

ELK VALLEY RC JET CLUB

Administrative

- These rules are for Elk Valley RC Jet Club located at the Elk Valley Airport ,CYSW, Coordinates: N49°50.00' / W114°53.00' The Elk Valley Regional Airport is located off Highway 43 on Lower Elk Valley Road between Sparwood and Elkford
- To use Elk Valley RC Jet Club property, all members must be a current member of MAAC in good standing, and have paid their yearly club dues(if applicable), or be a visitor of a member in good standing.
- This is a primarily a Secondary Flying site for most member, established for Jets and Large Scale airplanes that require a larger paved runway.
- All members using this site must sign an agreement that they have read, understood, and will abide by these rules while modeling at Elk Valley Airport.
- 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 current printed copy is at the Club House on the bulletin board.
- This site is for RPAS - VLOS only – no other categories of modeling are permitted. Absolutely no FPV operations are allowed.
- All members using this site must have at a minimum a Basic 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 President. 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.
- No smoking or alcohol on aerodrome property
- Emergency services can be reached using 9-1-1 on a cell phone. There is also a phone in the main hanger – door access instruction on the door.

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:

- Operate any category of model at "-night-" on this aerodrome.
- Add, alter, tamper or interfere in the operation of any aerodrome equipment, including markings on maneuvering area surfaces, lights or markers, signage, windsocks or any other aerodrome infrastructure.
- Operate on or park any type of motor vehicle within 30m of an aircraft maneuvering area.
- 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 they vacate the area.

- Leave behind any debris, or other objects on or within 30m of a maneuvering area that could cause damage to a full-size aircraft. For example, by slipstream/projectile damage or by taxiing over.
- Immediately report to the aerodrome operator, Randy Colmer (250-425-4616) any damage to any aerodrome infrastructure or property caused by the modeling activity.

If using an aviation radio capable of transmitting, each member shall:

- Operate such radio in compliance with ROC and aviation phraseology,
- Make any transmission other than for information purposes.
- Make any transmission indicating permission or guidance in the operation of a full-scale aircraft.

Site Operating Procedures and Safety Rules

- Elk Valley RC Jet Club is located at the Elk Valley Aerodrome, identifier CYSW, located approximately 12km north of Sparwood on lower Elk Valley Road. See the attached diagram.
- Elk Valley Airport is currently home to approximately 8 private aircraft, most of them kept in the 4 hangers on site. As shown in the attached diagrams, Elk Valley has one runway (17/35) with the hangers located West of the middle of the runway. The following is a summary of the normally expected traffic patterns:
 - The private aircraft movements are very sporadic on week days. Weekends may see a departure in the morning of hangered aircraft for the day and returning in the afternoon.
 - All aircraft movements on the aerodrome are easily seen from our pit area and pilot stations.
 - There are no IFR approaches and little to no chance of a straight in approach, but it can still happen. All local pilots will join the circuit by flying overhead of the aerodrome.
 - Fuel is available for transitioning aircraft in which case the pilot may stop to fill up and take a break.
- The aerodrome operator has stipulated the following procedures for us to use his facility. Refer to the diagram below.
 - Vehicles and cargo trailers can be parked next to pit area on the northwest side of the paved apron (see diagram). Access to this area is from the Airport entrance first left directly behind the hangers. Stay on the dirt road until you reach the pit area {see attached map}. At no time should any vehicle drive on the paved apron, dirt and stones dropped from the vehicle pose a serious FOD situation and must be cleaned up.
 - Our pit and set up/spectator areas are 400 feet from the runway, giving a good margin of safety. Model assembly should be done in the designated pit area.

- The “start-up area” is east of the pit area. Do not take any model gear with you near the runway other than a Fire Extinguisher - only the airplane is allowed. Turbine pilots may take their taxi fuel bladder and control box.
 - 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.
 - The direction of take-off /landing, and traffic pattern will be determined by the prevailing winds. Coordinate your circuits with one another.
 - Our flying area as measured from the center of the pilot station, our flight box is, 1500ft North (left) 500ft East (in front of you) and 1500 feet south (right). Refer to the site flying area map for no-fly zone depictions.
 - Recovery of RPA that crash or land off the runway.
 - In the event of a fire:
 - WITHOUT risk to full size. Response vehicle must use the portable flashing amber beacon, and a radio operator must be onboard to ensure response can be carried out without risk to full size aircraft operators. Airborne aircraft to be landed as soon as possible given the circumstances.
 - On the Runway
 - WITHOUT risk to full size aircraft. Vehicle must use the flashing amber beacon and a radio operator must be onboard to ensure response can be carried out without risk to full size aircraft operators. ALL debris, regardless how small, must be removed from the runway!
 - Off the Runway
 - Airborne aircraft are to be landed as soon as practical. Recovery and clean up are to be completed expeditiously. If recovery requires entrance or crossing the runway, a radio operator must be present to ensure this can be done safely.
 - **NO FLYING PERMITTED DURING CRASH RECOVERY**
 - At the end of the day, ensure all model gear is removed from the runway and apron.
- The following are the procedures to operate an RPAS from runway 17/35.
 - Once your model is started/armed, you may carry it or taxi it to the runway. Before leaving the “pit area” visually scan the apron/hanger line 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.
 - While flying if a full-scale airplane starts up on the hanger 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 to the northwest boundary of our operating area at low level away from the runway and orbit as far out at 400' as safely able until the aircraft departs or lands. If need be, intentionally “land” off field away from the runway if you run out of fuel. The field to the northwest will minimize damage to your model depending on the time of year. By flying at CYSW you

accept that you may need to intentionally damage your model to ensure full-scale safety.

- **After you land** clear the runway as quickly and 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.
- No RPA flying will occur below the MAAC mandated weather minimum:
 - If cloud is present below 1000' above the model flying area
 - a horizontal visibility requirement of less than 3nm around the flying area, and
 - If there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.
- Elk Valley Jet Club members should check for CYSW 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.
- 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 Tofield. **Night flying is not allowed at the Elk Valley Jet Club site.**
- 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 your location.
- CYSW is located wholly in uncontrolled airspace so there are no “fly-away” concerns.
- Visual observers are mandatory. The following are club procedures for ensuring full scale aviation safety:
 - There shall be at least one visual observer who shall stand (no sitting allowed) within arm’s length of any pilot flying.
 - The sole role is to scan for approaching full scale aircraft – do not watch the RPA. Normal landing circuit for runway 17, this is a left hand approach, runway 35 is right hand.
 - The visual observer should use the Club handheld receiver to monitor VFH 123.2 for CYSW. Preferable to have a third person monitoring the radio near the flight station; the less the work load for each person the better the concentration for each will be.
 - When the visual observer or other any member spots/hears a full-scale airplane that might come near the site or see/hear an airplane start up on the hanger line, they are to yell out “AIRPLANE” in a loud voice.
 - Upon hearing this notification ALL Pilots must immediately descend to as low an altitude as possible and then land as soon as safely able.

- 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.
- In the unlikely event 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:
 - 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.
 - 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.
 - If there is actual contact between an aircraft and a MAAC RPAS – all flying will cease until MAAC confirms we may resume operations.
 - This process is for your protection.
- If there is any damage to any equipment, buildings or infrastructure (runway lights, signs etc.) or anything you think could pose a hazard to full-size aircraft, the member finding the damage or issue must call the aerodrome operator. Randy Colmer (250-425-4616) Please notify the club executive as soon as able and complete a MAAC reportable occurrence form/process.
- A fire extinguisher must be present for all powered RPA operation.
- Pilots may fly in formation provided they agree to do so. Number of aircraft in the air at one time is limited to 2.
- There are no other risk mitigations required for Elk Valley aerodrome.

Description of aerodrome layout

Please refer to attached drawings.

Description of aerodrome traffic – types, patterns, and any other data

The activity at this aerodrome is limited to local general aviation flying. The primary users are the aircraft hangered at the airport. They are private pilots that fly primarily in the evenings and on weekends. The occasional transiting private aircraft will land for a rest break and to top up their fuel.

Birds Eye View



RPAS Flight Path



BRITISH COLUMBIA

AERODROME/FACILITY DIRECTORY

SPARWOOD / ELK VALLEY BC

CYSW

REF	N49 50 06 W114 52 43 4N 15°E (2012) UTC-7(6) Elev 3853' A5005 LO2 CAP	
OPR	Regional District of East Kootenay 250-425-4616 Reg	
PF	B-1 C-2,3,4,5	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) WX METAR 14-24Z (DT 13-01Z) O/T LWIS 5.3S (CWSW)	
SERVICES	FUEL 100LL (self-serve) OIL 15W50	
RWY DATA	Rwy 17(175°)/35(355°) 3963x75 ASPH Rwy 17 down 0.68% AGN IIIA	
RCR	Opr Ltd win maint	
COMM	ATF tfc 123.2 5NM 6800 ASL	
CAUTION	Wildlife ocsl on rwy. Blasting ops 1NM N A/D sfc to 3281 AGL 12057 ASL.	