Beeton RC Flyers (BRCF)
Zanders Sod Farm Field 5
Site Rules 2025

MAAC Approved June 19, 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.

Administrative Rules

Club: Beeton RC Flyers (#361, Zone L)

Field Name: Zander Sod Farm Field 5

Location: Zanders Field 5 (10th Line, 500m west of Tottenham Rd.)

Pilot Station Coordinates: 44°05'38"N 79°49'50"W
(44.093833, -79.830139)

Contact: Rudie Nagelmakers, President - MAAC # 7187
416-553-2996 , rudie.nagel@gmail.com

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

1. Be MAAC members in good standing.
2. Be members of Beeton RC Flyers, or an invited guest of and
3. Agree to follow the MAAC Safety code and all other BRCF 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. Spectators must remain 25 meters behind the pits area and these spectators will be instructed by the members flying at the field.
2. BRCF members have the use of the sod farms at the total discression of Zandor Sod Company and nothing permanit is allow on the sod fields.
3. Members are responsible for removing their own garbage. Spectators may park vehicles on Side Rd 10.
4. Electric flying can begin starting at 8:00am and fuel aircraft at 9:00am, there is no flying from 8:00pm to 8:00am.
5. Flying FPV is not permitted.
6. Rules document will be made available in the form of electronic copy via email, on the web site, one the facebook page and a hard copy will be carried in each members field box.
7. The Club executive will review these rules at least once a year.

Site/event emergency response requirements

In the event of an emergency, call 9-1-1 - the address to be provided to first responders is:

Zanders Sod Field located Zanders Field 5 (10th Line, 500m west of Tottenham Rd.)

1. Emergency response items –fire extinguishers, first aid kits or similar are to be provided by each member.
2. A fire extinguisher must be present for all powered RPA operation.

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		

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 (25-35kg)	Not approved	
RPAS Altitude		
RPAS Altitude and Weight >25kg		
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. mRPAS at advertised events must comply with the MAAC Event SFOC.
2. RPAS CAR requirements -There are no special CAR restrictions on RPAS models.
3. Club/Site/Event requirements - Internally mounted pulse jets, rocket or thrust engines, gas turbine powered jets are not permitted because of the danger of fire and damage to the sod fields.

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. Except for Advertised Events there are no MAAC or CAR age restrictions on mRPAS flight.
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 - This site does not require visual observers for RPAS operations below 400'agl and sub25kg operations. If required to have a VO, any responsible person can be trained/briefed to be a VO, including spouses, children of appropriate maturity, or friends.
3. Club/Site/Event requirements - (Helpers/spotters etc.) Spotters shall be used at any time there are 4 or more pilot's stations in operation.

Crew Rules

Visual Observers

1. Visual observers (VO) are mandatory for RPAS operations in controlled airspace, above 400'agl, RPAS events open to the public or where specified by MAAC. However, the use of visual observers to alert pilots to presence to full sized air traffic is strongly encouraged. 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. Positioning the VO where they have unobstructed sight lines is important – sitting in the shade beside a camper/structure is not acceptable. Equally they must be situated to have 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. Per CAR (901.23(vii)) each site must have rules to ensure a clear full-scale detection and avoidance 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. If any "official person" such as a peace officer, ATC or their delegate, has given a stop flying order, guidance or similar, all model flying **shall** stop immediately and shall not resume until permission to do so is obtained from person or body that issued the stop flying order.
g. Thereafter modeling activities may resume as normal.

Program Director, Air Boss, ATC Coordinator

This site is in uncontrolled airspace – a Program Director or an Air Boss is not required

RPIC – RPAS Pilot in command
Not approved

Instructors/Demo flights
The club has two instructors and if a student is in the air with an instructor, other members will not fly for the time the student is flying. The club does not participate in demo flights; we are strictly a recreational flying club.

Spotters
Club members are spotters if more than four members are flying. In 95% of the clubs flying time only one or two flyers are in the air.

Airspace requirements or permissions

This site is in uncontrolled Class G airspace – no airspace permission is required.

The nearest controlled airspace vertically is Southern Ontario CAE Class E at 2500'msl (1728'agl) and Class E airways at 2200'agl.

The nearest controlled airspace laterally is Bordon Class E control zone located 6.23nm north.

Site elevation is 772'msl (220m).

Adjacent Aerodrome Procedures (within 3nm)

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

1. Beeton Field Airport CBF3 is located 1.19 NM nautical miles south east of the modelling site.
   a. The aerodrome is operated by Terry Cleland 416-999-4037 and the Rwy 18/36 direction and is 2100’x100’ GRASS
   b. The aerodrome has a grass strip and no winter maintenance and is a private personal site for the local land owner for some recreational flying.
   c. There are CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
   d. In the event of a “fly-away” towards ***Beeton Field Airport***, you may call the aerodrome operator at @ + +1416-999-4037 and advise them of the issue. See Attached current CFS.

e. The club executive has contacted the operator (OPR) of CBF3 and they have expressed no issues with our RPAS site.

2. Ronan Field (CTR3) is located 3.19 nautical miles south of the modelling site.
   a. The aerodrome has a grass strip that can operate in the winter.
   b. There are CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
   c. In the event of a "fly-away" towards **CTR3**, you may call the aerodrome operator Mr. Mike Ronan @ 647-542-7700.
   d. The club executive has contacted the operator (OPR) of **CTR3**, and they have expressed no issues with our RPAS site.

3. Mardon Field (CMA6) is located 3.04 nautical miles south west of the modelling site.
   a. The aerodrome has a grass strip that can operate in ther winter.
   b. There are CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
   c. In the event of a "fly-away" towards **CMA6**, you may call the aerodrome operator Mr. Marvin Chandler 905-729-3436
   d. The club executive has contacted the operator (OPR) of **CMA6**, and they have expressed no issues with our RPAS site.

Normal mRPAS/RPAS/model operating procedures

1. Prior to daily operations, an RPAS Wilco site survey shall be consulted. 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 confirm there are no changes to site layout affecting distances to unsheltered bystanders
   e. Members must each visually confirm no changes to site obstructions, local obstacles and that weather conditions stipulated in any MAAC requirements are met.

NAV CANADA 56-Day Publication schedule - ensure you complete a new RPAS Wilco Site Survey on these dates:

2025	2026	2027	2028
20-Feb-25	22-Jan-26	18-Feb-27	20-Jan-28
17-Apr-25	19-Mar-26	15-Apr-27	16-Mar-28
12-Jun-25	14-May-26	10-Jun-27	11-May-28
07-Aug-25	09-Jul-26	05-Aug-27	06-Jul-28
02-Oct-25	03-Sep-26	30-Sep-27	31-Aug-28
27-Nov-25	29-Oct-26	25-Nov-27	26-Oct-28
	24-Dec-26		21-Dec-28

2. The MAAC mandated minimum weather conditions to commence or continue MAAC RPAS operations are:
   a. no cloud ceiling (broken or overcast sky) estimated lower than 1000'agl if the site approved altitude is less than 400', or no cloud ceiling estimated less than 1000' above any higher 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 obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

   NOTE – 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. Each RPAS pilot is responsible to ensure the following MAAC procedures and requirements have been met prior to commencement of any RPAS operation:
   a. Any required MAAC manufacturer declaration provisions have been met, including all RPAS technical specifications verified, pilot and crew requirements, and
   b. All RPA and required equipment have been maintained and all mandatory actions completed before the flight, in accordance with the manufacturer declaration and
   c. all paperwork such as pilot declarations, required operating manuals or similar is present, and
   d. That any required crew members are properly qualified, have made any required declarations and are briefed on the operation.

4. Members shall not operate at night. Flying must stop at 8:00 pm or 30 minutes before sunset.

5. 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. See the map below for normal site set-up areas such as spectator areas, pit, or assembly areas, and start-up/run-up areas.
   a. Zander Field 5 is located on the south side of the 10th Line , 1 km west of Tottenham Rd and the flying field size is approx. 500 m (north to south) and approx. 300 m (east to west).

b. Members will park their vehicles on the south side of the 10 Side Rd, which has very little traffic as it is a dead-end road. The pit area is located on the north side of the 10th Side Rd, 2 meters in on the sod from the road

7. MAAC required buffer distances are variable and at this site are:
   a. 7m from flight line to pilot stations, 10m from flight line to pits, and 30m from flight line to spectator and parking.
   b. This site is not to be used if any of the owner's people are at the field doing any kind of work. If they arrive to cut the field or spray the field, then you are to pack up and leave immediately. There is no exception to this rule. No one is to question ant of the owners people as to how long they will be or when they are going to cut the sod. List any event set up requirements, if different, in the Event rules section.
   c. List any site/event restrictions on modeling activities such as grass cutting, field maintenance or similar.

8. All models will be assembled in the pit or designated assembly area. Unpowered testing of controls and failsafe may occur here as well. All powered testing must occur in a start up area.Model assembly should be done in the designated pit area.
   a. A 2ft. X 3ft. Mat is always to be used. Mat must be absorbent, and all mats are subject to inspection by any of the club executive and may be deemed too soiled to be used on the sod and must be replaced.
   b. Frequencies will be controlled by a positive means if flying on 72mhz and a range check is recommended for all transmitters at the start of the flying day.
   c. Failsafe, if equipped must be active and confirmed.

9. All models, including electric powered models, will be restrained before being tested, armed or started in the designated startup areas.
   a. Pilots are prohibited from standing either on or immediately adjacent to any active runway at least 30 meters in front of the PIT area.
   b. Pilots will ensure that no one is standing in line with the propeller or operating engines.
   c. Slipstream effects from running engines can be dangerous to all affected and models should be positioned to minimise these effects and operated for the minimum periods possible at full power settings in the pit areas.
   d. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – **no exceptions**.
   e. Gas/glow models must be restrained and started in the start-up stands or similar (provided by each member), located in the start-up area. Do not conduct prolonged tuning if other pilots are flying

10. See map below for a depiction of the flying area, no-fly zones, a description or depiction of the flight line, safety line, runways, taxiways, and any other pertinent flying area demarcation.
    a. Pilots must stop flying or not fly if the sod companies maintance equipment is on the field.
    b. No flying is permitted over the railway to the east if there are trains present.

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.
c. Take off and landings will be from east to west or vice versa depending on the prevailing winds Pilots shall take off into the prevailing winds, or otherwise in agreement with all pilots flying.
d. The pilot will perform the initial turn after take-off away from the pit, spectator and parking areas and will not thereafter perform manoeuvres, flight of any sort, or landing approaches over a pit, spectator, or parking areas. To do so the pilot will always fly with their back to the pit, spectator and parking area
e. No person shall precede past abeam the pilot stations without permission of other pilots flying.
f. 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.

Emergency Procedures

Fly-away or lost link.
RPAS pilots are required to know who to notify in the event of a RPAS fly-away outside our MAAC approved flying areas **which could reasonably enter** the nearest controlled airspace volume. Note this process is not required for temporary flight immediately outside the MAAC approved flying area, or for known crashes/off site "landing" outside the MAAC approved flying area.

1. If you experience a RPA fly-away, and in your judgement as the RPA pilot in command (including RPIC scenarios) the RPA has sufficient energy or capability to fly to and enter the identified controlled airspace volume (either laterally or vertically, or both), you are legally required to attempt contact with listed agencies below and advise them of the fly-away situation.

2. MAAC has assessed this site and determined the following:

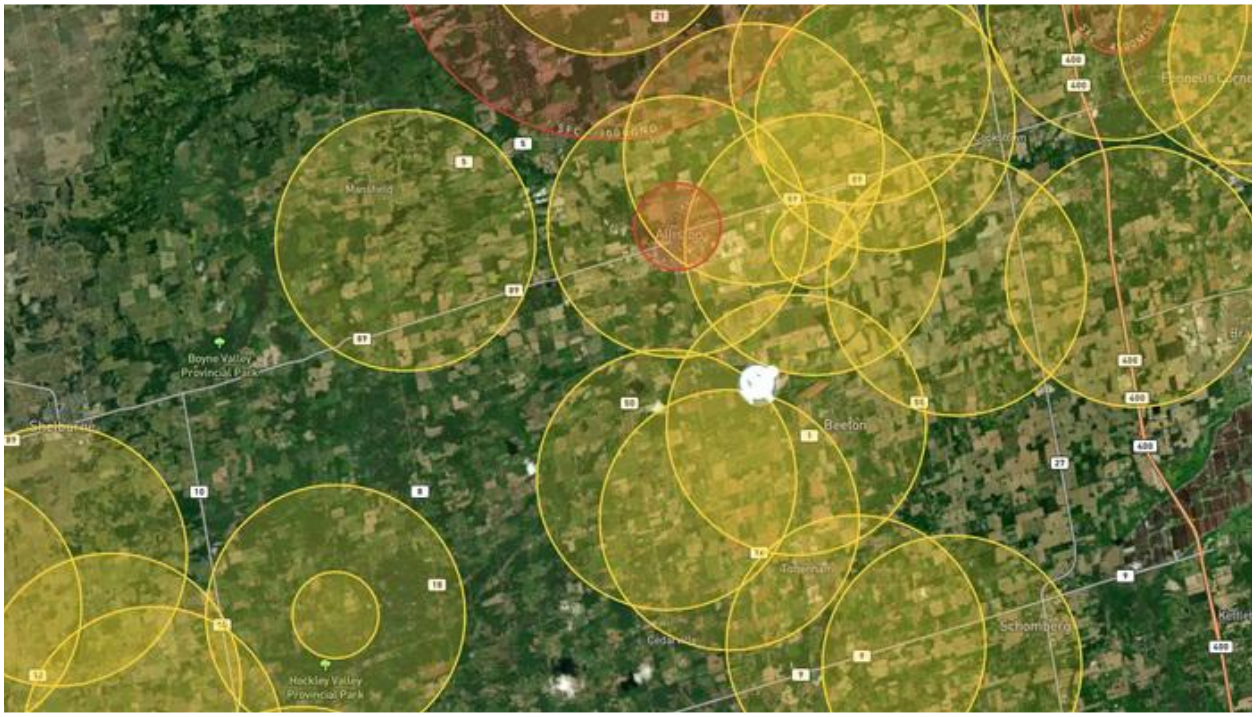
   This site is wholly in uncontrolled airspace. The nearest controlled airspace volume is

   a. Laterally

Nearest Controlled Airspace – Fly-away - Laterally				
Altitude	Name, Class, Type	Distance and Direction	Altitude	Contact Info
Below 400'	Borden Class E control zone	6.23nm nother	SFC-3000'	Toronto Flight Information Region (905) 676-4509
Above 400'	same			

   b. Vertically
   If you experience a fly away while operating at higher altitudes (above 400'), or if the model is climbing uncontrollably and in the pilot in command's judgement may enter overlying or adjacent controlled airspace, contact the listed agency as soon as possible.

Nearest Controlled Airspace – Fly-away - Vertically				
Location	Name, Class Type	Based at	Other	Contact Info
Over site	Southern Ontario Low Level Control Area CAE Class E	2500'msl		Toronto Flight Information Region (905) 676-4509



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.

Transportation Safety Board (TSB) Protocols

1. In addition to MAAC reporting requirements, according to TSB Regulations and policies, RPAS occurrences shall be reported to the TSB to 819-994-3741 or 1-800-387-3557 as soon as possible after the occurrence:
   a. if an RPA with a MTOW (maximum take-off weight) greater than 25 kg is involved in an accident as defined in 2(1)(a) of the TSB Regulation;
   b. if a person is killed or sustains a serious injury as a result of coming into direct contact with any part of an RPA, including parts that have become detached from the RPA; and
   c. if a collision occurs between any RPA and a traditional aircraft.

A full report shall be forwarded to the TSB within 30 days of the occurrence:
https://www.tsb.gc.ca/eng/incidents-occurrence/aviation/index.html

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.

Service Difficulties

A service difficulty is defined as any condition that affects or that if not corrected, is likely to affect the safety of aircraft or any othe person. As MAAC has made a safety assurance declaration to Transport Canada that is used in many of our RPAS flying privileges, it is critical and a regulatory requirement MAAC is informed of any issues related to our safety assurance declaration. Bear in mind MAAC has fully adopted a Just Culture and will not penalize or discipline members for reporting safety concerns, not matter how large or small, when done in good faith.

1. If a mRPAS or an RPAS is being operated under any manufacturer declaration (MAAC or other), the RPAS pilot shall ensure, without delay, a report is filed with the manufacturer if they encounter any of the following:
   a. Any inability to meet the position determination standards (Standard 622) associated with the manufacturer declaration, related to equipment or the performance of equipment.
   b. Any failure of a critical command and control component not attributable to normal wear and tear or obvious misuse (example dead/low battery), and
   c. any other aspect of RPAS operation where the safety assurance declaration was not met.

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

RPAS Pilot In Command
Not approved

Event Approval

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, **must** meet the MAAC SFOC requirements. 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 (Policy approved July 2023). Foreign pilots must join MAAC and follow the provisions of MAAC policy (on the website). Also see the RPAS Wilco NOTAM (2024-02).

Events with RPAS operations above 400'agl and weighing more than 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.

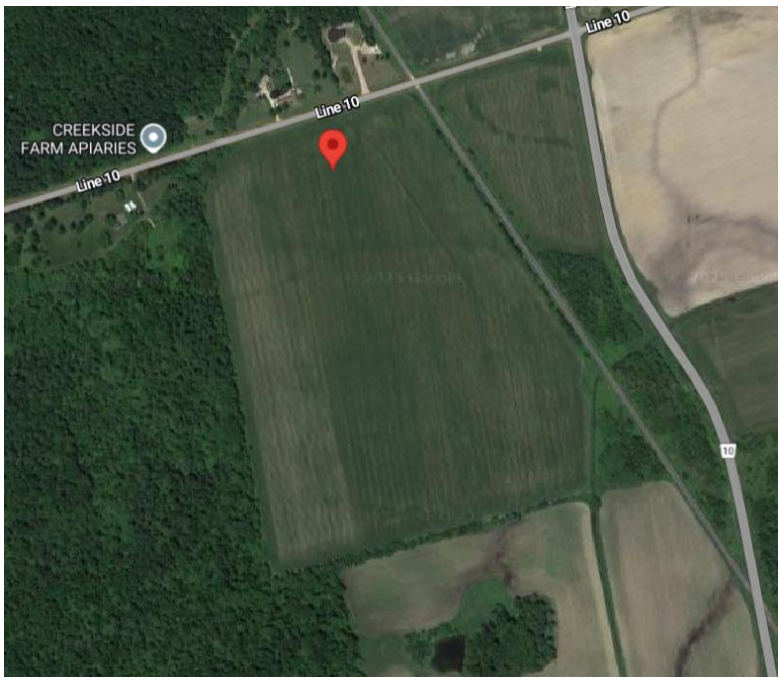
c. Ensure the event complies with MAAC event policy and any CAR or SFOC requirements.
d. Ensure all attending modellers/RPAS pilot are **current MAAC members**.
e. Take reasonable steps to ensure all attending modellers pilots **receive a briefing** on site or event rules using the MAAC minimum checklist (attached).

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 using the MAAC minimum checklist (attached).
   e. A visual observer is always present when RPAS are flying.
   f. Ensure all follow up actions are completed after the event, most notably any Transport Canada paperwork.

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

Pilot Station Location



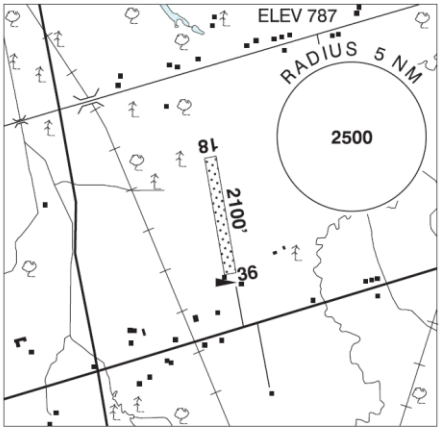
Site Layout and Flying area diagram.

CANADA FLIGHT SUPPLEMENT / GPH 205 Effective 0901Z 17 April 2025 to 0901Z 12 June 2025

ONTARIO AERODROME / FACILITY DIRECTORY

BEETON FIELD ON CBF3

REF	N44 04 45 W79 48 38 1.1W 10°W (2020) UTC-5(4) Elev 787' VTA A5000
OPR	Terry Cleland 416-999-4037 Reg PPR
PF	C-1,2,3,4,5
FLT PLN FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
RWY DATA RCR	Rwy 18/36 2100x100 GRASS Opr No win maint
COMM ATF	tfc 123.2 5NM 3800 ASL

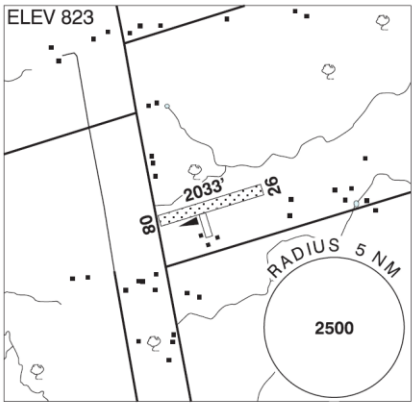


CANADA FLIGHT SUPPLEMENT / GPH 205 Effective 0901Z 17 April 2025 to 0901Z 12 June 2025

ONTARIO AERODROME / FACILITY DIRECTORY

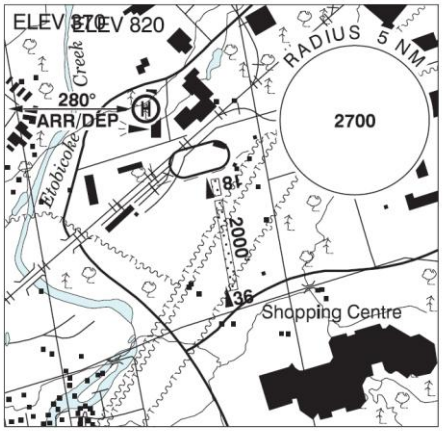
TOTTENHAM / RONAN ON CTR3

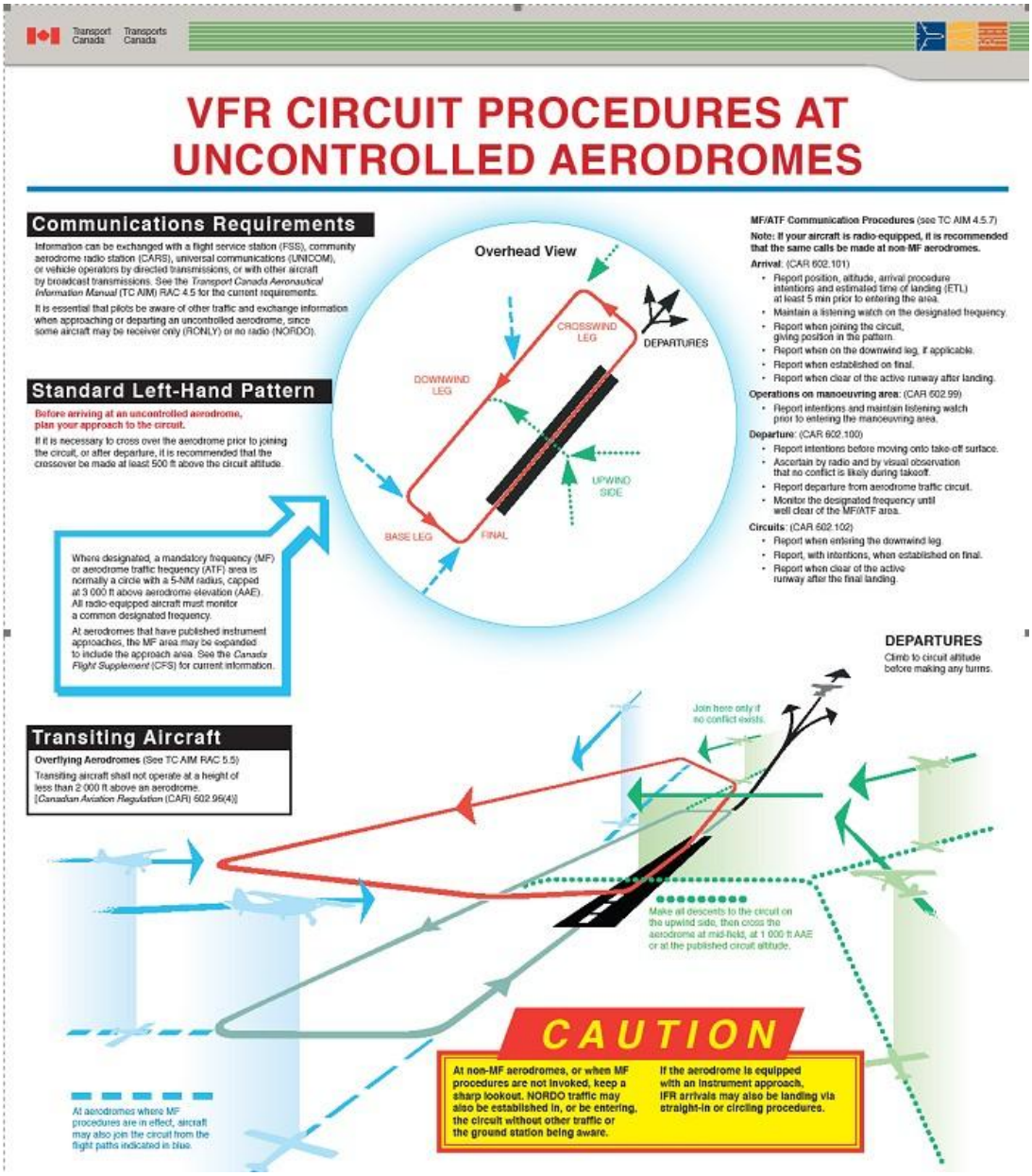
REF	N44 02 32 W79 50 47 2.1NW 10°W UTC-5(4) Elev 823' VTA A5000
OPR	Mike & Cheryl Ronan 647-542-7700 Reg
PF	C-1,2,3,4,5
FLT PLN FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
SERVICES S	Ltd hrs 1,4,5
RWY DATA RCR	Rwy 08(083°)/26(263°) 2033x150 GRASS Opr Ltd win maint
COMM ATF	tfc 123.2 5NM 3500 ASL
PRO	Rgt and left hand circuits Rwy 08/26 Apr-Dec (CAR 602.96). Powered acft use opposite circuit pattern to gliders.
CAUTION	Extv glider activity. Ditch at west end of Rwy 26 btwn thld & road.



TOTTENHAM / MARDON ON CMA6

REF	N44 03 28 W79 52 48 3.7NW 10°W (2022) UTC-5(4) Elev 820' A1900 A5000
OPR	Marvin Chantler 416-557-0655 Reg PPR
PF	C-2 D-1,3,4,5,7
FLT PLN FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
RWY DATA RCR	Rwy 18(180°)/36(360°) 2000x85 GRASS Thld 18 displ 300'. Opr No win maint. Soft when wet.
COMM ATF	tfc 123.2 5NM 3900 ASL
PRO	P-lines, trees and windsock S of Rwy 36.




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.
Overhead View
CROSSWIND LEG
DEPARTURES
DOWNWIND LEG
UPWIND SIDE
BASE LEG
FINAL
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.
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)]
DEPARTURES
Climb to circuit altitude before making any turns.
Join here only if no conflict exists.
Make all descents to the circuit on the upwind side, then cross the aerodrome at mid-field, at 1 000 ft AAE or at the published circuit altitude.
At aerodromes where MF procedures are in effect, aircraft may also join the circuit from the flight paths indicated in blue.
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.

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!