

Brighton RC Hawks 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 of the field being in a Class D controlled airspace (CFB Trenton).

Brighton RC Hawks allows the following modelling categories:

mRPAS, Free Flight

Administrative

The Brighton RC Hawks is located at 160 County Road 64, Brighton, Ontario, Canada

- GPS Coordinates - 44.037989, -77.719580

All persons using this modelling site must:

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

In an emergency, phone (9-11) and the civic address for first responders is 160 County Road 64, Brighton, Ontario, Canada.

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) 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 Brighton. Night flying/modelling is prohibited at RC Hawks unless your model is brightly lit.
- 7) Clean up after you leave – do not leave any garbage or crashed airplane parts behind.
- 8) Always have a copy of the Brighton agreement with you while modelling.

mRPAS Specific Rules

- 9) Club members must weigh each model that will be brought to the Brighton RC Hawks. The weight must be recorded in a weight record. The weight record includes the model type, its weight, date and member's signature (use Form 1 Brighton RC Hawks Weight Record, below). The weight record must be passed to the club president or vice-president in either paper or electronic form, before the model is flown at the Brighton RC Hawks site. Should the model be altered, repaired or reconfigured, it must be re-weighed, and a new weight record sent to the club president or vice-president.
- 10) The Brighton RC Hawks reserves the right to conduct spot weight inspections of any mRPAS at the flying site. Any Club member found to fly an RPAS that weighs more than 249g, at this site, will be removed from the Club.
- 11) The Brighton RC Hawks requires all persons who fly an mRPAS at the field to have a rating of "Pilot" within MAAC.
- 12) The Brighton RC Hawks requires all persons who fly an mRPAS at the field to be 14 years of age or older.

Normal operating procedures and Club safety rules

- 13) All members shall follow the applicable Canadian Aviation Regulations.
- 14) All pre-flight inspections or model assembly shall be done in the designated area away from the active modelling area.
- 15) Batteries shall not be connected to electric-powered models unless the model is restrained in the designated start-up area – no exceptions.
- 16) The direction of launches, take-off landing, and vehicle traffic pattern will be determined by wind direction. If there is no wind, launches are to be made perpendicular to the flight line (east).
- 17) Hand launching and bungee launching shall be done in agreement with any pilots flying. Any bungee launching must be done directly away from the flight line.

mRPAS Site rules

- 18) MAAC members conducting mRPAS activities shall give way or otherwise immediately get out of the way of all full-scale aircraft – **no exceptions**.
- 19) The site set up is explained in the flying field diagram below.
- 20) Our flying area is a 140-meter-long rectangle shape, that runs from North to South, including no-fly zones. NOTE – MAAC and CAR rules are NO FLYING with 30m of any non-MAAC person, property, or “thing” of value.
- 21) Brighton RC Hawk members shall check for CYTR -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.
- 22) 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.
- 23) In the event of any type of model “fly-away” towards Brighton or CFB Trenton you must call ATC Trenton at 613-965-3788 and advise them of the issue.
- 24) 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.
- 25) This site 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 East for aircraft departing/arriving at CYTR.
 - c. The visual observer may use the Club handheld receiver to monitor CYTR ATC on 128.7. 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.
- 26) 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.

Free-Flight

MAAC "spotters" are optional/mandatory at our site. The following are club procedures for ensuring by-stander safety:

- 39) When any member or other person spots a by-stander approaching the launch or recovery area that might present a safety concern, they are to yell out "BYSTANDER" loudly.
- 40) ALL members must immediately stop any launch preparations and disarm the power/launch system.
- 41) If a model has already been launched, the spotter or modeller should endeavor to warn the bystander to remain clear of the launch/recovery area and outside the safety buffer distance. Yelling in a firm loud voice "STOP - stay back" and waving your arm(s) is suggested.
- 43) No free-flying model aircraft operations will occur below the Club mandated weather minimum. Members may determine the weather themselves with direct observation or use any other source:
 - a. If cloud is present below 1000' above the model flying area (above max rocket/free flight expected altitude)
 - b. a horizontal visibility requirement of less than 3sm around the modelling area, and
 - c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft or bystanders difficult.

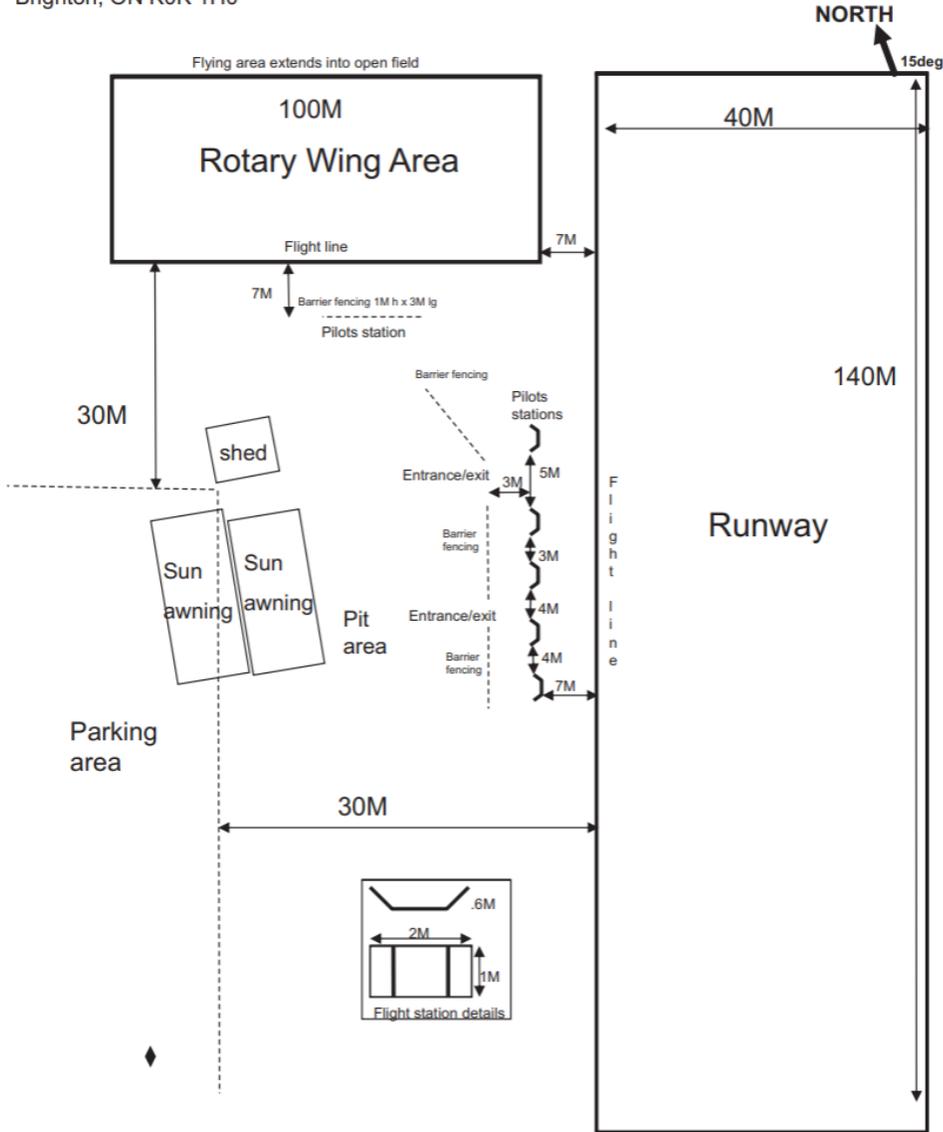
There are no other risk mitigating strategies required at Brighton RC Hawks.

THE CLUB EXECUTIVE WILL REVIEW THESE RULES AT LEAST ONCE A YEAR.

Field Layout

Brighton RC Hawks Flying Field
 160 County RD 64
 Brighton, ON K0K 1H0

GPS 44 deg 2 min 16 sec N
 77 deg 43 min 10 sec W



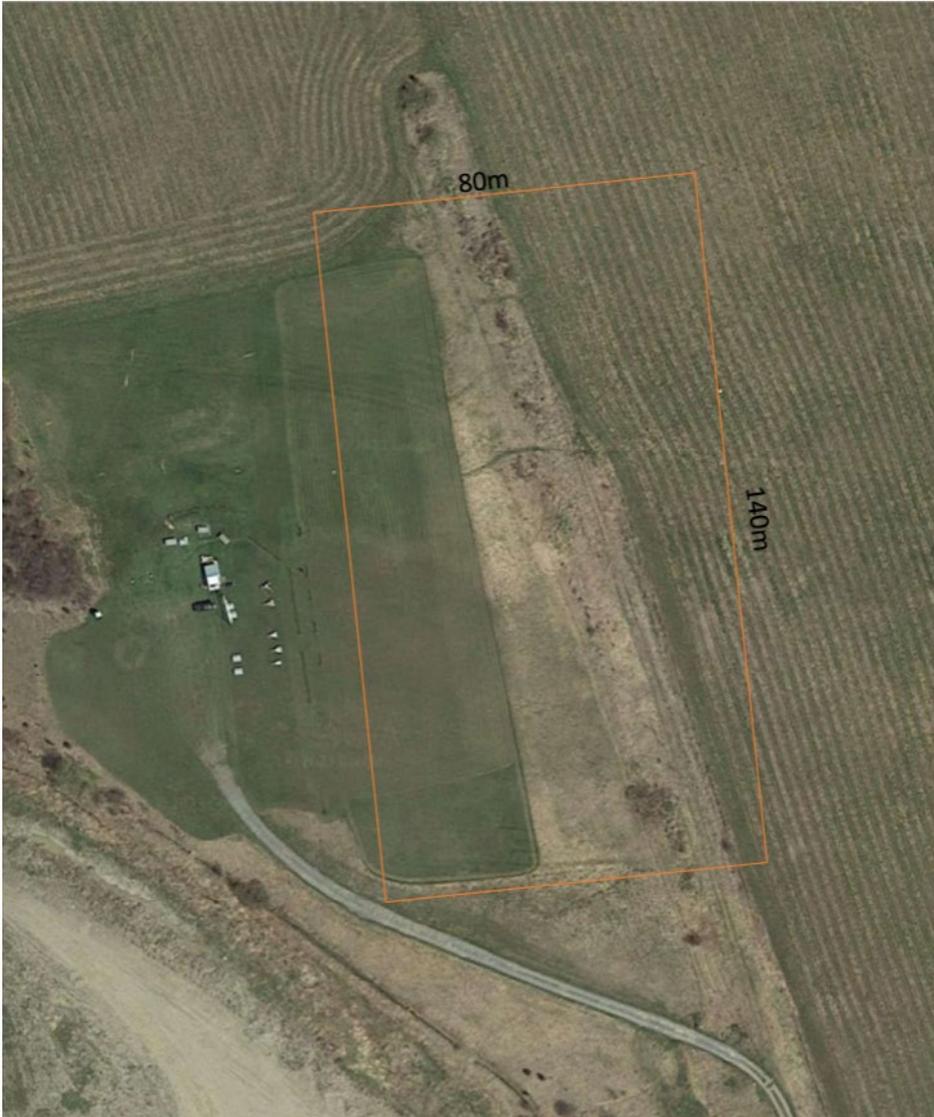
Pilot/operator station coordinates

- 44.037989, -77.719580

Access road coordinates

- 44.034425, -77.716771

Flying Area



CFS Entry

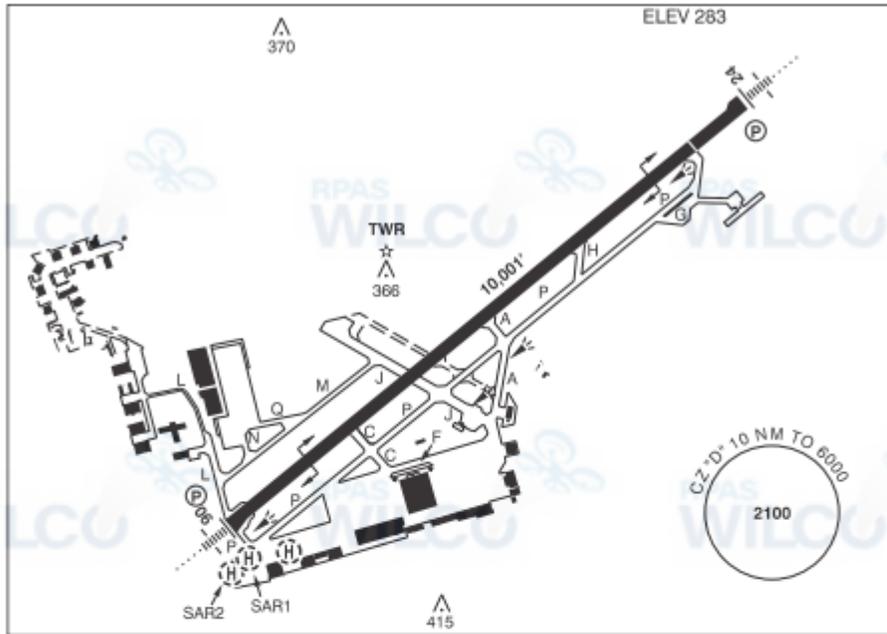
CANADA FLIGHT SUPPLEMENT / GPH 205 Effective 0901Z 15 June 2023 to 0901Z 10 August 2023

ONTARIO

AERODROME/FACILITY DIRECTORY

TRENTON ON

CYTR



REF	N44 07 09 W77 31 42 2.3NE 12°W (2022) UTC-5(4) Elev 283' A5000 LO6 LO7 HI5 CAP
OPR	DND. All flts require PPR. Req PPR at least 2 business days prior to arr exc emerg or MEDEVAC. Ldg & hdg fees. Call Wing Ops for PPR processing 613-965-3316.
PF	B-1 D-2,3,5
CUST	Flts arr fm outside CDA: orig ETA provided in PPR may not guarantee CBSA will meet acft on arr. Acft must update ETA with 8 Wg Duty Ops min 2 hrs prior to orig ETA to ensure Customs upon arr. Failure to update ETA may result in 2 hr wait for CBSA agents.
FLT PLN	<p>FIC London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) (Note: Wg Ops/ATC will not accept telephone/air filing)</p> <p>WX Met brief for mil only. Lcl Met Section CSN 827-2761 ltd hrs. O/T JMC 1-800-WXMETEO (996-3836) or CSN 432-2613. (See COMM). METAR 24H. TAF H24, issue times: 00, 06, 12, & 18Z.</p>
SERVICES	No civ or foreign mil arr/dep without PPR exc emerg or MEDEVAC btwn 23-07 lcl time, etc W Ops Duty Watch. No civil svcg. Mil acft: Tran svcg ltd to prkg refuelling & starts. Trans aircrew rqrd to carry out own DI & supervise svcg, fuelling & pin install. Arr with max PI valid.
FUEL	F-34, SP
OIL	123, 128, 133, 148, 156, SOAP
ARFF	CAT 8
SUP FL	D & A-ice, LHOX, LOX
JASU	CE1, 6, 8, 12, 13, 15, 16, CA1, 3, CEA1
MIL ADV	Wings Ops 122.35 or 268.0 Inbd mil acft advise ramp time & requirements at least 20 min prior to ldg.

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ONTARIO

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TRENTON ON (Cont'd)

CYTR

RWY DATA	Rwy 06(062°)/24(242°) 10,001x200 ASPH Thld 24 displ 1000'. RAG: Rwy 06 BAK 12/14 smart arrest retractable arrestor system (1500'); Rwy 24 BAK 12/14 smart arrest retractable arrestor system (1676')
RCR	Opr CRFI S100, T200, ST248, TT400. Rwy 24 PCN for 1000' displ thld 68/R/A/X/U PCN for remainder of rwy 06/24 85/F/C/X/U.
LIGHTING	Rwy 06/24 overt/covert AMP3 lgt avbl on req. 06-AN (TE HI) P2 GPI 992' TCH 52'. 24-AN (TE HI) P2 GPI 986' TCH 51'
COMM	Flight Advisory hrs of operation dates & hrs may vary and will be broadcasted on ATIS.
ATIS	135.45 257.7
CLNC DEL	124.35 286.4 all itinerant IFR dep acft to ctc clnc del prior to engine start if able
GND	121.9 275.8
TWR	128.7 236.6 (E)
TML	128.4 324.3
MIL	H24. Inbd acft call Wg Ops 122.35 or 268.0, 20 min out with load & svc data. Obd acft call prior to engine start. Tiger (SAR) Ops 232.1 opr 13-2130Z†
PMSV	344.6 ltd hrs.
NAV	
NDB	YTR 215 (L) N44 11 37 W77 24 12 SEVERN ZZR 317 (L) N44 03 10 W77 37 36 Preventive maint 1st Tues of month 13-17Z†
TACAN	UTR 109.7 Ch 34 N44 07 16 W77 31 44 (285') Preventive maint every Thu of month 13-17Z†
ILS	INT 110.75 (Rwy 06) ITR 109.7 (Rwy 24) RVR Preventive maint first Wed of ev month 13-17Z†
PRO	Visiting aircrew report to Wg Ops. Pilots must contact Wg Ops on MIL 268.0 or 122.35, prior to contacting GND for start clnc. Rgt hand circuits Rwy 06 (CAR 602.96). Tfc ptn; convl 1500 ASL, Jet 2000 ASL overhead breaks to the south for all rwys, max 300 kt at initial located on the rwy extended centreline at 3-5NM or as directed by ATC. Extensive paradrop and glider activity at Trenton and Mountain View (CPZ3) to 3500 ASL, ocsl to 12,500 ASL. Increased mil tfc within 35NM of CYTR. Pilots are advised to listen to CYTR ATIS prior to contacting CYTR Twr for entry into the CZ. All VFR acft & IFR acft in VMC cond on overshoot, missed approach, or dep shall not exceed 1500 ASL until dep end of rwy. PSR & SSR preventive maint each Mon 23-06Z† dur VFR. Mon hol alternate Tue.
HELI	VFR, arr/dep req Whiskey or Echo rtes. See VTPC. Whiskey - Remain S of Twys F & P. Echo - Direct Twy G remain S of Rwy 06/24. Dep maintain 500 AGL within 5NM aprt or as cleared by ATC. Arr maintain 500 AGL within 1NM aprt
	De-icing: All aircrew to arrange de-icing through Wg Ops. All de-icing will normally be performed on the de-icing pad on Juliet taxiway located at N44 06.9 W077 31.7. The de-icing pad can be entered via Alpha and/or Papa taxiway. Aircrew to contact ICEMAN on 130.775 prior to entering the de-icing pad. Acft to follow taxi line (taxi line offset to west) to marked yellow square and stop with the nose wheel on the spot as directed by ICEMAN, configure the aircraft for spraying, set PARK BRAKE. Do not exit acft at the de-icing pad. Before contacting ground control for taxi clearance, aircrew shall confirm with ICEMAN that men and equipment are clear of danger area.

Other Diagrams

NAV NAV Drone

Search for locations...

TRENTON, ON (CYTR)

Category

Control zone

Lower limit

GND

Upper limit

1999 ft AMSL

Contact

Last name

8 Wing Duty Watch,
Wings Ops

