

Official PPR/CC Field and Flying Rules

(This document is a copy of the original rules available on the PPRCC website if available. If there are any discrepancies between this document and the website then the hard copy will be taken as correct). Members are reminded that they should carry a copy of these rules when they are flying at Grabber Green, along with all other required documentation.

NOTE: RPAS and mRPAS operation is not permitted at this site at the present time while MAAC negotiates a SOC for the site to allow for RPAS operations. This club allows only the following modeling categories:

Tethered (control line), Free flight, Space models, surface vehicles.

The Portage Planes R/C Club field is located at Grabber Green flying site; the aerodrome of Portage la Prairie (Southport) Mb Airport (CYPG) is located 4.4 nautical miles (Nm) west of our modeling site. The aerodrome has four paved runways (31L/13R, 31R/13L, 09/27, and 02/20) and is home to Canada Wings Aviation Training Centre which is the primary location for RCAF helicopter and Multi-engine training. Occasionally general aviation aircraft will use CYPG, but their flight path passes 5.0 Nm south of our site, but normally well above 1500' agl. CYPG primary user is by KF Aero [Canadian Wings Aviation Training Centre] strictly for the use of full size helicopter training and is maintained by Black & McDonald Corp specifically for this purpose. The PPR/CC is a guest at this field and thus must treat it as a privilege rather than a right. PPR/CC membership has the approval of both the Manager of Flying Operations (MFO), and the airspace controlling agency. The Field can only be used by normal or honorary members in good standing (paid up PPR/CC membership and proof of MAAC) and under no circumstances can be used otherwise. KF Aero [Canadian Wings Aviation Training Centre] has outlined to us that this is under our control and ours only and no other person's can use this field without PPR/CC executive approval. All members of PPR/CC who are using Grabber Green agree to follow the MAAC Safety Code and all other club rules. Our insurance arrangements protecting both the property owners and club members precluded its use by all others except in the case of licensed flyers at an organized event.

1. If in doubt, common sense should prevail.
 2. All members shall follow the applicable Canadian Aviation Regulations (CAR's).
 3. At present time, radio controlled aircraft (RPAS) are **NOT Allowed** at the club field. Only free flight, control line, surface models (RC vehicles) and model rockets are permitted (when required) in the following designated areas and in future will not interfere with the primary RC model flying activities:
 - a. Control line area designated (cut grass circle) North West part of field south of fire hall. Additionally, an Orange/yellow snow fence will be placed along the south side of the entrance road to keep spectators away from the control line area;
 - b. Control line models must have a muffler, or can be flown with no muffler (1/2 A size motors for example). For larger model/motors, as long as there is no noise complaints, and the flights are for short duration, then these models may be flown at Grabber Green;
 - c. Free flight launched away from model flying field (south east section of Grabber Green);
 - d. Rockets launched on east side of fire hall clear of other flying areas;
 - e. Rocket motor size shall be limited to commercially available motors (Estes type), and limited to rocket model weights of 15 oz or less; and
 - f. Surface RC vehicles may be driven in areas clear of the aforementioned sites when in use. RC vehicles must be operated in such a way as to not damage the grass surface of Grabber Green.
- Note:** If members are required to enter farmland surrounding Grabber Green to recover their models, a maximum of two persons may enter the area and remain between the rows of crop so as to minimize any damage to the surrounding crops. Under no circumstances shall vehicles be driven into these areas.
4. **Members are not permitted to fly "drones or quad copters" on the PPR/CC site at Grabber Green.**

5. Any members in good standing flying at the field must have proof of MAAC and PPR/CC Membership Card – KF Aero and CBO have indicated that they reserve the right to do spot checks of membership of insurance.
6. Guests are permitted one day of flying, per calendar year, as long as they possess a current MAAC and are accompanied by a Member in good standing. If they wish to fly more than the one day per year then they must purchase a PPR/CC Membership from any Executive Member. PPR/CC sanctioned events are excluded. Club members are responsible for their guests' to follow the rules listed herein. A guest may be permitted by vote of the executive for a minor extension to the 1 day rule.
7. PPR/CC members (junior member) must be at least 14 years of age to operate an RPAS model. A junior member shall always be accompanied by a parent or guardian (club member), and be under their direct supervision. When a junior member is flying, no other members may be flying at the same time. The PPR/CC member supervising a junior member primary responsibility is for the safety of PPR/CC members/persons at Grabber Green. The PPR/CC member supervising a junior member is wholly responsible for the safety and actions of the junior member while they are operating their model from preparing the model for flight (pre-flight), to final shutdown (post flight).
8. The PPR/CC is an organization that is dedicated to the enjoyment and advancement of all phases of model aircraft activity to the greatest extent possible. We are a fun club and do not segregate any members into different areas and thus No Club members can be excluded from any PPR/C Club event at our field.
9. There is an established pit area on the south side of the field. When any group of flyers is at the field, the first flyer may establish a pit area other than the established pit area on the south side. Other flyers should then plan to set up their equipment and assemble their models in this area away from the flight path. Vehicles can be used to load and unload equipment but must be parked so not to interfere with the flying activities. During MAAC sanctioned events held at Grabber Green, the established pit area on the south side shall be used, with vehicles parked south away from the pit area or past the South Orange markers. At times of the year when the ground is soft, vehicles are strictly prohibited on the grass area of Grabber Green. This must be absolutely adhered to. When in doubt, park the vehicle and carry your models and equipment to the flying area. The conditions of the field will be circulated by e-mail with any pertinent information with respect to the date of the field closure/opening.
10. The direction of take-off landing and traffic pattern will be determined by the prevailing winds. If no wind, all take-offs etc. shall be made using the east or west area of the field, with the flyers back to the sun. For glider operations, a determination will be made by the contest director, with the vehicles and pit area situated along the edge of the field outside of the "Orange field Markers".
11. Visual observers and MAAC "spotters" are recommended at our site. The following are club procedures for ensuring full scale aviation safety during all model flying activities at Grabber Green:
 - a. The sole role is to scan the sky for approaching full scale aircraft – do not watch the RPAS. Pay particular attention to (whatever direction airplanes come from etc.);
 - b. If there is only a single visual observer, they should stand or sit at the pit area closest to any pilots flying, but away from the other models starting up. Be close enough so that members flying their models can hear you;
 - c. When any member or other person spots a full-scale airplane that might come near the site, they are to yell out "AIRPLANE" in a loud voice;
 - d. ALL Pilots must immediately descend 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; and
 - f. 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.

12. When operating control line models, free flight, rockets, or surface vehicles,, the following spotter rules shall be used:

Control Line

- a. When any member or other person spots a by-stander approaching the flying area that might present a safety concern, they are to yell out “BY-STANDER” in a loud voice;
- b. ALL control line Pilots must immediately climb the model to as high an altitude as is possible (above head height) OR land immediately. This may require an intentional forced landing/crash away from the approaching bystander;
- c. The spotter or pilot should endeavor to warn the bystander to remain clear of the flying area and outside the safety buffer distance. Yelling in a firm loud voice “STOP - stay back” and waving your arm(s) is recommended; and
- d. If you perceive the bystander to be in danger, and do not have a reasonable expectation to ensure their safety, “ground/crash/stop” you model by any means possible away from the bystander and in a manner that is as safe as possible.

Space Models (Rockets)

- a. 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 “BY-STANDER” in a loud voice;
- b. ALL members must immediately stop any launch countdown and disarm the ignition system; and
- c. If a rocket has already been launched, the spotter or modeler should endeavor to warn the bystander to remain clear of the launch/recovery area and stay outside the safety buffer distance. Yelling in a firm loud voice “STOP - stay back” and waving your arm(s) is recommended.

Free-Flight – if the size and weight pose a personal injury risk (250grams and up)

- a. 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 “BY-STANDER” in a loud voice;
- b. ALL members must immediately stop any launch preparations and disarm the power/launch system; and
- c. If a model has already been launched, the spotter or modeler 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.

NOTE: In the event of any type of free flight model “fly-away” towards Portage la Prairie, you may call RCMP at (204) 857-4445 and advise them of the issue.

Surface Vehicles – Cars/Trucks

- a. When any member or other person spots a by-stander approaching the model area that might present a safety concern, they are to yell out “BY-STANDER” in a loud voice;
- b. ALL members must immediately stop their vehicles or steer them to an area away from the where the bystander is approaching from; and
- c. If the bystander is in immediate danger, the spotter or modeler should YELL in a firm loud voice “STOP - stay back” and waving your arm(s) is suggested.

13. For those modelers planning to launch free-flying models (free-flight and rockets) that could pose a hazard to full-scale aviation, the following actions must be taken into account.

14. No free flying model aircraft operations (free-flight and space modeling) will occur below the Club mandated weather minimum. Members may determine the weather themselves with direct observation or use any other source (on line weather observations, RPAS Wilco, etc):

Use RPAS Wilco) and adopt these risk mitigations:

- a. Our site is located 4.4 nm from CYPG (Southport Airport) as listed in the Canada Flight supplement (CFS).

The following are required procedures to assist in ensuring aviation safety.

- a. Southport (CYPG) is located 4.4 nm west of our modeling site. The aerodrome traffic pattern does not normally come over our launch site, however the occasional transient aircraft has been observed in the vicinity of the flying field.

Space Models (Rockets)

- a. Prior to inserting the launch key, or otherwise arming the launch system, the modeler or their spotter shall scan the sky in a full 360 degrees for any approaching full-scale aircraft. The countdown shall not commence until all involved are satisfied there is a safe launch window; and
- b. At the 5 second mark, the launch officer shall pause the countdown one more time to scan the sky one more time. If all clear, then commit to the launch procedures.

Free-Flight models

- a. If cloud is present below 1000' above the model flying area or above max rocket/free flight expected altitude;
- b. horizontal visibility requirement of less than 3sm around the modeling area; and
- c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft or bystanders difficult.

15. Flyers must not wander to the middle of the field while flying. The pilot must remain close to, but behind the established flight lines as directed by MAAC field layouts and noted by the PPR/CC Inner Field Required Safety Distances. The exception to this is for the purpose of picking up a plane on the field so as to remove any danger to pilots landing their models. The pilot must inform all other flyers with planes in the air that they are doing so, and only proceed on the field when safe to do so. A safety spotter will monitor the recovery of the model, and advise all fliers when the field is clear.
16. All family members, spectators and cars shall be kept off the cut grassed area, and out of the landing and take-off path of the aircraft, as determined by the wind direction at the time. Flyers must refuse to fly if this rule is not adhered to.
17. There shall be no flying over spectators, pit area or parked cars.
18. It is preferred that small electrics and helicopters fly on the downwind side of the flight line. This will allow other fixed wing pilots to keep these aircraft types visual during landing.
19. Due to noise affecting the surrounding community, No internal Combustion Engines are permitted to start before 9:00am weekends at Grabber Green until further notice. Electric planes are permitted. Model flying may occur only between :30 min after sunrise, and :30 mins before sunset, in other words, no night flying.

20. All pilots flying gas/nitro powered models, turbines and Open Flame Engines must have fire extinguishers available for immediate use if necessary. Restrictions may be placed on Turbines and/or Open Flame aircraft during certain times of the year when dry conditions (within a 2 mile radius or provincial fire ban in place) possibly may be an issue – in such cases permission must be obtained from the executive.
21. No flyer or flyer's guest will be under the influence of alcohol or drugs while operating an aircraft. If a club member or guest violates this rule, the club member will be suspended. Smoking is not permitted on the Grabber Green flying site. A designated smoking area is located on the North side of the fire hall located at Grabber Green.
22. Parking and Pit Areas must be used properly.
23. All garbage and "equipment" must be removed from field before leaving. This includes cigarette butts, sunflower seeds, balsa, model parts, or pieces of monokote, etc. Everything must be removed from the field, this is not open to interpretation – we will lose our field privileges if this is not adhered to.
24. **When the PPRCC RPAS flying as allowed to resume, RPAS flying shall only be conducted under the KF Aero (landlord, and Southport ATC rules and conditions: As the PPRCC flying site is located in the CYPG control zone (controlled Class D airspace Mon – Fri from 1400 to 2300Z exc hols day light savings time), RPAS models shall only be flown after 2300Z weekdays (1700L) or weekends when the airspace is Class E.** When arriving at the airfield – flying cannot be permitted if there is a CBO fire vehicle parked in front of the building. Permission must be obtained from the occupants of the building or by calling Southport Control Tower at 428-2470. If Southport Tower says that no aircraft flying is in progress, they can grant permission for RPAS flying. If there is no answer, then flying is permitted. If a helicopter or aircraft arrives in the immediate area, the model must be landed immediately, and the area must be cleared as soon as possible. Before you commence any touch and goes, if other pilots are on the flight line, they should be asked before commencing.
25. As a consideration for spectators and other pilots, a full power run up in the pits is not allowed. Aircraft should be run up downwind safely away from the pit area and spectators, OR aircraft that are excessively noisy shall be run up on the flight line. Prior to starting, gas/glow/turbine models must be restrained and started in the startup area, or similar locations located in the pit area. Do not conduct prolonged engine tuning if other pilots are flying. Batteries shall not be connected to electric models unless the model is restrained in the pit area – no exceptions.
26. Rocket models batteries shall not be connected to launch/ignition equipment or active systems shall not be connected to igniters, and launch keys not inserted unless the model is on the launch pad either restrained or ready for launch – no exceptions.
27. No taxiing into the pits, unless there is no objection from the other fliers present. If there are a large number of fliers/guests, then aircraft should be shut down before entering the pit area after flight.
28. Dead stick landing must be yelled out. Intentions to land or take off must also be broadcasted.
29. When R/C gliders are being flown, the “Hi-Start” should be positioned so that when extended, or once released it does not fall onto the cut “flying field” or the pit area. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
30. PETS of any kind are allowed on or in the vicinity of the flying field, but must be under the direct control of the owner (leash, cage, or obedient to owners commands), and do not create any distraction or danger to those operating R/C models or possible damage to models on the ground in or around the “Pit Area”. Owners of pets that are causing a distraction from the safe enjoyment of the R/C activity at the flying field will be asked to either control or remove their pet. The aim of the PPRCC club is to promote the safe enjoyment of the R/C hobby for all involved.
31. If there is any type of near miss or safety concern between a full-scale aircraft and our Model Aircraft, 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; and
 - d. This process is for your protection.
32. No RPAS or other model aircraft flying will occur below the Club 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;
 - c. if there are other obscuring conditions (fog, smoke, haze, rain, etc.) which could make spotting full-scale aircraft or flying models difficult.
33. If there is an accident requiring emergency services, cellular service is adequate to call 9-11. The directions to Grabber Green field are:
- South of Portage la Prairie on Hwy 240, then east on Hwy 331 (7.5 Km) to Grabber Green Road, then South (1.7 Km), then east to Orange Fire hall (1 Km) at northeast corner of flying field.
34. PPR/CC members should check for CYPG 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 plans to fly at the site for an extended period of time.
35. There are no other risk mitigating strategies required at Grabber Green Flying Field.
36. The Club executive will review these rules at least once a year.

SUGGESTED FIELD PRACTICES

(These are in addition to MAAC Safety Guidelines)

1. Pilots who are about to take off, land or taxi should notify the others present that he/she is doing so.
2. All refuse is to be removed from the field completely – no exceptions.
3. Check TX. And Rec. switches before you arrive at the field (at home preferably) to make sure they are switched off.
4. Every pilot must make sure their TX is turned off after every flight before it is put down.
5. Make a habit of reviewing the above safety tips at the beginning of each season.

The foregoing minimum rules have been agreed upon by a majority vote of the club members and it is the specific responsibility of each member to adhere to these rules and to see that all others do so at all times.

Infractions of any of these rules shall be handled in accordance with the procedures set forth in the PPR/CC Rules Violation Procedure. These should be reported to the executive immediately.

PPR/CC RULES VIOLATION PROCEDURE

The following system of warning members of field rules offences has been adopted:

1. The first official warning will be given in the form of a discussion within the executive (minimum two executive) and with the offender concerning the offence and circumstances.

2. The second/final club official warning will be in the form of a letter explaining the offence and circumstances, signed by the President after a full discussion with the executive. The letter shall also contain a request for an interview with the offender to hear his reasons and to indicate to him that this is considered a final warning by the PPR/CC club. A copy will also be sent to the MAAC zone director.
3. The third official warning is the same as # 2 with the exception that the offender will be told that the matter is now being forwarded to MAAC executive for final action/disposition. A decision will be made as to the consequences of these actions. This decision will be in accordance with the constitution and rules of MAAC and supported by the Portage Planes R/C Club.

PPR/CC FLIGHT TRAINING AND SAFETY PROGRAM

The following is the procedure set forth for Portage Planes R/C Club flight training and safety program. This program is designed to make better and safer flyers within the club's membership.

1. No fees of any kind shall be exchanged between a club member and any other club member or non club member for any facet of R/C Aircraft training.
2. All new or inexperienced members of the PPR/CC must be under the helpful hand and watchful eye of a competent/senior PPRCC pilot at all times.
3. It is the competent/senior PPRCC pilot's sole discretion to judge the new pilot and to approve the student to be solo capable.

For a Level "A" level Wings test the prospective pilot must demonstrate to their instructor that they are capable of flying the test from either direction and have mastered dead stick landing procedures. While these capabilities are not suitable to be demonstrated in a "test" situation they are viewed as mandatory capabilities for competent pilots.

A student can be considered competent in basic RPAS capabilities if they can complete the following maneuvers without assistance:

1. Take-off and land unassisted;
2. Maintain straight and level flight parallel to the runway;
3. Perform a figure eight;
4. Rectangular approach for landing; and
5. Land under power.

PILOTS INSTRUCTIONS

1. The pilot must stay within the designated pilot area for all maneuvers;
2. The pilot or their aid must call his maneuvers prior to execution;
3. At no time should the aircraft fly behind the flight line;
4. The candidate must perform all maneuvers and/or procedures parallel to, but beyond the designated runway;
5. Candidates will maintain a reasonable height and range while being judged; and
6. Candidates are allowed only two free passes per flight.

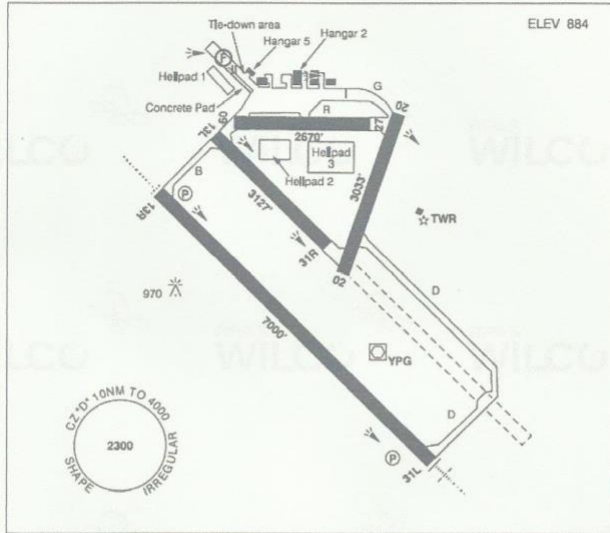
At such time the instructor can sign the back of the student's PPR/CC card and include the words 'Pilot' (this step is not necessary but is encouraged), and will also update the MAAC webpage to indicate the member has achieved a "PILOT" rating.

Airfields (from CFS) located near Grabber Green

CANADA FLIGHT SUPPLEMENT / GPH 205 Effective 09012 20 December 2022 to 09012 23 February 2023

MANITOBA AERODROME/FACILITY DIRECTORY

PORTAGE LA PRAIRIE / SOUTHPORT MB CYPG



REF	N49 54 11 W98 16 26 4S 4°E (2016) UTC-6(5) Elev 884' VTA A5007 LO4 H14 CAP
OPR	Southport Aerospace Centre Inc 204-428-6030 14-23Z† exc stat hols, O/T by NOTAM. Mil flt ops 204-428-2522 Cert
PF	B-1,2 (ltd hrs), 5,7 C-2,3,4,6
FLT PLN	Pilots to open/close VFR flt plan with Edmonton rdo, FISE or by phone. Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
WX	204-428-2444 ltd hrs (see opr). O/T for mil only JMC 1-800-WXMETEO (996-3836). METAR dur flt ops. TAF dur flt ops, issue times depending on mil requirements. AUTO (see COMM).
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA-1 (FSII avbl), SP 14-04Z† Mon-Fri exc hols. Ctc Tran Svcs 204-428-2435 O/T PN 204-872-0570
OIL	80, 100, Turbo Oil 2380
ARFF	PARTICIPATING CAT 2 14-23Z† Mon-Fri exc hols, O/T 204-870-2004
S	1,4,5,6
PVT ADV	Tran Svcs 123.0

CANADA FLIGHT SUPPLEMENT / GPH 205 Effective 09012 23 December 2022 to 09012 23 February 2023

MANITOBA AERODROME/FACILITY DIRECTORY

PORTAGE LA PRAIRIE / SOUTHPORT MB (Cont'd) CYPG

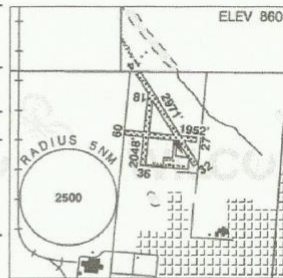
RWY DATA	Rwy 13R(130°)/31L(310°) 7000x148 ASPH Rwy 13L(130°)/31R(310°) 3127x98 ASPH Rwy 09(085°)/27(265°) 2670x98 ASPH Rwy 02(015°)/20(195°) 3033x150 ASPH RESA: 13R/31L 984'
RWY CERT	Rwy 13R/31L AGN IIIA Rwy 13L/31R AGN II Rwy 09/27 AGN II Rwy 02/20 AGN IIIA Twy R AGN II
TWY CERT	Twy R AGN II
HELIPAD DATA	FATO 87' x 87' CONC Heli Pad 1: 607' x 148' turf/snow Heli Pad 2: 492' x 197' turf/snow Heli Pad 3: 656' x 328' turf/snow
APRON	No itinerant acct on Apron I. I itinerant acct prkg S of hg 5 on Apron II. Jet and large acct prkg on concrete pad on S side of Apron II. Heli FATO on S side of Apron II. Light acct use tie-downs on N side of Apron II. Parking Fees.
RCR	Opr CRFI, Mil Flt Ops 204-428-2444, 14-23Z†, exc stat hols O/T by NOTAM, PLR/PCN ctc Opr. Rwy 09/27 wt rstd to 15,500 lbs, Rwy 13R/31L PLR 7.3, Call out chgs.
LIGHTING	02-(TE ME), 20-(TE ME), 13R-AQ(TE HI) P2, 31L-AN(TE HI) P2 ARCAL-126.2 type K
COMM	
ATIS	120.85 14-23Z† Mon-Fri exc hols
GND	121.7 14-23Z† Mon-Fri exc hols
TWR	126.2 (V) 14-23Z† Mon-Fri exc hols
ATF	126.2 23-14Z† Mon-Fri, H24 Sat, Sun & hols 10NM 4000 ASL
TML	Winnipeg 121.0
MIL	3 CFFTS Ops 204-428-4139
AUTO	123.175
NAV	All Nav aids Unmonitored when Twr clsd. PORTAGE PG 353 (L) N49 50 30 W88 10 47 Pvt PORTAGE YPG 114.6 Ch 93 N49 53 59 W88 16 02 (902°) Pvt IPG 109.7 (Rwy 31L) Pvt
PRO	Rgt hand circuits Rwy 13R, 20, 27 & 31R (CAR 602.96). Circuit alt 02/20, 09/27 & 13L/31R 1900 ASL, 13R/31L 2500 ASL. Arr ctc twr 126.2 prior to "D" CZ. VFR circuits & multiple IFR apch for tng by itinerant acct may be rstd due lcl t/c. Extv heli tng NE quad CZ w/ in 5NM. Avoid satellite fld (Grabber Green) N49 54 52 W88 09 38, 4NM NE (see VTPC) or cross at 2500 ASL or above.
HELIPAD	Dep & arr FATO 1 on Apron II as directed by twr depicted rtes (see VTPC). Not above 1400 ASL til clear of circuits.
CAUTION	Extv flt tng in the lcl area. Hrs of ops may be extended by NOTAM. Ocsl extv ngt flt tng activity. Attempt ctc with Southport twr 126.2 prior to entering CZ. Lgtd twr 1010 ASL (150 AGL) aprx 0.9NM N of A/D.

CANADA FLIGHT SUPPLEMENT / GPH 205 Effective 09012 29 December 2022 to 09012 23 February 2023

MANITOBA AERODROME/FACILITY DIRECTORY

PORTAGE LA PRAIRIE (NORTH) MB GJZ2

REF	N49 59 36 W98 18 12 Adj NW 4°E (2017) UTC-6(5) Elev 860' VTA A5007
OPR	Portage Flying Club Rick Yaskiw 204-857-4212 Reg
PF	C-1,2,3,4,5,6 A/D clsd in win
FLT PLN	Pilots to open/close VFR flt plan with Edmonton rdo, FISE or by phone. Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
FIC	
SERVICES	
FUEL	100LL PN
S	4,5,6



RWY DATA	Rwy 18(182°)/36(002°) 2048x75 turf Rwy 14(144°)/32(324°) 2971x90 turf Rwy 09(093°)/27(273°) 1952x75 turf
RCR	Opr ltd win maint
COMM	
ATF	122.8 5NM 3000 ASL excluding the YPG Class "D" CZ.
PRO	Rgt hand circuits Rwy 18, 27 & 32 (CAR 602.96), circuit hgt 1600 ASL. Aprt in close proximity to Southport class "D" CZ, for flt info ctc Southport TWR.
CAUTION	Bldgs and P-lines 1000' N thld Rwy 14 and parallel to E side Rwy 14.

Grabber Green Field Layout – No RPAS Permitted



First Official Adoption Version 1 – Mar 29, 2000

First Revision – Oct 28, 1999

Second Revision – Mar 13, 2000

Third Revision – Jan 02, 2006

Forth Revision Feb 18 2011

Fifth Revision – Feb 10, 2012

Sixth Revision – Apr 20, 2016

Seventh Revision – Jul 28, 2018

Eighth Revision – May 30, 2019

Ninth Revision – Jan 29, 2023

Tenth Revision – Mar 6, 2023

Eleventh Revision – Apr 27, 2023

Twelfth Revision – May 4, 2023

I have read and understand the rules and regulations governing the membership in the Portage Planes R/C Club. I also understand that any infractions or violations of these rules can result in the cancellation of membership privileges and forfeiture of my membership fees paid to PPRCC.

Members Signature

Date

MAAC #

e-mail

PPRCC Executive Signature

Date