

**Thunder Bay Model Airplane Remote Control Club**  
**Lakehead Aeromodellers Field Guidelines**  
**Location: N48°18'40" W89°28'30"**

Revised / Updated May 2023

**Section 1 - General / Administration**

- 1.1 All flying is restricted to current club members, holding both current year Club and MAAC memberships.
- 1.2 Club's guests qualified pilots are welcome to use the field a maximum of (3) times in the calendar year. They must also hold a current year MAAC membership.
- 1.3 Club's guest flights are only allowed under the direct supervision of a qualified pilot member.
- 1.4 Proof of current year MAAC membership must be made available, if requested by any member of the club executive.
- 1.5 Thunder Bay Model Airplane Remote Control Club / Lakehead Aeromodellers field guidelines and MAAC Safety Code must be observed at all times.
- 1.6 Members are required to report all incidents or accidents between Club models and other aircraft or persons on the ground, that are not members of MAAC, to a member of the club executive or the Zone D, Zone Director.
- 1.7 If there is an accident requiring emergency services, cellular service is adequate to call 911. The civic address is 100 McCluskey Drive, Slate River, Ontario, P7J 0B1.
- 1.8 Allowed categories of Modeling: (This list will be referenced as "*Models*" in this document)
  - a) Fixed Wing
  - b) Helicopters
  - c) FPVs
  - d) Multi Rotors
  - e) Surface Vehicles
  - f) Rocketry
- 1.9 Members should avoid driving on the access road leading to the field if there is any sign of excess water or mud.

- 1.10 No member shall operate any category of *model* while under the influence of alcohol / recreational drugs or other judgment impairing drugs.
- 1.11 All pets must be leashed, under control and remain in the parking / spectator area. (See appendix B)
- 1.12 Everyone must remove their own garbage from the field at the end of their flying day.
- 1.13 A copy of these rules must be available to all RPAS pilots while using this site, either electronically or in print. The club will endeavor to provide a copy at the site. As such, these rules can be found on the club's website (<https://lakeheadrc.ca>) and a hard copy can also be found in the club's impound.
- 1.14 The club executive shall review these rules at least once a year prior to the AGM.

## **Section 2 - Normal Operating Procedures and Club Safety Rules**

**See appendixes A and B for Flying Area and Field Layout**

### **2.1 Transmitter & Frequency Control**

- 2.1.1 Thunder Bay Model Airplane Remote Control Club/Lakehead Aeromodellers allows the use of both narrow band 72 MHz and 2.4 GHz transmitters.
- 2.1.2 Upon arrival at the field, all 72 MHz transmitters must be placed on a shelf inside the impound area, and ONLY removed from the impound, when the pilot has verified the frequency is open (not in use) and proper frequency pin had been placed on the frequency control panel posted on the impound.
- 2.1.3 All 72 MHz transmitters must be turned off unless the pilot has the frequency properly pinned. Note: Only narrow band 72 MHz transmitters are approved for use at the field.
- 2.1.4 All 72 MHz transmitters must be returned to the impound after every flight, frequency pin removed from control panel, turned off and stored in the impound until required for further flights.
- 2.1.5 Additional frequencies may be properly pinned off, if pilots are performing set up activities on their aircraft, in the pit areas, for engine set ups, control surface checks and adjustment.

### **2.2 Engine Control & Safety**

- 2.2.1 A fire extinguisher and sand bucket must be readily available for all powered and electric model operation.

- 2.2.2 Mufflers are required on all engines over 0.156 cu. in displacement. No flow through mufflers are allowed.
- 2.2.3 Engine run-ups are only allowed in the start-up areas.
- 2.2.4 Starting of stalled *Models* on the active runway is prohibited. In these instances, the *Models* must be moved to the start-up or shutdown area for restart or returned to the pit area for adjustments.

### **2.3 Pit, Start-Up and Shutdown Areas**

- 2.3.1 Model assembly and setup shall be completed in the designated pit area.
- 2.3.2 Batteries shall not be connected to electric models unless the model is restrained in the start-up area – **no exceptions**.
- 2.3.3 Gas/glow/turbine models must be restrained and started in the start-up area. Do not conduct prolonged tuning if other pilots are flying.
- 2.3.4 All *Models* must be facing the runway when in the start-up area.
- 2.3.5 Once start-up or battery connection is completed, taxiing onto the active runway shall be made as safely as possible using the most direct route. Bear in mind that you might not be alone in the start-up area.
- 2.3.6 Once flying is completed, shutdown or battery disconnection shall be made in the shutdown area. The model can then be carried out to the pit area via the start-up area.

### **2.4 Aircraft Control / Flight Parameters**

- 2.4.1 The pilot stations are located at the following latitude and longitude:  
N48°18'40"/W89°28'30".
- 2.4.2 The Thunder Bay Model Airplane Remote Control Club/Lakehead Aeromodellers site flying area is an irregular quadrilateral shape. The club flying area as measured from the centre of the pilot stations is extending 350m to the left, 350m to the right and 320m straight out. The right side of the flying area is bound by the highway 130.
- 2.4.3 All flying must be performed within the defined Flying Area. All other areas are defined as No Fly Zone.
- 2.4.4 No flying permitted for any *Models* behind the Flight Line.

- 2.4.5 All *Models* take offs and landings are to be made from the active runway, as defined by the prevailing wind direction. Changes to the circuit direction will be made as required and shall be announced.
- 2.4.6 All *Model* flying, take offs and landings must be performed from the pilot stations. If required for training or for maiden of a new or repaired *Model*, take off may be performed while standing behind the aircraft. Permission or approval must be obtained from all actively flying pilots prior to entering the runway.
- 2.4.7 Recovery of models that landed or crashed off the runway but in the flying area will be done in agreement with any pilots flying.
- 2.4.8 Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
- 2.4.9 All landings and take offs shall be “Called” to notify active pilots of intentions.
- 2.4.10 Low flying over the active runway “Low Pass” is allowed as long as the pilots at the pilot stations are made aware and see no objection.
- 2.4.11 3D flying is allowed but the pilot flying those manoeuvres is required to call it out and make the other pilots aware before they commence.
- 2.4.12 Dead stick landings take priority – Active pilots to be advised of dead stick landings via a “Call out” from the unlucky pilot.
- 2.4.13 Maiden of a new or rebuilt *Model* requires a second qualified pilot to act as an observer. This applies when other pilots or spectators are present. Exclusive airspace is preferred, otherwise all active pilots at the pilot stations are to be notified prior to flight.
- 2.4.14 No flying permitted when grass cutting or field work is in progress within currently established leased land boundaries. (See appendix E)
- 2.4.15 Maximum flying altitude is set to 400 feet above ground level (AGL).
- 2.4.16 Pilots may fly in formation provided they previously agreed to do so.
- 2.4.17 There is no limit on the number of airborne models.
- 2.4.18 Night flying is only permitted if the model is equipped with position lights sufficient to allow the aircraft to be visible to the pilot and any visual observer and those lights are turned on.

2.4.19 Unless your *model* is properly equipped as per 2.4.18, no flying will commence until sunrise and will end at sunset. These times are available on the Weather Network App using the City of Thunder Bay.

### Section 3 – Nearby Aerodrome

3.1 If you are the first pilot of the day and have printed a RPAS Wilco site survey, please leave it at the impound for fellow modelers to reference.

3.2 Thunder Bay Model Airplane Remote Control Club/Lakehead Aeromodellers operates within 3nm of an aerodrome as listed in the CFS or CWAS and is required to provide all members with the following information:

- a) The aerodrome name is Thunder Bay (Martin’s Landing) (CML5) and it is located 2.9 nautical miles west southwest of our modelling site. (See Appendix C)
- b) The aerodrome has one grass runway (01/19) and is home to a private general aviation aircraft.
- c) Our modeling site is well clear of the established aerodrome traffic pattern. Although the aerodrome is rarely used, there are possibilities where aircraft departing east from either runway could overfly our site. Normally, these aircraft will fly well above our site at 800 feet AGL or more. Additionally, aircraft may transit immediately north or south of our site while joining the circuit base leg to runway 01 or 19 at CML5.
- d) CLM5 has currently no CFS RPA procedures and no other CFS PRO comments that affect our modelling site. (See appendix D)
- e) In the event of a “fly-away” towards CML5, you may call the aerodrome operator at 807-344-0071 and advise them of the issue. Our site is in uncontrolled airspace so there is no requirement to notify ATC.
- f) Thunder Bay Model Airplane Remote Control Club/Lakehead Aeromodellers members should check for CML5 related NOTAM either using the [NAV CANADA NOTAM \(https://plan.navcanada.ca\)](https://plan.navcanada.ca) website or the RPAS Wilco app.
- g) When completing the site survey using the Wilco RPAS app, members should review CFS entries for any new information, procedures (PRO) or Caution that might have been added for CML5. Members are reminded that the CFS is updated every 56 days. (See appendix D)

- h) The club executive has contacted the operator (OPR) of CML5, and they have expressed no issues with our RPAS site.

## Section 4 - Full-Scale traffic avoidance and reporting

4.1 Visual observers are **optional** at our site unless you are flying a First Person View (FPV) *model* as per MAAC requirement. In these instances, please refer to Section 6 of this document.

4.2 The following are club procedures for ensuring full scale aviation safety:

- a) When any member or other person spots a full-scale airplane that might come near the site, they are to yell out “AIRPLANE” three times in a loud voice or use the airhorn located on site.
- b) ALL Pilots **must** immediately descend as low as possible and then land as soon as safely able.
- c) When the full-scale airplane is no longer a threat, the person who gave the warning shall yell out “ALL CLEAR” three times, or the pilots may make that determination themselves, and resume flying.

4.3 If there is any type of near miss or safety concern between a full-scale aircraft and our *model*, **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. The form can be found on the MAAC website in the “Resources” section. Submit a copy of the form to the club executive when able and remember, 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.

4.4 There are no other risk mitigating strategies required for the Thunder Bay Model Airplane Remote Control Club/Lakehead Aeromodellers.

## Section 5 - Weather requirements

5.1 No *Models* flying will occur below the club mandated weather minimum:

- a) If clouds are present below 1000 feet AGL over the club designated flying area,
- b) a horizontal visibility requirement of less than 3 statute mile around the club designated flying area, and
- c) if there are other obscuring conditions (fog, smoke, haze, etc.) which could make spotting full-scale aircraft difficult.

## Section 6 – Training

6.1 Instructors and their students always have priority over other member’s flights. This goes also for frequency allocation of 72MHz transmitters.

6.2 When flight training is under way, the designated flying area becomes a priority to student pilots. Open flying and flight training will be permitted concurrently with the approval of the instructor **and** student.

## Section 7 – Visual Observer for FPV flights

7.1 Definition: *Visual Observer* – means a person, 14 years of age or older, who is assigned the sole task of actively scanning the sky in 360 degrees, for purposes of detecting and alerting RPAS pilots and modelers of any approaching full-scale aircraft. While they do not need to be a MAAC member or a RPAS license holder, that is preferred.

7.2 Thunder Bay Model Airplane Remote Control Club/Lakehead Aeromodellers requires visual observers for any First Person View (FPV) flights.

7.3 When visual observers are required, they shall proceed as follows:

- a) The sole role is to scan the sky for approaching full scale aircraft – do not watch the model. Pay particular attention to the west southwest where Thunder Bay (Martin’s Landing) is located.
- b) The visual observer should stand or sit close to the flying pilot flying the FPV model. Be close enough so they can hear you.

- c) When spotting a full-scale aircraft conflict – yell “AIRPLANE” three times in a clear loud voice.
- d) When you believe the full-scale aircraft is no longer a problem yell – “ALL CLEAR” three times.

7.4 Whenever a visual observer is required, all other club members present must keep unnecessary ambient noise to a minimum. No engine tuning or prolonged run-ups allowed.



# LAKEHEAD AEROMODELLERS CLUB FLYING AREA APPENDIX A

NO FLY ZONE

NO FLY ZONE

NO FLY ZONE

NO FLY ZONE



FLYING AREA

320m

500m

FLIGHT LINE

700m



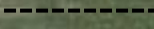
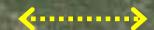

400m

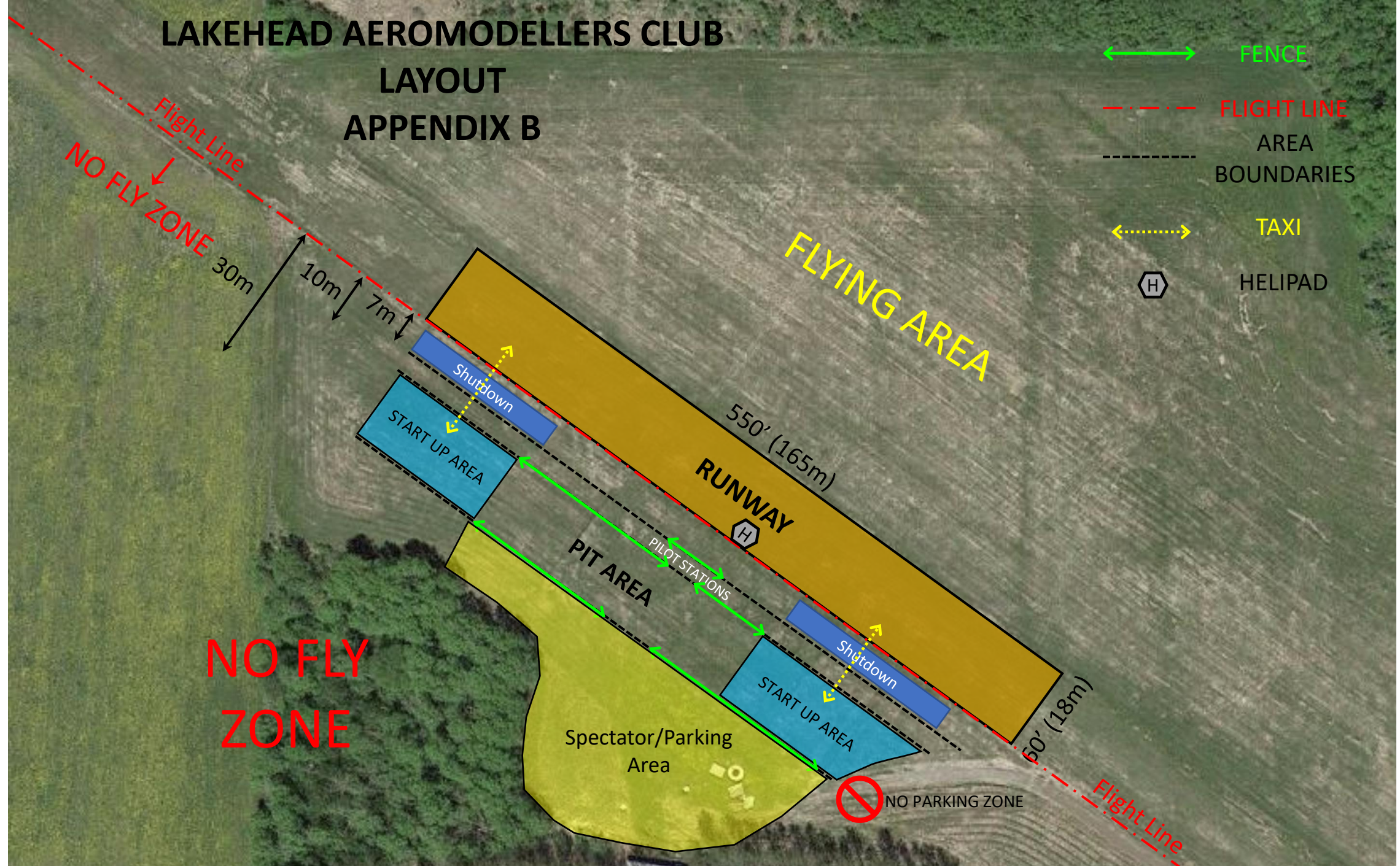
FLIGHT LINE



# LAKEHEAD AEROMODELLERS CLUB

## LAYOUT APPENDIX B

-  FENCE
-  FLIGHT LINE
-  AREA BOUNDARIES
-  TAXI
-  HELIPAD



Flight Line  
NO FLY ZONE

NO FLY  
ZONE

FLYING AREA

550' (165m)  
RUNWAY

H

PIT AREA

Spectator/Parking  
Area

NO PARKING ZONE

START UP AREA

START UP AREA

Shutdown

Shutdown

Flight Line

60' (18m)

30m

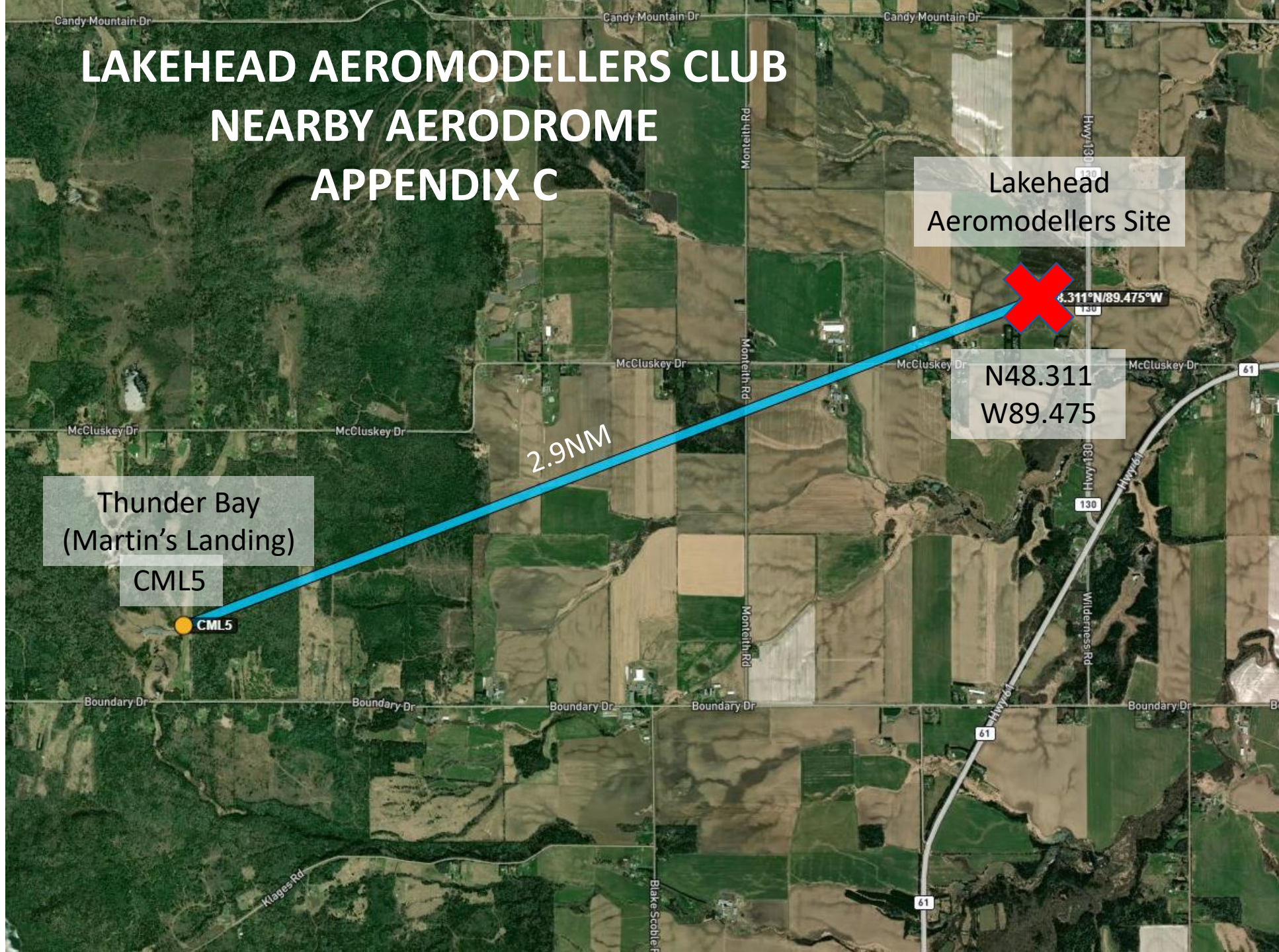
10m

7m

PILOT STATIONS



# LAKEHEAD AEROMODELLERS CLUB NEARBY AERODROME APPENDIX C



Lakehead  
Aeromodellers Site



N48.311  
W89.475

N48.311  
W89.475

2.9NM

Thunder Bay  
(Martin's Landing)  
CML5

CML5



# APPENDIX D

## THUNDER BAY (MARTIN'S LANDING) ON

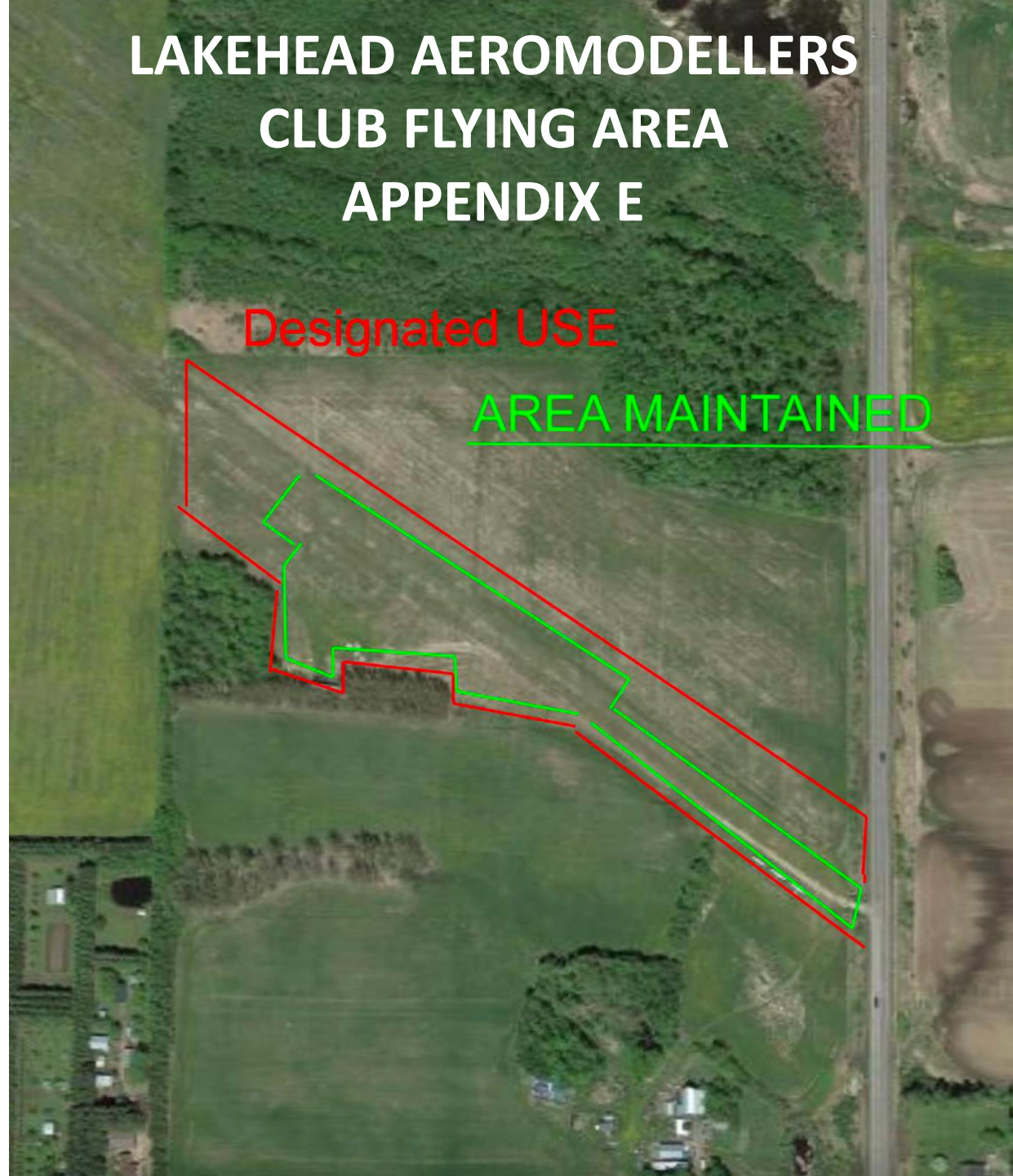
CML5

<b>REF</b>	N48 17 37 W89 32 36 14WSW 3°W (2016) UTC-5(4) Elev 1114' A5001 A5008	<p>The chart shows a runway labeled '01' with a length of '2090' and a width of '80'. A circular area with a 'RADIUS 5 NM' is centered on the runway, with a '3000' elevation marker inside. The chart also shows 'ELEV 1114' and various other symbols and markers typical of an aeronautical chart.</p>
<b>OPR</b>	Richard A. Martin 807-344-0071 Reg PPR	
<b>FLT PLN</b>	Pilots to open/close VFR flt plan with London rdo, FISE or by phone	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>SERVICES</b>		
<b>OIL</b>	20W50, 80, 100	
<b>S</b>	1,4,5,6,7	
<b>RWY DATA</b>	Rwy 01(010°)/19(190°) 2090x80 GRASS/SNOW	
<b>RCR</b>	Opr Rwy soft when wet	
<b>COMM</b>		
<b>ATF</b>	tfc 122.8 3NM 3200 ASL	
<b>PRO</b>	Rgt hand circuits Rwy 01 (CAR 602.96). Circuit hgt 2100 ASL all runways.	
<b>CAUTION</b>	Trees 50 AGL N & S of rwy	

**LAKEHEAD AEROMODELLERS  
CLUB FLYING AREA  
APPENDIX E**

**Designated USE**

**AREA MAINTAINED**





# Flight Plan & Site Survey

Created using **RPAS Wilco**<sup>®</sup>

Operation Name:	Mission 04-08-2023
Pilot Name:	██████████
Pilot Certificate:	██████████
Flight Start:	April 8, 2023 3:59 PM
Flight End:	April 8, 2023 5:59 PM
Flight Area (Latitude):	48° 18' 40.00" N ( 48.311 )
Flight Area (Longitude):	89° 28' 31.00" W ( -89.475 )
Altitude - Radius:	Alt: 600 ft - Rad: 926.0 m ( 0.5 nm)
Airspace:	UNCONTROLLED
FIR - Contact:	CZWG - 204-983-8338

Please ensure you received all required authorizations prior to flight.

## Disclaimer

This Site Survey was created using RPAS Wilco by AIM Robotics. The flight plan contained is intended only for RPAS flights on the date/time and location specified. The user accepts all responsibility for the accuracy and completeness of the information contained.

For the complete Terms & Conditions, see

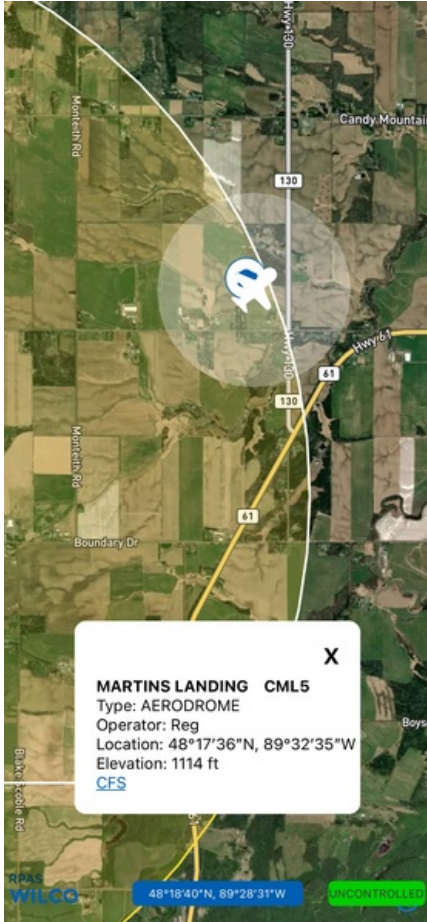
<https://rpswilco.com/#/tnc>

## Included



- Site Survey
- Obstacles (if available)
- Nearby Aerodromes
- Canadian Aviation Regulations
- GFA
- Aerodrome Supplements
  - METAR & TAF (if available)
  - NOTAMS
  - CFS



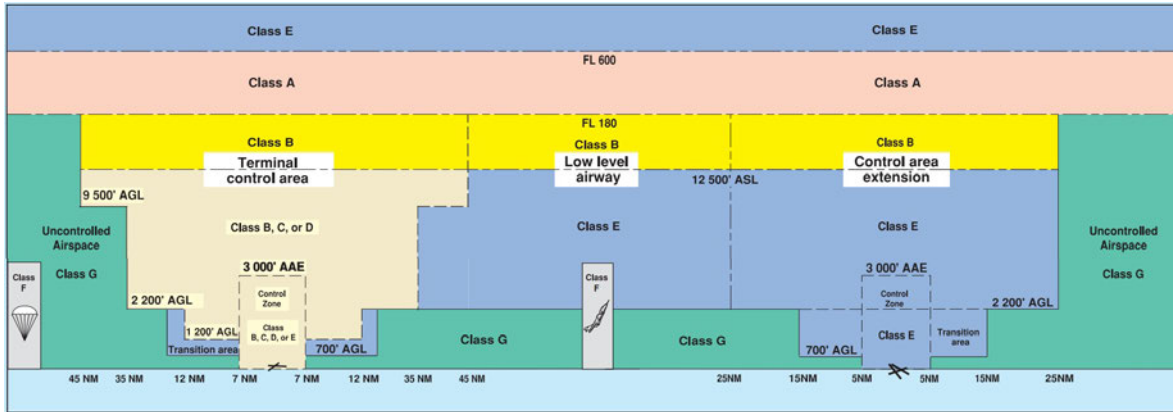
## Flight Map



## MAP Details

	Latitude	Longitude
 <b>MODEL</b>	48° 18' 40.00" N ( 48.311 )	89° 28' 31.00" W ( -89.475 )
 <b>Pilot</b>	48° 18' 43.60" N ( 48.3121 )	89° 28' 34.60" W ( -89.4763 )

## Airspace Classification



## Overlying Airspaces

Class	Name	Floor	Ceiling
E	T675 Airway	2200AGL	12500MSL
B	T675 Airway	12500MSL	18000MSL
E	Thunder Bay, ON TA XPNDR MANDTRY	2000MSL	12500MSL
E	V13 Airway	2200AGL	12500MSL
E	R6 Airway	2200AGL	12500MSL
B	R6 Airway	12500MSL	18000MSL
B	V13 Airway	12500MSL	18000MSL
E	V300 Airway	2200AGL	12500MSL
E	V133 Airway	2200AGL	12500MSL
B	V133 Airway	12500MSL	18000MSL
B	V300 Airway	12500MSL	18000MSL
B	T702 Airway	12500MSL	18000MSL
E	T702 Airway	2200AGL	12500MSL
B	Thunder Bay, ON CAE XPNDR MANDTRY	12500MSL	18000MSL

## Nearest Aerodromes & Distance from Operation

MARTINS LANDING (CML5 AERODROME Reg)	Lat: 48.293	Long: 89.543	5.399 KM	2.92 NM
THUNDER BAY (CYQT AERODROME Cert)	Lat: 48.372	Long: 89.322	13.198 KM	7.13 NM
KAKABEKA FALLS (CKG8 AERODROME Reg)	Lat: 48.418	Long: 89.602	15.13 KM	8.17 NM
THUNDER BAY (HEALTH SCIENCE CENTRE) (CTB2 HELIPORT Cert)	Lat: 48.423	Long: 89.27	19.615 KM	10.59 NM



# Canadian Aviation Regulations

## Division III — General Operating and Flight Rules

For full listing please visit <https://laws-lois.justice.gc.ca/eng/regulations/SOR-96-433/FullText.html#s-901.27>

### Visual Line-of-sight

- **901.11 (1)** Subject to subsection (2) no pilot shall operate a remotely piloted aircraft system unless the pilot or a visual observer has the aircraft in visual line-of-sight at all times during flight.
- **(2)** A pilot may operate a remotely piloted aircraft system without the pilot or a visual observer having the aircraft in visual line-of-sight if the operation is conducted in accordance with a special flight operations certificate — RPAS issued under section 903.03.

### Procedures

- **901.23 (1)** No pilot shall operate a remotely piloted aircraft system unless the following procedures are established:
  - **(a)** normal operating procedures, including pre-flight, take-off, launch, approach, landing and recovery procedures; and
  - **(b)** emergency procedures, including with respect to
    - **(i)** a control station failure,
    - **(ii)** an equipment failure,
    - **(iii)** a failure of the remotely piloted aircraft,
    - **(iv)** a loss of the command and control link,
    - **(v)** a fly-away, and
    - **(vi)** flight termination.
- **(2)** If the manufacturer of the remotely piloted aircraft system provides instructions with respect to the topics referred to in paragraphs (1)(a) and (b), the procedures established under subsection (1) shall reflect those instructions.
- **(3)** No pilot shall conduct the take-off or launch of a remotely piloted aircraft unless the procedures referred to in subsection (1) are reviewed before the flight by, and are immediately available to, each crew member.
- **(4)** No pilot shall operate a remotely piloted aircraft system unless the operation is conducted in accordance with the procedures referred to in subsection (1).

### Site Survey

**901.27** No pilot shall operate a remotely piloted aircraft system unless, before commencing operations, they determine that the site for take-off, launch, landing or recovery is suitable for the proposed operation by conducting a site survey that takes into account the following factors:

- **(a)** the boundaries of the area of operation;
- **(b)** the type of airspace and the applicable regulatory requirements;
- **(c)** the altitudes and routes to be used on the approach to and departure from the area of operation;
- **(d)** the proximity of manned aircraft operations;
- **(e)** the proximity of aerodromes, airports and heliports;
- **(f)** the location and height of obstacles, including wires, masts, buildings, cell phone towers and wind turbines;
- **(g)** the predominant weather and environmental conditions for the area of operation; and
- **(h)** the horizontal distances from persons not involved in the operation.

### Operations at or in the Vicinity of an Aerodrome, Airport or Heliport

- **901.47 (1)** No pilot shall operate a remotely piloted aircraft at or near an aerodrome that is listed in the *Canada Flight Supplement* or the *Water Aerodrome Supplement* in a manner that could interfere with an aircraft operating in the established traffic pattern.
- **(2)** Subject to section 901.73 no pilot shall operate a remotely piloted aircraft at a distance of less than
  - **(a)** three nautical miles from the centre of an airport; and
  - **(b)** one nautical mile from the centre of a heliport.
- **(3)** No pilot shall operate a remotely piloted aircraft at a distance of less than three nautical miles from the centre of an aerodrome operated under the authority of the Minister of National Defence unless the operation is conducted in accordance with a special flight operations certificate — RPAS issued under section 903.03.

### Records

- **901.48 (1)** Every owner of a remotely piloted aircraft system shall keep the following records:
  - **(a)** a record containing the names of the pilots and other crew members who are involved in each flight and, in respect of the system, the time of each flight or series of flights and
  - **(b)** a record containing the particulars of any mandatory action and any other maintenance action, modification or repair performed on the system, including
    - **(i)** the names of the persons who performed them,
    - **(ii)** the dates they were undertaken,
    - **(iii)** in the case of a modification, the manufacturer, model and a description of the part or equipment installed to modify the system, and
    - **(iv)** if applicable any instructions provided to complete the work.
- **(2)** Every owner of a remotely piloted aircraft system shall ensure that the records referred to in subsection (1) are made available to the Minister on request and are retained for a period of
  - **(a)** in the case of the records referred to in paragraph (1)(a), 12 months after the day on which they are created; and
  - **(b)** in the case of the records referred to in paragraph (1)(b), 24 months after the day on which they are created.
- **(3)** Every owner of a remotely piloted aircraft system who transfers ownership of the system to another person shall, at the time of transfer, also deliver to that person all of the records referred to in paragraph (1)(b).

## ONTARIO

## AERODROME/FACILITY DIRECTORY

## THUNDER BAY (MARTIN'S LANDING) ON

CML5

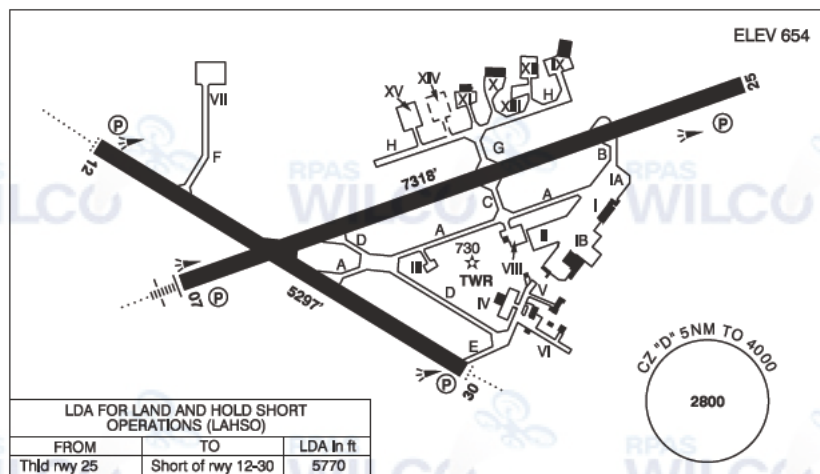
<b>REF</b>	N48 17 37 W89 32 36 14WSW 3°W (2016) UTC-5(4) Elev 1114' A5001 A5008	
<b>OPR</b>	Richard A. Martin 807-344-0071 Reg PPR	
<b>FLT PLN</b> <b>FIC</b>	Pilots to open/close VFR flt plan with London rdo, FISE or by phone London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>SERVICES</b> <b>OIL</b> <b>S</b>	20W50, 80, 100 1,4,5,6,7	
<b>RWY DATA</b> <b>RCR</b>	Rwy 01(010°)/19(190°) 2090x80 GRASS/SNOW Opr Rwy soft when wet	
<b>COMM</b> <b>ATF</b>	tfc 122.8 3NM 3200 ASL	
<b>PRO</b>	Rgt hand circuits Rwy 01 (CAR 602.96). Circuit hgt 2100 ASL all runways.	
<b>CAUTION</b>	Trees 50 AGL N & S of rwy	

## ONTARIO

## AERODROME/FACILITY DIRECTORY

## THUNDER BAY ON

CYQT



<b>REF</b>	N48 22 19 W89 19 18 Adj SW 4°W (2014) UTC-5(4) Elev 654' A5001 A5008 L04 H14 T2 CAP
<b>OPR</b>	Thunder Bay In l Apts Authority Inc (TBIAAI) 807-473-2600 1030-0500± Cert Ldg fees
<b>PF</b>	A-1,2,3,6,7 C-4,5
<b>CUST</b>	AOE/40 888-226-7277 13-05Z±
<b>FLT PLN</b>	Pilots to open/close VFR flt plan with London rdo, FISE or by phone
<b>FIG</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>WX</b>	METAR H24. TAF H24, issue times: 02, 08, 14, 20Z. WxCam
<b>SERVICES</b>	
<b>FUEL</b>	100LL, JA-1 (FSII avbl), HPR 1030-0330Z±
<b>OIL</b>	All & Turbo 35
<b>S</b>	1,2,3,4,5,6,7
<b>ARFF</b>	DESIGNATED CAT 6 11-05Z± O/T call out chg, ctc Duty Mgr 807-625-0595, aprt clsd to acct 20 seats & abv, exc for diversions or as an altn A/D without PPR.
<b>SUP FL</b>	LHOX
<b>JASU</b>	CE14
<b>PVT ADV</b>	Thunder Bay Flight Refuelling (World Fuel Services) 123 2 1030-0330Z± O/T 807-577-1178; Innotech-Execaire Aviation (Shell) 122.85 1030-0330Z± O/T 807-475-5915
<b>MIL CON</b>	SkyFill Aviation Refuelling Inc 807-475-5915

## ONTARIO

## AERODROME/FACILITY DIRECTORY

## THUNDER BAY ON (Cont'd)

CYQT

<b>RWY DATA</b>	Rwy 07(074°)/25(254°) 7318x200 ASPH Rwy 12(125°)/30(305°) 5297x150 ASPH
<b>RWY CERT</b>	Rwy 07 RVR 1200(1/4sm)/Rwy 25 RVR 1200(1/4sm) AGN IV Rwy 12 RVR 1200(1/4sm)/Rwy 30 RVR 1200(1/4sm) AGN IIIB
<b>TWY CERT</b>	Twy: A, C, D AGN IIIB
<b>TWY</b>	Twy E (NE of D) uncontrolled. Twy F extends for 173' then changes to apron VII. Private, uncontrolled beyond hold line. Twy H: Private.
<b>APRON</b>	Apron I rstd to sked commercial air carrier by stand assignment only fr TBIAAI. Acft shall not taxi between ATB and pushed back acft. All sked acft shall be directed into prkg posn by Marshalling Services. Taxiing acft to remain on taxilanes. Uncontrolled. Apron II itinerant acft prkg. Uncontrolled. Aprons III, IV, VII, IX, X, XI, XII, XIII & XV private and uncontrolled. Aprons V, VI & VIII uncontrolled.
<b>RCR</b>	Opr 1030-0500Z± Nov 15-Apr 15, O/T 2 hr PN, call out chg. CRFI PLR/PCN Win maint 1030-0500Z±.
<b>LIGHTING</b>	07-AN (TE HI) P2, 25-(TE HI) P2, 12-AD AS(TE ME) P2, 30-AD(non-std 1700') AS(TE ME) P2
<b>COMM</b>	<b>RCO</b> London rdo 122.375 (FISE) 126.7 (bcst) <b>ATIS</b> 128.8 <b>GND</b> 121.9 11-04Z± <b>TWR</b> 118.1 (E) 11-04Z± (emerg only 807-473-5252) Admin/Supervisor 807-474-4245 <b>MF</b> rdo 118.1 (E) 04-11Z± 5NM 4000 ASL (CAR 602.98) (emerg only 807-473-4311) <b>ARR</b> 119.2 <b>DEP</b> 119.2 <b>PAL</b> Winnipeg Ctr 132.125
<b>NAV</b>	<b>NDB</b> QT 332 (M) N48 20 47 W89 26 02 <b>VOR/DME</b> YQT 114.1 Ch 88 N48 15 14 W89 26 15 (1641') <b>TACAN</b> McKAY UAU 112.5 Ch 72 N48 22 24 W89 19 44 (665') TACAN unavbl in SE SECTOR beyond 20NM below 7000'. <b>ILS</b> IQT 109.5 (Rwy 07) RVR LOC reliable only within 10° either side of centreline.
<b>PRO</b>	Rgt hand circuits Rwy 25 & 30 (CAR 602.96). See CAP for NOISE & NIGHT restrictions. <b>ATS PPR REQUIREMENTS:</b> Ctc Winnipeg ACC 204-984-5979 for the following: - IFR tng and Photo Survey within Thunder Bay Class E Transponder Airspace - VFR tng conducting simulated holds and inst apch <b>VFR TRAINING PROCEDURES</b> - See VTPC
<b>CAUTION</b>	Heli flood lghts 30 AGL N side of apron II. Lgtd obst 746 ASL 0.5NM NE Thld 25 (intxn Thunder Bay Express Way & Arthur street). Terrain rises abruptly to 1600 ASL 2NM SE of A/D. Extv fit tng w/ hin 35NM W & N of CYQT CZ to 6000 ASL. Extv bird and wildlife activity in vic of A/D. Railroad tracks SW of A/D in close proximity.

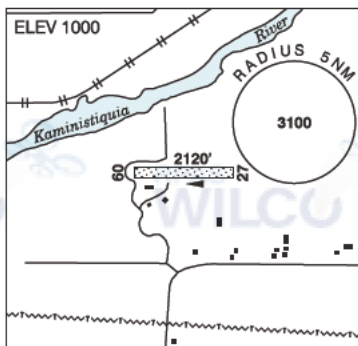
## ONTARIO

## AERODROME/FACILITY DIRECTORY

## KAKABEKA FALLS ON

CKG8

<b>REF</b>	N48 25 06 W89 36 07 1NE 2°W UTC-5(4) Elev 1000' A5001 A5008
<b>OPR</b>	Kakabeka Falls Flying Club Inc 807-474-0970 or 807-627-7075 Reg PPR
<b>PF</b>	C-2
<b>FLT PLN</b>	Pilots to open/close VFR flt plan with London rdo, FISE or by phone
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>RWY DATA</b>	Rwy 09(088°)/27(268°) 2120x130 GRASS
<b>RCR</b>	Opr No win maint. Rwy soft when wet.
<b>COMM</b>	
<b>ATF</b>	tfc 123.0 3NM 3000 ASL
<b>CAUTION</b>	Extv flt tng within 35NM W & N of CYQT CZ to 6000 ASL. Seaplane tfc Adj N.



## ONTARIO

## AERODROME/FACILITY DIRECTORY

## THUNDER BAY (HEALTH SCIENCE CENTRE) ON (Heli)

CTB2

<b>REF</b>	N48 25 24 W89 16 11 Adj 4°W (2016) UTC-5(4) Elev 715' A5001 A5008	
<b>OPR</b>	Thunder Bay Regional Health Science Centre 807-684-6100 ext 6509 Cert PPR	
<b>FLT PLN</b>	Pilots to open/close VFR flt plan with London rdo, FISE or by phone London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>FIC</b>		
<b>HELI DATA</b>	FATO/TLOF 87' dia CONC Safety Area 116' dia Max heli overall length 57.5' Opr	
<b>RCR</b>		
<b>LIGHTING</b>	RY(LO) Green	
<b>COMM</b>		
<b>RCO</b>	London rdo 122.375 (FISE) 126.7 (bcst)	
<b>TWR</b>	Thunder Bay 118.1 (E) 11-04Z† (emerg only 807-473-5252)	
<b>MF</b>	Thunder Bay rdo 118.1 04-11Z† centred on Thunder Bay aprt 3.8NM SW 4000 ASL (CAR 602.98) (emerg only 807-473-4311)	
<b>NAV</b>		
<b>NDB</b>	Thunder Bay QT 332 (M) N48 20 47 W89 26 02	
<b>VOR/DME</b>	Thunder Bay YQT 114.1 Ch 88 N48 15 14 W89 26 15 (1641')	
<b>PRO</b>	Arr/dep 097° to 126° fr heli, slope 8% (H3). Arr/dep 306° to 315° fr heli, slope 8% (H3). Day/night use.	
<b>CAUTION</b>	Extv flt tng within 35NM W & N of CYQT CZ to 6000 ASL. Terrain rises abruptly to 1600 ASL 4.7NM S of heli.	



# 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.

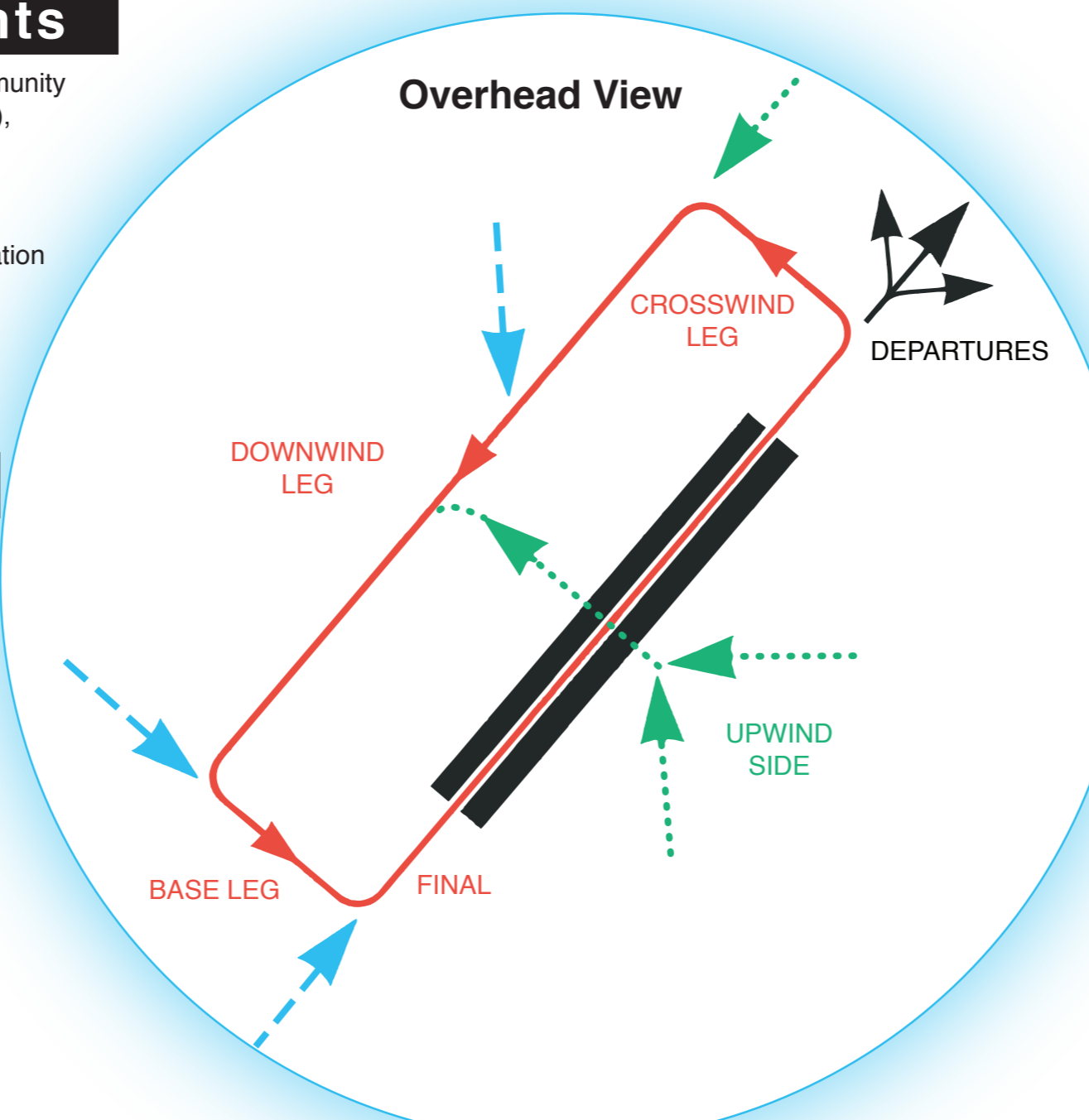
Where designated, a mandatory frequency (MF) or aerodrome traffic frequency (ATF) area is normally a circle with a 5-NM radius, capped at 3 000 ft above aerodrome elevation (AAE). All radio-equipped aircraft must monitor a common designated frequency.

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)]



**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)

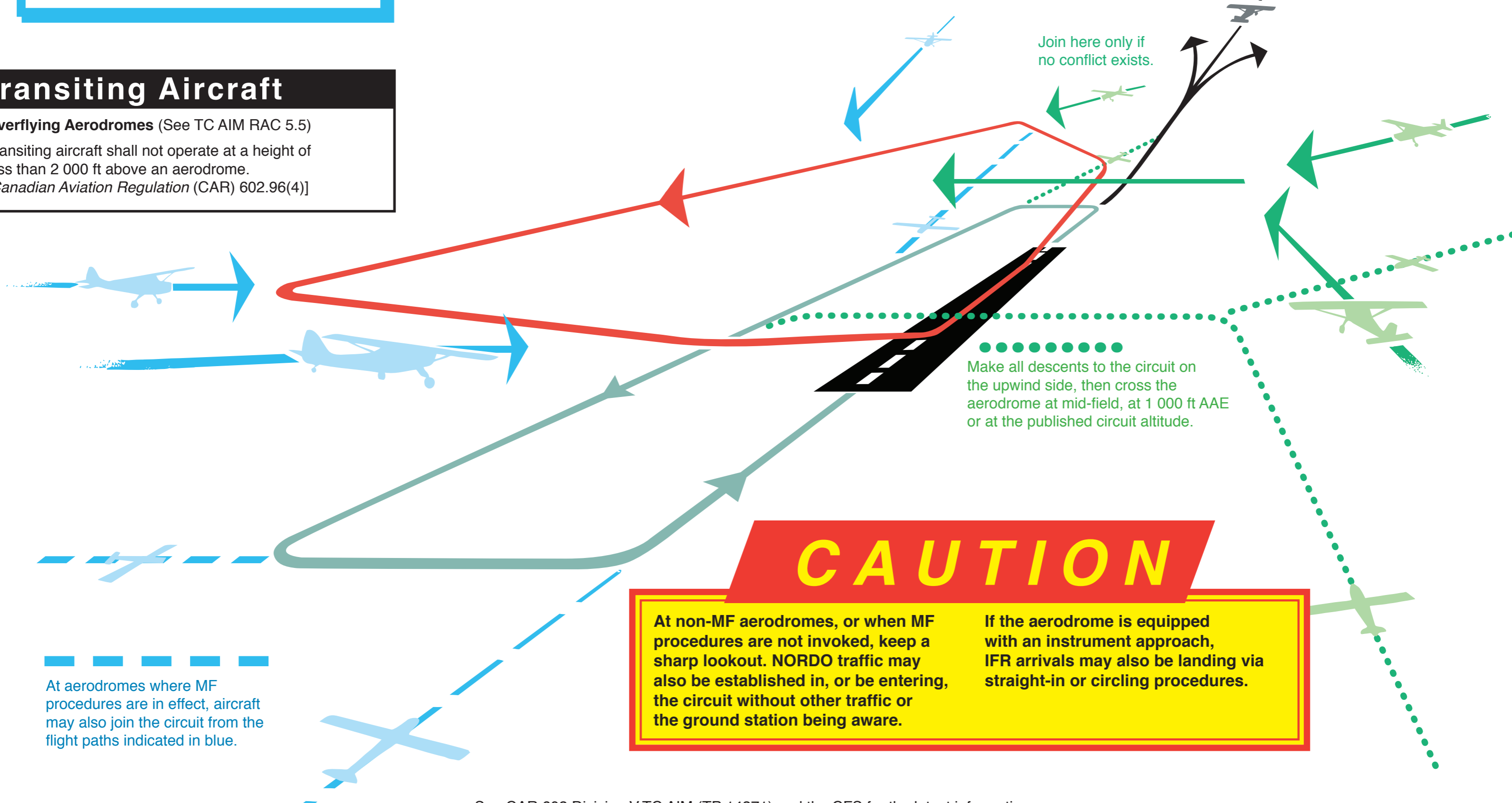
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

**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.

## 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.

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

See CAR 602 Division V, TC AIM (TP 14371) and the CFS for the latest information.