

Richmond RC Flying Club Rules

These rules are available in print or online. 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 because this MAAC flying site is located within Vancouver International Airport Class C Controlled Airspace.

The Richmond RC Flying Club allows the following modelling categories:

Micro Remotely Piloted Aircraft Systems (mRPAS).

Administrative

The Richmond RC Flying Club is located at Manoah Steves Park, Richmond, BC and is approved for model aircraft use by members and guests of the Richmond RC Flyers Club by the City of Richmond and School District 38.

All persons using this modelling site must:

- 1) Be MAAC members in good standing.
- 2) Be members of the Richmond RC Flying Club or an invited guest and
- 3) Agree to follow the MAAC Safety Code and all other club rules.
- 4) No smoking on the park property.
- 5) Storage container code is documented in your membership package welcome letter.
- 6) As a club that shares field usage with the public, any member found in violation of flying in an unsafe manner or in out-of-bounds areas can immediately be suspended from using these facilities for a period of up to thirty (30) days. Members found in subsequent violation can be terminated from active membership of the club permanently. All club members must always adhere to the Code of Conduct.
- 7) Agreements have been made between the city and our club regarding the times we are allotted to the use the field. Activities scheduled by Richmond Parks take precedence over all other.
- 8) mRPA shall only be flown during rented field times and are permitted on weekends, holidays, during school vacation and after 5PM on school days.
- 9) mRPA shall only be flown when no organized sporting events or organized public functions are in progress.
- 10) In the event of confrontation, take the avenue of least resistance. Remember this is a park and a public place. All members must use common sense when flying mRPA, especially where public safety is of concern. To report any trouble or misuse contact the City of Richmond at parks@richmond.ca or at 604-244-1208.
- 11) In an emergency, phone (9-11) and the civic address for first responders is:

10111 Fourth Ave, Richmond, BC V7E 1V5.

General Site Rules

- 12) A fire extinguisher must be present for all powered model operations.
- 13) Flying/modelling is not permitted if non-modellers occupy the site. **DO NOT breach this rule** – wait for others to finish or come back another time.
- 14) The site is limited to operation starting at 8:00 am and ending at 9:00 pm.
- 15) No flying/modelling 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 town of Richmond, BC. Night flying/modelling is prohibited at the Richmond RC Flying Club.

- 16) Members can only hold events or competitions if the club has received additional green space permission.
- 17) Safety cones must be used to mark the modelling area – no exceptions.
- 18) Clean up after you leave – do not leave any garbage or crashed airplane parts behind.
- 19) All damage to the turf, trees or other park features will be charged back to the club or members.
- 20) Always have a copy of the City of Richmond agreement with you while modelling.

mRPAS Specific Rules

- 21) The Richmond RC Flyers Club will have a calibrated scale located in the storage container and available to ensure all member mRPAS do not exceed the 249-gram weight limit and
- 22) The Richmond RC Flyers Club executive will enforce the mRAPS weight limit, all models will be weighed at the start of each flying session, no exceptions club membership will be revoked consequently for breaching the weight limit.
- 23) There is no mRPAS pilot competency required to fly at this site.
- 24) Junior Members operating mRPAS (under 14 Years of age) must be accompanied by parent or legal guardian or sponsor Member to participate in active flying.
- 25) The City of Richmond does not permit the operation of Drones.

Normal operating procedures and Club safety rules

- 26) All members shall follow the applicable Canadian Aviation Regulations.
- 27) All pre-flight inspections or model assembly shall be done in the designated area away from the active modelling area.
- 28) Batteries shall not be connected to electric-powered models unless the model is restrained in the designated start-up area – no exceptions.
- 29) Gas/glow/turbine models are not allowed.
- 30) An mRPAS must weigh less than 249 grams and maximum model airspeed must be less than forty-three (43) knots.
- 31) The direction of launches, take-off landing, and vehicle traffic pattern will be determined by the prevailing winds. If there is no wind, all take-offs etc., shall be south or west but away from the sun.
- 32) Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
- 33) Flying area warning signs must be setup on the pathway at either entrance to the park while members are operating mRPAS.
- 34) Orange safety cones/pylons must be setup 40 meters from the outer edge of the school property at 3 meter intervals.

mRPAS Site rules

- 35) MAAC members conducting mRPAS activities shall give way or otherwise immediately get out of the way of all full-scale aircraft – **no exceptions**.
- 36) The flying field at Manoah Steves primarily utilizes the two south soccer fields as well as the ball diamonds on the North side. Please refer to the Manoah Steves Field Layout diagram for setup details.

- 37) Our flying area as measured from the center of the A.M. pilot station is an area 400' north - south and 550' west. Refer to the site flying area map for no-fly zone depictions; members are reminded to always stay far away from the school. No flying within 40m of the edge of the school property to the east. Please refer to the Manoah Steves Field Layout diagrams.
- 38) 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 town of Richmond. Night flying is/not allowed at the Richmond RC Flying Club Manoah Steves Park site.
- 39) Richmond RC Flying Club members shall check for CAM9 -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.
- 40) 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.
- 41) In the event of any type of model "fly-away" towards the CYVR Airport or CAM9 Aerodrome, you must call the **CYVR ATC at their emergency only number 604-75-9531** and advise them of the issue.
- 42) 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.
- 43) Manoah Steves Park is 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 west and north directions for aircraft departing/arriving at CYVR/CAM9.
 - c. The visual observer may use the Club handheld receiver to monitor CAM9 traffic on 118.7. However, aircraft operating NORDO (no radio) are possible, so visual scanning is mandatory.
 - d. 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.
 - e. Upon hearing this notification, ALL Pilots must immediately descend to as low an altitude as possible and then land as soon as safely able.
 - f. 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.
- 44) 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.

- c. If there is actual contact between an aircraft, bystander and a MAAC model – all modelling will cease until MAAC confirms we may resume operations.
- d. This process is for your protection.

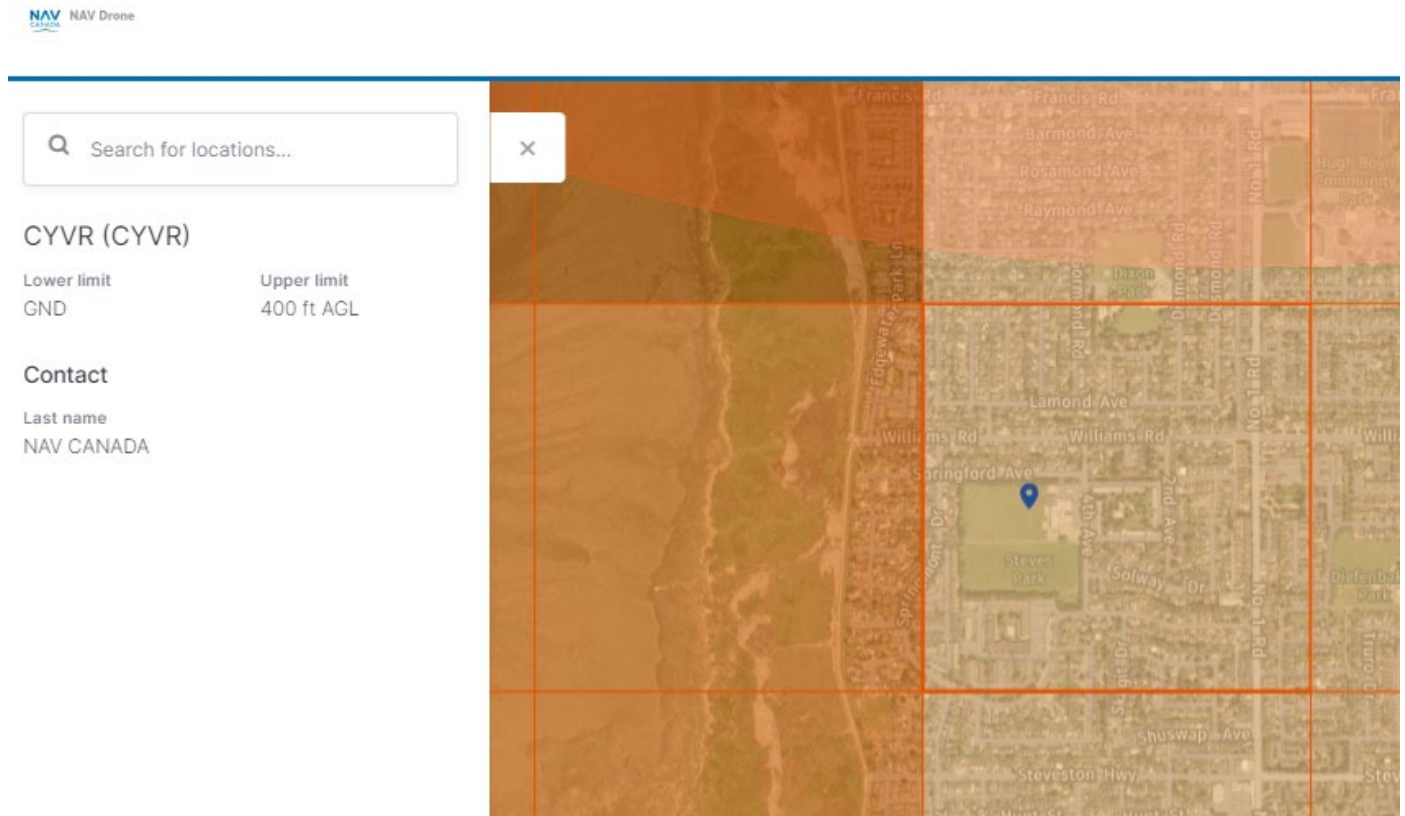
Operations within 3 nm of an Aerodrome

45) The Richmond RC Flying Club operates within 3nm of an aerodrome as listed in the CFS/CWAS and is required to provide all members with the following information:

- a. The aerodrome's name is YVR South CAM9 and it is located 2.4 nautical miles north from our modelling site.
- b. The aerodrome includes the South Terminal Building and the public Floatplane Facility on the Fraser River. It is a hub for regional and coastal air services, float planes, helicopter operations, corporate charters, sport fishing camps and aerospace facilities and is home to 65 general aviation aircraft.
- c. There are/no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
- d. The club executive has not contacted the operator (OPR) of CAM9, and they have expressed no issues with our mRPAS site.

46) There are no other risk mitigating strategies required at the Richmond RC Flying Club.

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



Richmond RC Flyers Club (Manoah Flyers) Reg #797

Manoah Steves Model Aircraft Flying Area



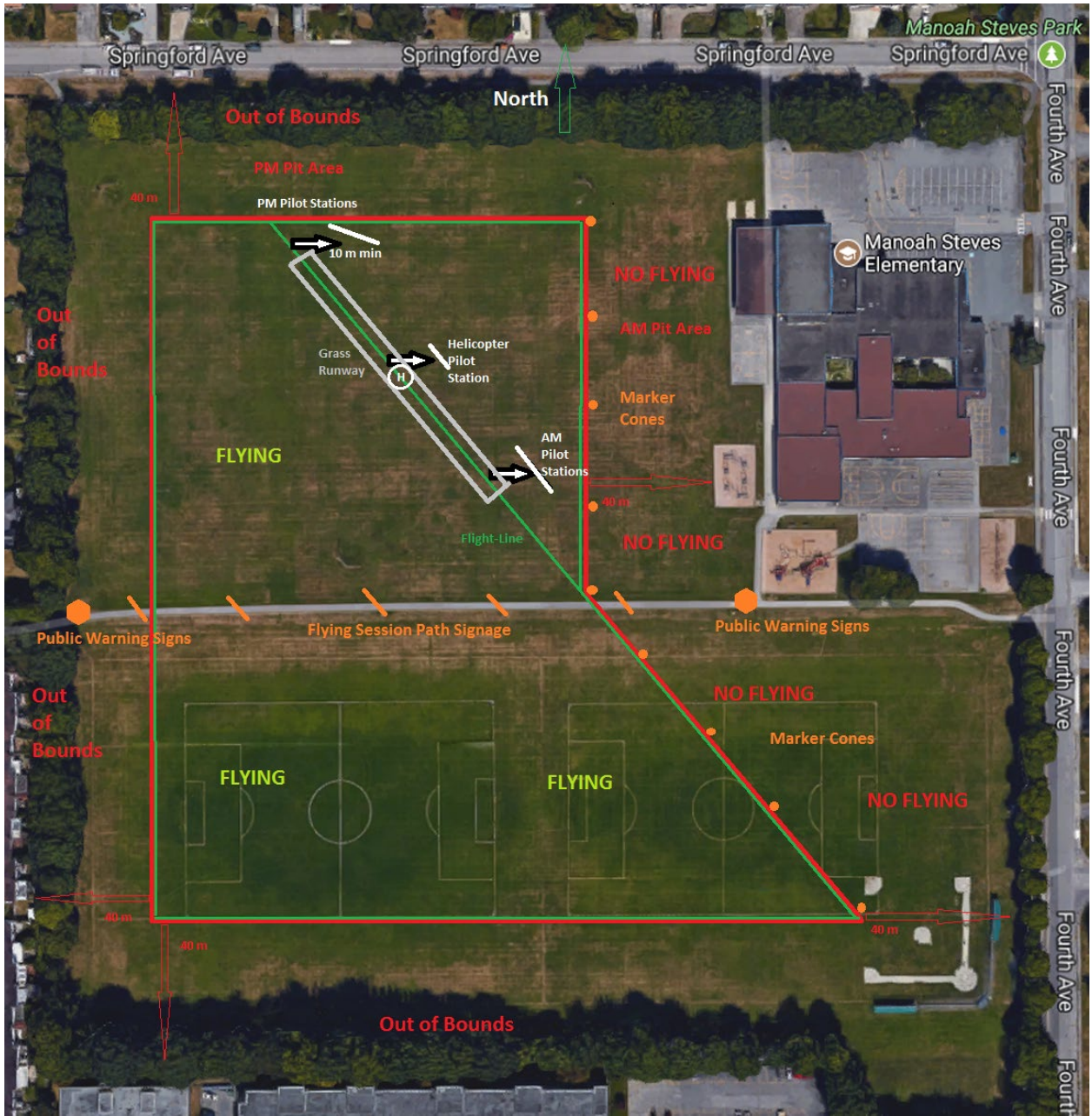
Red zone indicates flying area 400' left and right of Pilot Stations – 550' Deep.

Pilot Station Coordinates

49.13903N 123.18858W

No Flying within 40M of School Property to the East.

Manoah Steves Model Aircraft Flying Field Layout



CFS Entry

CANADA WATER AERODROME SUPPLEMENT

Effective 0901Z 20 April 2023 to 0901Z 21 March 2024

B264 AERODROME/FACILITY DIRECTORY

VANCOUVER INTL BC

CAM9

REF	N49 10 37 W123 10 15 Adj SW 17°E (2013) UTC-8(7) Elev 00' VTA A5004 T1	
OPR	Vancouver Intl Aprt Authority 604-207-7022; Seair Seaplanes 604-273-8900 or 1-800-447-3247 Reg	
PF	B-1,2,3,6 C-4,5	
CUST	AOE/15 888-226-7277 Daylight hrs only	
FLT PLN	<p>FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)</p> <p>ACC IFR 604-586-4590/4591or 800-668-1333; IFR tng flts PPR ctc 604-586-4592 (collect calls accepted)</p>	
SERVICES	Fuel & beaching 604-273-8900 or 129.30 daylight hrs. 100LL, JA 3,4,5	
A/D DATA	Fraser River 066°-246°. Middle Arm 099°-279°. Tidal range 14', shallow water close to shores. Docks, ramp. Open water all year.	
COMM	<p>RCO Pacific rdo 123.15 (FISE)</p> <p>ATIS 124.6 restrictions are bcst on ATIS 1-877-517-2847</p> <p>CLNC DEL 121.4 All dep acft ctc clnc del</p> <p>TWR 118.7 (South) 119.55 (North) VFR 124.02 125.65 226.5 236.6 (E) (emerg 604-775-9531)</p> <p>TML 125.2</p>	
NAV	<p>NDB VR 266 (MZ) N49 10 22 W123 03 26</p> <p>VOR/DME YVR 115.9 Ch 106 N49 04 38 W123 08 57 (37')</p>	

CANADA WATER AERODROME SUPPLEMENT

Effective 0901Z 20 April 2023 to 0901Z 21 March 2024

AERODROME/FACILITY DIRECTORY B265

VANCOUVER INTL BC (Cont'd)

CAM9

PRO	<p>AIRSPACE: See VTA chart for VFR rtes & pro. Procedures for crossing the southern Strait of Georgia within Tml Class C airspace refer to VTPC. Transponder mode C rqr'd in class C airspace and CZ. CARS Part VII operators must ensure routes flown at night meet minimum altitude requirements for commercial operations.</p> <p>ARR/DEP: See Vancouver Intl CAM9 VTPC. Downwind flt alt not below 500' ASL over populated area to the S. Dep rstd til 0630 hr lcl O/T PPR from YVR Ops 604-207-7022.</p> <p>NOISE ABATEMENT: Consistent with safe acft ops, the following are recommended operational proc: <ol style="list-style-type: none"> 1. Tkof Westbound and ldg Eastbound are preferred when wind and water conds permit. 2. Use low RPM reduced noise tkof when able. 3. Avoid dep rte that fly over the City of Richmond, whenever possible. 4. Avoid using "reverse thrust" after ldg to slow the acft. 5. Maintain 500 ASL when flying the Westminster Hwy downwind rte. </p> <p>ATS REQUIREMENTS: <ul style="list-style-type: none"> - All VFR acft arriving, departing or transiting the Vancouver or Victoria Tower Class C or D airspace require a transponder code. - All acft departing Vancouver or Victoria Intl (including Water Aerodrome) call Kamloops FIC at 866-992-7433 (866-WXBRIEF) or 866-541-4101 for code assignment at least 30 min prior to flight or file a VFR Flight Plan/Flight Itinerary. - All acft arriving Vancouver, Victoria Intl (including Water Aerodrome) or transiting Vancouver or Victoria Control Zones obtain a code from one of the following ATS units: Vancouver Harbour, Nanaimo, Victoria Harbour, Boundary Bay, Langley, Abbotsford or Pitt Meadows, Pacific Radio 123.15, or call Kamloops FIC at 866-992-7433 (866-WXBRIEF) or 866-541-4101. </p>
CAUTION	<p>Low lvl overflights of heli arr/dep adj land A/D. Rough water associated with strong E or W winds (1-3' swells). Debris in river. Twr cranes S side of Fraser River adj Olympic Oval.</p>

Other Diagrams



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.

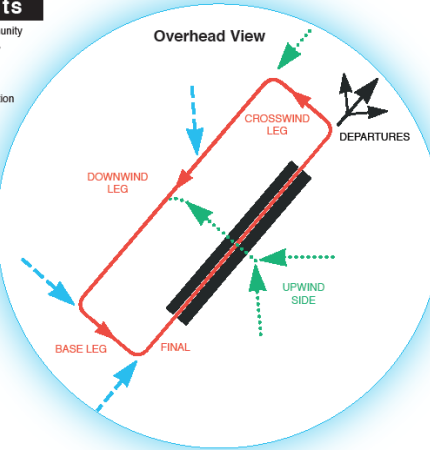
If it is necessary to cross over the aerodrome prior to joining the circuit, or after departure, it is recommended that the crossover be made at least 500 ft above the circuit altitude.

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)

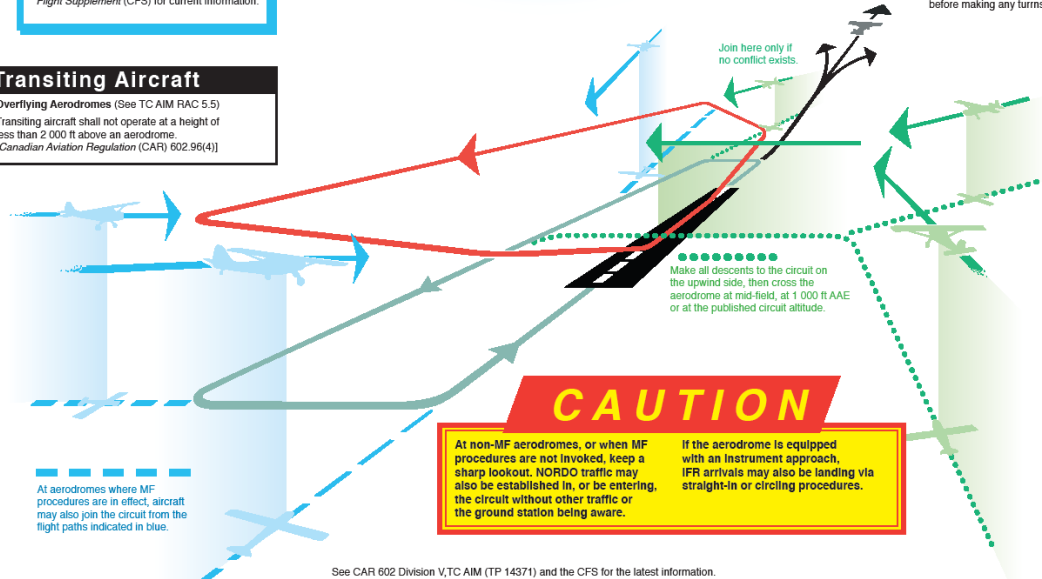
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

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.