

**BOUNDARY BARNSTORMERS (BBRCFC)
GRAND FORKS AERODROME (CZGF)
SITE 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: *BOUNDARY BARNSTORMERS RADIO CONTROL MODEL FLYING CLUB (#52, Zone C)*

Location: *GRAND FORKS MUNICIPAL AIRPORT ICAO: CZGF*

5980 2 St, Grand Forks, BC V0H 1H4

Pilot Station Coordinates: 49 00 54.30N, 118 26 5.70W

Club Contacts:

President- Bruce Hawes MAAC 22013-250-442-7493-Email bruce.hawes@icloud.com

Treasurer- James Traynor MAAC 41495 -250-442-9424 -Email jtetraynor69@gmail.com

Secretary - Ken Relkoff - MAAC 14937 -250-444-8448 -E mail shortline32off@gmail.com

City Contacts:

General Inquiries - 250 442 8266 - 24/7 Answering Service after hrs - Request City Works/Airport

Airport Attendant Direct – 250 443 4183

Conditions for Use - All persons using this modelling site must:

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

Any MAAC member attending this site must agree to attend any modeller briefing, or otherwise read and follow all site 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. This flying site is to be used for recreation flying by qualified BBRCFC members and qualified guests. No special events or competitions shall be organized or conducted on this site.
2. No smoking or alcohol consumption on aerodrome property.
3. All garbage to be picked up immediately. No debris or garbage is to be left on or near the flying site.
4. The aerodrome operator has stipulated the following procedures for us to use this facility.
 - a. We can only use the facility during daylight hours, and when there is no snow blocking the gate entrance or impeding side road access to the club use area. During spring thaw, access will be determined based on ground conditions. Hours of use defined.
 - b. There shall be no pyrotechnics deployed on the flying site.
 - c. No discharging firearms are allowed on flying site.
 - d. Access to field is via west end aerodrome vehicle gate and only members in good standing shall have keys issued to them.

- e. Vehicles must use only the designated south side roadway to access the modeling site location and drivers qualified/authorised to do so.
 - f. Gate code is 1215 to access aerodrome terminal to get the club handheld radio and frequency board, which will also have a current hard copy of the field rules inside it.
 - g. Control of gate access to the aerodrome is paramount and any breach of this control is to be reported to the Aerodrome Operator (OPR) immediately. (250-443-4183 / 250-443-4174).
 - h. The entry gate to airport grounds must be closed and locked at all times. Care must be taken to prevent wildlife from entering the aerodrome by minimizing the opening in the gate when moving vehicles. Deer will not typically attempt to bypass persons or vehicles. If large numbers of deer are located in proximity to the gate then members must clear them away or wait until such time as the deer have moved on to a safe distance from the gate.
 - i. Vehicles accessing the RPAS site must have driver(s) of vehicle(s) authorized and qualified by the City of Grand Forks/BBRCFC.
 - j. All RPAS pilots will follow all MAAC, BBRCFC Rules and Part IX of the CARS. This includes any visitors for MAAC insurance reasons.
 - k. All spectators' vehicles to be left outside of the aerodrome grounds.**
 - l. Members' vehicles to be parked at the south airport fence.**
 - m. The running of model engines is to follow municipal noise bylaws for contractors (Mon to Fri 7am-9pm, Sat 10am-9pm, Sun 10am – 6pm).**
(<https://www.grandforks.ca/wp-content/uploads/Bylaw1963Grand-Forks-Noise-Control-Bylaw.pdf>).
5. All members using this site must sign an agreement they have read, understand, and will abide by these rules while modeling at Boundary Barnstormers R/C Model Flying Club.
 6. 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.
 7. This entire document will be reviewed annually at a minimum by BBRCFC Executive(s), updated and resubmitted to MAAC. Updated documents will also be submitted to the City of Grand Forks.

Site/event emergency response requirements

In the event of an emergency, call 9-1-1 - the address to be provided to first responders is the West end airport access point, by Cameron Avenue and Como Road, Grand Forks aerodrome, BC. GPS 49°00'56"N 118°26'22"W or 49.015-118.439444

1. A fire extinguisher must be present for all powered RPA operation.
2. Extinguishers are stored with the ride on lawnmower and must be placed in pits for easy access during flying sessions.
3. First Aid Kit is located in the lawn mower storage area.

MODELING 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	<i>Less than 250 grams</i>	<i>400'agl</i>
RPAS	<i>25kg or less</i>	<i>400'agl</i>

Tethered (Control-Line)	<i>Not allowed</i>
Free flight	
Space Models	
Surface Vehicles	

MAAC Approved Site Add-ons

As of April 2024, this site has not been approved for any MAAC “add-ons”.

Approved Add-on	Weight/Power Limits	Altitude/operating limits
RPAS Weight	25kg	400’agl
RPAS Altitude	25kg	400’agl
RPAS Altitude and Weight	25kg	400’agl
Permanent Event Approval	Not approved	
RPIC	Pending approval	

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 and these site rules meets those requirements.
2. RPAS CAR requirements - There are no CAR restrictions for RPAS models at this site.
3. Club/Site/Event requirements - This site is limited to fixed or rotary wing mRPAS and RPAS only. All internal combustion engines and exhaust systems are to meet club decibel level regulations. (As of April 2024, the club Decibel level is set at no greater than 98db measured at 3 meters distance and 1 meter high.)

RPAS Pilot/operator qualifications or requirements

1. mRPAS requirements – mRPAS do not require an RPAS operators' certificate. **There are no MAAC or CAR age restrictions for mRPAS flight.** Compliance with MAAC safety code and these site rules is mandatory.
2. RPAS Pilot CAR requirements - All RPAS pilots using this site must have BASIC RPAS certification at a minimum. **The Club will not police or enforce member CAR compliance as it is an individual legal responsibility.**
3. Club/Site/Event requirements - Club RPAS pilots must demonstrate or be known to possess competent RPAS flying skills before using the site. (minimum level "A" in the wings program or be in training with a designated Examiner). The final authority on who may fly here is at the sole discretion of the Club President. All visiting pilots must require BBRCFC club executive confirming qualifications of each pilot as well as be subjected to a flight review to determine competency.

CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not normally require crew under the CAR. BBRCFC requires a VO on this site for mRPAS.

2. RPAS CAR requirements - Visual observers (VO) are mandatory for operations on aerodromes and are preferred to be certified RPAS pilots (basic or advanced), but any responsible person can be trained/briefed to be a VO. This includes spouses, children of appropriate maturity, or friends.
3. Club/Site/Event requirements - Helper and mechanic use are up to each individual member/pilot to decide.

Crew Rules

Visual Observers

1. Visual observers (VO) are **mandatory**, and no member shall operate an mRPAS/RPAS at this site unless:
 - a. A visual observer(s) is present who has been briefed or trained on the 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 area and 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, the club will provide suitable notification means such as air horns, lights, radios etc.
 - f. The visual observer should use the club handheld receiver to monitor the CZGF ATF 123.2 for aircraft movements. Use of the radio is optional and shall not be used instead of visual scanning – aircraft without a radio (NORDO) can use Grand Forks aerodrome.
 - g. CZGF has one IFR approach (RNAV (GNSS) A) available for landing on either runway end (direction) however the approach starts from the east.
 - I. VO must be briefed/aware that IFR aircraft can land runway 25 “straight-in” without overflying the aerodrome – EXTREME care must be taken to spot these aircraft visually.
 - II. Radio calls will normally be made 5 minutes prior to landing, or as the aircraft is passing over “fixes” named MIRID, LOLPU, or the **final approach fix XIGEL**.
 - III. IF you hear an aircraft state they are over these fixes – **CLEAR THE RUNWAY IMMEDIATELY** – the aircraft is mere seconds/minutes from landing.
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 (VO or otherwise) of any airplane that might pose a hazard with modeling activities, the VO or any other person shall yell in a loud clear voice **“AIRPLANE”**. **If in doubt, issue the warning.**
 - c. If the visual observer sees a hanger door opening or otherwise thinks an airplane is getting ready to go fly, yell **“HANGER”** in a loud voice. **All pilots must land as soon as safely able** but understand there is some “extra” time to do so safely and orderly.

- d. Upon hearing those commands, 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.
- e. **Lateral deconfliction maneuvers are prohibited above 60'AGL.** Descending to 60'agl (tree top level) is the accepted Transport Canada initial response.
 - I. Members operating near/off aerodromes must determine if using the runway/aerodrome property for landing is still safe.
 - II. RPAS pilots operating off this aerodrome understand and agree they may need to land/crash their model off the runway/airport environment to assure full-scale safety.
- f. 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".
- g. Thereafter modeling activities may resume as normal.

Air Boss – ATC Coordinator

This site does not require an Air Boss.

RPIC – RPAS Pilot in command

This site does not require RPIC provisions.

Instructors/Demo flights

Only designated club instructors shall instruct students or conduct demo flights.

Buddy box technology must be employed during these flights.

Spotters

Spotters are mandatory and it is preferred that the persons employed are qualified RPAS pilots. Non pilots must be capable of fully understanding their role and requirements as listed in the MAAC crew responsibilities policy.

Airspace requirements or permissions

This site is in uncontrolled Class G airspace and [airspace permission](#) is not required.

Adjacent Aerodrome Procedures (within 3nm)

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

1. The aerodrome's name is Grand Forks (Boundary Hospital) (CGF4)) and it is located 1.6 nautical miles northwest of the modeling site.
2. The aerodrome is a certified hospital heliport. The published arrival and departure paths do not pass over or near our model flying site, and the normal Grand Forks aerodrome circuit and traffic patterns should preclude any hospital traffic conflicting with our RPAS. However, the VO should be briefed about the presence of the helipad and keep an eye out for helicopter traffic in that direction.
3. There are no CFS RPA procedures and no other CFS PRO comments that affect our modeling site.
4. The club executive has contacted the operator (OPR) of CGF4, and they have expressed no issues with our RPAS site.

MAAC Safety rules for operations on an Aerodrome - CZGF

Boundary Barnstormers R/C Flying Club is located on Grand Forks Aerodrome, identifier CZGF, located 2km south of down town Grand Fork, BC. See the attached diagram.

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:

1. Operate any category of model at “night” on this aerodrome.
2. Add, alter, tamper or interfere in the operation or presence of any aerodrome equipment, including markings on maneuvering area surfaces, lights or markers, signage, windsocks or any other aerodrome infrastructure.
3. Operate on or park any type of motor vehicle within 30m of an aircraft maneuvering area.
4. 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 he vacates the area.
5. Leave behind any debris, parts or other objects on or within 30m of a maneuvering area, that could cause potential damage to an aircraft in operation, including but not limited to broken model propeller blades, crash damage or anything else that could damage an aircraft wheel, float or ski, or could otherwise be blown about by slipstream and create projectile damage possibilities.
6. Fail to immediately report to the aerodrome operator **(250-442-8266/250-443-4183)** any damage to any aerodrome infrastructure or property caused by the modeling activity.

If using an aviation radio capable of transmitting, no member shall:

1. Operate such radio except in compliance with ROC-A and aviation phraseology,
2. Make any transmission other than for information purposes.
3. Make any transmission indicating permission or guidance in the operation of a full-scale aircraft.
4. Activate or deactivate any aerodrome lighting system such as ARCAL.
5. The visual observer, or other responsible person shall monitor CZGF aerodrome traffic frequency (ATF – 123.3) only. Do not make any transmissions to aircraft unless in possession of a ROC-A and required for safety.

Aerodrome details

1. Grand Forks Aerodrome is home to multiple general aviation aircraft including:
 - a. 1 Piper Cherokee, 1 Piper cub Home built, 1 Cessna 172, 1 Cessna SkyMaster 337, 1 Cessna 150, 1 Boeing P12 Bi-plane, 1 Cessna 177 Cardinal, 1 Vans RV6 Home built, 1 Schweizer 300 Heli and 1 Extra 300
2. CZGF has one runway (07/25) with the hangars located at approx. the center/center east. The following is a summary of the normally expected traffic patterns. **All RPAS activity will be suspended during any of the following activities.**
 - a. Helicopter Fire Fighting Base – Operates as required during fire season.
 - b. Medevac Emergency Flights – Operates as required throughout the year.
 - c. The Boeing PT -17 offers rides for charity donations and can be operational on any given day or time.
 - d. The Extra 300 owner is an area summer resident and takes practice flights several times per week usually at mid mornings. No aerobatics are flown at the aerodrome location.

- e. Other local owners may conduct circuits at CZGF and conduct some touch and goes as well as depart CZGF to go to other aerodromes. In the event that local owners are conducting touch and goes/circuits, **all RPAS activity will be suspended until such activity has concluded.**
3. Some aircraft movements on the aerodrome are easily seen or heard from our pit area and pilot stations. **All RPAS activity will be suspended when engines are heard**, or aircraft movement is detected.
4. There is one IFR approach and RPAS pilots must be briefed/aware that IFR aircraft can land runway 25 “straight-in” without overflying the aerodrome – EXTREME care must be taken to spot these aircraft visually.
 - a. Radio calls will normally be made 5 minutes prior to landing, or as the aircraft is passing over “fixes” named MIRID, LOLPU, or the **final approach fix XIGEL.**
 - b. IF you hear an aircraft state they are over these fixes – **CLEAR THE RUNWAY IMMEDIATELY** – the aircraft is mere seconds/minutes from landing.
5. There are several “para-planes” in the area with pilots not necessarily equipped with radios (NORDO) – so use extra vigilance to spot them passing by – they may or may not make any radio calls before flying near us.
6. There are no regular commercial services, and the aerodrome operators have confirmed no other aircraft use the aerodrome with any regularity.
7. There is no PRO in the CFS for RPAS operations. Our modeling/RPAS activity is indicated in the CFS entry.

The following are the approved CZGF aerodrome procedures for our RPAS operations:

1. Drivers of all vehicles accessing the RPAS site within the aerodrome perimeter fence shall be qualified and approved to do so.
2. Our “pits” and set up/spectator area are 30 meters from the runway which meets MAAC requirements. A portable start up stand is stored beside the mower and may be moved to this pit area while we are flying. It must be returned to beside the mower when done for the day. Do not park or put any model gear on the asphalt runway. Model assembly should be done in the designated pit area.
3. The “start-up area” is immediately north of the pit area behind the pilot stations using the supplied stands or restraints. Do not take any model gear with you near the runway - only the airplane is allowed. Turbine pilots may take their taxi fuel bladder and control box.
4. Caution must be taken in the test / run up areas so as not to blow exhaust on any of the other pilot's personal property (plane, equipment, lunch, etc.). Test / Run ups are to only take place at either the west end, east end of the pit area. Awareness of the line of fire for propellers and impellers in turbines to ensure no persons are in harm's way.
5. Our flying area as measured from the center of the pilot stations, is a rectangle 800' west, 800' east and 875' north. Refer to the site flying area map for no-fly zone depictions – **absolutely no flying east of the first hanger** – per our agreement with the city (original agreement 2004). No flying north/west beyond the flight area as agreed with the neighboring land owner Joe. No flying south of the flight line over the pits/pilot stations/spectator area, parking, Cameron Road.
6. The direction of take-off /landing, and traffic pattern will be determined by the prevailing winds. If no or light wind, all take-offs will be west or east depending on sun location. Landings will be conducted to avoid the sun. Coordinate your circuits with one another.
7. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally on the north side of the pilot stations.

8. Recovery of RPA that land/crash off the runway but in the flying area contained by the aerodrome perimeter fencing will be done in agreement with any pilots flying. Before crossing the runway make sure the visual observer knows you are going there and be extra vigilant for approaching full-scale aircraft. If you spot/hear an approaching aircraft and think you cannot return to the modeling site safely, stay at least 30m clear of the runway until the aircraft lands or departs.
9. Recovery of RPA outside of the aerodrome perimeter but inside the flight area requires contact with the landowner BEFORE accessing the property. Joe can be contacted @ 250 442 0336 and arrangements can be made for access (Property is perimeter fenced.)
10. The following are the procedures to operate an RPAS from runway 07/25.
 - a. When the asphalt runway strip is to be used for flying RPAS, no other RPAS may be airborne and will refrain from flying from either runway strip until the flight has concluded and persons have cleared the area.
 - b. 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 area and sky to ensure no aircraft are near or approaching the runway. Follow our visual observer rules as stipulated elsewhere in this document.
 - c. 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 north at low level away from the runway and orbit as far out as safely able until the aircraft departs or lands. If need be, intentionally "land" off field away from the runway. By flying at CZGF you accept that you may need to intentionally destroy your model to ensure full-scale safety.
 - d. After you land clear the runway as quickly 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 taxiing in the pit area. Ensure you take any support gear with you. If any member damages or sees damage to any aerodrome property or infrastructure, they must report it immediately to the aerodrome operator.
11. At the end of the day, ensure all model gear is removed from near the runway and apron.
12. If there is damage to a full-scale airplane, this must be reported to MAAC National Office, and the involved member(s) must complete a Transport Canada occurrence reporting form (attached).

Normal mRPAS/RPAS/model operating procedures

The following are the MAAC approved normal model operating procedures for CZGF:

1. Prior to daily operations, at least one member shall check the Aviation NOTAM for **CZGF** 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 (you may use Castlegar CYCG aviation weather (METAR) available at RPAS Wilco site or NAV CANADA weather portal as an approximation):
 - a. no cloud ceiling (BKN or OVC) **estimated** less than 1000' above the site approved altitude, and
 - b. the RPA will be able to remain 500' vertically and 1 sm (statute mile) horizontally clear of any cloud, and

- c. an **estimated** horizontal visibility of 3sm (5km) or more around the flying area, and
- d. no other local obscuring conditions (fog, smoke, haze etc.) exist which could make spotting full-scale aircraft difficult.

NOTE – there is no aviation weather available for CZGF 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. No flying will commence until half an hour after sunrise and will end a half hour before sunset. **Night flying is not allowed at the Grand Forks CZGF site.** Members shall use the CYCG aviation weather data or Grand Forks BC weather channel time to determine legal night.
5. Except as listed above for runway provisions, there is no maximum limit on the number of airborne RPAS permitted, provided all pilots agree to any additional airborne RPAS that exceed available pilot stations, and those pilots stand near the pilots stations. Pilots may fly in formation provided they agree to do so.
6. The radio frequency control system must be adhered to at all times to ensure freedom from radio interference between equipment operating on interacting frequencies. (72mhz users.) A frequency pin must be placed in the corresponding frequency slot on the frequency board denoting the frequency of the transmitter before the transmitter can be turned on. (The Pilot must have clearance on his/her frequency before turning on the transmitter). This does not apply to 2.4ghz systems.
7. All models, including electric powered models, will be restrained before being armed or started in the designated startup areas.
 - a. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – no exceptions.
 - b. 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.
8. 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. No person shall proceed past abeam the pilot stations without permission of other pilots flying.
 - e. 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

Other types of models are not approved for operations at this site.

Emergency procedures

Fly-away or lost link.

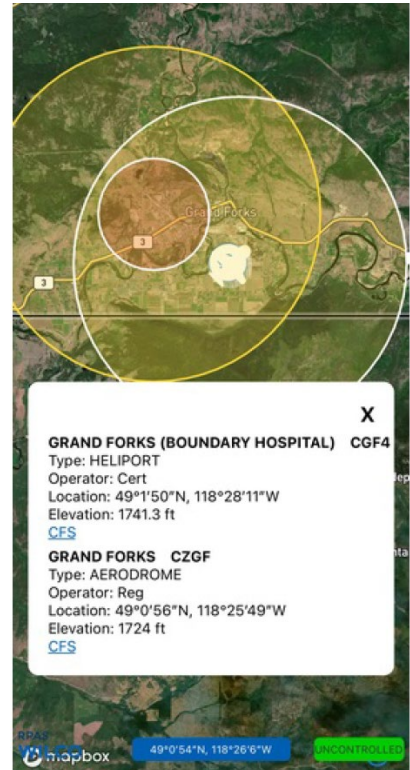
CZGF is located wholly in uncontrolled airspace so there are no “fly-away” concerns, however:

- a. if there is a flyaway situation towards the terminal and hangars **All** airborne RPAS are to land and a “all hands-on deck” protocol shall be enacted to track and retrieve the RPAS.
- b. At no point are individuals or vehicles to enter onto the main runway in order to follow the flyaway RPAS. Vehicles are to leave the flying site via the access gate and travel on public roads to the main terminal access point.
- c. If the RPAS is being followed by people on foot they must proceed well off the runway surface and carry a radio to monitor for potential air traffic.

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 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 new Transport Canada RPAS occurrence form is attached to these rules for your use as follows:
 - 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/TC 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 bystander, 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.
2. If there is any damage to any aerodrome equipment, buildings or infrastructure (runway lights, signs etc.) or anything you think could pose a hazard to full-size aircraft, the member finding/causing the damage or issue, must call the aerodrome operator immediately at **250 442 8266** or airport attendant at **250 443 4183**. Please notify the club executive as soon as able and complete a MAAC reportable occurrence form/process.

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.
 - i. Any repair other than minor (replacing broken propeller etc.) shall be treated as a maiden flight/operation. Ensure RPAS logbook entries are made.
 - ii. 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)

Not Approved - **no events shall be held at the BBRCFC Airport Field Location.**

The following types of RPAS flying/operating events must comply with the MAAC SFOC requirements. Other types of non-RPAS/non-flying events may have specific MAAC SOC/Sanction and insurance requirements. If you have any doubts about your event, contact your Zone Director or the SAG directly.

Advertised event – any type of event that is advertised as open to non-members (the general public), regardless of advertising or invitation method, charging admission fees or whether the advertising/invitation results in actual attendance.

Special event (aviation) – means any type of air show or demonstration(s), any type of air racing, or any type of competition event involving RPAS.

Demonstration/Air Show – any model demonstration or aerial display by one or more model/model aircraft planned to occur or does occur before an invited assembly of people.

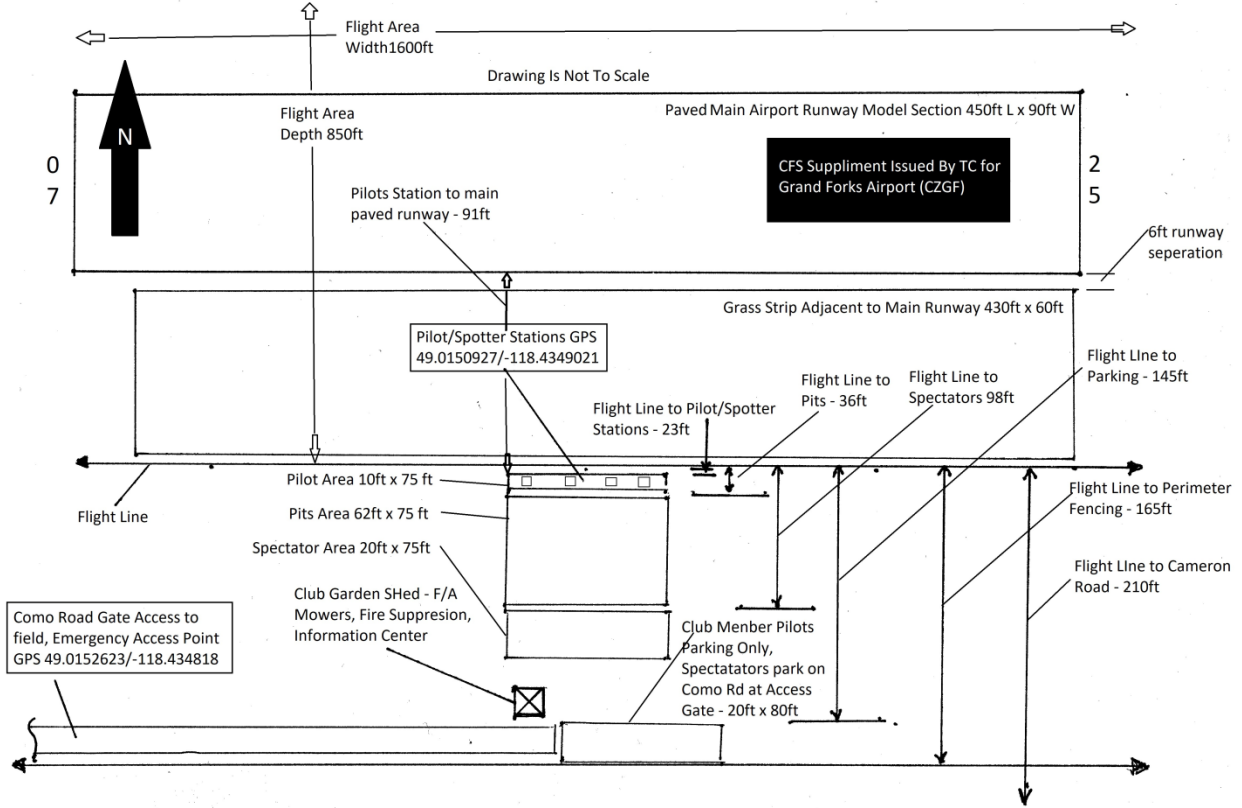
DIAGRAMS/MAPS





Boundary Barnstormers R/C Model Flying Club MAAC # 52 - Grand Forks Airport (CZGF) - Monitor Freq. 123.2MHZ - AGL 400 Ft (122m)

Emergency Contacts: Bruce Hawes 250-442-7493 - James Traynor 250-442-9424 - Ed Watamaniuk -250-442-8184 - Ken Relkoff 250-444-8448



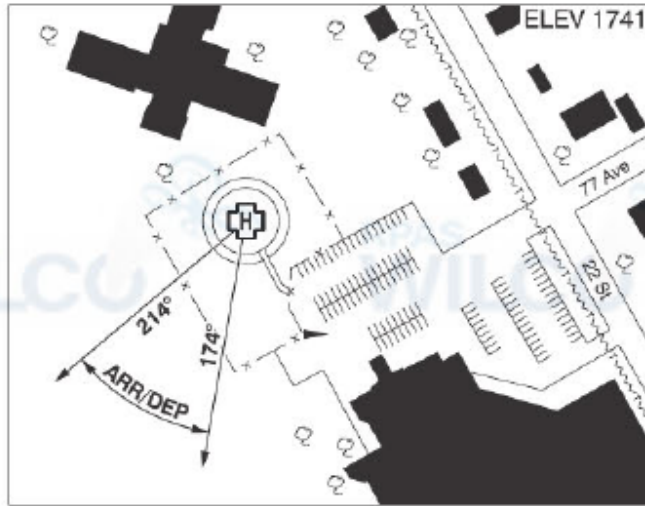
CANADA FLIGHT SUPPLEMENT / GPH 205 Effective 0901Z 21 March 2024 to 0901Z 16 May 2024

BRITISH COLUMBIA

AERODROME/FACILITY DIRECTORY

GRAND FORKS (BOUNDARY HOSPITAL) BC (Heli)

CGF4



REF	N49 01 50 W118 28 12 Adj 16°E (2014) UTC-8(7) Elev 1741' A5005
OPR	Boundary Hospital 250-443-1678 Cert PPR
PF	A-1,4 C-2,3,5,6
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO/TLOF 86' dia ASPH Safety Area 115' dia Max heli overall length 57.4'
	RCR Opr
COMM	RCO Pacific rdo 125.85 (FISE) 126.7(bcst) ATF Grand Forks tfc 123.2 5NM centred on Grand Forks A/D 1.8NM ESE 4700 ASL
PRO	Arr/dep btwn 174° - 214° fr heli, Slope 8% (H3), day only (CAR 602.96).
CAUTION	Marked P-Line 345' NE to SW of heli 41 AGL, 2 prkg lgts and windsock 160' SE of heli.

BRITISH COLUMBIA

AERODROME/FACILITY DIRECTORY

GRAND FORKS BC

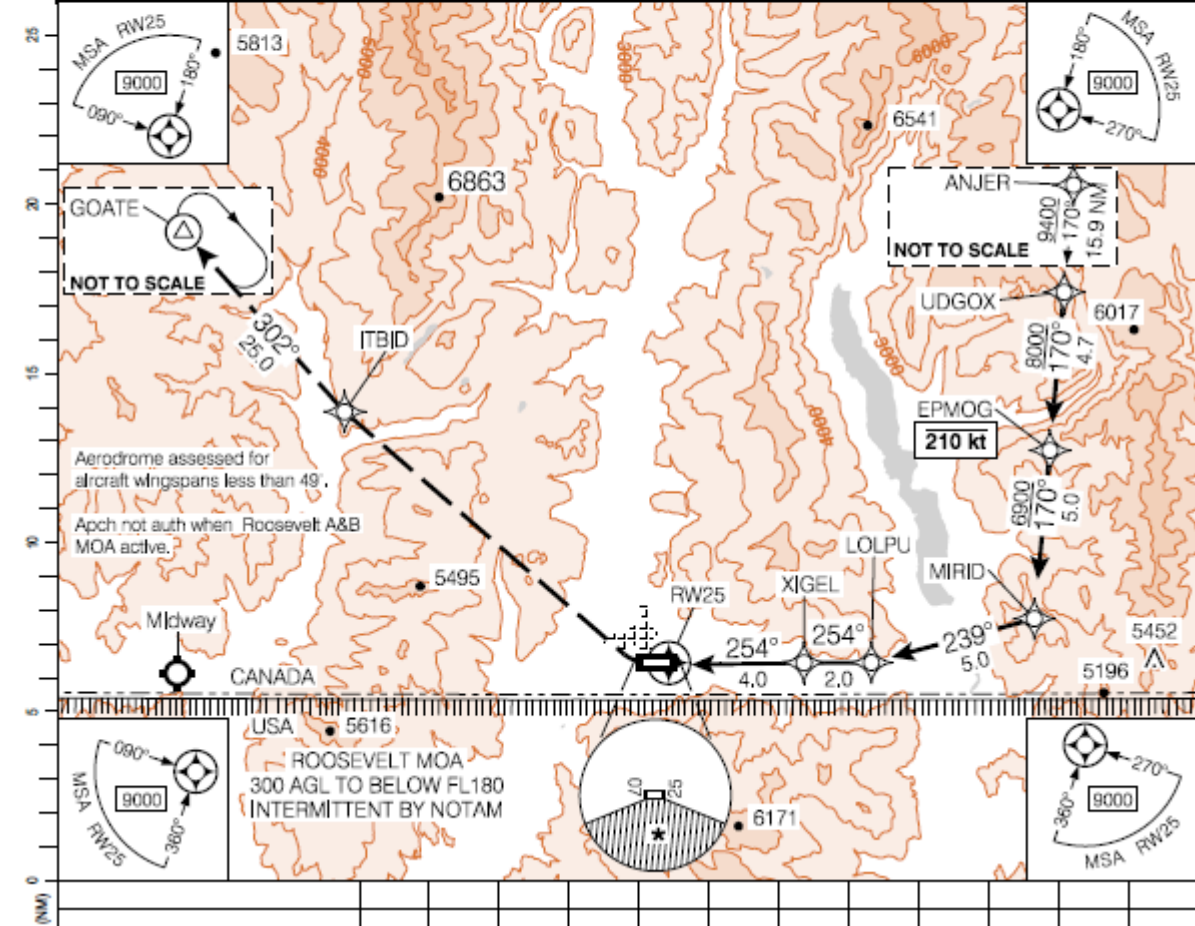
CZGF

REF	N49 00 56 W118 25 50 1SSE 16°E (2013) UTC-8(7) Elev 1724' A5005 LO2 CAP	
OPR	City 250-442-8266 Reg	
PF	A-1 C-2,3,4,5,6	
CUST	AOE/CAN	
FLT PLN	<p>FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)</p> <p>WX AUTO 250-442-0043 (see COMM) WxCam</p>	
SERVICES	<p>FUEL 100LL, JA 250-443-4183</p> <p>OIL 80, 100, 15W-50</p> <p>S 1,3,4,5</p>	
RWY DATA	Rwy 07(074°)/25(254°) 4311x100 ASPH Rwy 25 up 0.78% AGN IIIA	
RCR	Opr Ltd win maint 1500-2330± Mon-Fri exc hols. O/T 2 hrs PN. Call out chg may be levied.	
LIGHTING	07-(TE ME) P1 4°, 25-(TE ME) P1 4° ARCAL-123.2 type K key mic 5 times to activate. Ngt use only. See PRO.	
COMM	<p>RCO Pacific rdo 125.85 (FISE) 126.7 (bcst)</p> <p>ATF tfc 123.2 5NM 4700 ASL</p> <p>AUTO 122.55</p>	
PRO	Only pilots auth by the Aprt Opr in accordance with the Aprt Ops Manual can use the aprt dur hrs of darkness. Ngt circuit alt W 3200 ASL, E 2800 ASL. See VTPC ngt circuit pro. Rgt hand circuits Rwy 25 (CAR 602.96).	
CAUTION	Remotely Piloted Aircraft (RPA) ops in vic, N of rwy and radio ctl acft flying, monitoring ATF.	

RNAV (GNSS) A

490056N 1182550W VAR 16°E

CTR Vancouver - 134.2				ARCAL 123,2(K)*	
AUTO - 122.55		TFC - 123.2		LIGHTING: REFER TO AD CHART	
SAFE ALT 100 NM 12,500		RNAV	APCH CRS 254°	MIN ALT LOLPU 5700	LDA REFER TO AD CHART





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

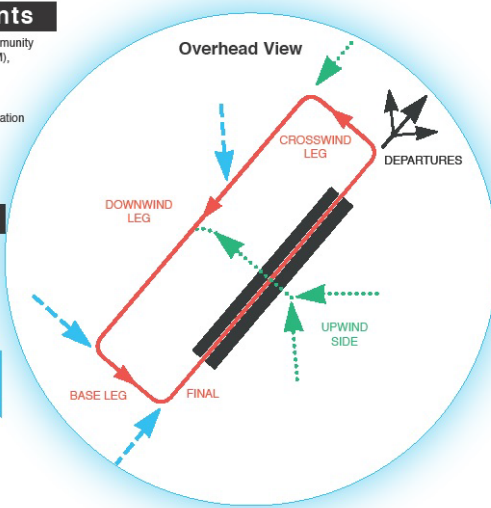
Before arriving at an uncontrolled aerodrome, plan your approach to the circuit. If it is necessary to cross over the aerodrome prior to joining the circuit, or after departure, it is recommended that the crossover be made at least 500 ft above the circuit altitude.

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.

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)]

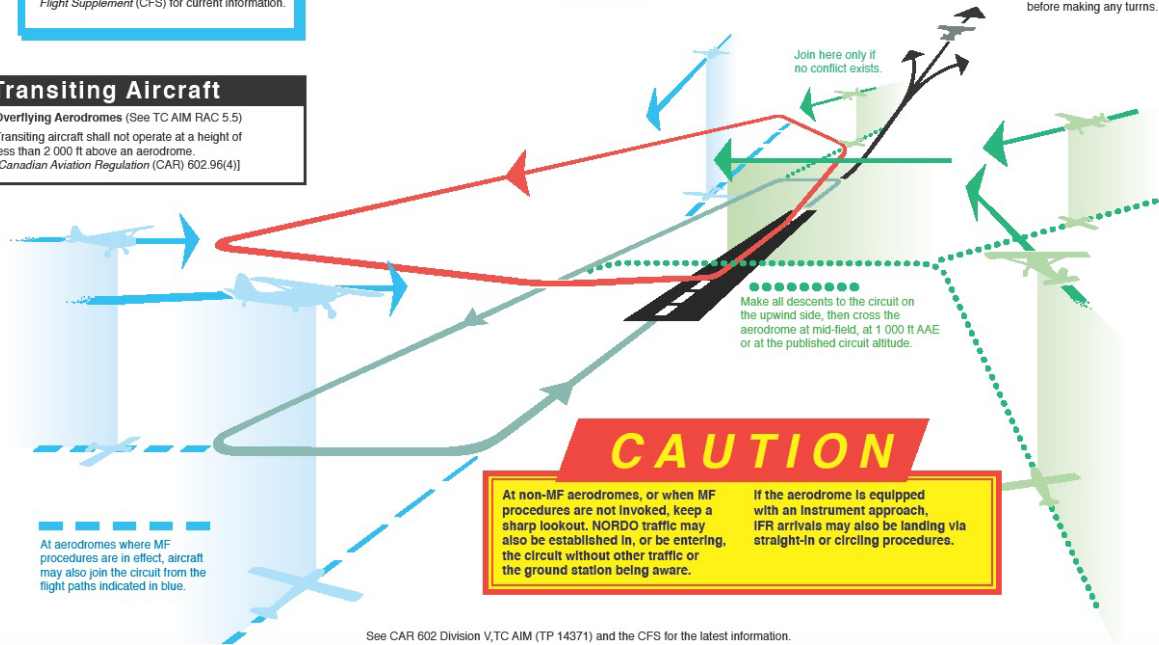
At aerodromes where MF procedures are in effect, aircraft may also join the circuit from the flight paths indicated in blue.



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.

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.