

South Shore RC Flying Club (#478) – Rules

Administrative

1. These rules are for South Shore RC Flying Club located at Liverpool Regional Airport, CYAU aerodrome center located at 044 13 50 N, 064 51 22W, 80 Airport Road, Greenfield NS.
2. To use South Shore RC Flying Club property, 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. All members using this site must sign an agreement they have read, understand, and will abide by these rules while modeling at Liverpool Regional Airport.
4. All members operating an RPAS must have a copy of these rules available at the site, either electronically or in print. The club will ensure a copy on the club website and will endeavor to provide current printed copies at the site.
5. 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 President or VP. 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.
6. No smoking on aerodrome property.
7. 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) 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.
- b) Operate on or park any type of motor vehicle within 30m of an aircraft maneuvering area.
- c) 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.
- d) 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.

- e) Fail to immediately report to the aerodrome operator (902-298-2644) 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

1. South Shore Flying Club is located at Liverpool Regional Airport, identifier CYAU, located 2.3nm west of the town of Greenfield, Nova Scotia. See the attached diagram.
2. Liverpool Regional Airport is home to a Cessna 172 and a Zenith 701. As shown in the diagram below, Liverpool Regional Airport has one runway (07/25) with the hangars located at the south end. The following is a summary of the normally expected traffic patterns:
 - a. Both aircraft are stored inside the single hangar
 - b. Both aircraft are recreational aircraft.
 - c. All aircraft movements on the aerodrome are easily seen from our pit area and pilot stations. There are no IFR approaches and little to no chance of a straight in approach. All local pilots will join the circuit by flying overhead the aerodrome.
 - d. There are no services, and the aerodrome operators have confirmed no other aircraft use the aerodrome with any regularity.
3. The aerodrome operator has stipulated the following procedures for us to use his facility. Refer to the diagram below.
 - a. Our "pits" and set up/spectator area are 30 meters from the runway which meets MAAC requirements. Model assembly should be done in the designated pit area.
 - b. The "start-up area" is immediately west of the pit area using the supplied stands or restraints. Do not take any model gear with you near the runway - only the airplane is allowed. Turbine pilots may take their taxi fuel bladder and control box.
 - c. Do not conduct prolonged tuning if other pilots are flying.
 - d. The direction of take-off /landing, and traffic pattern will be determined by the prevailing winds. If there is no light wind, all take-offs will be north and landing south to stay away from the sun. Coordinate your circuits with one another.

- e. Hand launching and bungee launching shall be done in agreement with any pilots flying.
 - f. Our flying area as measured from the center of the pilot stations is a box 1500' south, 1500' north and 1500' west. Refer to the site flying area map for no-fly zone depictions – absolutely no flying south of the runway.
 - g. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying. Before crossing the runway make sure the visual observer knows you are going there and be extra vigilant for approaching full-scale aircraft. If you spot/hear an approaching aircraft and think you cannot return to the modeling site safely, stay at least 30m clear of the runway until the aircraft lands or departs.
 - h. At the end of the day, ensure all model gear is removed from near the runway and apron.
4. The following are the procedures to operate an RPAS from runway 07/25.
- a. Once your model is started/armed, you may carry it or taxi it to the runway. Before leaving the “pit area” visually scan the apron/hanger line and sky to ensure no aircraft are near or approaching the runway. Follow our visual observer rules as stipulated below before moving past the apron edge.
 - b. While flying if a full-scale airplane starts up on the hanger line, or if you spot or hear an airplane approaching, land immediately. If for whatever reason you do not think you can land safely before the aircraft enters the runway environment, fly west at low level away from the runway and orbit as far out as safely able until the aircraft departs or lands. If need be, intentionally “land” off field away from the runway. By flying at CYAU you accept that you may need to intentionally destroy your model to ensure full-scale safety.
 - c. **After you land** clear the runway as quickly as safely able. Backtracking on the runway to the pilot stations is permitted. You may taxi or carry your model from the runway back to the startup area – **no taxiing in the pit area**. Ensure you take any support gear with you.
 - d. No Texting while flying.
5. 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.
6. South Shore RC Flying club members should check for CYAU related NOTAM either using the NAV CANADA NOTAM portal or using RPAS Wilco app or similar. If you are the first pilot of the day and have printed a RPAS Wilco site survey, please leave it at the site for fellow modelers to reference.

7. No flying will commence until half an hour after sunrise and will end half an hour after sunset.
8. 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.
9. CYAU is located wholly in uncontrolled airspace so there are no “fly-away” concerns.
10. Visual observers are mandatory. The following are club procedures for ensuring full scale aviation safety:
 - a. There shall be at least one visual observer who 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 RPA.
 - c. 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. Other members may use a single long blast of the air horn.
 - 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.
11. If there is any type of near miss or safety concern between a full-scale aircraft and a MAAC RPA, ALL FLYING SHALL cease immediately. The members involved shall 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 MAAC and 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.
12. 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 902-2982644. Please notify the club executive as soon as able and complete a MAAC reportable occurrence form/process.

13. A fire extinguisher must be present for all powered RPA operation.
14. Pilots may fly in formation provided they agree to do so. There is no limit on the number of airborne RPA.
15. The club executive has contacted the operator (OPR) of CYAU, and they have expressed no issues with our RPAS site.
16. There are no other risk mitigating strategies required at South Shore RC Flying Club.
17. The Club executive will review these rules at least once a year.

When visual observers are required, the club rules are as follows:

1. The sole role is to scan the sky for approaching full scale aircraft – do not watch the RPA. Pay particular attention to (whatever direction airplanes come from etc.)
2. The visual observer should stand close enough so the RPAS pilot can hear you.
3. When spotting a potential conflict – yell AIRPLANE in a clear loud voice.
4. When you believe the airplane is no longer a problem yell – ALL CLEAR.
5. Whenever a visual observer is required, all other club members present must keep unnecessary ambient noise to a minimum. NO run-ups on adjacent start up stands.





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

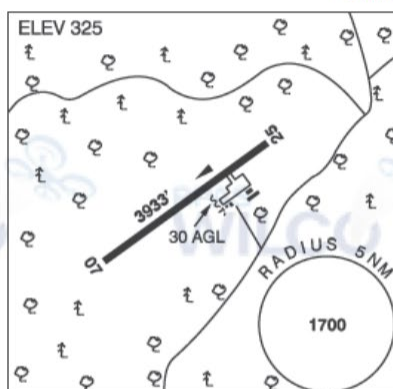
NOVA SCOTIA

AERODROME/FACILITY DIRECTORY

LIVERPOOL / SOUTH SHORE REGIONAL NS

CYAU

REF	N44 13 50 W64 51 22 14NNW 18°W (2013) UTC-4(3) Elev 325' A5003
OPR	South Shore Flying Club 902-685-3242 Reg
PF	D-2,3,4,5,6
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
RWY DATA	Rwy 07(071°)/25(251°) 3933x75 ASPH
RCR	Opr No win maint
COMM	
ATF	tfc 122.8 5NM 3300 ASL
ARR	Moncton Ctr 123.9
DEP	Moncton Ctr 123.9
CAUTION	P-line aprx 30' high on SW side of apron running NW/SE. Training area around A/D up to 3000 ASL, see VTPC.



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.

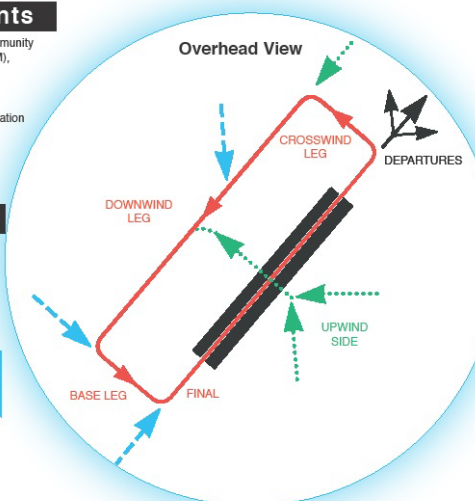
Where designated, a mandatory frequency (MF) or aerodrome traffic frequency (ATF) area is normally a circle with a 5-NM radius, capped at 3 000 ft above aerodrome elevation (AAE). All radio-equipped aircraft must monitor a common designated frequency.

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)

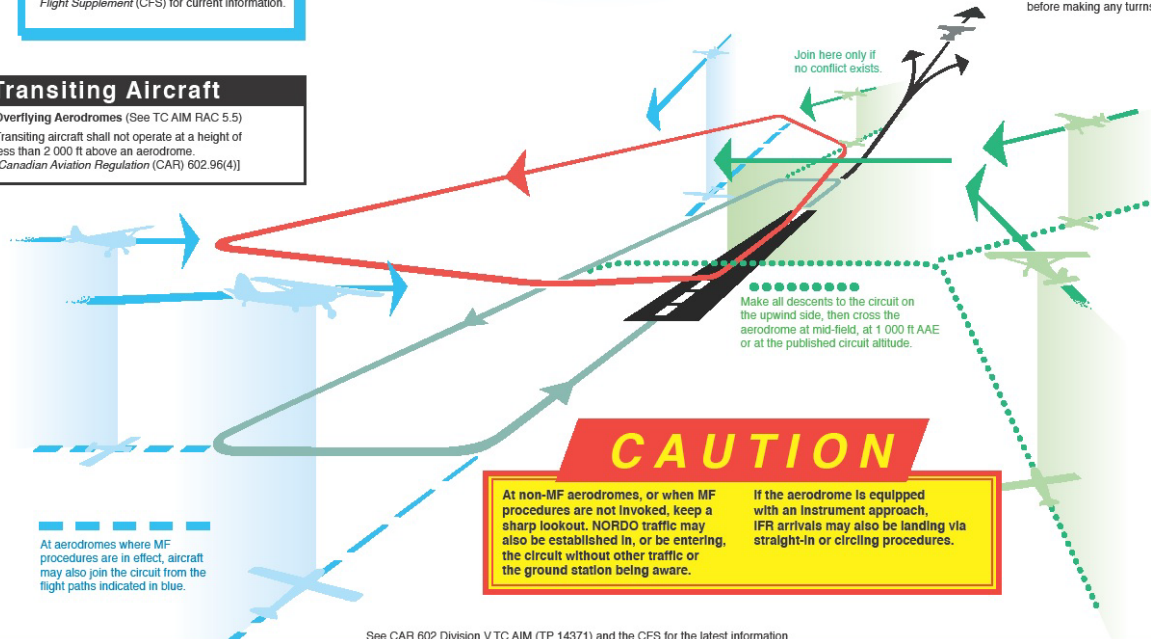
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

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.