

Ultimate Park Electric Flyers Club

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 (RPAS with an all-up flying weight between 250 grams and 25kg) is **prohibited** at this site because of its location within Ottawa International Airport Class C controlled airspace.

The Ultimate Park Electric Flyers club allows the following modeling categories:

mRPAS, Free-Flight

Administrative

The Ultimate Park Electric Flyers (UPEF) is located at the Ultimate Park Incorporated (UPI) of the Ottawa Carleton Ultimate Association (OCUA), 1295 Manotick Station Road, Greely, ON. Entry to UPI from Manotick Station Road is from the South gate having GPS coordinates of:

45.243904 -75.616767

All persons using this modelling site must:

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

In 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.

Prospective UPEF members must first join the Ottawa Carleton Ultimate Association (OCUA) each year.

The membership term in UPEF follows that of OCUA, from November 1st of a given year to October 31st of the next year. UPEF members must provide the President of UPEF proof of payment of OCUA dues.

Upon receipt of this proof, along with proof of MAAC membership and achievement of the Pilot Qualifications, the President of UPEF will grant membership in UPEF.

General Site Rules

- 4) A fire extinguisher must be present for all powered model operations.
- 5) 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.
- 6) From late April to late October, UPI is available for flying Monday to Friday from sunrise to 5:30 PM. OCUA teams are present at UPI after 5:30 PM. Only quiet electric powered model aircraft or rubber-powered, free-flight model aircraft may be flown before 9 AM. To determine whether UPI is available for flying on any given weekend, visit the OCUA Facebook page for notices regarding Ultimate tournaments scheduled for the weekend. UPEF members cannot fly at UPI when it is being used by Ottawa Carleton Ultimate Association. Note that grass cutting and chalk marking of the UPI playing fields are carried out by contractors hired by OCUA. UPEF members shall not fly model aircraft when these contractors are on the field.
- 7) 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 city of Ottawa. Night flying/modelling is prohibited at Ultimate Park Electric Flyers.

- 8) Members may not hold events or competitions at the UPI.
- 9) Safety cones must be used to mark the modelling area – no exceptions.
- 10) Clean up after you leave – do not leave any garbage or crashed airplane parts behind.
- 11) All damage to the turf, trees or other park features will be charged back to the responsible club member(s).

mRPAS Specific Rules

- 12) Club members must weigh each model that will be brought to the UPEF. 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 UPEF 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 UPEF 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.
- 13) The UPEF 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.
- 14) The UPEF requires all persons who fly an mRPAS at the UPI to have a rating of "Pilot" within MAAC.
- 15) The UPEF requires all persons who fly an mRPAS at the UPI to be 14 years of age or older.

Normal operating procedures and Club safety rules

- 16) All members shall follow the applicable Canadian Aviation Regulations.
- 17) All pre-flight inspections or model assembly shall be done in the designated area away from the active modelling area.
- 18) Batteries shall not be connected to electric-powered models unless the model is restrained in the designated start-up area – no exceptions.
- 19) 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).
- 20) 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

- 21) MAAC members conducting mRPAS activities shall give way or otherwise immediately get out of the way of all full-scale aircraft – **no exceptions**.
- 22) Diagram 1 Field Layout, below, shows the location and layout of the UPEF. Diagram 2 Designated Areas, below, shows the flight line and the pilot stations with respect to the parking lot, as well as the flying area and the no-fly zone. The flying "volume" is 300m (1000ft) long by 150m (500ft) deep by 120m (400ft) above ground level. To be clear: at UPI, models must be flown below 120m (400ft) above ground level and within the Flying Area shown in Figure 2. The nearest full-scale aerodrome is MacDonald-Cartier Airport located 4.6 nautical miles (8.5 kilometres) North-North-West of the pilot stations. NOTE – MAAC and CAR rules are NO FLYING within 30m of any non-MAAC person, property, or "thing" of value. Diagram 3 Nearby Fields, below, shows all flying in the area that members should be aware of.

- 23) Ultimate Park Electric Flyers members shall check for CYOW-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.
- 24) No mRPAS flying will occur below the MAAC-mandated weather minimum, as follows:
 - 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.
- 25) In the event of any mRPAS “fly-away” towards Ottawa Airport (CYOW) located 5.18nm north, where the pilot reasonably believes the mRPAS could pose a flight hazard to air traffic at CYOW, call CYOW ATC on their emergency phone number 613-248-3814
- 26) In the event of any type of model “fly-away” towards Manotick Station, call Ottawa 3-1-1 to advise them of a possible safety issue.
- 27) 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.
- 28) As 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 of the observer is to scan for approaching full-scale aircraft – do not watch the mRPAS. Pay particular attention to North-North-West for aircraft departing/arriving at CYOW.
 - 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.
- 29) 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.

- 30) The MAAC Safety Warning Sign, below, must be always clearly displayed at the UPI when mRPAS are flown at the UPI.

Free-Flight

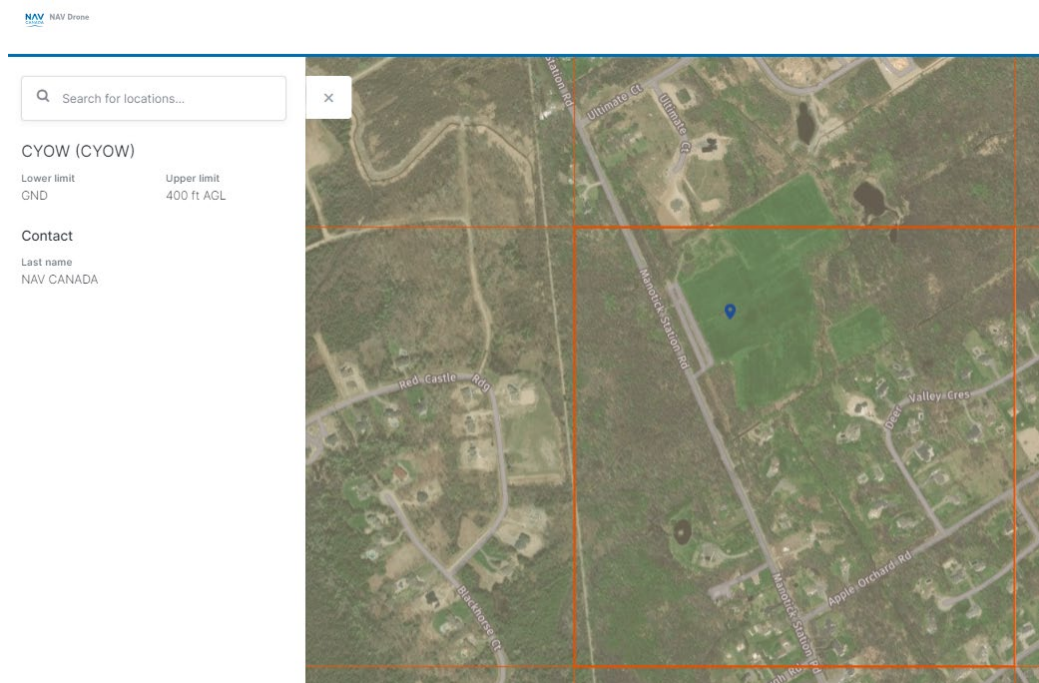
Free-Flight models are limited to rubber power and capacitor-electric power. Free-Flight models must weigh less than 250g. MAAC observers, as outlined in item 27, are optional at the UPI for Free-Flight. The following are club procedures for ensuring by-stander safety:

- 31) 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.
- 32) ALL members must immediately stop any launch preparations and disarm the power/launch system.
- 33) If a model has already been launched, the observer 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.
- 34) No free-flying model aircraft operations are allowed below the Club mandated weather minimum, as follows.
 - a. If cloud is present below 1000' above the model flying area,
 - 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.

Members may determine the weather themselves with direct observation or use any other source.

There are no other risk mitigating strategies required at Ultimate Park Electric Flyers.

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

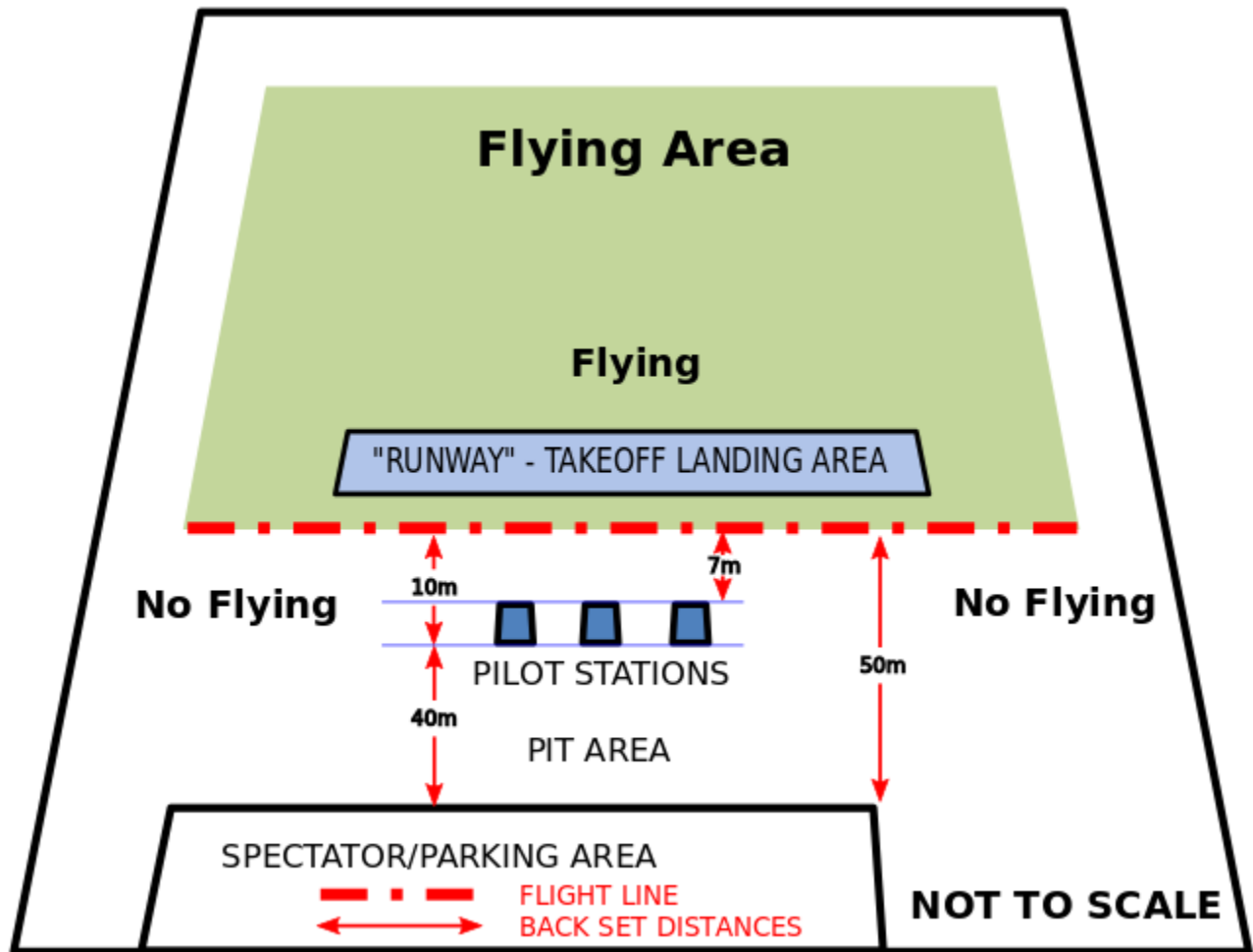


Diagrams

Diagram 1 Field Layout



Diagram 2 Designated Areas

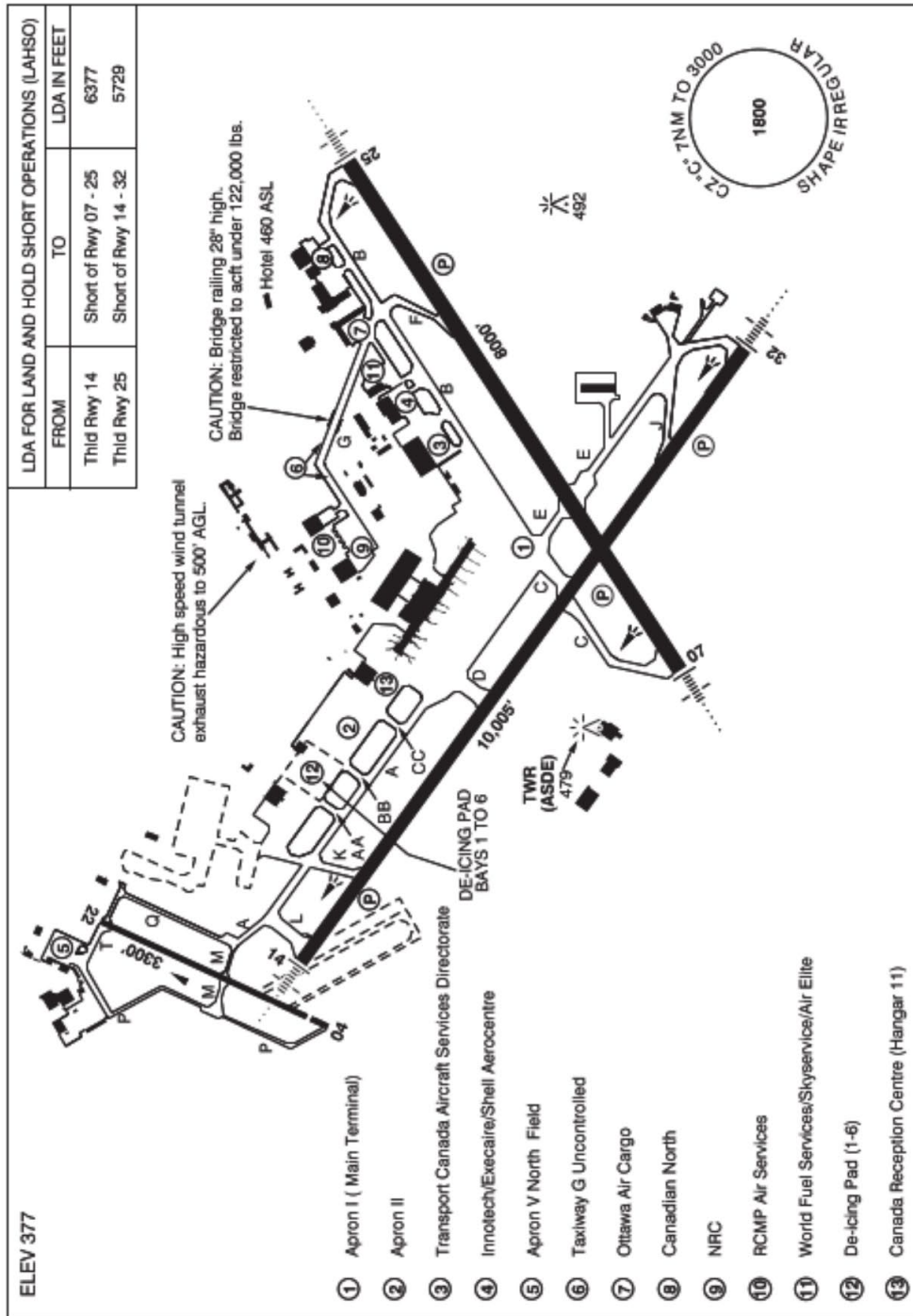




CFS Entry

OTTAWA / MACDONALD-CARTIER INTL ON

CYOW



REF	N45 19 21 W75 40 02 Adj S 14°W UTC-5(4) Elev 377' A1905 A5000 A5002 LO6 LO7 HI5 T2 CAP OC
OPR	Ottawa Macdonald-Cartier Intl Aprt Authority 613-248-2200 Cert
PF	A-1,2,3,6,7 C-4,5

OTTAWA / MACDONALD-CARTIER INTL ON (Cont'd)**CYOW**

CUST	AOE 888-226-7277 Pilots to call appropriate fixed base opr (FBO) prior to ldg on pvt adv freq & request cust be advised of intended location for clnc. Cust clnc at Apron II 12-05Z± 1 hr PN.
FLT PLN	
FIC	(bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montreal 514-633-3211 or 800-633-1353, all Flt Plns, IFR tng PPR, Mon-Fri
WX	METAR H24
DUAT	TAF H24, issue times: 00, 03, 06, 09, 12, 15, 18 & 21Z. Ottawa Flying Club; World Fuel Services/Skyservice/Air Elite; Innotech/Execaire/Shell Aerocentre
SERVICES	
FUEL	100LL, JA-1
OIL	All
S	1(ltd), 2,3,4(ltd)
ARFF	DESIGNATED CAT 8
SUP FL	LHOX PN
PVT ADV	Ottawa Flying Club (North Field) 123.35 12-02Z±; Innotech/Execaire/Shell Aerocentre (South Field) 123.0 H24; World Fuel Services/Skyservice/Air Elite 129.85 10-05Z±, O/T 613-739-3776
MIL CON	World Fuel Services 613-739-3776
RWY DATA	Rwy 14(140°)/32(320°) 10,005x197 grooved ASPH Rwy 07(071°)/25(251°) 8000x197 grooved ASPH Rwy 04(039°)/22(219°) 3300x75 ASPH Thld 04 displ 251'. Rwy 04 down 0.36%. Rstd to acft not exceeding 60,000 lbs. RESA: 07/25 984'; 14/32 1000' Abv 15°C, no acft with more than 100 pax or over 85,000 lbs is auth to perform 180° turns on any rwy without perms 613-248-2013
RWY CERT	Rwy 14 RVR 1200(1/4sm)/Rwy 32 RVR 1200(1/4sm) AGN V Rwy 07 RVR 1200(1/4sm)/Rwy 25 RVR 1200(1/4sm) AGN V Rwy 04/22 AGN II
TWY CERT	Twy: M, P, Q, T AGN II
TWY	Twy G uncontrolled Twy M, P, Q and T rstd to acft not exceeding 60,000 lbs
APRON	De-icing Bays Bay 1, 3, 4, 6 - May be used by acft with wingspans 36m (118') or less Bay 2 - May be used by acft with the wingspans 65m (213') or less. If CC/K used, the Taxi must be on the West taxi line only with crossover to/from Bay 2. Bay 5 - May be used by acft with the wingspan 80m (262') or less. Entry/Exit point must be CC/K only and taxi must be on the west taxi line only.
RCR	Opr CRFI, Win field cond rpts 613-248-2122. PLR/PCN
LIGHTING	07-AN(TE HI) P3, 25-AN(TE HI) P3, 14-AN(TE HI) P3, 32-AN(TE HI) P3
COMM	(bil)
RCO	Québec rdo 123.15 (FISE) 126.7 (bcst)
ATIS	(English) 121.15 (French) 132.95
CLNC DEL	Ottawa 119.4 all dep acft to ctc clnc del
GND	Ottawa 121.9
TWR	Ottawa 118.8 (VFR South) 120.1 (VFR North) 118.8 341.3 (V) (emerg only 613-248-3814)
TML	Ottawa 127.7
ARR	Ottawa ARR 135.15
DEP	Ottawa DEP 128.175

OTTAWA / MACDONALD-CARTIER INTL ON (Cont'd)

CYOW

NAV NDB VOR/DME DME ILS	OW 236 (L) N45 21 37 W75 33 40 GREELY YRR 377 (L) N45 16 05 W75 34 24 YOW 114.6 Ch 93 N45 26 30 W75 53 49 (482') IOW 109.5 Ch 32 N45 18 50 W75 40 01 (398') IOW 109.5 (Rwy 07) RVR; IRP 110.3 (Rwy 32) RVR
PRO	<p>Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website.</p> <p>ATC: <u>IFR CLNC ACKNOWLEDGEMENT:</u> IFR clnc read back with Ottawa twr clnc del shall include acft call sign, assigned SID name and transponder code. CIRCUITS: Rgt hand circuits Rwy 07, 14 & 22 (CAR 602.96). FOD: The grade of sand which is used extensively on the aprt dur win may pose a FOD hazard to some acft. Formations and other line astern flt ops should adopt pro to avoid ingestion. NOISE ABATEMENT PROCEDURES: Turbojet and turboprop acft; refer to CAP; propeller acft: dep Rwy 32 to 1500 ASL before proceeding on crs. Circuit hgt 1500 ASL Rwy 04-14 to maintain 1500 ASL, wx permitting, until established on final apch. Tng flt permitted 0815-2359 lcl time, no VFR tng circuits on Rwy 14/32 below 1500 ASL, no practice rwy pro to Rwy 14. For practice IFR apchs to active IFR rwy dur peak hrs 1315-1400Z & 1930-2400Z Mon-Fri, ctc Montreal Flight Planning 514-633-3211 or 800-633-1353, for possible delays & rwy info. Turbo-jet take-off and landing not permitted Rwy 04/22. WEST VFR ARR/DEP ROUTES: DEPARTURES: SEE OTTAWA M.-C.I. WEST VFR DEPARTURE PROCEDURES CHART Unless otherwise instructed by ATC contact North Tower on 120.1 when ready, – Bells Corners Departure (Depart Rwy 22), climb rwy hdg to Rideau River remaining north of Rwy 25 centerline at all times, at Rideau River, turn rgt hdg 250, climb to 1300 ASL. At 1300 ASL, continue climb not abv 1500 ASL direct Bells Corners and then to Constance Lake. • Contact Ottawa Terminal on 127.7 at Bells Corners – Champlain Bridge Departure (Depart Rwy 04), left turn direct Champlain Bridge then to Deschenes Quarry climb not abv 1500 ASL. • Contact Ottawa Terminal on 127.7 at the bridge All other VFR acft should anticipate dep instructions from ATC. ARRIVALS: SEE OTTAWA M.-C.I. WEST VFR ARRIVALS PROCEDURES CHART – Rwy 22, proceed via E side of Ottawa River to Deschenes Quarry & then direct Champlain Bridge at 2000 ASL. – Rwy 04, proceed via W side of Ottawa River to Constance Lake, then direct Bells Corners at 2000 ASL. All other VFR acft should anticipate arr instructions from ATC.</p> <p>DE-ICING OPERATIONS 1. Ctc PAD CONTROL on 122.925 30 min prior to dep if de-icing is rqrd. Notify of any special treatments prior to taxi to CDF. 2. Ctc Ottawa GND after pushback for taxi to CDF. 3. Hold short of the CDF on K, AA, BB or CC and ctc PAD CONTROL for further taxi. 4. Follow instructions and electronic sign boards to de-icing bays. 5. Stop on the 2nd (illuminated) yellow stop bar, immediately set brakes and advise PAD CONTROL. DO NOT MOVE ACFT. This will allow positioning of trucks while you configure your aircraft. 6. Once instructed switch to ICEMAN on 122.350, confirm brakes are set, confirm treatment and that acft is configured for treatment (engines at idle/props feathered/pacs off). If you can't reduce engines to idle ICEMAN must know, de-icing may not be possible with running engines. 7. After de-icing, configure acft for taxi, however, DO NOT MOVE ACFT. 8. Once instructed, ctc PAD CONTROL for taxi. 9. Follow instructions to designated exit point. Holding short of Twy A, ctc GND 121.9</p>

OTTAWA / MACDONALD-CARTIER INTL ON (Cont'd)

CYOW

VFR FLIGHTS IN OTTAWA MACDONALD-CARTIER CLASS C CZ AND TCA TERMINAL.

In order to minimize delays, ATC frequency congestion and for better airspace management, as well as to improve safety, a procedure is available allowing VFR aircraft to obtain a transponder code prior to take off. This mandatory procedure applies to VFR aircraft that did not file a flight plan or flight itinerary with Nav Canada and wishing to penetrate or operate in the Ottawa/MacDonald-Cartier Class C and terminal Class C airspace. All acft not respecting mandatory transponder code procedure will not be accepted in Ottawa/MacDonald-Cartier Class C CZ and TCA C

Form 1 UPEF Weight Record

Club Member Name _____

Model Type	Weight	Date	Signature

Instructions

OPTION 1

- Print and fill out this form.
- Deliver the hardcopy form to the UPEF president or vice-president.

OPTION 2

- Print and fill out this form.
- Scan the completed form OR take a clear picture of the completed form.
- Email the electronic form to the UPEF president or vice-president.

MAAC Safety Warning Sign



WARNING!

Aeromodelling may cause
serious injury!

Proceed at your own risk!

AVERSTISSEMENT!

L'aéromodélisme peut causer des
blessures graves!

Procédez à vos propres risques