

B & B CENTRALIA JET CLUB (MAAC Club #912) – Rules

MAAC Statement – Safety Advisory Group May 2023

AMENDED 18/07/2023

MAAC has additional safety and insurance concerns anytime we operate models near full-scale aircraft. MAAC's desire in approving model operations on an aerodrome, is that models and full-scale do not interact if possible – primarily accomplished by limiting approvals to infrequently used aerodromes. While Centralia is an infrequently used aerodrome, it has some activities that concern MAAC. As such, MAAC is issuing approval at this site contingent upon members **strictly complying with the following**, in addition to the club rules.

All members shall only use this site during the “off-hours” from normally expected full-scale operations. Specifically, no model flying, or related activities will commence if any of the following are **reasonably expected to occur, or are occurring**:

1. Air Cadet operations or other glider operations
2. Any expected IFR arrivals or departures and
3. Any other expected full-scale training activities using the aerodrome.

If model flying operations have commenced and any of the above appear possible, all model flying will cease immediately until the full-scale operation is completed.

Further, the number of airborne models requiring the runway to take off or land is limited to **two at a time**. Additional models that do not require the runway may be flown at the same time, provided they follow all other club rules.

MAAC may conduct periodic reviews of this site for compliance issues.

A copy of the operational rules **shall be on site** any time a model aircraft is in operation. All members shall be familiar with the information contained in this document.

Administrative

1. These rules are for B & B Centralia Jet Club, located at Centralia/James t. Field Memorial Aerodrome CYCE aerodrome center 43 17 05.9N 81 30 12.4W
403 Canada Ave, Huron Park, Ont. N0M 1Y0.
New United Goderich Inc. (landowner)
2. To use B & B Centralia Jet Club field, 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. New United Goderich Inc. (landowner) has stated in their contract with B & B Centralia Jet Club that Blair Shrubsall and/or Bob Bennett **must** always be on the field during flying. A member may not fly without one of them present as this is private property.

4. All members/visitors using this site must sign an agreement they have read, understand, and will abide by these rules while modeling at B & B Centralia Jet Club.
5. All members operating an RPAS must have a copy of these rules and be available at the site, either electronically or in print. The club will ensure to provide current printed copies at the site.
6. This site is for RPAS fixed wing use only – no other categories of modeling are permitted.
7. 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 executive. 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.
8. When entering the Centralia Airport please use Gate off Ausable line **only** and follow the gravel road in.
9. No smoking around full-size aircraft.
10. Emergency services can be reached using 9-1-1 on a cell phone.

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 near or park 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 (226-378-7422) 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

Centralia/James t. Field Memorial Aerodrome CYCE

Is the home of New United Goderich Inc., the company is an aircraft maintenance facility.

They periodically ferry aircraft in and out and perform engine run-ups and taxi test.

The odd aircraft will come in and do a touch and go. There are occasionally sports car clubs that use various areas of the aerodrome – we will not operate models with 30m of those activities.

The B&BCJC will be using taxiway 10-28 at the west end. The flight stations will be facing south as indicated on the maps.

1. The B & B Centralia Jet Club membership and Visitors must follow the Aerodrome, MAAC, RPAS and club rules/regulations always.
2. Maximum permissible RPAS altitude is 400 Ft AGL, unless otherwise approved by MAAC in writing.
3. When refueling an aircraft, you must use an overflow tank or equivalent.
4. Any turbine powered aircraft must use a reasonable means of deflecting exhaust during start up so as not to damage the field and surrounding properties.
5. An appropriate fire extinguisher must be present for all powered RPA operation. The club owns two five-gallon pump style firefighting water backpacks and four five-pound fire extinguishers along with shovels and brooms. All this equipment is on a small trailer always attached to a rescue vehicle while flying. This is primarily for the possibility of a grass fire. **This equipment or similar must be available while flying is occurring.**
6. If club disposable fire equipment is to be used on a pilot's turbine, aircraft, grass et cetera, He or she is financially responsible for refiling or replacing the equipment.
7. Pilots may fly in formation provided they agree to do so. Only two pilots can fly at a time.
8. No solo flights are permitted - A visual observer must always be used to monitor approaching full-scale air traffic. The visual observer must be an adult (18+) MAAC member.
9. The following are club visual observer procedures for ensuring full scale aviation safety:
 - a. The sole role is to scan for approaching full scale aircraft – do not watch the RPA.

- b. The observer shall stand (no sitting allowed) within arm's length of the pilot flying.
- c. The visual observer must also monitor aerodrome traffic frequency (122.8MHz) as a minimum during model flights. Keeping a constant lookout for full-scale aircraft however, as visual observation is the primary safety mitigation.
- d. The visual observer must be extra diligent to watch/listen for **IFR** aircraft approaching CYCE for a straight in landing on runway 10 or 28. The modeling position northwest of those runways does not assure safety for airborne aircraft or models.
- e. 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.
- f. Upon hearing this notification ALL Pilots must immediately descend to as low an altitude as possible and then land as soon as safely able.

- g. 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.

10. 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 Exeter Ont. Night flying is not allowed.
11. An air Band 2 way radio VHF must be used when crossing any active runway via a vehicle or executing emergency plans to inform air traffic of intentions.
12. Any parked vehicles, trailers or tents set up on the airfield must be a minimum of 150'/46m from the edge of any active taxiway and 300'/92m from the edge of an active runway.
 1. The pilot stations set up within those limits are easily moved and can be placed where required.
 2. Any persons within those limits must wear High Visibility PPE. I.e., Reflective safety vest.
13. There will be NO parked or stopping vehicles on an active surface. I.e., Runway / Taxiway.
14. Full-scale always have the right of way over model aircraft. Note: Once a full-scale aircraft has announced its intent to land or unannounced aircraft is in the airdrome zone, all Model aircraft must immediately land and clear the runway.
15. Once a Full-scale aircraft has started its engines preparing to leave, all model aircraft must land immediately, and no takeoffs permitted until departing aircraft has left the zone.

- 16.** If a full-scale aircraft should appear while someone is flying a model, then an emergency landing of the model is done on the east side of the runway in the grass. By flying at CYCE you understand that you may need to sacrifice your model (intentionally crash it) to ensure full-scale safety.
- 17.** No member shall operate a model aircraft at a location or in a manner that is likely to be hazardous to full-size aircraft. The member shall retain ultimate responsibility, always and in all circumstances, for collision avoidance from full-scale aircraft.
- 18.** No RPA 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.
- 19.** Members should check for CYCE related NOTAM either using the NAV Canada NOTAM portal or RPAS Wilco app or similar. If you are the first pilot of the day and have printed a RPAS Wilco site survey, please have it available for fellow modelers to reference.
- 20.** 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 – Centralia Airport.
- 21.** If there is any type of near miss or safety concern between a full-scale aircraft and our RPA, ALL FLYING SHALL cease immediately. The members involved should fill out a MAAC reportable occurrence report and submit that to 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 recall you must keep this form for one year (CAR901.49 (2)). Resume flying when done.
 - B. 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.
 - C. If there is actual contact between an aircraft and a MAAC RPAS – all flying will cease until MAAC confirms we may resume operations.
 - D. This process is for your protection.
- 22.** 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 226-378-7422. Please notify the club executive as soon as able and complete a MAAC reportable occurrence form/process.

19. There are no other risk mitigations required for New United Goderich Inc.

IFR (Instrument Flight Rules) Approaches to CYCE

There are two IFR approaches to Centralia/James T. Field Memorial aerodrome named as follows.

RNAV (GNSS) RWY 10 – pronounced “Arr NAV runway ten”
RNAV (GNSS) RWY 28

IFR aircraft may land straight in from the west on runway 10 or from the east on runway 28 – there is no overhead traffic pattern or other circuit entry procedures so extreme vigilance is required.

IFR aircraft may use the approach on runways 10 or 28 to “break clouds” or find the aerodrome but have the option to break off the approach to land on runway 16 or 34. IFR aircraft do not need to follow the circuit pattern when doing so - extreme vigilance is required.

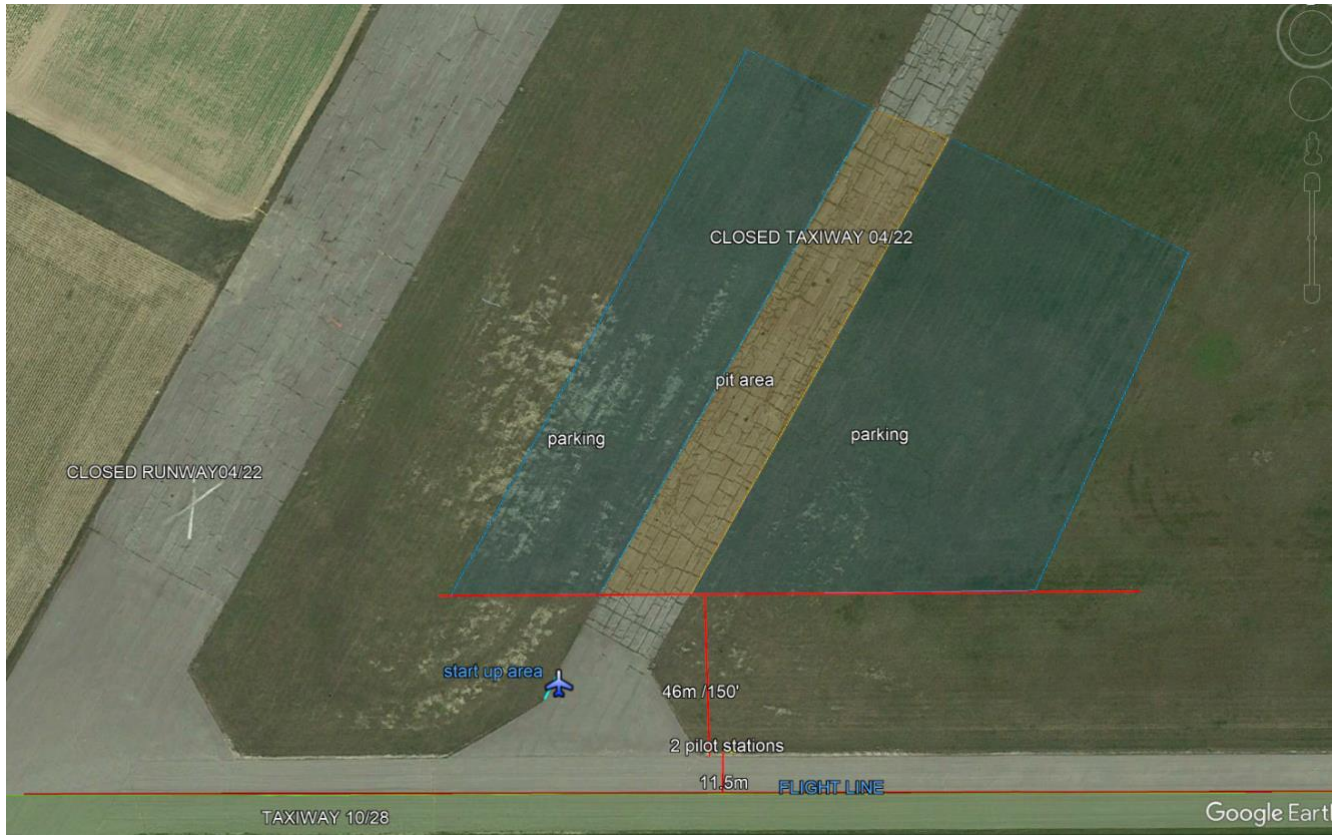
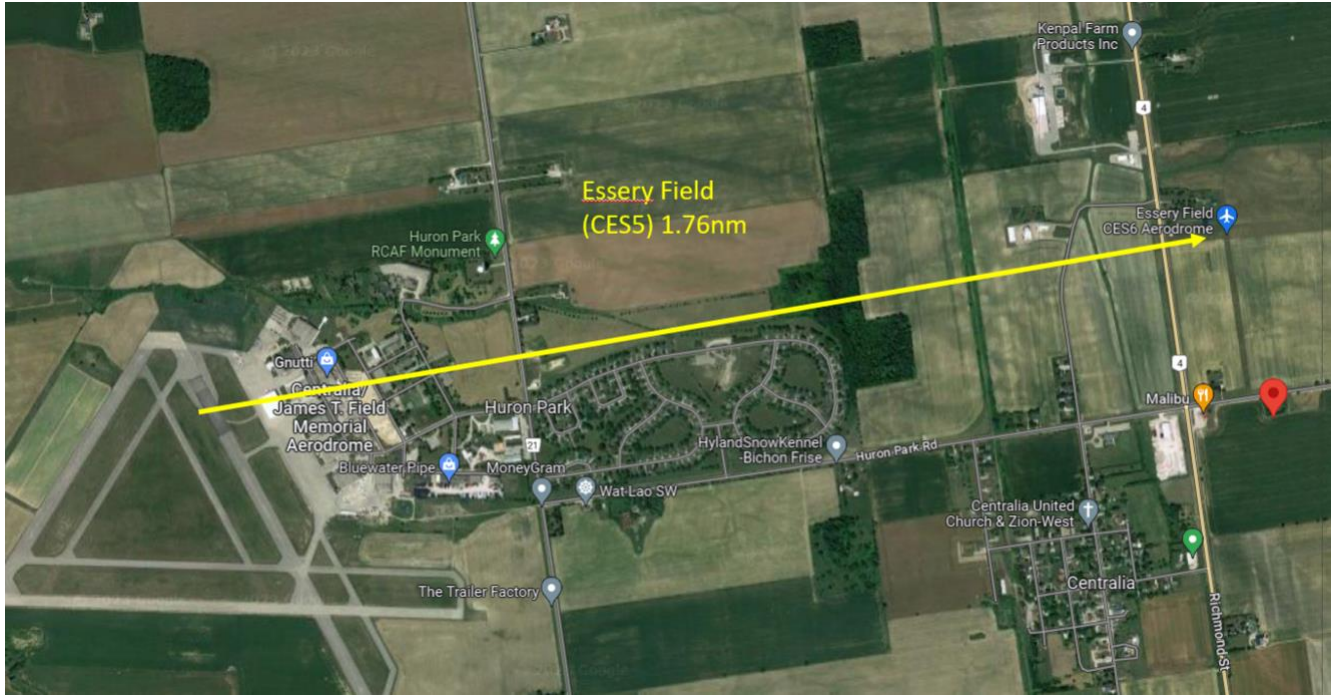
IFR aircraft will normally broadcast their intentions to land either runway once at 5 minutes from expected landing time, or again when over the listed fixes (see chart below). You may ask the pilot for his position to determine how quickly you need to clear the runway environment.

When you hear an IFR aircraft broadcast any information indicating they are inbound landing “Centralia” or “James T. Field Memorial” – land your model and clear the runway area immediately.

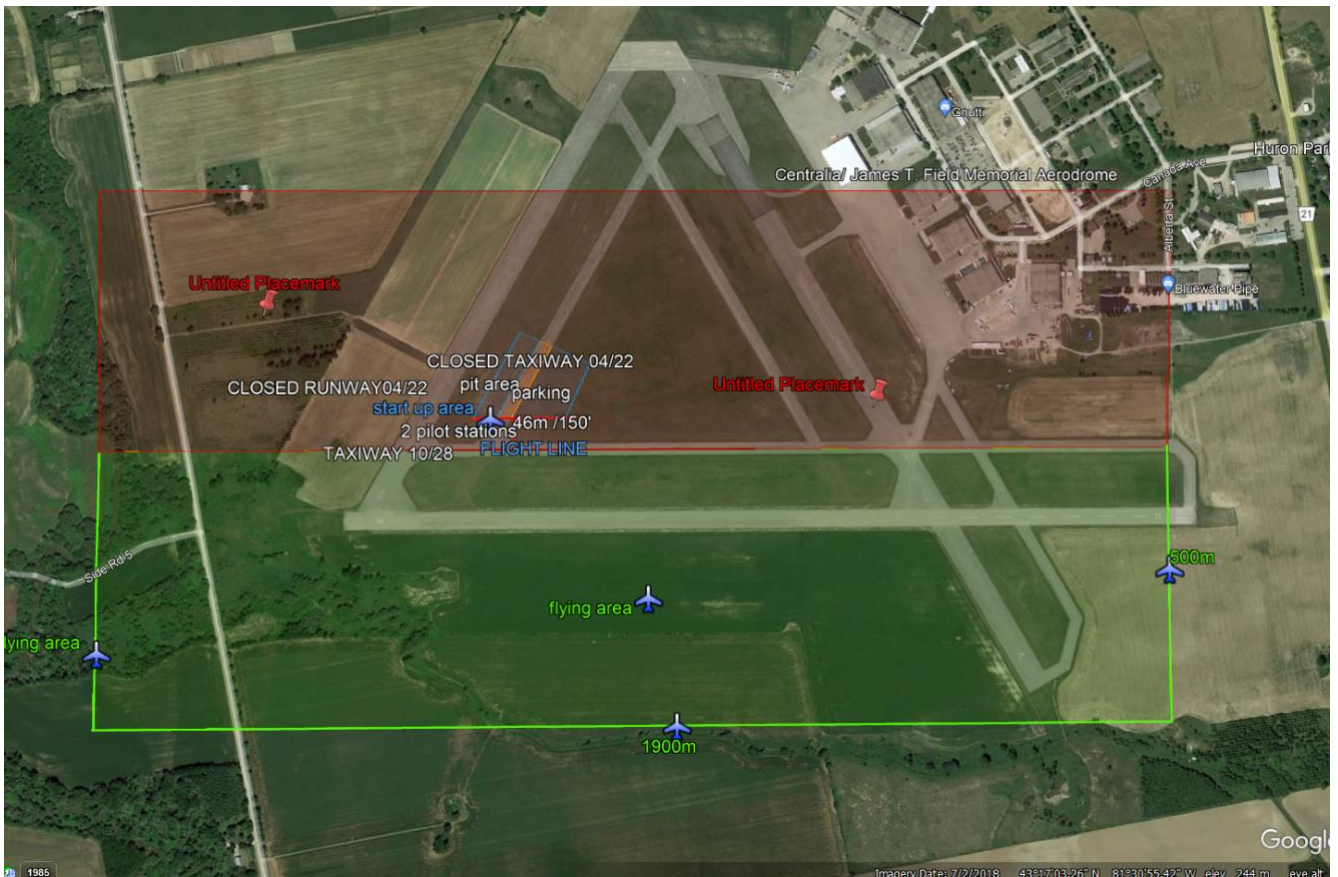
Adjacent Aerodromes

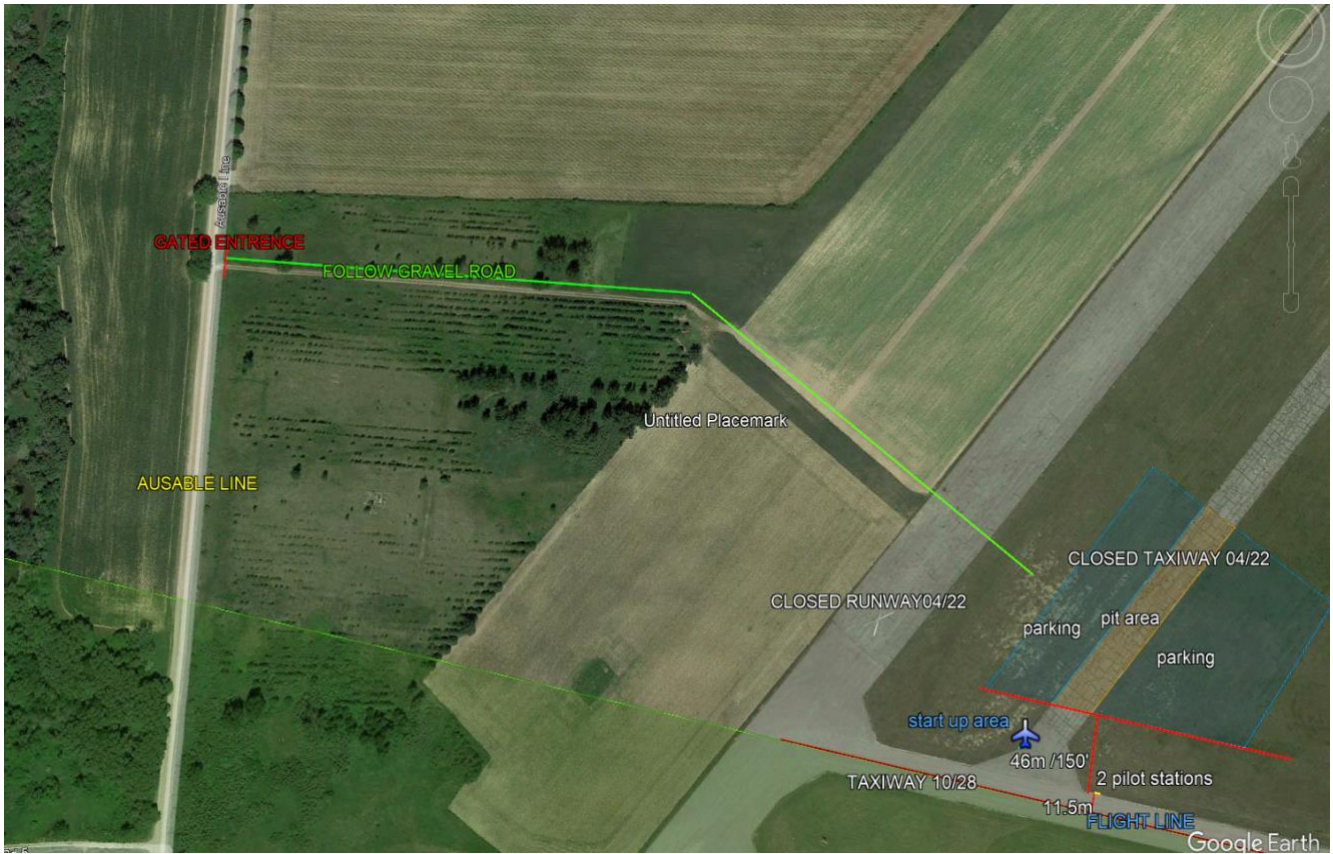
B&B Centralia Jet Club operates within 3nm of an aerodrome as listed in the CFS or CWAS and is required to provide all members with the following information:

1. The aerodrome’s name is Centralia (Essery Field) (CES5) and it is located 1.76 nautical miles east of our modelling site.
2. The aerodrome has two grass runways (09/27 and 18/36) with an established traffic pattern on the north and east sides, away from our operation.
3. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
4. In the event of a “fly-away” towards CES5, you may call Rob Essery at 519-878-6993 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.



Pilot Stations are facing South
 GPS 43°17'04.67" N 81°30' 42.38" W



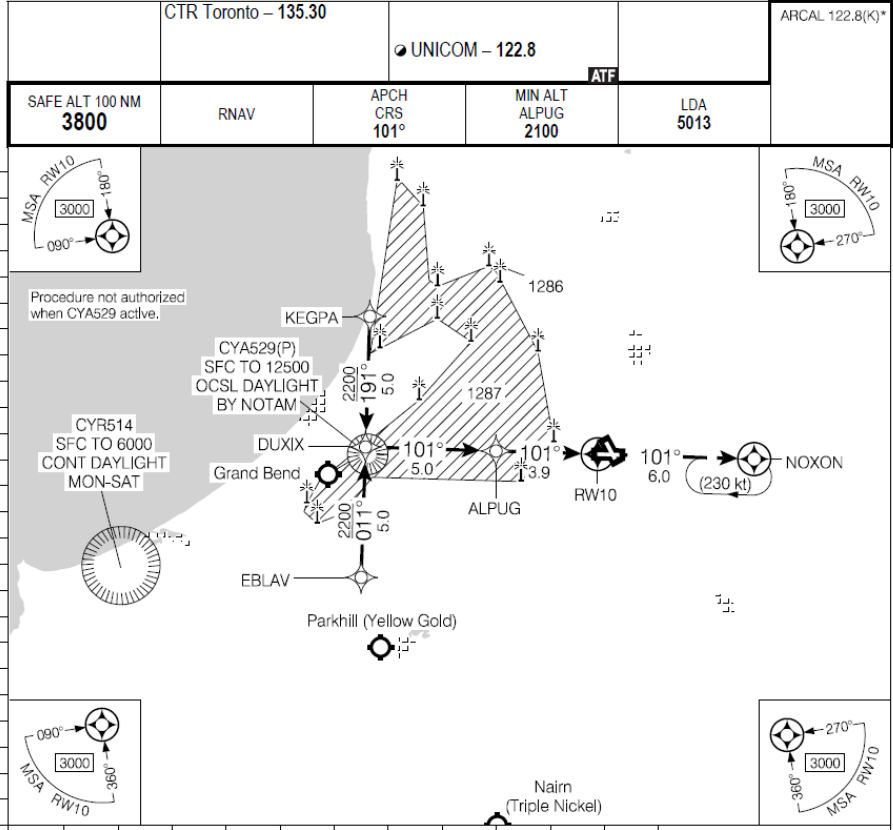


Please only use Ausable line. Gate and follow the gravel road in.

DO NOT DRIVE THROUGH THE AIRPORT FRONT GATES.

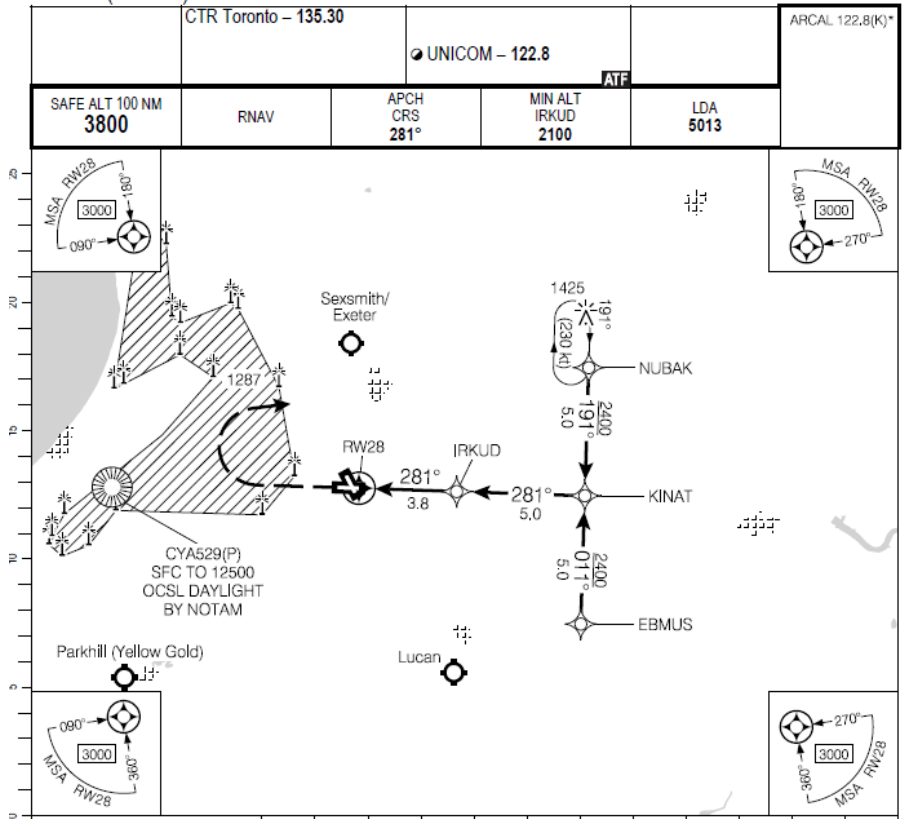
RNAV (GNSS) RWY 10

CENTRALIA/JAMES T. FIELD MEMORIAL, ON
431709N 0813023W VAR 9°W
CYCE



RNAV (GNSS) RWY 28

CENTRALIA/JAMES T. FIELD MEMORIAL, ON
431709N 0813023W VAR 9°W
CYCE



CENTRALIA / JAMES T. FIELD MEMORIAL ON

CYCE

REF	N43 17 09 W81 30 23 1.6W 9°W (2013) UTC-5(4) Elev 824' A5000 LO6 HI5 CAP	
OPR	New United Goderich Inc. 519-228-6052 (1300-2130Z† Mon-Fri) O/T 226-378-7422 Reg	
PF	B-1 C-2,3,4,5,6	
CUST	AOE/CAN	
FLT PLN	<p>FIC London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)</p> <p>WX WxCam</p>	
SERVICES	<p>FUEL JA-1</p> <p>OIL W100, 15W50, 20W50, Mobil Jet II & 254, Turbo Oil 2380</p> <p>S 2,3,4,5</p>	
RWY DATA	Rwy 10(101°)/28(281°) 5013x100 ASPH Rwy 10 up 0.52% Rwy 16(161°)/34(341°) 4392x150 ASPH Clsd Nov 1-Mar 31 O/T clsd 0100-1300Z†	
RCR	Opr 13-23Z† Mon-Fri Snow removal may be delayed 24 hr. Rwy 16/34 no win maint. PLR	
LIGHTING	10-(TE ME), 28-(TE ME) ARCAL-122.8 type K	
COMM	<p>ATF UNICOM ltd hrs O/T tfc 122.8 5NM 3800 ASL</p>	
NAV	<p>VOR/DME LONDON YXU 117.2 Ch 119 N43 02 16 W81 08 56 (920')</p>	
CAUTION	Wind turbines to 1287 ASL W of A/D. Water twr 221 AGL aprx 0.4NM E of thld 16. Glider activity Apr-May & Sep-Oct. Sports car and rdo cfl acft activity May-Sep.	

CENTRALIA (ESSERY FIELD) ON

CES5

REF	N43 17 32 W81 27 56 Adj NE 9°W (2016) UTC-5(4) Elev 885' A5000	
OPR	Rob Essery 519-228-6228 or 519-878-6993 Reg PPR	
PF	B-1 C-2,3,4,5,6	
FLT PLN	<p>FIC London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)</p> <p>WX WxCam</p>	
RWY DATA	Rwy 09(091°)/27(271°) 2166x65 GRASS Rwy 18(181°)/36(001°) 2147x66 GRASS	
RCR	Opr No win maint	
COMM	<p>ATF tfc 122.8 5NM centered on Centralia / James T. Field Memorial A/D 1.8NM W 3800ASL</p>	
PRO	Right hand circuits on Rwy 27 & 36 (CAR 602.96).	
CAUTION	P-lines on apch to Rwys 09, 27 & 36. Ocsf farm machinery in vic of rwys.	

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.

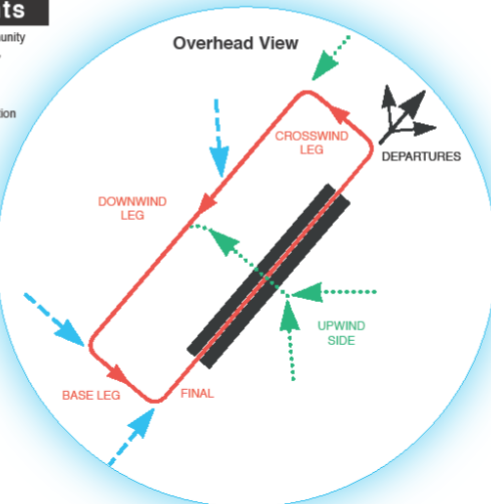
Where designated, a mandatory frequency (MF) or aerodrome traffic frequency (ATF) area is normally a circle with a 5-NM radius, capped at 3 000 ft above aerodrome elevation (AAE). All radio-equipped aircraft must monitor a common designated frequency.

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)

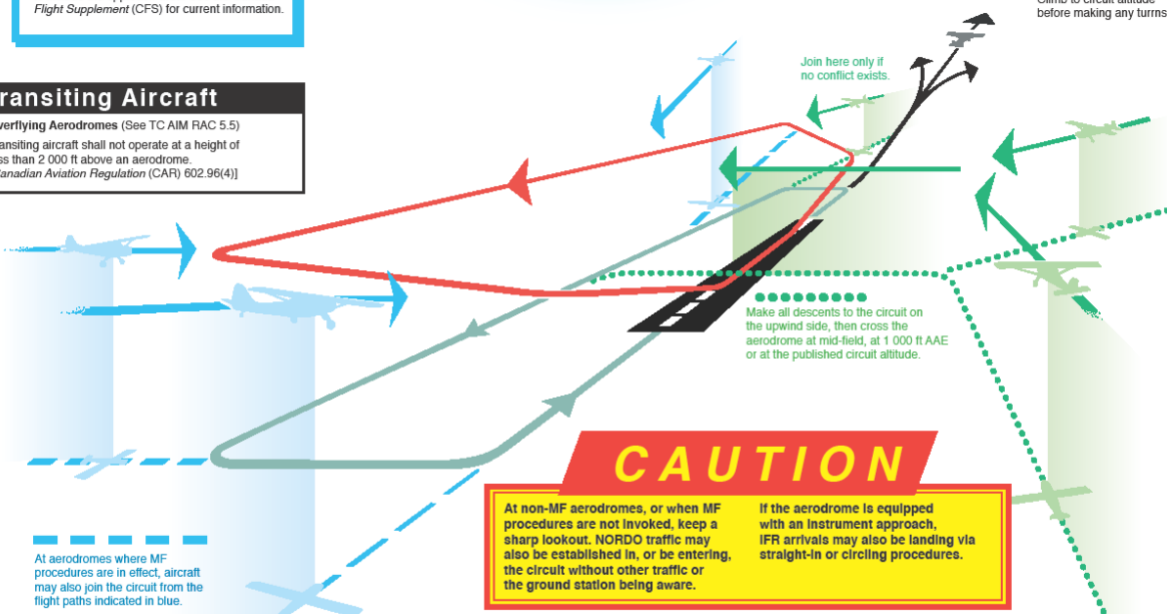
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

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.