

NVL Personal Flying Site (PFS) Rules

Administrative

All persons using this modeling site must:

1. be MAAC members in good standing.
2. be an invited guest of Don Forness and
3. agree to follow the MAAC Safety code and all other site rules.

In the event of an emergency, phone 9-11 and the civic address for first responder is a 1/4mile east of Highway 43 and Mowbray St.

Normal operating procedures and Site safety rules

These rules are available in print or online. A copy of these rules must be available to any member who is operating an RPAS. Don Forness will endeavor to keep a copy at the flying site.

This site allows the following modeling categories:

RPAS and Tethered (control line)

For members operating RPAS at this site:

1. All members shall follow the Canadian Aviation Regulations for RPAS.
2. All pre-flight inspections or assembly shall be done in the designated area.
3. Batteries shall not be connected to electric powered models unless the model is restrained in the start-up area – no exceptions.
4. Gas/glow/turbine models must be restrained and started in the start-up stands or similar, located in the start-up area. Do not conduct prolonged tuning if other pilots are flying.
5. The direction of take-off landing, and traffic pattern will be determined by the prevailing winds. If there is no wind, all take-offs etc. shall be at the agreement of the pilots..
6. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
7. Our flying area is rectangular of general shape and size -see diagram. NOTE – MAAC and CAR rules are NO FLYING with 30m of any non-MAAC person,

property, or “thing” of value which include the farm property and any vehicles on the road to the northeast.

8. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.
9. Pilots may fly in formation provided they agree to do so. There is no limit on the number of airborne RPA.
10. No flying will commence until half an hour after sunrise and will end a half hour before sunset, the time of which is available on the Weather Network App for the town of Nevill. Night flying is not allowed at this site unless your RPA is brightly lit.
11. Visual observers and MAAC “spotters” are optional/mandatory at our site. The following are site 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” in a loud voice or use the airhorn in the club house or ring the bell.
 - b. ALL Pilots must immediately descend to as low an altitude 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 “ALL CLEAR”, or the pilots may make that determination themselves, and resume flying.
12. In the event of a “fly-away” this site is in uncontrolled airspace so there is no need to notify ATC. There are no nearby adjacent aerodromes.
13. If there is any type of near miss or safety concern between a full-scale aircraft and our RPA, ALL FLYING SHALL cease immediately. The members involved should fill out a MAAC reportable occurrence report and submit that to MAAC and Don Forness 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 Don Forness when able and recall you must keep this form for one year (CAR901.49 (2)). Resume flying when done.
 - b. If the member or Don Forness deems the event serious, flying will not resume until members are given permission by Don – 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.

14. No RPA flying will occur below the site mandated weather minimum.

Members may determine the weather themselves with direct observation or use any other source:

- 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.

15. There are no other RPAS risk mitigating strategies required at NVL site. The MAAC “see and avoid” technique has been determined to be adequate to ensure aviation safety.

Tethered (control line circle) rules.

16. No member shall fly RPAS while the control line circle is in use.

17. No member shall set up or fly control line while RPAS are in flight.

18. All control line pilots shall ensure any spectators or guests are kept at least 3m clear of the control line circle.

19. MAAC “spotters” are optional at this site. The following are procedures for ensuring by-stander safety:

- 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 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 suggested.

20. Don Forness will review these rules at least once a year.

