St. John's RC Flyers Flying Club (#206)
Bell Island Aerodrome Rules – v1.0

Administrative

1. These rules are for Bell Island Aerodrome located at Airport Road, Bell Island, center N47 38 06, W52 58 49, NL.
2. To use SJRCF 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 Bell Island field.
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 is available on the MAAC website with the other field documents and will endeavor to provide current printed copy at the site.
5. This site is for **radio control RPAS and control line only** – no other categories of modeling are permitted. RPAS and Control Line will not operate at the same time.
6. All members using this site must have a Basic or Advanced Transport Canada issued 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 or Chief Flight Instructor. 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.
7. No smoking near startup station or RPAS refueling on aerodrome property.

Emergency services can be reached using 9-1-1 on a cell phone. Also call Provincial Transportation and Infrastructure at 709-699-3175

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 on or park of 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 (709-699-3175) 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. SJRCF Flying Field Bell Island is located on Bell Island Aerodrome, identifier CCV4, Airport Road, Bell Island, NL. See the attached diagram.
2. As shown in the diagram below, Bell Island has one runway (08/26). There are no hangers and no aircraft stored at the field. The following is a summary of the normally expected traffic patterns:

   a. There are no aircraft stationed at Bell Island. All approaches are fully visible from the flight line and pit area.
   b. 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 this facility.
   a. Prior to any RPA flying activity on any given day, a NOTAM will be issued.
   b. Aircraft radio transmissions will be monitored at all times while RPA flying using a portable radio capable of monitoring VHF communications.
   c. RPA pilots will ALWAYS yield right of way to full size aircraft.

4. The following are the procedures to operate an RPAS from runway 08/26. Refer to the diagram below.

a. Our "pits" and set up/spectator area are 30 meters from the runway which meets MAAC requirements. Do not park or put any model gear on the taxiway. Model assembly should be done in the designated pit area.

b. The "start-up area" is immediately north of the pit area on the taxiway. All planes must be restrained during startup by mechanical means or with a helper. Do not take any model gear with you near the runway - only the airplane and transmitter are allowed. Turbine pilots may take their taxi fuel bladder and control box.

c. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – no exceptions. Gas/glow/turbine models must be restrained and started in the start-up area. 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 no or light wind, all take-offs will be west (runway 26) Coordinate your circuits with one another.

e. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally on the west side of the pilot stations.

f. Our flying area as measured from the center of the pilot stations is a box 400m east, 500m west and 300m north. 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. Once your model is started/armed, you may carry it or taxi it to the runway. Before leaving the "pit area" visually scan the runway 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.

i. While flying if a full-scale airplane starts up on the flight 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 east 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. The field to the east will minimize damage to your model. By flying at CCV4 you accept that you may need to intentionally destroy your model to ensure full-scale safety.

j. 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 taxing in the pit area. Ensure you take any support gear with you.

k. At the end of the day, ensure all model gear is removed from near the runway and apron.

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. SJRCF Flying club members should check for CCV4 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 one hour after sunrise and will end one hour before sunset. **Night flying is not allowed at the Bell Island SJRCF Flying Club CCV4 site**.

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. CCV4 is located wholly in uncontrolled airspace so there are no airspace permission concerns. However the edge of St John's International Airport (CYYT) class C control zone airspace overlies the north end of Bell island 2.5 miles from our site. In the event of a fly-away or other uncontrolled flight towards CYYT airspace where in the opinion of the pilot, the RPAS might enter CYYT airspace, phone the CYYT emergency number at and advise them of the scenario.

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 they are to yell out "AIRPLANE" in a loud voice.
    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.

11. If there is any type of near miss or safety concern between a full-scale aircraft and a
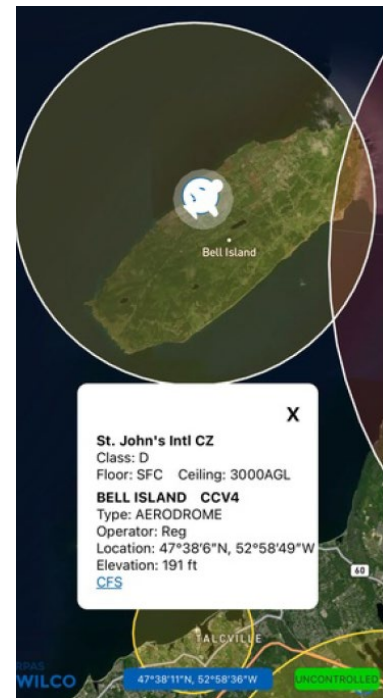
MAAC RPA, ALL FLYING SHALL cease immediately. The members involved shall fill out a MAAC reportable occurrence report and submit that to MAAC and the Club executive and follow MAAC policy with the following exceptions:

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 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. A fire extinguisher must be present for all powered RPA operation.
13. Pilots may fly in formation provided they agree to do so. A limit of four (4) RPA are allowed to fly at any one time.

14. There are no other risk mitigations required for Bell Island aerodrome.

15. A copy of the permission to fly document from the Bell Island aerodrome operator (Provincial Department of Transportation and Infrastructure) is attached to this document.
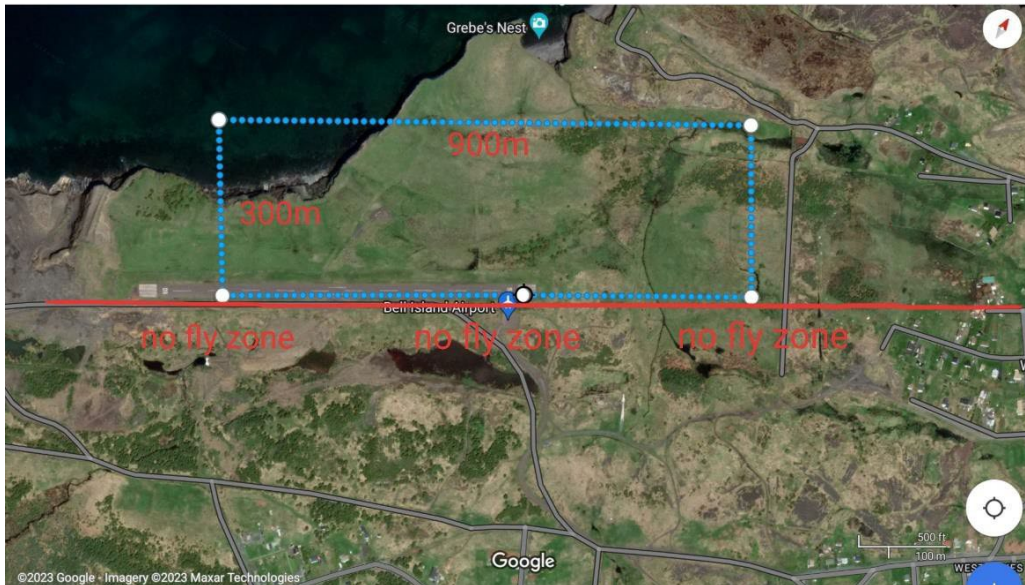
Bell Island Aerodrome Flying Area

Detailed Pilot stations, Parking and Pit Area

NEWFOUNDLAND AND LABRADOR   AERODROME/FACILITY DIRECTORY

BELL ISLAND NL   CCV4

REF	N47 38 06 W52 58 49 Adj 19°W (2014) UTC-3½(2½) Elev 191´ A5012
OPR	Govt of Newfoundland & Labrador 709-729-2382 Reg
PF	C-1,2,3,4,5
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Gander 709-651-5225 or 888-751-5225.
RWY DATA	Rwy 08(076°)/26(256°) 2296x75 ASPH
RCR	Dept of Highways 709-488-3842 Ltd win maint PN
COMM	
ATF	tfc 123.2 5NM 3200 ASL
CAUTION	Ocsl rdo ctl acft and motorsport activity peak periods wknds May-Sep. Possible wildlife on rwy.

RADIUS 5NM   ELEV 191   1900   2296´   26   08   gravel pit
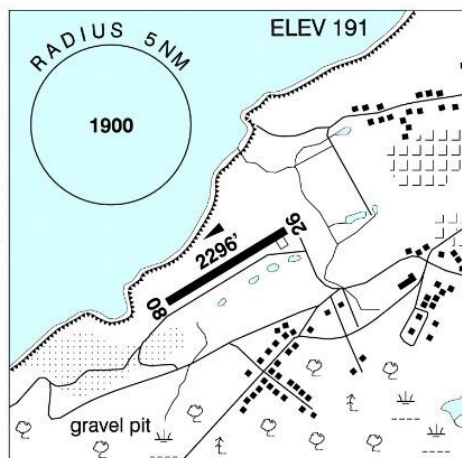
VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

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.
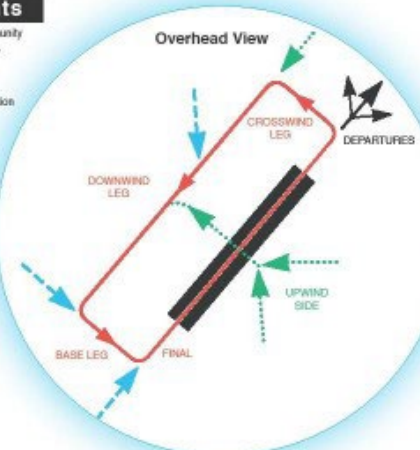
At aerodromes that have published instrument approaches, the MF area may be expanded to include the approach area. See the *Canada Flight Supplement* (CFS) for current information.

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)]

Overhead View

CROSSWIND LEG

DEPARTURES

DOWNWIND LEG

UPWIND SIDE

BASE LEG

FINAL

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.
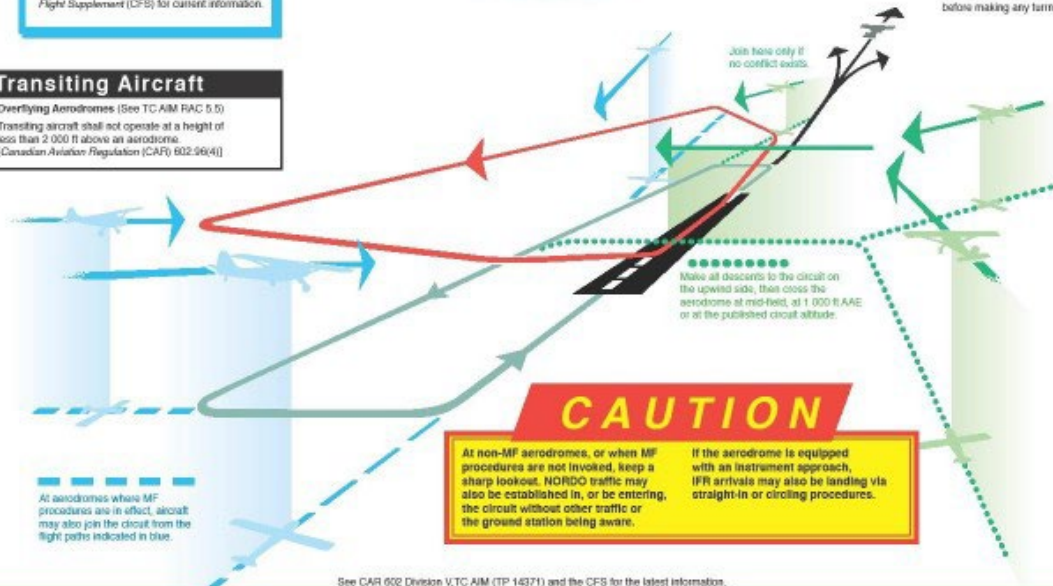
Departure: (CAR 602.100)
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

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.

Join here only if no conflict exists.

Make all descents to the circuit on the upwind side, then cross the aerodrome at mid-field, at 1 000 ft AAE or at the published circuit altitude.

At aerodromes where MF procedures are in effect, aircraft may also join the circuit from the flight paths indicated in blue.

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.

Newfoundland & Labrador

Government of Newfoundland and Labrador
Department of Transportation and Infrastructure

September 22, 2023

Mr. Keith Pierce, President
St. John's Radio Control Flyers
sjrcf.president@gmail.com

Re: Remotely Piloted Aircraft - Bell Island Aerodrome

Dear Mr. Pierce:

The Department of Transportation and Infrastructure authorizes the St. John's Radio Control Flyers (SJRCF) to fly remotely piloted aircraft systems (RPAS) at the Bell Island aerodrome.

This authorization is subject to the SJRCF meeting the following conditions:

1. Insurance be carried to protect the Crown from all liability associated with this activity. A copy of the insurance coverage must be provided to my Superintendent of Operations, Christian Morris.

2. Issue NOTAM and notify tower at YYT prior to RPAS activity.

3. ATF communications will be monitored by person with a valid Aviation Radio Operators License during RPAS activity.

4. Adhere to the Canadian Aviation Regulations applicable to RPAS activity.

5. Develop plan to accommodate aircraft intending to take off or land at the aerodrome.

6. Develop a safety plan to ensure access for emergency aircraft and vehicles.

7. Vehicles are prohibited on runway, taxiway and apron.

8. Cleanup and restoration occur immediately upon completion of RPAS activity.

I am pleased to be able to assist your group. If you have any questions please contact the undersigned.

Sincerely,

Dion Tee, P.Eng.
Director - Highway Operations

cc.   Mr. Christian Morris, Superintendent of Operations - Avalon