

## PFS - PRAM Harry Site Rules

All persons using this modeling site must:

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

In the event of an emergency, phone (911) and the civic address for first responder is 336 East Thunder Lake rd Dryden

### **Normal operating procedures and Club safety rules**

These rules are available in print or online. A copy of these rules must be available to any member who is operating an RPAS. The site will endeavor to keep at copy at the flying site.

This club allows the following modeling categories:

Float planes.

1. A fire extinguisher must be present for all powered model operations.

For members operating RPAS at this site:

2. All members shall follow the Canadian Aviation Regulations for RPAS.
3. All pre-flight inspections or assembly shall be done in the designated area.
4. Batteries shall not be connected to electric powered 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 there is no wind, all take-offs etc. shall be safe at the pilot's discretion.
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 is over the lake. No flying over houses.
9. Recovery of RPA that land/crash off the flying area will be done in agreement with any pilots flying.

10. Pilots may fly in formation provided they agree to do so. There is no limit on the number of airborne RPA.
11. No flying will commence until half an hour after sunrise and will end a half hour before sunset, the time of which is available on the Weather Network App for the town of Dryden. Night flying is not allowed at PFS PRAM Harry site.
12. Visual observers and MAAC “spotters” are optional at our site. The following are site procedures for ensuring full scale aviation safety:
  - a. When any member or other person spots a full-scale airplane that might come near 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 and then land as soon as safely able.
  - 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.
13. In the event of a “fly-away” towards Dryden YHD, which is 5.69nm away, you may call City of Dryden/ the Loomex Group at 807-223-1130 and advise them of the issue.
14. Our site is in uncontrolled airspace so there is no need to notify ATC, however Dryden airport is Class E controlled airspace, out to 5nm which puts the boundary within .75nm from our dock. In the event of a fly away toward Dryden airport, notify ATC at 1-866-541-4104.
15. 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 PRAM 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 PRAM 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.
- 16.No RPA or other model aircraft flying will occur below the site mandated weather minimum. Members may determine the weather themselves with direct observation or use any other source:
- 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.
  - d. If you can see the other side of the Bay, you can fly.
- 17.There are no other risk mitigating strategies required at PFS - PRAM Harry Flying site. The MAAC “see and avoid” technique has been determined to be adequate to ensure aviation safety.
- 18.The PRAM Club executive, or Harry will review these rules at least once a year.

