Meridian Model Flyers (MMFA) Rules

Rules will be distributed electronically to all existing members, delivered electronically to all new members as part of the orientation package as well as posted on the club website, as well as physically posted at the field.

- Use of the facility restricted to members of the MMFA and their Guests
- All Pilots must have M.A.A.C. Membership
- Pilots and assistant must observe all MAAC safety Rules, Guidelines and Codes
- Use of the frequency control board is mandatory
- No flying over Pit, Spectator, or Parking zones
- No flying on pilot station side of the flight line
- No flying on the eastern edge of MMFA flying site (Roadway)
- All Pilots shall use marked Pilot stations
- Engine tuning or Break-in to be done at designated location away from Pits and Spectator areas
- Engines shall be started at or north of the start line facing away from pits
- Turbine craft of any type are strictly prohibited from operating at the MMFA field
- Failure to comply with field rules may result in withdrawal of flight privileges

Normal Operating Procedures and Club Safety Rules

1. All Pilots shall have a minimum of a Basic RPAS pilots certificate and adhere to both RPAS part IX requirements and all MAAC safety rules guidelines and codes.
2. There is an altitude limit of 400 feet AGL at our field
3. Model assembly should be done in the designated pit area
4. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – **no exceptions**.
5. Gas/glow 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.
6. The direction of take-off landing, and traffic pattern will be determined by the prevailing winds. If no wind, all take-offs etc. shall be east or west.
7. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
8. Our flying area as measured from the center of the pilot stations is a box 165m left, 290m right and 1km straight out. Refer to the site flying area map for no-fly zone depictions Flying area is from the pilot stations West to the dog park fence, east to golf course Road and straight out to the tree line by the creek.
9. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.
10. A fire extinguisher is available in the sun shelter.
11. If there is an accident requiring emergency services, cellular service is adequate to call 911. The civic address is 53032 Range Road 280 Stony Plain AB
12. Pilots may fly in formation provided they agree to do so. There is no limit on number of airborne RPA.

Meridian Model flyers operates within 1.047 NM of an aerodrome as listed in the CFS or CWAS and is required to provide all members with the following information:

13. The aerodrome name is Westview Health Center Airport (CSP2) and it is located 1.047 nautical miles SSE of our modelling site.

14. The aerodrome is a Helipad at the Stony Plain hospital.

15. Our site is well clear of the Aerodrome traffic pattern. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.

16. In the event of a "fly-away" towards the Stony Plain Hospital(CSP2), you may call the aerodrome operator Capital Health Authority 780-968-3600(facilities department) (Cary is helipad manager 780-968-3270 direct line) and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.

17. MMFA club members should check for 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.

18. The club executive has contacted the operator (OPR) of CSP2 Cary 780-968-3270, and they have expressed no issues with our RPAS site at MMFA.

19. No flying will commence until after 8am or half an hour after sunrise whichever is later and will end at a half hour before sunset, the time of which is available on the Weather Network App for the town of Stony Palin. Night flying is not allowed at MMFA Club unless your RPA is brightly lit.

20. Visual observers and MAAC "spotters" are optional at our site. The following are club procedures for ensuring full scale aviation safety:

    a. When any member or other person spots a full-scale airplane that is approaching the site, they are to yell out "AIRPLANE" in a loud voice.

    b. ALL Pilots **must** immediately descend to as low an altitude as possible to avoid the aircraft with maximum clearance or land if required

    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.

21. 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 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.

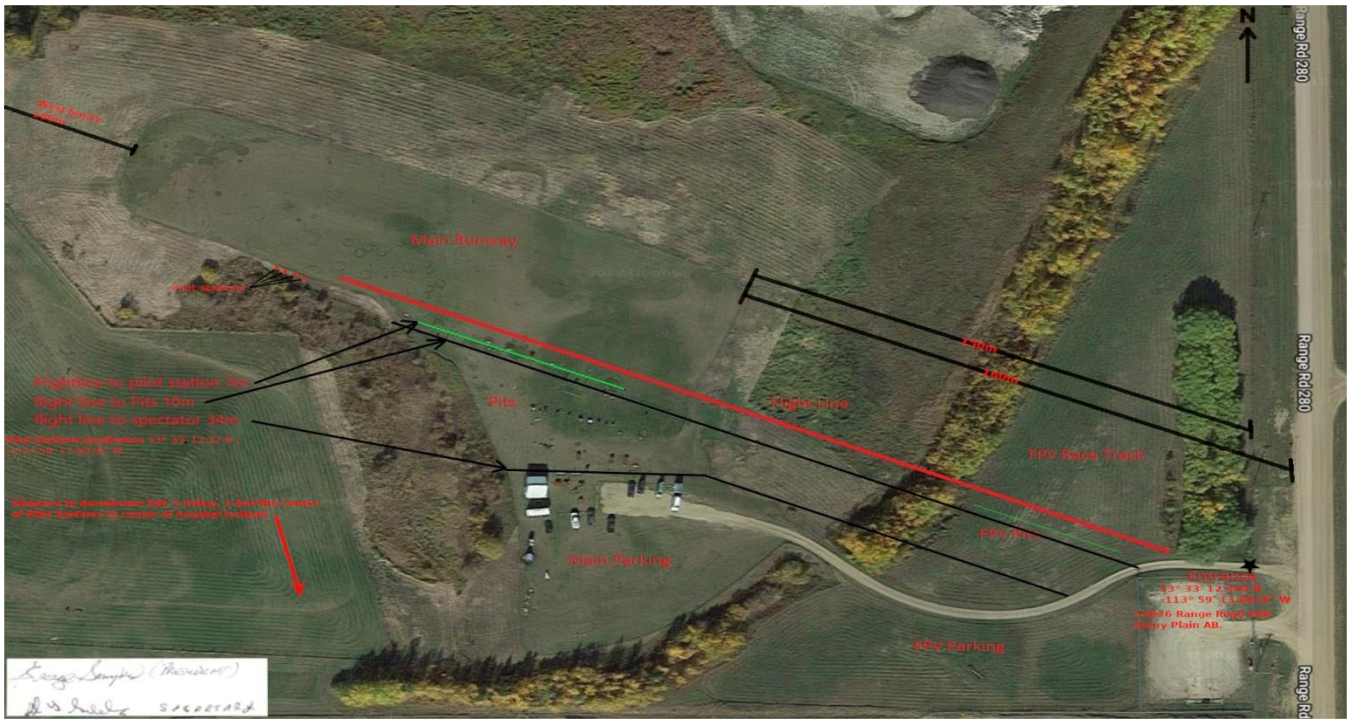
    b. If the member or Club executive deems the event serious, flying will not resume until members are given permission by the Club executive – in writing.

    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.

22. No RPA or other model aircraft flying will occur below the Club mandated weather minimum:
    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.
23. There are no other risk mitigating strategies required at MMFA Club.
24. The Club executive will review these rules at least once a year.

Field Diagrams



Flight Box

Transport Canada Transports Canada

VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

Communications Requirements

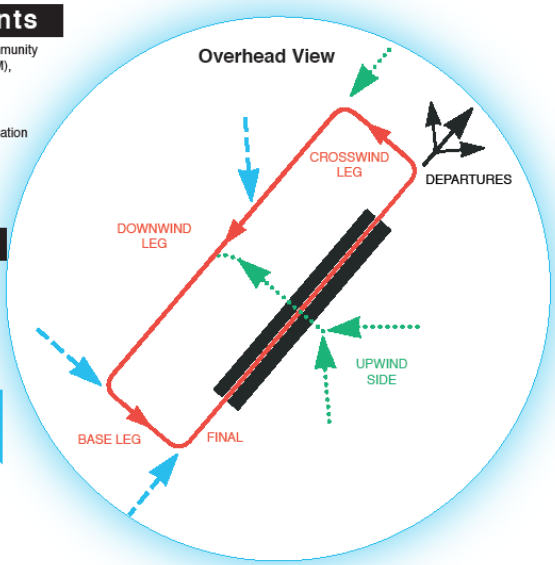
Information can be exchanged with a flight service station (FSS), community aerodrome radio station (CARS), universal communications (UNICOM), or vehicle operators by directed transmissions, or with other aircraft by broadcast transmissions. See the *Transport Canada Aeronautical Information Manual* (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.

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.

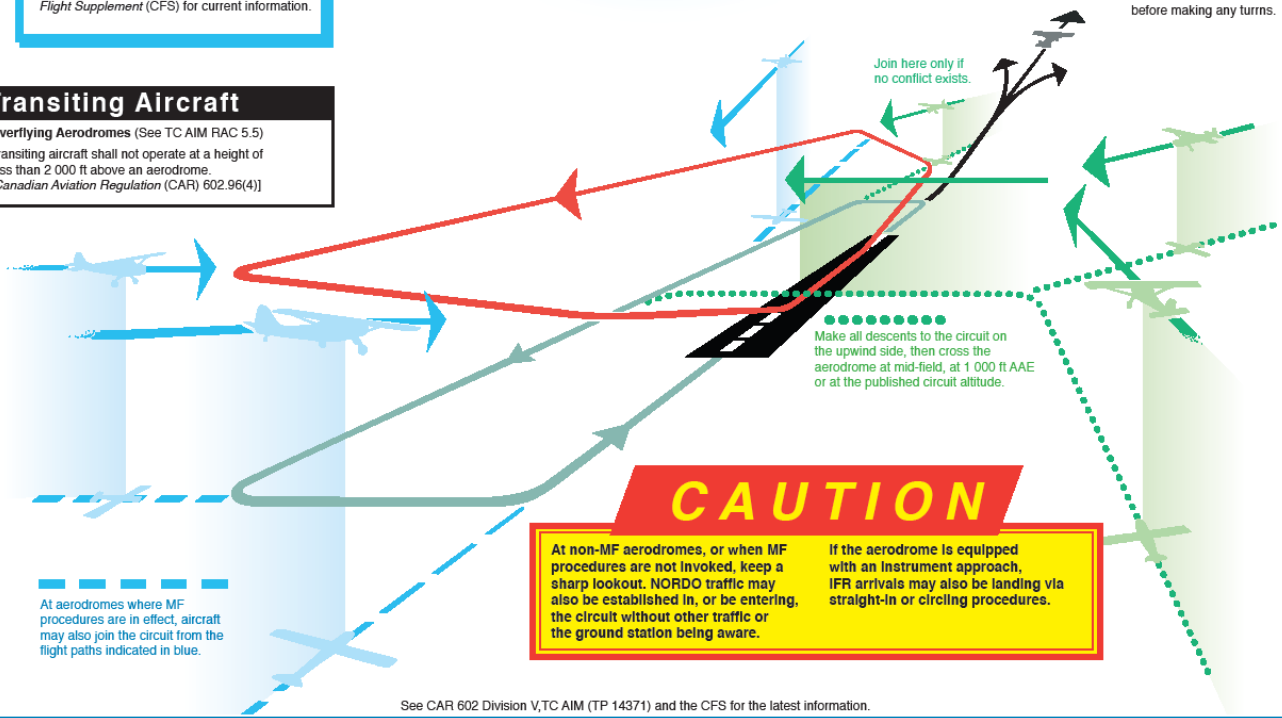
Transiting Aircraft

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)]

DEPARTURES

Climb to circuit altitude before making any turns.



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.

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

TP 11541 (06/2010)

TC-1002940

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