Prince Edward Radio Control Flying Club
Clarke Road Field
Rules 2024

The following rules package must be available to all RPAS Pilots while operating RPAS at this site, either electronically or in print. Nothing in these rules relieves the RPAS pilot of their individual CAR compliance requirements.

Administrative Rules

Club: Prince Edward Radio Control Flying Club(#420, Zone G)
Field Name: PERCFC FIELD
Location: 1129 Clarke Road Picton On K0K 2T0

Pilot Station Coordinates: 43° 57' 47.2”N, 77° 6' 46.6"W

Contact(s): Paul Champagne, MAAC # 84640, President
phjl@sympatico.ca, 613-371-5116

Conditions for Use - All persons using this modelling site must:
1. be MAAC members in good standing.
2. be members of PERCFC, or an invited guest of PERFC and
3. agree to follow the MAAC Safety code and all other site rules.

Any MAAC member attending an Event at this site must agree to attend any modeller briefing, or otherwise read and follow all site/Event rules. The Club or site operator is responsible to take reasonable steps to ensure a modeller briefing occurs for each modeller using the site.

1. For events:
   - Extra Port a Potties rented.
   - Extra parking area cleared & rolled,
   - First Aid Station on site and manned,
   - Food & beverages available.
   - Visiting Pilots will be briefed as to traffic pattern altitude, airspace altitude for flying, emergency procedures in event of control problems.
   - Demonstration of surface vehicles are permitted on the runway at midday. No flying is permitted during surface vehicle operation.
2. Spectators, for their own safety, are not permitted in the pit area. A member may invite a visitor into the pit area for a specific reason, but the visitor must not remain for a prolonged period.
3. A fire extinguisher must be present for all powered RPA operation.
4. Safety and adherence to these resolutions is the responsibility of all Club members and as such must be enforced by all members. Continued violations must be brought to the attention of the Executive who are responsible to review and assess appropriate action, which may include suspension of or outright removal of Club rights and privileges from a member.
5. These rules will be reviewed annually by the club or before the next event and updated as needed.

Site/event emergency response requirements

In the event of an emergency, call (9-1-1 or phone number) - the site address to be provided to first responders is 1129 Clarke Road.

1. During events, there will be a first aid station located on site manned by 2 people with up to date certificates.
2. 2 fire extinguishers for emergency use will be available on the field.
3. All safety equipment has been certified by the local fire department and all safety measures taken by the club are sufficient for county requirements.

Modelling Rules

MAAC Approved Modelling Categories

The following categories of MAAC modelling are approved at this site/event. In addition to the MAAC Safety Code, there may be site specific rules contained in this document.

Approved Category	Weight/Power Limits	Altitude/operating limits
mRPAS	Less than 250 grams	400'agl
RPAS	25kg or less	400'agl
Tethered (Control-Line)	Not approved	
Free flight		
Space Models		
Surface Vehicles	25kg/50cc	Demostration only during Festival of Flight

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Tethered (Control-Line)	Not Approved	
Free flight		
Space Models		
Surface Vehicles		

MAAC Approved Site Add-ons

This site has not been approved for any MAAC add-ons.

Approved Add-on	Weight/Power Limits	Altitude/operating limits
RPAS Weight	Not Approved	
RPAS Altitude		
RPAS Altitude and Weight		
Permanent Event Approval		

RPIC	

RPAS/Model technical specifications or requirements or restriction

1. mRPAS requirements –. mRPAS cannot be registered with Transport Canada. mRPAS are however regulated under CAR900.06 and part VI of the CAR. Compliance with MAAC safety code meets those requirements.
2. RPAS CAR requirements – There are no special CAR restrictions on RPAS models.
3. Club/Site/Event requirements - No aircraft shall be permitted to fly if it emits a sound level greater than 88dbA, (see note below), and, if required, all engines must be equipped with an efficient muffler system to achieve this requirement.

   Noise levels will be enforced by use of the Club's sound level meter to determine output at a measured distance of 7 meters and 1 meter above the ground. The method of measurement shall be as prescribed by the Executive and all decisions relative to testing shall remain final.

RPAS Pilot/operator qualifications or requirements

1. mRPAS requirements – mRPAS do not require an RPAS operators' certificate however are regulated under CAR900.06 and part VI of the CAR. **There are no MAAC or CAR age restrictions on mRPAS flight**. Compliance with MAAC safety code meets all requirements.
2. RPAS Pilot CAR requirements. All RPAS pilots using this site must have BASIC RPAS certification.
3. Club/Site/Event requirements. This site recommends all mRPAS/RPAS Pilots have MAAC Wings, however its use is not mandatory. There are no other qualification requirements for other modelling categories.

CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not normally require crew under the CAR.
2. RPAS CAR requirements - None.
3. Club/Site/Event requirements – Visual observors can be any responsible person over the age of 14. Spotters may be any responsible person. Helper and mechanic use are up to each individual member to decide.

Crew Rules

Visual Observers

1. Visual observers (VO) are optional. When required at this site, no member shall operate an RPAS unless:
   a. A visual observer(s) is present who has been briefed or trained on any site/event procedures upon spotting a potential conflict with full-scale aircraft.
   b. A minimum of one visual observer per flight line is required.
   c. VO must not watch the models – their sole role is to scan the surrounding sky for approaching full-scale aircraft.
   d. Position the VO where they have unobstructed sight lines – sitting in the shade beside a camper/structure is not acceptable. Equally they must be situated to have a reasonable communication ability with all pilots/modellers.
   e. Use visual aids as required – sunglasses, wide brim hats, sunshades, binoculars or similar. If positioned far from pilot stations, provide suitable notification means such as air horns, lights, radios etc.

2. These rules ensure a clear command/response protocol is in place – there is no time for debates or confusion. MAAC has adopted the following minimum:

    a. **MAAC models/RPA shall give way/get out of the way of full-scale aircraft in all circumstances – no exceptions. There is never any onus on full-scale pilots to yield to models – ever.**
    b. Upon spotting/hearing or being advised of any airplane that might pose a hazard with modeling activities, the VO shall yell in a loud clear voice "AIRPLANE". **If in doubt, issue the warning.**
    c. Upon hearing this command, all pilots shall descend to as low as altitude as safely possible, and if required land. The goal is to vacate the airspace vertically and then determine if RPA can continue to operate safely.
    d. **Lateral deconfliction maneuvers are prohibited above 60'AGL.** Descending to 60'agl (tree top level) is the accepted Transport Canada initial response. Members operating near/off aerodromes have different specific response requirements.
    e. Upon determining the full-scale aircraft is no longer a threat, the VO or other persons shall yell in a loud clear voice "ALL CLEAR".
    f. Thereafter modeling activities may resume as normal.

Air Boss – ATC Coordinator

This site is in uncontrolled airspace – an Air Boss is not required

RPIC – RPAS Pilot in command

Not approved

Instructors/Demo flights

1. During demonstration flights, no other RPAS shall be in the air.
2. When an instructor is teaching a student, all other pilots already flying will be notified and give consent before the student RPAS takes to the air. If a pilot advises that they would like to take off, they must be notified before they take off.
3. New model helicopter pilots should receive dual training and supervision from a competent helicopter pilot before attempting hover practice and forward flight. Hover practice shall occur only in the designated model helicopter "hover training area". Fast forward flight and circuits with a model helicopter is permitted only beyond the flight line with the pilot occupying a flying station. Initial forward flight practice should be under supervision from a competent r/c helicopter pilot until the student has demonstrated the ability to safely fly solo.
4. The designated model helicopter "training area" is for low altitude hover and hover taxiing only. Maximum permitted height of model helicopter flying is 6 feet above the ground. (The proximity of the pit area and the adjacent baseball diamond prohibits high / fast model flying in this area) The pilot should fly with his back to the pit area keeping the model helicopter a safe distance from the fences. Hovering should not occur near the runway edge which may conflict with model aircraft conducting take-offs and landings.

Spotters

During any sanctioned event or at any time 4 pilot stations are in operation, each pilot must have a spotter.

Airspace requirements or permissions

This site is located in Class G uncontrolled airspace – airspace permission is not required. The nearest controlled airspace vertically is Trenton Class E TCA at 700'agl and laterally is 5+nm west (CFB Trenton CYTR).

Adjacent Aerodrome Procedures (within 3nm)

This site operates within 3nm of 2 aerodromes as listed in the CFS or CWAS and is required to provide all members with the following information.

1. Picton aerodrome (CNT7) is located 1.92 nautical miles northwest of our modelling site.
   Picton (CNT7) has 3 runways in use. This airport is used for General aviation and glider training for Air Cadets during the summer months. The field has an aircraft scanner tuned to UNICOM connected to a speaker to monitor for any traffic in the area. Usually pilots announce their position and intentions 10 minutes away. Or in the case of Air Cadet Glider training, will alert the RC pilots that there will be activity in their area. This gives adequate time to let the rc pilots flying, time to descend to 60ft altitude.

2. Picton (Greenbush) CGB3 is located 2.86nm northeast of our site.
   Picton (Greenbrush) CGB3 has one grass runway in use. This is a private airport and prior approval is needed to land. This airport is very lightly used. The field has an aircraft scanner tuned to UNICOM connected to a speaker to monitor for any traffic in the area. Usually pilots announce their position and intentions 10 minutes away. This gives adequate time to let the rc pilots flying, time to descend to 60ft altitude.

3. There no CFS RPA procedures and no other CFS PRO comments for either aerodrome that affect our modelling site.
4. In the event of a “fly-away” towards Picton CNT7, you may call the aerodrome operator at 613 476-3064 and advise them of the issue. For Picton Greenbush call 613-885-6917. Our site is in uncontrolled airspace so there is no need to notify ATC.
5. The club executive has contacted the operator (OPR) of both aerodromes , and they have expressed no issues with our RPAS site.

Normal mRPAS/RPAS/model operating procedures

1. Prior to daily operations, at least one member shall check the Aviation NOTAM for Picton CNT7 using either the NAV CANADA website or RPAS Wilco. They may share the results with other site users either verbally, electronically or in print. Every member is still responsible to ensure they have the latest NOTAM information in some fashion.

2. The MAAC mandated minimum weather conditions to commence or continue MAAC RPAS operations are:
   a. no cloud ceiling (BKN or OVC) estimated at 1000’agl or lower and
   b. the RPA will be able to remain 500’ vertically and 1 sm (statute mile) horizontally clear of any cloud, and an estimated horizontal visibility of 3sm (5km) or more around the flying area, and
   c. no other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

NOTE – there is no aviation weather available for this site so RPAS pilots may estimate cloud ceilings and visibility, provided they do so in good faith understanding the purpose of weather limits is to ensure we can see approaching full-scale aircraft.

3. MAAC endorses the use of a single shared RPAS Wilco site survey provided:
   a. A new site survey is conducted/checked at least once every 56 days (NAV CANADA schedule), and if there are changes the updated site survey is made available to all members.
   b. All site survey information is readily available to all RPAS pilots on site (electronically or in print).
   c. Prior to each flying session, members must check Aviation NOTAM for critical flight safety information, or changes to airspace or aerodromes. Members may share NOTAM information verbally or in print with other members at the site.
   d. Members must each visually confirm no changes to site obstructions, local obstacles and that weather conditions stipulated in any MAAC requirements are met.

4. Members shall not operate an RPAS at night unless it is brightly lit, weighs less than 25kg, and remains below 400'agl. Members shall use the Picton weather channel time to determine legal night.

5. Pilots may fly in formation provided they agree to do so.

6. See site map below for normal site set-up areas such as parking, spectator areas, pit, or assembly areas, and start-up/run-up areas and MAAC required buffer distances. are as follows:

7. Preflight inspection including control surface check and range check must be completed before the first flight of an aircraft. A visual inspection is done to check for loose flight surfaces, broken or loose connectors.

8. Members' pre-flight activities shall take place in the designated pit area, and the following shall govern conduct in the pit area.
   a. All models, including electric powered models, will be restrained before being armed or started in the designated startup areas.
   b. No engine shall be started in the pit area.
   c. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – no exceptions.
   d. Model assembly should be done in the designated pit area or under the sunshade.
   e. Prolonged running, or breaking in, of engines shall be accomplished in the designated area.
   f. Spectators, for their own safety, are not permitted in the pit area.
   g. A member may invite a visitor into the pit area for a specific reason, but the visitor must not remain for a prolonged period.

9. See site diagrams below for flying area, including any no-fly zones, a description or depiction of the flight line, safety line, runways, taxiways, and any other pertinent flying area demarcation. The flying area as measured from the centre of the pilot stations is a box 200m left, right and straight out.

   a. Flying is prohibited behind the flight line, or within 30m of the spectator and car park areas. No aircraft, while in flight, shall fly closer to the pilot positions than the "flight line" which is clearly delineated on the runway. .

b. A maximum of five pilot positions are available, designated by the spaced pads provided and pilots must stay in the pad area when flying.
c. Flying is not allowed during grass cutting or field maintenance.
d. Model helicopter flying in forward flight and circuits shall be flown beyond the designated flight line with the pilot occupying a flying station. Communicating with other pilots is the most effective way of integrating helicopter circuits with the fixed wing aircraft circuits.
e. Reducing conflicts in all phases of flight between model helicopters and fixed wing model aircraft is the goal. Communicating intentions with other flyers is important for enhancing awareness and flying safety.
f. Stationary hovering or prolonged hover taxiing beyond the flight line while other model aircraft are flying needs to be communicated effectively with the other flyers to avoid conflicts designated flight line with the pilot occupying a pilot station.

10. When ready to fly and a position on the flight line is available, secure (i.e.: tag) the appropriate frequency and move into the ready area behind the flight stone for the proper engine starting procedures. 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.

11. The following are the site take-off, approach, landing and recovery procedures:
    a. Pilots, or their spotter, shall call out all model movements.
    b. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations/dock.
    c. Pilots shall take off into the prevailing winds, or otherwise in agreement with all pilots flying.
    d. All turns after take-off must be beyond the flight line and away from the pit area and be kept clear of restricted areas.
    e. No person shall proceed past abeam the pilot stations without permission of other pilots flying.
    f. Use of the runway by pilots or helpers, e.g. for viewing take-offs or retrieval of landed aircraft, shall be as brief as possible, and clearance to access runway must be obtained from pilots already flying.
    g. 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.

Non-RPAS Normal Modeling procedures

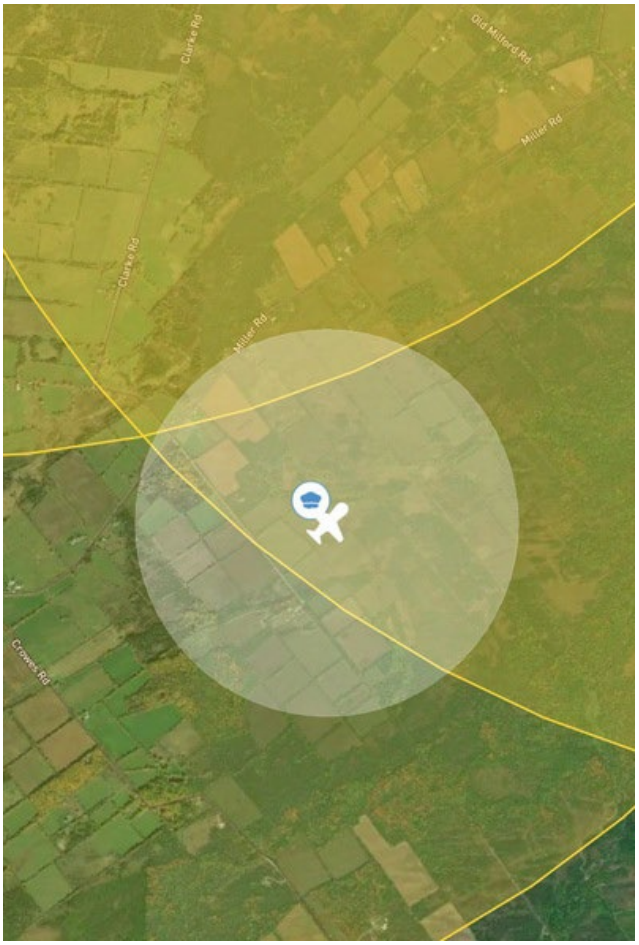
Surface Vehicles (cars) model operations

1. Surface vehicles will only be operated as a demonstration during events at midday when there is no flying.
2. Surface vehicles will only be operated on the runway.
3. Flying may resume once the demonstration is over.

Emergency procedures

Fly-away or lost link.

1. This site is in uncontrolled airspace so there is no need to notify ATC
2. In the event of a "fly-away" towards Picton CNT7, you may call the aerodrome operator at 613 476-3064 and advise them of the issue. For Picton Greenbush call 613-885-6917.



Incident Accident

1. If there is any type of near miss or safety concern between a full-scale aircraft, bystander and our RPA/models, **ALL FLYING/MODELLING** SHALL cease immediately. The members involved should fill out a MAAC reportable occurrence report and submit that to MAAC and the Site/Event organizer and follow MAAC policy.
   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 Site/Event organizers when able and recall if this involved RPAS you must keep this form for one year (CAR901.49 (2)). Resume flying/modelling when done.
   b. If the member or Site/Event operators deems the event serious, flying/modeling will not resume until members are given permission by the Site/Event organizers – in writing.
   c. If there is physical contact between a full-scale aircraft, a by-stander, a spectator and a MAAC RPAS/model – all flying/modelling will cease until MAAC confirms you may resume operations.
   d. This process is for **your** protection.

Model damage/repair protocol

1. 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/operation. Ensure RPAS 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 RPAS logbook entries are made.

MAAC Add-ons

RPAS Operations Above 400'AGL - not approved

RPAS Operations Above 25kg - not approved.

RPAS Operations Above 400'AGL and Above 25kg - not approved.

Event Approval (Permanent or individual)

This site has not been approved for permanent event approval – all events must be processed per below. If you have any doubts about your event, contact your Zone Director or the SAG directly.

1. ALL MAAC events that require approval or want MAAC insurance must occur at SOC sites and be approved by MAAC. All outdoor events with operable RPAS must be approved by MAAC.

2. **Outdoor events that are clearly listed as "member-only" events** regardless of reason such as competitions, fun-fly's, fly-in's, airshows, air racing, demonstrations or any other organized gatherings do **not** require MAAC Event SFOC compliance. **All advertising/notice including internal to MAAC must include the following phrase**:

   This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised.

3. **"Advertised events"** - regardless of what you "named" your event, if your outdoor event includes operable (flying) RPAS **and** is open/advertised to the general public in any fashion, you **must** meet the MAAC SFOC requirements (the SAG will work with clubs on the rules required). All advertising/notice, including internal to MAAC **must** include the following phrase:

   This event is open to the public and all MAAC members, crew, and their invited guests. MAAC Event SFOC compliance is required.

Foreign RPAS Pilots (US or other)
MAAC has already obtained Transport Canada approval for foreign RPAS pilots to operate RPAS at our MAAC sites and events (MPPD14 approved July 2023). Foreign pilots simply join MAAC and follow the provisions of MPPD14 (on the website). Also see the RPAS Wilco NOTAM (2024-02).

Over 400'agl and above 25kg - Not approved.

Club Event Rules
The following are the normally expected process and rules for an event.

1. The club/event organizers shall:
   a) Prior to submitting an event approval application, ensure they have read all MAAC policy and have submitted an event package indicating they have complied as best as possible.
   b) Ensure the site meets all MAAC event organizational and logistic requirements such as signage, parking control, spectator safety barriers, washroom and food provisions, and fire/medical safety requirements commensurate with the expected attendance.
   c) Ensure the event complies with MAAC event policy and any CAR or SFOC requirements.
   d) Ensure the MAAC events warning sign is posted for the event.
   e) Ensure all attending modellers/RPAS pilot are **current MAAC members**.
   f) Take reasonable steps to ensure all attending modellers/RPAS pilots **receive a briefing** on site or

event rules using the MAAC minimum checklist (attached).

g) Ensure all follow up actions are completed after the event, most notably any Transport Canada paperwork.

2. In addition to all the above and the club rules, at any event where the public is in attendance under the MAAC SFOC, the event organizers are responsible to ensure:
   a) MAAC warning signs are posted at all public entry points.
   b) A copy of the MAAC SFOC and application are on site and available to all RPAS pilots.
   c) All RPAS pilots sign the Transport Canada sign in sheet.
   d) All RPAS pilots receive a briefing on site rules and
   e) A visual observer is always present RPAS are flying.

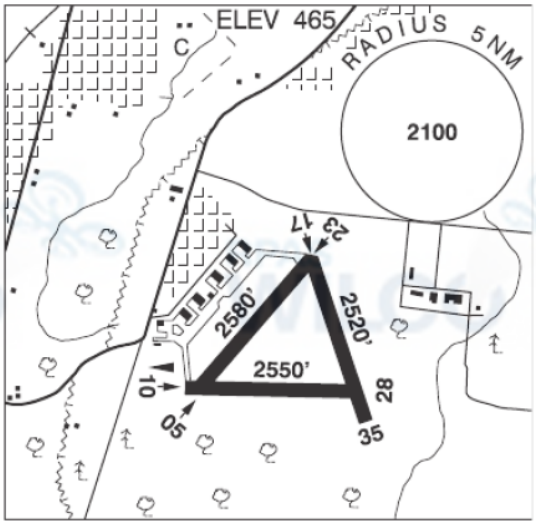
3. Any member attending an event shall
   a) Comply with all CAR, SFOC, MAAC and club/event rules as required.
   b) Not operate a model or RPAS unless they attend or obtain a pilot briefing.

Diagrams/maps

Flying Area diagram.

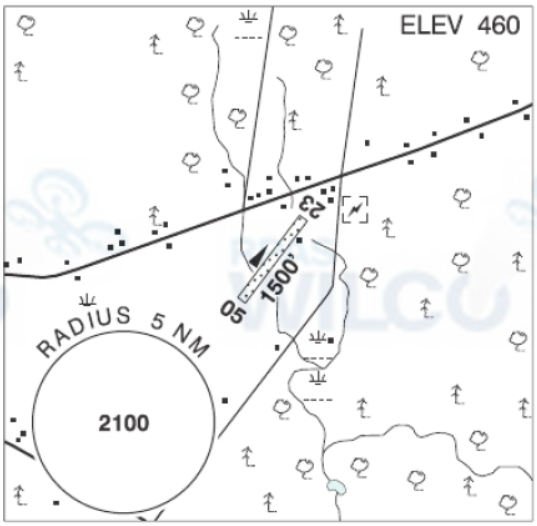
PICTON ON — CNT7

REF	N43 59 21 W77 08 21 Adj SE 12°W UTC-5(4) Elev 465´ A5000
OPR	Loch Sloy Holdings Ltd. 613-476-3064 Reg PPR
PF	C-1,2,3,4,5,6
FLT PLN FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
RWY DATA	Rwy 05/23 2580x150 ASPH Rwy 10/28 2550x150 ASPH Rwy 17/35 2520x150 ASPH
RCR	Opr No win maint
COMM ATF	tfc 123.2 5NM 3500 ASL
CAUTION	Extv glider activity 4NM radius to 3500 ASL mid Jun-Aug 31, dly.



PICTON (GREENBUSH) ON — CGB3

REF	N44 00 04 W77 04 24 2.87 ESE 12°W (2014) UTC-5(4) Elev 460´ A5000
OPR	Jeff Douglass 613-885-6917 Reg PPR
PF	B-1 C-2,3,4,5 D-6
FLT PLN FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) or 519-452-4040
SERVICES FUEL	MOGAS PN Opr
RWY DATA	Rwy 05(049°)/23(229°) 1500x60 GRASS
RCR	Opr No win maint. Rwy soft in spring.
COMM ATF	tfc 123.2 5NM 3500 ASL
CAUTION	Runway slopes down Thld 23. Rwy narrows at mid-field to 50' to cross seasonal drainage ditch. Treeline nearest to hangar may cause mechanical turbulence. Extv glider activity at CNT7 mid-Jun to mid-Aug.



W A R N I N G !

AEROMODELING MAY CAUSE SERIOUS INJURY!

PROCEED AT YOUR OWN RISK!

AVERTISSEMENT !

L'AÉROMODÉLISME PEUT CAUSER DES BLESSURES GRAVES!

PROCÉDEZ À VOS PROPRES RISQUES!