS Entry

LONDON ON		CYXU
REF	N43 01 59 W81 09 04 5NE 9°W UTC-5(4) Elev 912' A5000 LO6 HI5 CAP	
OPR	Greater London International Airport Authority 519-452-4015 Cert	
PF	A-1,2,3,6 avbl 11-04Z‡ B-1,2,3 C-4,5,6	
CUST	AOE/180 888-226-7277 12-05Z‡ PN prior to 2145Z‡ MEDEVAC & organ transplants, pilots call 519-451-6079 on ldg.	
FLT PLN	Pilots to open/close VFR flt pln with London rdo 123.55 or by phone	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) or 519-452-4040	
WX	METAR H24 TAF H24, issue times: 00, 06, 12, 18Z.	
SERVICES		
FUEL	100LL, JA-1 (FSII avbl), F-34	
OIL	65, 80, 100	
S	1,2,3,4,5	
ARFF	DESIGNATED CAT 7 (CAT 5 non-sked) 10-04Z‡, O/T call out chg. PPR for acft 20 seats & abv, exc for diversions or as an altn A/D, ctc 519-452-4000 for current ops.	
SUP FL	LHOX, D & A-ice	
JASU	CE13,15	
PVT ADV	Executive Aviation Fuels Ltd 122.95 519-453-5370 10-01Z‡ O/T call out chg apply; Flite Line Services 130.5 519-451-0210 11-01Z‡ O/T call out chg apply	
MIL CON	London Jet Services (Shell) 519-451-0210	
RWY DATA	Rwy 15(148°)/33(328°) 8800x200 ASPH Rwy 09(088°)/27(268°) 6300x200 ASPH	
RWY CERT	Rwy 15 RVR 1200(1/4sm)/Rwy 33 RVR 1200(1/4sm) AGN V Rwy 09/27 AGN V	
TWY CERT	Twy: B, D, G, H AGN IIIB Twy: E, F AGN II	
TWY	Twys B, C, E & F uncontrolled	
RCR	Opr 10-04Z‡ O/T 2 hrs PN CRFI, PLR/PCN	
LIGHTING	09-AO(TE ME) P2, 27-AO(TE ME) P2, 15-AN(TE HI), 33-AO(TE HI) P2 ARCAL-119.4 type K (when twr closed)	
COMM		
RCO	Sudbury rdo 119.4 PTC avbl (RAAS) 0345-1120Z‡ London rdo 123.55 (FISE) 126.7 (bcst) (E)	
ATIS	127.8 1120-0345Z‡	
GND	121.9 1120-0345Z‡	
TWR	119.4 125.65 (E) 1120-0345Z‡ (emerg only 519-451-9610)	
MF	Sudbury rdo 119.4 0345-1120Z‡ 5NM 3000 ASL (CAR 602.98)	
PAL	Toronto Ctr 135.3 135.625	
NAV		
VOR/DME	YXU 117.2 Ch 119 N43 02 16 W81 08 56 (920°)	
ILS	IXU 109.5 (Rwy 15) RVR LOC reliable only within 10° either side of centreline.	
ONTARIO		AERODROME/FACILITY DIRECTORY
LONDON ON (Cont'd)		CYXU
PRO	Rgt hand circuits Rwy 33 & 09 (CAR 602.96). Circuit hgt 1900 ASL all rwy. IFR training flts are to ctc National Traffic Management Unit (FLOW CTL) 800-268-4831 within 2 hrs of ETD for possible delays. Acft on Apron V ctc GND prior to pushback. During RAAS ops, bcst intentions on MF prior to pushback.	
CAUTION	Migratory birds in vic of apt Sep-May. Glider activity in the vic of London Soaring Club (aprx 11NM ENE of A/D) and of London (Pioneer Airpark) (aprx 5NM NNW of A/D), 6000 ASL and below.	

