

**Sault Ste. Marie Model Airplane Club
Leigh's Bay
Rules (2025)**

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.

This site is in controlled airspace – strict compliance with these rules is required. The following rules package **must** be available to all RPAS Pilots while operating mRPAS and RPAS at this site, either electronically or in print. These rules are available in print from a club executive or instructor or online (www.soomodellers.ca).

Administrative Rules

Club: Sault Ste. Marie Model Airplane Club (#86, Zone F)

Field Name: Leigh's Bay Field

Location: Leigh's Bay Road, Sault Ste Marie, On
south of Base Line

Entrance Coordinates are: 46.521067, -84.423249

Pilot Station Coordinates: 46°30' 50.3"N, 84°25'27.2"W

Float plane: 46°30'40.3"N, 84°25'25.5"W

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 Nico McIntosh, Vice President, n2mcintosh@hotmail.ca, 905-719-1462

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

1. be MAAC members in good standing.
2. be members of Sault Ste. Marie Model Airplane Club or an invited guest of the club 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 is responsible to take reasonable steps to ensure a modeller briefing occurs for each modeller using the site. Guests attending an event must sign the Participant's Statement.

1. The site is in the NAV CANADA Sault Ste. Marie (CYAM) Class D control zone. Air Traffic Control services are provided by CYAM Air Traffic Control, 7 days a week from 1130z to 0330z (0730 local to 1130pm local). **RPAS operations are not permitted outside these hours (mRPAS, control line and surface vehicles are permitted).**
2. RPAS activities are permitted from 9:00AM to 30 minutes before sunset. The time of sunset will be determined using any weather or aviation site data or RPAS Wilco. Night flying/modelling is prohibited unless your model is brightly lit. The entire flying circle and buffer area must also be well-lit for tethered aircraft,

3. A Full Member may sponsor a Guest to fly at the field. If so, that Guest is flying on the Full Member's membership obligations.
 - a. It is up to the Full Member to ensure that all regulations (MAAC, Club Policy, Standards, Aircraft Inspection, Flying Proficiency, etc.) are being adhered to, and the Full Member accepts full responsibility for their Guest.
 - b. A Guest, who would like to fly at the field shall meet the following criteria:
 - i. Must be approved by a club instructor,
 - ii. must understand and meet all club safety and field regulations including:
 - MAAC Rules applicable to the type of RPAS,
 - Flying Proficiency demonstrated to club instructor or executive member,
 - Aircraft/RPAS Inspection,
 - Field Rules and boundaries reviewed,
 - Safety Procedures reviewed.
4. Surface Vehicle Specific must yield to RPAS,
5. A fire extinguisher must be present for all powered model operations,
6. Tethered flights must be centered such that the pit area and flight line fence is not overflown,
7. Flying/modelling is not permitted if non-modellers occupy the site. **DO NOT breach this rule** – wait for others to finish or come back another time.
8. Members can only hold events or competitions if the club has received additional permission,
9. Clean up after you leave – do not leave any garbage or crashed airplane parts behind,
10. A copy of the filed lease/license agreement is available from the club executive if needed.
 - a. Members not complying with these, or any club /MAAC rules, will be subject to disciplinary actions including permanent expulsion from the club, as well as potential sanctions from MAAC.
11. All participants must have proven competency following the club's Wings program.
12. These rules will be reviewed and updated annually by the club executive.

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 Leigh's Bay Road, south of Base Line

1. Fire extinguisher is in the storage unit
2. First Aid kit is in the storage unit

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)	.60 cu.in.	1 flying circle as shown on the field diagram

Free flight	Not approved	
Space Models		
Surface Vehicles	Max. 50cc	Site track

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 All RPAS must conform to a Manufacturer Declaration/Safety Assurance provision, either MAAC's or another manufacturer.
3. Club/Site/Event requirements - No model louder than 95db measured at 3ft, is permitted –mufflers are required on all internal combustion engines greater than .10 cu. In.

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 Advanced RPAS certification.
3. Club/Site/Event requirements. This site requires all RPAS pilots to have taken the club's training program and earned their "wings"

CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not normally require crew under the CAR.
2. RPAS CAR requirements - MAAC will specify as required.
3. Club/Site/Event requirements - Spotters shall be always used and anytime the RC Car track is being used while RPAS are flying. Helper and mechanic use are up to each individual member to decide.
4. MAAC Add-on requirements - MAAC will specify as required.

Crew Rules

Visual Observers

1. Visual observers (VO) are **mandatory**. 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. VO should have Basic or Advanced RPAS license.
 - 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.
 - f. The VO or other responsible person shall monitor ALL cell phone numbers provided in the individual NAV DRONE approvals. Under no circumstances shall pilots flying monitor their cell phones for ATC coordination.
 - g. We do not monitor ATC radio frequencies on this site.
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 (ATC or otherwise) 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. For operations in controlled airspace, if the VO or the person monitoring communications with ATC were to yell “AIRPLANE” the response by RPA pilots is expected to be the same.
 - d. 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.
 - e. **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.
 - f. **IF ATC or their delegate, has given a stop flying order, guidance or similar, flying shall not resume until permission to do so is obtained from ATC.**
 - g. 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”.
 - h. Thereafter modeling activities may resume as normal.

Air Boss – ATC Coordinator

NAV CANADA Airspace - This site has not been approved for an Air Boss. Each RPAS pilot must obtain individual airspace approval as listed below.

RPIC – RPAS Pilot in command

Not approved

Instructors/Demo flights

MAAC allows club members to provide hands-on demonstration flights to non-members provided the members doing so has always complete control ability (buddy-box) of the RPA.

Buddy box operations shall be allowed at the discretion of the club executive.

Spotters

Spotters are to be always used to monitor for passers-by. In the event a passer-by wanders near the flying site, the spotter shall notify the pilot who will take appropriate action and then notify a senior member to intercept and advise the passerby of the hazards.

Airspace requirements or permissions

1. mRPAS requirements – mRPAS can be operated at this site and do not need need NAV DRONE for permission. Per MAAC policy, operating mRPAS inside controlled airspace is only permitted where MAAC has issued a SOC that determines CAR900.06 has been met. This site meets MAAC requirements.
2. RPAS CAR requirements -This site is in Sault Ste. Marie (CYAM) Class D control zone. Air Traffic Control services are provided by CYAM Air Traffic Control, 7 days a week from 1130z to 0330z (0730 local to 1130pm local). **RPAS operations are not permitted outside these hours** (mRPAS, control line and surface vehicles are permitted).
 - a. Each individual RPAS flying session must have an appropriate NAV DRONE permission/approval,
 - b. There is no group ability or sharing of a NAV DRONE approval or similar – every pilot must submit their own individual request for each flying session.
 - c. For clarity, unless specified in the NAV DRONE approval, MAAC declared model aircraft do not require a “transponder” or any other onboard ATC identification equipment to operate in CYAM airspace.
 - d. **MAAC RPAS operation is only permitted to a maximum of 400’ above ground level by NAV CANADA. Advanced pilots must each submit a Nav Drone request prior to flying.**
 - e. **MAAC is in the process of negotiating higher altitudes. Members shall not make individual requests for higher altitudes either verbally or electronically – those requests must be processed by MAAC under the MAAC manufacturer declaration.**
3. Club/Site/Event requirements – Nav Drone requests are required by each Advanced Certified pilot for every flying session.

Adjacent Aerodrome Procedures (within 3nm)

This site is located 3.9 nm east of Sault Ste. Marie Airport (CYAM). The following is **not** required information or procedures, however, is provided for information purposes:

- The airport is home to Sault College Aviation School, MNR Air Operations base (water bombers), JD Aero operations, general aviation, and commercial traffic.
- There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site,

- There is one Visual Flight Rules (VFR) route (east route) that passes immediately south of our modeling site with an expected minimum altitude of 518' AGL – RPAS pilots must exercise caution. The 863'AGL antenna located immediately east of our site should help mitigate full-scale flight directly over our modelling site.

Normal mRPAS/RPAS/model operating procedures

1. Prior to daily operations, at least one member shall check the Aviation NOTAM for CYAM 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) at or below 1000'agl if the site approved altitude is 400'AGL or less, or no OVC or BKN ceiling at or below 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. a horizontal visibility of 3sm (5km) or more around the flying area exists, and
 - d. no other local obscuring conditions (fog, smoke, haze etc.) exist which could make spotting full-scale aircraft difficult.
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. Sites operating in controlled airspace must have a copy of the recent site survey with them (electronic or in print)
 - d. 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.
 - e. Members must each visually confirm no changes to site obstructions, local obstacles and that weather conditions stipulated in any MAAC requirements are met.
4. The site is in the NAV CANADA Sault Ste. Marie (CYAM) Class D control zone. Air Traffic Control services are provided by CYAM Air Traffic Control, 7 days a week from 1130z to 0330z (0730 local to 1130pm local). **RPAS operations are not permitted outside these hours** (mRPAS, control line and surface vehicles are permitted). 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 XXXX weather channel time to determine legal night.
5. Pilots may fly in formation provided they agree to do so.
6. See map below for normal site set-up areas such as parking, spectator areas, pit, or assembly areas, and start-up/run-up areas including confirmation of the MAAC required buffer distances are as follows:
 - a. The land surface vehicle area is located to the west of the pilot stations as shown on the map.

- b. The control line circle is located on the runway in front of the pilot stations. Use of the control line circle is not permitted during RPAS operation. If the control line circle is in use RPAS operation are not allowed.
7. The following are mandatory pre-flight assembly and daily testing requirements.
- a. All aircraft shall have a pre-flying inspection prior to 1st flight. Additional repeat inspections per day are the responsibility of the pilot, however the club executive may or may not require a repeat inspection after any mishap.
 - b. All pilots **shall ensure models are equipped with a functional fail-safe system** and that system is in operating condition.
 - c. A repeat/new inspection is mandatory after any mishap that requires repairs per the MAAC Manufacturer declaration.
8. All models, including electric powered models, will be restrained before being armed or started in the designated startup areas.
- a. Non-RPAS operations must not interfere with RPAS operations. Communication between participants is required.
9. The attached map defines the flight lines, floatplane area, tethered (control line) area and surface (cars) area.
- a. At any time that there are non-RPAS operations communication between all participants is required to ensure no conflicts
 - b. Use of the control line circle is dependent upon agreement from other users (RPAS, mRPAS)
 - c. No flying is allowed during grass cutting or field maintenance.
10. In addition to all the above rules, the following rules apply to RPAS floatplane and boat operations,
- a. Notify all members that you are heading to the float area,
 - b. A dedicated spotter is required at the floatplane dock to monitor any overflight or conflicts,
 - c. The spotter must be cognizant of regular flying operations and avoid any conflict,
 - d. Ensure the recovery boat is ready and returned to storage upon completion of floatplane operations,
 - e. When returning from the float area, do not come across the flying field until everyone flying gives a signal to do so.
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. 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

Tethered model operations

Spotters are mandatory at this site.

Public safety

1. The flying area/circle edge is centered on the flight area such that the edge of the circle is away from the safety fence.
2. Should any non-flying person (spotter) observe a person moving towards the circle they will move towards the individual while raising their hand and yelling - **STOP!** - repeatedly until the person has stopped. The spotter will counsel the person as to where it is safe to stand. Understand some people using the park may not speak English.
 - a. The pilot will upon hearing - STOP! - will climb the model to a 30-degree high level flight altitude immediately and monitor the situation until it is resolved by the spotter.
 - b. If the person continues their approach, the spotter SHALL continue to try to establish communications/visually warn with the individual. The pilot SHALL continue high level flight at 30 degrees and evaluate the situation.
 - c. If the pilot can walk with model over to another area they should do so, or as a last resort ground the model.
3. In all cases the pilot shall take all actions to prevent contact between a flying model and a person regardless of reason.

Member safety

1. Members shall ensure any control line models are restrained in a start up area prior to tuning or other powered maintenance.
2. Prior to operating a tethered model, the operator shall ensure all other members/crew/spectators are aware of the flying area/control-line circle dimensions, either verbally or with surface markings.
3. Members shall not use the control line circle if any RPAS activities are occurring, without permission of the pilots present. Conversely, RPAS pilots shall not start or make flight ready any RPAS until the control line circle has finished their current flight. Any disagreements shall be referred to the most senior site member, but in any event RPAS have priority for field use.
4. Members may use the control line circle while the surface vehicle area are active or if only the floatplane area is in use.

Spectator safety

Spectators must always remain behind the safety fence regardless of the operation (tethered, RPAS). Surface operations will direct spectators to a safe observation point.

Surface Vehicles (cars/boats) model operations

1. MAAC "spotters" are optional at our site for surface models. The following are club procedures for ensuring by-stander safety:

- a. When any member or other person spots a by-stander approaching the model area that might present a safety concern, they are to yell out “BY-STANDER” in a loud voice.
- b. ALL members must immediately stop their vehicles or steer them to an area away from the where the bystander is approaching from.
- c. If the bystander is in immediate danger, the spotter or modeler should YELL in a firm loud voice “STOP - stay back” and waving your arm(s) is suggested.

Emergency procedures

Fly-away or lost link.

1. Switch off the transmitter to invoke the fail safe features
2. In the event of any uncontrolled and sustained RPAS movement (fly-away or uncontrolled flight) outside our flying area in any direction, the pilot of the RPAS must immediately contact the Sault Ste Marie (CYAM) Air Traffic Control Tower at (705) 779-3707 to explain the situation and direction the flyway RPAS is heading. (Remember the ABCD; Altitude; Battery – Flight time remaining; Colour, Direction)
3. NOTE – this process is **not required** for crashes or minor deviations immediately outside the flying area – see reporting requirements or CAR901.49.
4. 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 our location.

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 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.



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).

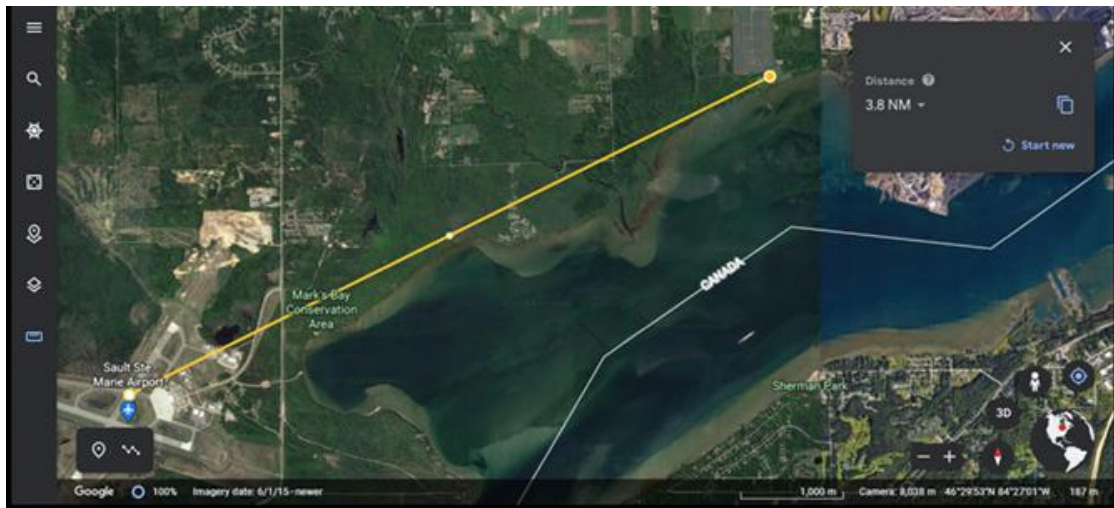
Over 400'agl and above 25kg - Not approved

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

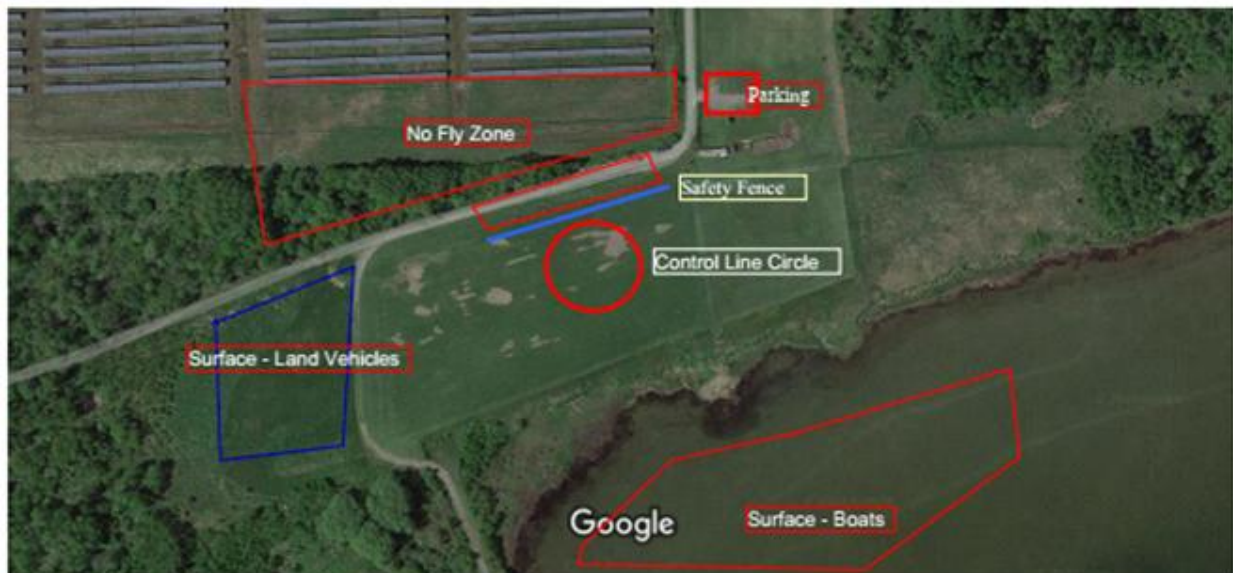
1. The club/event organizers shall:
 - a) Prior to submitting an event approval application, ensure they have read all MAAC policy and have submitted an event package indicating they have complied as best as possible.
 - b) Ensure the site meets all MAAC event organizational and logistic requirements 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

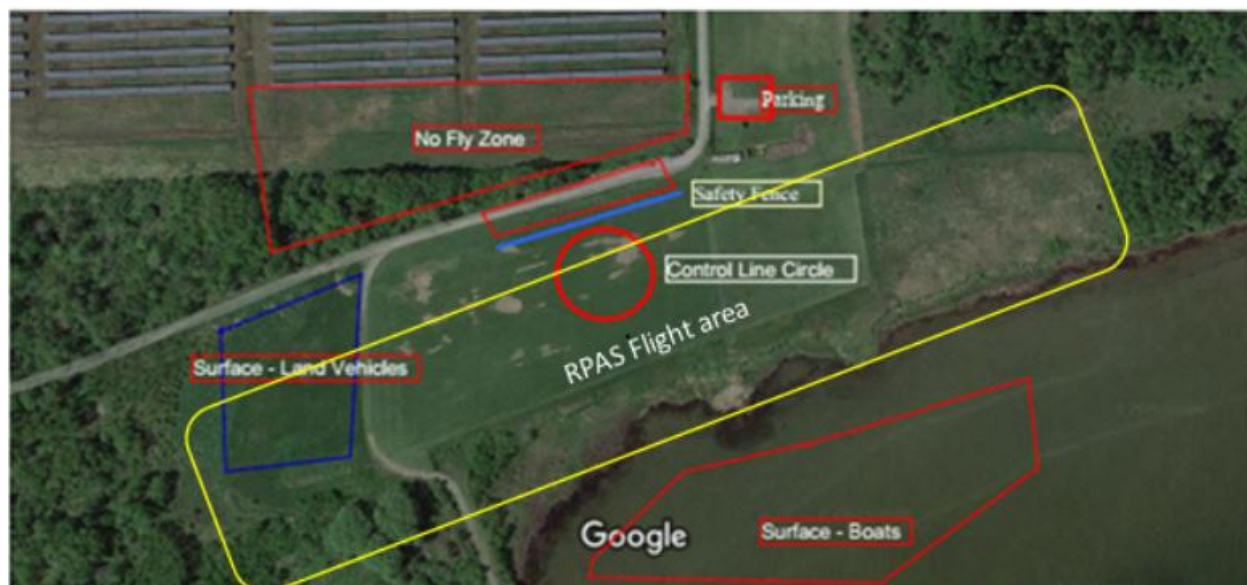
Site Proximity to CYAM



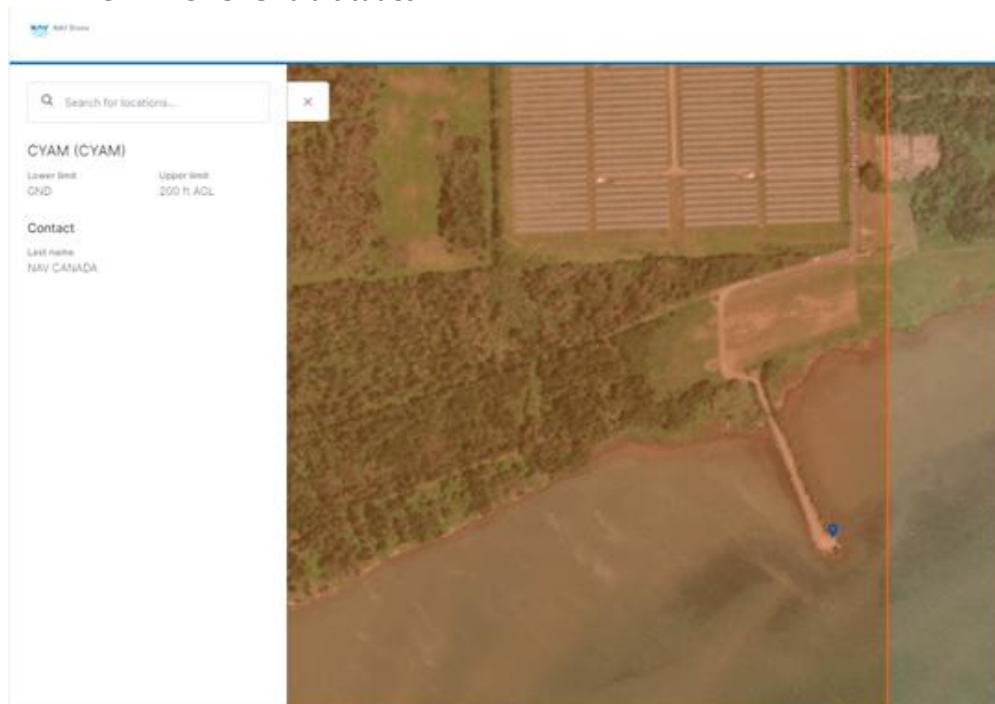
Field Layout



Site Flying area diagram.



NAV DRONE Viewer Grid altitudes



SAULT STE. MARIE VFR TERMINAL PROCEDURES CHART



ONTARIO

AERODROME/FACILITY DIRECTORY

SAULT STE. MARIE ON

CYAM

REF	N46 29 06 W84 30 34 8WSW 7°W (2012) UTC-5(4) Elev 632' A5001 LO4 HI4 HI5 CAP
OPR	Sault Ste. Marie Airport Development Corporation 705-779-3031 1045-0345Z± Cert Ldg fees
PF	B-1,2,3,6,7 D-4,5
CUST	AOE/30 888-226-7277
FLT PLN	Pilots to open/ close VFR flt plan with London rdo 123.475 or by phone. London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
FIC	METAR H24.
WX	TAF H24, Issue times: 02, 08, 14 & 20Z.
SERVICES	Call out chg may be levied for one or more svcs 100LL, JA-1 (FSII avbl) 100, 15W50 1,2,3,4,5,6 LHOX, D & A-ice PN Mil-CE14, CA2, GTC/GTE85 Executive Aviation (World Fuel Services) 122.45 Mon-Fri 11-01Z±, Sat-Sun 1100-0001Z± O/T call out chg 249-889-1244 JD Aero (Avjet Fuels) 128.875 10-22Z± 705-779-3977 Ext 200 O/T call out chg apply 705-779-3977 Ext 213/215 or 705-541-8153 (FBO mgr) JD Aero Technical (Avjet Holding) 705-779-3977
RWY DATA	Rwy 04(040°)/22(220°) 6000x148 ASPH Rwy 22 down 0.3% Rwy 12(115°)/30(295°) 6000x200 ASPH
RWY CERT	Rwy 04/22 AGN IV Rwy 12 RVR 1200(1/4sm)/Rwy 30 RVR 1200(1/4sm) AGN IV
RCR	Opr Win maint CRFI/RSC 1030-0230Z± Nov 15-Mar 31 O/T call out chg, 3 hrs PN. PLR/PCN
LIGHTING	04-AO(TE ME) P2, 22-AO(TE ME) P2, 12-AN(TE HI), 30-AO(TE HI) P1 ARCAL-118.8 type K when twr clsd.
COMM	London rdo 123.475 (FISE) 126.7 (bcst) 133.05 1130-0330Z± 121.7 1130-0330Z± Sault 118.8 (E) 1130-0330Z± (emerg only 705-779-3707) tfc 118.8 0330-1130Z± 5NM shape irregular 3000 ASL (CAR 602.98) MF only applicable over Cdn territory Toronto Ctr 132.65 344.5
NAV	SSM 112.2 (T) Ch 59 N46 24 44 W84 18 54 IAM 109.5 (Rwy 12) RVR LOC reliable only within 10° either side of centreline.
PRO	Heli arr/dep E as indicated on VTPC. Heli arr/dep N & S at Twr discretion. Hi M of t/c in the vic Sault, Michigan aprt, also on 122.7. Twy G run-ups: only south of the svc road intxn and facing west.
CAUTION	Dur win months btwn 0330-1130Z (when ATC clsd), aprt maint & snow removal vehicles may be oprg on the rwy surface. Ctc all gnd vehicles on MF when ATC clsd.



WARNING!



**AEROMODELING
MAY CAUSE
SERIOUS INJURY!**

**PROCEED AT
YOUR OWN RISK!**

AVERTISSEMENT !

**L'AÉROMODÉLISME
PEUT CAUSER
DES BLESSURES GRAVES!**

**PROCÉDEZ À VOS PROPRES
RISQUES!**