



# Airdrie Modellers Aircraft Society (AMAS)

## **POLICY MANUAL**

## **COLPITTS RANCHES FIELD EDITION FOR RPA OPERATIONS**

## Introduction

This site is in uncontrolled airspace, however strict compliance with these rules is required. The following rules package is available to all AMAS RPA Pilots while operating RPAS at this site, either electronically or in print. In addition to the following club rules, the following concept must be met by all members.

1. All RPAS pilots must have a Basic RPAS Certificate, or be operating under the direct supervision of a Basic RPAS Certificate holder.

## Administrative Rules

1. The AMAS Colpitts Ranches Field is located west of Airdrie AB on Symonds Valley Road (H772), approx. 2 km south of the intersection with Big Hill Springs Road. The gate coordinates are: **51.251917° -114.164334°**.
2. The AMAS Colpitts Ranches Field is in uncontrolled airspace.
3. Persons using the Colpitts Ranches Field (open all year) must:
  - a. Be current MAAC members in good standing and have with them their current membership card,
  - b. AMAS members in good standing or their invited guests.
  - c. Must abide by the MAAC Safety Code, aviation regulations and any club rules set out by AMAS.
4. Members are responsible for the conduct of their guests and must ensure that all guests meet and understand the requirements for RPAS operations.
5. Pilots and Students flying RPAS categories must have at least the **Basic RPAS Pilot Certificate**:
  - a. All members and guest fliers undertake a field orientation before using the AMAS field facilities.
  - b. Each pilot must carry his/her MAAC card and Transport Canada RPAS Pilot Certificate, as applicable, with them while flying.
  - c. Pilot Certificates are not required for non-RPAS operations (mRPAS).
  - d. Any unqualified or unapproved person shall not fly any aircraft (including mRPAS) without being accompanied by a qualified AMAS flight instructor.
6. All Members are responsible for respectfully advising fellow pilots of any rule infractions or best safety practices.
7. Spectators are not allowed in the pits or pilot-stations.
8. Animals brought to the field shall always be restrained while on AMAS premises. The bringing of any pets to the AMAS field is discouraged.

**In the event of an emergency, call 911 - the address is Symonds Valley Road (H772), approx. 2 km south of the intersection with Big Hill Springs Road. The gate coordinates are: 51.251917° -114.164334°.**

## Normal Operating Procedures and Club Safety Rules - RPAS

1. The types of modelling activities permitted at the Colpitts Ranches Field:
  - a. Fixed wing and rotary wing RPAs up to 25 kg MTOW.
  - b. Gas-turbine powered models are **not** permitted.
  - c. First Person View (FPV) flying is permitted only if the pilot has completed the AMAS FPV training course with competency testing, and has the FPV pilot endorsement on his membership card. All AMAS and MAAC rules for FPV flying must be strictly followed.
2. Basic RPAS Pilot certification is required to operate RPAs at this site.
3. The flying altitude limit at the field is 400 ft (122 m).
4. All combustion engines must be equipped with a muffler which meets the decibel level requirement of below 96db measured at a distance of 3 m from the aircraft.
5. 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. Night flying is not allowed.
6. The club mandated minimum weather conditions for RPAS are:
  - a. no cloud is present below 1000' above the model flying area,
  - b. a horizontal visibility requirement of 3 SM (5 km) or more around the flying area, and
  - c. no other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.
7. Pilots shall ensure a site survey has been completed prior to flying. Per MAAC policy a single shared RPAS Wilco site survey is permitted provided:
  - a. all RPAS pilots have access to the current version.
  - b. someone checks aviation NOTAMs daily (CYYC and Airdrie (CEF4)) and shares that information, and
  - c. other daily items are checked prior to flying.
8. Pilots and students shall perform a thorough pre-flight check of their equipment at the beginning of each flying day which must include a range check and confirmation that fail-safe settings are active. mRPAS pilots must confirm that their models weigh less than 250 g.
9. Only qualified pilots or students are permitted in the flying area. Members must clearly display their AMAS-MAAC card at their flying station. The use of clearly displayed AMAS name badges is highly recommended.
10. The following start-up, take-off, landing approach, and recovery procedures are to be followed:
  - a. All models will be restrained before being armed or started in the designated start-up areas.
  - b. Hand launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.

- c. Pilots shall take off into the prevailing winds, or otherwise in agreement with all pilots flying. If no wind, all take-offs etc. shall be north or south but away from the sun. Landing aircraft have the right-of-way but it is up to the landing pilot to warn of his approach.
  - d. Pilots shall call out if their aircraft malfunctions in flight and must be given landing priority. The recovery of downed models in the flying area shall not be done without the agreement of all pilots flying. Thereafter no new models may take-off until the downed model is recovered. No flying directly over the recovery crew.
  - e. No flying is permitted while landscape maintenance is being conducted in the take-off/landing area.
  - f. Standing in the flying area is not allowed except to take off or to retrieve your aircraft.
  - g. All pilots must call out their intention to take off, land or enter the flying area.
  - h. When flying, pilots must be at a pilot station. Do not turn your back to the flight area, especially if you are at a pilot station. Personnel who are not piloting an aircraft should refrain from disturbing, or distracting those who are.
11. Pilots shall not fly behind the flight line or in any other designated no-fly zone. Every effort must be taken to prevent aircraft entry into no-fly zones, including intentionally grounding the model. The flying area is shown in Appendix A.
12. A maximum of four (4) aircraft of any type is permitted to be flying simultaneously at any given time. Please limit your flight time to ten minutes and alternate in a courteous fashion based on the membership present. Pilots may fly in formation provided they agree to do so.

## Adjacent Aerodromes

1. Calgary International Airport (CYYC) is located 9.6 NM to southeast. Airdrie Airpark (CEF4) is located 8.6 NM to east.
2. Our site is clear of all normal aircraft traffic patterns and no other procedures are required.

## Emergency Procedures

1. If an incident that involves bodily harm occurs, arrange for medical attention immediately if required. First aid kit and fire extinguishers are located on site.
2. If a **911** call is placed, please provide the GPS coordinates of the main gate to the EMS responders: **51.251917° -114.164334°**. If an incident occurs that results in bodily harm or property damage (not including aircraft), this must be reported to MAAC and the AMAS Executive within 24 hours of the event.
3. 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 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.
4. In the event of any normally expected modelling mishap which requires any degree of repair, the model may only be “field repaired” if all normal modelling supplies and tools are present and used in accordance with established modeling practices or manufacturer instructions.
- a. Any repair other than minor (replacing broken propeller etc.) shall be treated as a maiden flight. Ensure logbook entries are made.
  - b. Any repair that cannot be fixed at the field, shall only be repaired at the modellers/owners shop or other repair facility. Ensure logbook entries are made.

## **Non-RPAS procedures**

1. The AMAS Executive and the AMAS Safety Officer shall undertake an annual inspection of the flying area to ensure continued conformance for safety related items (no flying within 30 m of the general public, vehicles or buildings). The AMAS Executive will provide a signed copy of the inspection report to MAAC as part of the annual registration process.

## **Training**

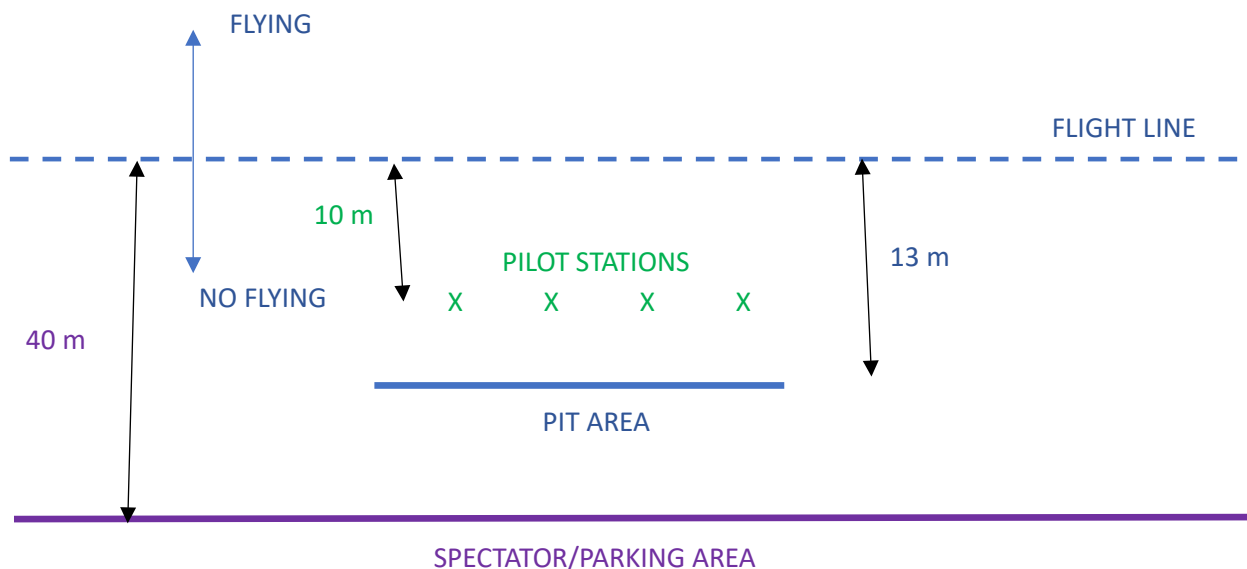
1. Only those persons approved by the AMAS Training Committee shall instruct in the flying of model aircraft at the AMAS Colpitts Ranches Field.
2. While instructing a student, AMAS or the approved AMAS instructor will not be responsible for any damages incurred to the student's aircraft or equipment.
3. The instructor will follow the MAAC Wings Program when instructing a student.
4. Guests learning to fly must be instructed by a qualified AMAS instructor are subject to the same rules as any other student.
5. An AMAS instructor assigned for this purpose must evaluate a new member who has previously obtained their wings at another club.

## Rules Enforcement

1. If any member observes another member disobeying the rules of the AMAS, he may lay a complaint in writing within five days of the occurrence, and forward to the AMAS Executive.
2. After the complaint has been reviewed by the Rules Committee and passed their recommendation on to the Executive, the Executive will either resolve the matter, or take it to the next regular meeting for resolution by the membership.
3. Any person, or persons, charged with an offense, under, will have the right to attend the Executive meeting at which the matter is being debated, to defend themselves.
4. There will be no appeal of the Executive's decision or to the decision of the membership.

## Appendix A – FIELD DIAGRAMS

### SITE LAYOUT (NO FENCES – LOCATIONS WILL BE DENOTED BY COLORED CONES)





Centre Pilot Station  
51.253620° -114.161229°

Access Road Entrance  
51.251917° -114.164334°

- Notes:
1. Imagery from Google Earth dated July 22, 2022.
  2. Flying area is approx. 500 m wide by 900 m long. Practical flying area is limited to line of sight from pilot stations.
  3. Max. flying altitude as per RPAS Regulations.
  4. Flying area has a minimum 30 m offset from all roads, buildings, ponds and facilities (no flying within 30 m of general public, vehicles or buildings).
  5. Distance to nearest aerodromes from pilot station:  
Calgary YXC – 9.6 NM to southeast, Airdrie Airpark – 8.6 NM to east



APPENDIX A-2  
**COLPITTS RANCHES FIELD  
FLYING AREA**