Interlake Radio Control Model Club
Gimli Site Rules
2025

MAAC Approved June 25, 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 General

Site Operator Name: Interlake Radio Control Model Club (#662, Zone D)

Site Name: Interlake Radio Control Model Club – Gimli

Location: Intersection Minerva Road 109E and Road 18E

Pilot Station Coordinates: 50° 36' 45.04"N 97° 02' 44.96"W
(50.612511, -97.045822)

Site Contact(s): Arne Kjode - Tel/cell 239-201-8060
arnekjode@gmail.com

Conditions for Use - All persons using this modelling site must:
1. be MAAC members in good standing.
2. be members of the IRCMC, or an invited guest of the IRCMC 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 site operator is responsible to take reasonable steps to ensure a modeller briefing occurs for each modeller using the site.

Site Administrative rules

IRCMC Membership

1. IRCMC members may invite flying, or non-flying guests to the Gimli site. The IRCMC member always assumes responsibility for their invited guests.
2. It is the responsibility of IRCMC members to ensure that all guests are briefed on Gimli Site specific rules.
3. All members and guests shall abide by any federal, provincial, or municipal legislation and/or emergency measures with jurisdiction over the Gimli Industrial Park site. (Ex: Fire Ban)

IRCMC Social Policy / Conduct / Camping Rules:
1. Any Social media posts by IRCMC members are expected to be positive in nature and not reflect negatively on the club in any fashion. Members must understand that all social media content can be

accessed by any person, official, media or government agency. It is to our benefit that any social media content reflects a culture of responsible fun and safety.

2. Members should consider "Social Issues" as a potential "risk" to IRCMC at any time the site is in use. Excessive noise / rowdy activity, not related to RPAS or model aircraft flying, can be just as serious a threat to the IRCMC site as safety violations. Coming into any conflict with neighbours is one of the top reasons flying sites are lost within Canada and usually leads to municipal sanction or land lease loss. Members are expected to enjoy reasonable fun but are expected to be responsible for their behaviour as well as their invited guests.
3. A membership is required for overnight camping at IRCMC field. This requirement can be waived for scheduled events at the discretion of IRCMC executive.
4. Overnight camping is available to members participating in RPAS and Model Aircraft activities. The site is not to be used for seasonal / long term camping.
5. Members using generators at the field are encouraged to use the quieter, inverter type to reduce noise and encouraged to turn them off at night whenever practicable.
6. Members participating in overnight camping are responsible to organize and pay for campfire wood, equipment or supplies directly related to overnight camping.

The last member to depart the Gimli site each day shall ensure that the containers and site gate has been secured.

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:

Intersection Minerva Road 109E and Road 18E.
Or Minerva Road, 1.8km west of Hwy #8.

A suitable type of fire extinguisher is required for all powered model operations. It is the responsibility of the modeller to provide or source (share) a fire extinguisher.

All persons using this site shall abide by local fire ban and other public safety issues, including prohibitions on small gas engines, models or otherwise (generators, ATV's etc.). It is the responsibility of each member to seek the latest public safety information and act accordingly.

Members camping overnight at this site are responsible for checking and monitoring the latest weather conditions. Bearing in mind severe thunderstorms, including hail and tornadoes, are a real possibility 24 hours a day during June, July and August. A tornado shelter or escape contingency plan is highly recommended.

Event organizers should be equally mindful of public safety concerns related to severe weather events.

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	250 grams to 25kg or less	400'agl/1700'AGL
Tethered (Control-Line)	3kg/.25ci	1 flying circle
Free flight	<2kgs	No altitude restriction
Space Models	<1.5kg/F engines	1700'agl
Surface Vehicles	25kg/50cc	Restricted to site roads, back grass parking area or purpose-built track

MAAC Approved Site Add-ons

The following "add-ons" have been approved at this site, provided all relevant MAAC rules, policy and SFOC conditions are adhered to by the site and its users.

Approved Add-on	Weight/Power Limits	Altitude/operating limits
RPAS Weight (25-35kg)	Not approved	
RPAS Altitude	Between 250g to less than 25kg	1700'agl
RPAS Altitude and Weight >25kg	Not approved	
RPIC	Approved – see rules below	1700'agl

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 – RPAS operated below 400'AGL do not require any special requirements.
3. Club/Site/Event requirements - no restrictions.
4. MAAC Add-on requirements – RPAS operated above 400' must meet all MAAC technical requirements.

RPAS Pilot/operator qualifications or requirements

1. mRPAS requirements – mRPAS do not require an RPAS operators' certificate however are regulated under CAR 900.06 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 ***Advanced*** RPAS certification or be operating under the authority of a Transport Canada or MAAC approved program.
3. Club/Site/Event requirements - There are no club qualification requirements for RPAS or other modelling categories.
4. MAAC Add-on requirements – All RPAS pilots operating above 400', and their crew, must meet the MAAC policy requirements. All RPAS operators must comply with the conditions of the RPIC program stipulated below.

CREW qualifications or requirements.

1. mRPAS requirements – except for events, mRPAS do not require additional crew under the CAR.
2. RPAS CAR requirements - The VO may be any responsible person who has been briefed on the site procedures. MAAC members are preferred.
3. Club/Site/Event requirements – IRCMC Policy:
   a. Club rules are that a Visual Observer is mandatory for **ALL RPAS operation above 200'AGL** or anytime Air Cadet Gliders are active.
   b. An "Event Director" shall be named for all formally sanctioned events. The event director, or his/her delegate, shall remain on site for the duration of the event.
   c. During flying operations of any officially sanctioned event, the event director, or his/her delegate, is responsible to ensure at least one properly briefed spotter is on duty within the designated Pilot or Spotter area during flying activities.
   d. It is the responsibility of the event director, or his/her delegate, to ensure that any guest pilots are members in good standing of MAAC and have been briefed on IRCMC site specific rules.
4. MAAC Add-on requirements - A visual observer is mandatory for all operations above 400'agl, or events where the public is in attendance.

Crew Rules

Visual Observers

1. This club has mandated Visual observers (VO) are **mandatory for RPAS operations above 200'agl and anytime the Air Cadet Gliders are active.** MAAC/TC also mandates VO for all operations above 400'agl, RPAS events open to the public or where specified by MAAC. 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.
      i. The VO shall be briefed on the Air Cadet glider operations normally seen at Gimli, including traffic patterns for each runway and the general wind conditions that require use of each runway.
      ii. The VO shall be briefed on normal sky diver operations, including the relevant radio calls and timing of sky diver descents, and their landing zones.
      iii. The VO shall be briefed on the normal full scale traffic patterns used at Gimli, including the sky dive aircraft operations, firefighting operations and how transient aircraft may enter the Gimli traffic pattern.
   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 nearby may be assigned VHF radio monitoring duties (Gimli UNICOM 122.15) as required (ops above 400')

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 at this site:

    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 on site, shall yell in a loud clear voice "AIRPLANE/GLIDER". **If in doubt, issue the warning.**
        i. **RING THE BELL –** the Gimli site may also use a loud Bell to indicate an approaching air cadet glider. When the bell is rung, all RPAS pilots are to respond as if an aural command were issued.
    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 wholly in uncontrolled airspace – these roles are not required.

RPIC – RPAS Pilot in command

These are the options for any MAAC member to provide RPAS Pilot in Command (RPIC) direct supervision to another person at this site. **THESE RULES ARE SPECIFIC TO THIS SITE**.

1. **Basic RPAS Certificate Holder - Direct Supervision options** – any MAAC member with only a current and valid Basic RPAS certificate **shall not operate an RPAS unsupervised or supervise any other person** at this site.

2. **Advanced RPAS Certificate Holder - Direct Supervision options** – any MAAC member with a current and valid Advanced RPAS Certificate may perform RPIC duties as follows:
    a. supervise a **single** non-certificate holder (demo flights),
    b. Supervise up to 5 "Basic" Certificate holders in **uncontrolled airspace** advanced scenarios (below and above 400'), as outlined in site rules.

3. **PPL+ with no RPAS Certificate - Direct Supervision options** - any MAAC member with a current or expired PPL, may perform RPIC duties as follows:
    a. supervise up to 5 Basic Certificate holders in **uncontrolled airspace** advanced scenario (below and above 400'), as outlined in site rules.

Notes:

b. **PPL+ cannot supervise a non-certificate holder at this site** – at least one person must have a valid RPAS operator's certificate.
c. PPL+ only holders may not independently operate an RPAS at this site unless supervised by an appropriately rated RPAS Certificate holder. If the PPL+ has a valid and current RPAS operators' certificate, then the higher of either provision applies.

4. **RPAS Flight Reviewer – Direct Supervision options** – any MAAC member with a current and valid Flight reviewer Certification may perform all the duties of an Advanced RPAS Certificate holder. RPIC does not affect the Transport Canada flight reviewer program or CAR regulations associated with it.

NOTE - While able to provide direct supervision (only), RPIC members cannot operate an RPAS on their own, unless they meet the CAR RPAS Pilot certification level (Basic or Advanced). Meaning a member with a PPL **only** cannot legally fly an RPAS in Canada, unless supervised by a Basic or Advanced RPAS Certificate holder. Equally, two PPL holders do not equal one RPAS Certificate holder and cannot supervise one another – one of them must have a valid RPAS certificate for the airspace/scenario being conducted.

See RPIC Add-on Section below for rules, procedures and details

Instructors/Demo flights

Advanced Club members may give demo flights to non-members, including non-MAAC members, provided all CAR and MAAC conditions are met.

Club instruction remains an individual responsibility to obtain or give.

IRCMC does not use the MAAC Wings program but expects all new members to be competent modellers. The club executive retains the right to require new or visiting members to demonstrate pilot proficiency before flying unsupervised.

Spotters

This site does not mandate the use of spotters for daily flying.
Events may require spotters, and the use and protocol will be communicated during any daily pilot briefing.

Airspace requirements or permissions

1. This site is located in uncontrolled airspace – permission to operate RPAS is not required.
2. The nearest controlled airspace laterally is the St Andrews Class D Control Zone 28nm south
3. The nearest controlled airspace vertically is the Winnipeg Class E Control Area Extension over the site, based at 6500’ASL (5756’AGL).

Adjacent Aerodrome Procedures (within 3nm)

The IRCMC Gimli 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 name is **Gimli Industrial Park Airport** (CYGM), and it is located 0.98 nautical miles NE of our modelling site.
2. The aerodrome has one paved runway (15/33) and is home to general aviation and specialized aviation services aircraft. The following aviation services have ops based at the Gimli Airport:
   a) **Lakeside Aviation Services** – Provides charter and pilot training services with a variety of aircraft including a BN2- Islander, Beech 95, Cessna 206 and Cessna 172. Year-round activity
   b) **Royal Canadian Air Cadets** – Cadet Glider training program (summer months) operating Schweizer Aircraft SGS 2-33 gliders and Bellanca Scout tow planes. Apr 1 –Oct 31 / higher volume Jun 1 -Aug 31
   c) **Skydive Manitoba** – Provides skydiving services and training operating Cessna 182 aircraft. Apr 15-Oct 31 activated by NOTAM
   d) **Prairie Helicopters Inc**.- Provides helicopter turbine flight training using Bell 206 Jet Ranger helicopter(s) – Year-round activity.
   e) **Babcock Aviation Firefighting services** -operates a waterbombing satellite base utilizing CL-415, CL-215 and Twin Commander "bird-dog" aircraft. Increased activity during fire season.
3. Except for the Air Cadet glider circuit, our modeling site is well clear of the established aerodrome traffic pattern and full-scale flight over is generally prevented by the CFS CAUTION warning. However, from time-to-time:
   a) aircraft departing runway 15 may turn west towards our site,
   b) an occasional medevac helicopter will come over our site from the south while landing on the south apron at GYGM
   c) Military paradrop activity will occasionally pass over our site. Normally these aircraft will pass well above our site at 800' or more.
   d) aircraft may transit immediately south (south of or along Minerva Road) of us while joining the circuit base leg to runway 33 at CYGM.
   e) Paradrop activities target SE of the threshold of Rwy 15 between runway and apron, 2.4 km north of site making conflicts unlikely. However, a parachutist has landed on our site in years past.
   f) Air Cadet operation is addressed in the visual observer section below. (Fig 5)
4. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site. In the event of a "fly-away" towards Gimli Airport, you may call the aerodrome operator at (431) 641-3050 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
5. IRCMC club members should check for Gimli airport related NOTAM either using the NAV CANADA NOTAM portal or using RPAS Wilco app or similar. If you are the first pilot of the day and have printed a RPAS Wilco site survey, please leave it at the site for fellow modelers to reference.
6. The club executive has contacted the operator (OPR) of Gimli Airport (CYGM), and they have expressed no issues with our RPAS site. The Air Cadets are aware of our site and operations as well and have expressed no concerns.
7. Any requests or concerns related to IRCMC operations that are brought to the attention of the club executive by the Gimli Airport operator will be actioned and/or resolved at the earliest practical opportunity.

Normal mRPAS/RPAS/model operating procedures

1. Prior to daily operations, an RPAS Wilco site survey shall be consulted. The club has endeavoured to place a current site survey along with a printed copy of these rules in the main aircraft container. 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 (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 (1700'), 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.

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. Night flying is not allowed at the IRCMC Gimli site unless your RPA is brightly lit and remains below 400'agl. Otherwise, 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 Gimli.

5. There are no limits on the number of airborne models. Pilots may fly in formation provided they agree to do so.

6. Refer to the attached map for normal site set-up areas such as spectator areas, pit, or assembly areas, and start-up/run-up areas.
   a. 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 startup area.
   b. All models, including electric powered models, will be restrained before being tested, armed or started in the designated startup areas.

7. MAAC required buffer distances at this site are:
   a. The default flight line is 7m from flight line to pilot stations, 10m from flight line to pits, and 30m from flight line to spectator and parking.
   b. The club has not adopted variable buffer zone distances.
   c. **No flying activity shall take place while field maintenance / grass cutting is being conducted within the designated flying area.**
   d. Pilots should remain behind provided pilot barrier protection, as much as practicable, while operating RPAS or model aircraft.

8. The Gimli site flying area is an irregular pentagon shape as measured from a central point 25' north of the center of the pilot stations, extending northward 1,400', right and left 1500' and 400' south at the east and west rear corners. Refer to the site flying area maps for no-fly zone depictions.
   a. Refer to non-RPAS rules for control line, free flight, rocket and surface vehicle operating areas.

9. No flying activity shall take place while farm equipment is operating in "close proximity" to the IRCMC designated runway area. "Close proximity" is the area that extends East from the runway to the go-kart access road (approx. 200 m) and equal distances to the West and North of the runway. (Fig 3)

10. Pilots should remain behind provided pilot barrier protection, as much as practicable, while operating RPAS or model aircraft. (Fig 4)

11. During flying activities, non-flying member's guests and/or spectators should not enter the designated pit area unless accompanied by a member. (Fig 4)

12. 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.

f. Pilots shall take all reasonable precautions to avoid flying within 30 meters of any vehicles using the go-cart track access road.
g. Pilots shall take all reasonable precautions to avoid flying within 30 meters of any stationary and/or operating farming equipment within IRCMC designated flying area.

Non-RPAS Normal Modeling procedures

Tethered model operations

The flying area/circle edge is located on the East side of the north grass area, well behind the flight line (see diagram).

1. Do NOT operate tethered aircraft in this area if others have parked cars or equipment within 10meters of the circle's edge.

Public safety

1. Should any non-flying person 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.
2. 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.
3. 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.
4. If the pilot can walk with model over to another area they should do so, or as a last resort ground (crash) the model safely.

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. Equally, members may NOT use the control line circle while the RC car area is active (or similar).

Spectator safety

Members shall not use the control line area if the public, or unsupervised non-members are present, unless suitable barriers or crowd control measures are in place.

Free Flight model operations

Aviation safety

As this site is within 0.98nm of an active airport, all members must treat free flight aircraft as a potential risk to aviation safety, commensurate with the size and energy potential of the model. Meaning the larger the model the more care to take.

The designated free flight area is on the "runway" the appropriate distance out from the pilot stations. Free flight operations shall not occur when RPAS operations are underway.

1. No member shall launch a free flight model aircraft if a full-scale human carrying aircraft is in the immediate vicinity of the launch site.
   a. Prior to launching/releasing any model, the modeler or their spotter shall scan the sky in a full 360 degrees for any approaching full-scale aircraft. The flight shall not occur until all involved are satisfied that there is a safe launch window.

2. No free flying model aircraft operations 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 (above max free flight expected altitude)
   b. a horizontal visibility requirement of less than 3sm around the modeling area, and
   c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

Public safety

1. All members shall ensure that the launching area is clear of all obstructions and persons except for mechanics and/or officials.
2. MAAC "spotters" are *optional* on this site. The following are site procedures for ensuring by-stander safety:
   a. When any member or other person spots a by-stander approaching the launch or recovery area that might present a safety concern, they are to yell out "BY-STANDER" in a loud voice.
   b. ALL members must immediately stop any launch preparations and disarm the power/launch system.
   c. If a model has already been launched, the spotter or modeler should endeavor to warn the bystander to remain clear of the launch/recovery area and outside the safety buffer distance. Yelling in a firm loud voice "STOP - stay back" and waving your arm(s) is suggested.

Member safety

Members shall not normally launch free flight aircraft at the same time as RPAS operations are occurring. Free flight aircraft dropped from RPAS do not require this prohibition.

Spectator safety

Do not launch a free flight aircraft if you expect the flight pattern to reasonably occur within 30m of spectators.

<u>Space model operations (Rocketry)</u>

Aviation safety

As this site is within .98nm of an active airport, all members must treat rocketry as a potential risk to aviation safety, commensurate with the size and energy potential of the model. Meaning the larger the model the more care to take.

The primary designated rocket launch area is on the "runway" the appropriate distance out from the pilot stations. Modellers may also use the control line circle for appropriately sized smaller rockets. Rocketry operations shall not normally occur from either site when RPAS operations are underway.

1. No space model launches 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 (above max rocket expected altitude)
   b. a horizontal visibility requirement of less than 3sm around the modeling area, and
   c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft **or bystanders** difficult.

2. No member may launch a rocket unless 10 seconds before launch and again immediately before ignition they conduct a 360-degree scan of the sky for any full-scale aircraft which may enter the rocket flight envelope during ascent or descent.
   a. If prior to launch, any member spots an approaching full-scale airplane they are to yell our "AIRPLANE" in a loud clear voice.
   b. Upon hearing this, any persons controlling the launch shall immediately render the launch system inoperative (remove launch key, remove power etc.) and stop all launch activities.
   c. The involved members shall then monitor the full-scale aircraft and not resume launch activities until they are assured there is no safety risk.

Public safety

All members shall ensure that the launching area is clear of all obstructions and persons except for mechanics and/or officials.

1. MAAC "spotters" are not required at this site. The following are site procedures for ensuring by-stander safety:
   a. When any member or other person spots a by-stander approaching the launch or recovery area that might present a safety concern, they are to yell out "BY-STANDER" in a loud voice.
   b. ALL members must immediately stop any launch preparations and disarm the power/launch system.
   c. If a model has already been launched, the spotter or modeler should endeavor to warn the bystander to remain clear of the launch/recovery area and outside the safety buffer distance. Yelling in a firm loud voice "STOP - stay back" and waving your arm(s) is suggested.

Member safety

All rocket launches shall be announced to all present members. Rockets shall not be launched from the runway area while RPAS operations are underway. If using the control line launch area, launches are permitted while RPA are airborne provided all RPAS pilots agreed beforehand.

Surface Vehicles (cars/trucks) model operations

The designated area for RC cars and trucks is:

1. On or south of the gravel access and parking roads provided all attendees agree or
2. On any purpose-built car/truck track that may be created for this purpose.
3. NO member shall operate a surface vehicle on the grass runway (past the pilot stations) without the permission of the Club executive.

Aviation safety

There are no concerns

Public safety
Do not operate surface vehicles if the public is present, except on a designated purpose-built track and with crowd control measures in place.

Member safety
As with all other activities the main concern is mixing surface vehicles with RPAS – and making sure someone doesn't crash a RC Car/truck/buggy into a pilot and cause injury or worse a RPAS crash. do not operate surface vehicles in such a manner as to infringe on RPAS safety. In the event an RPAS pilot protests to surface vehicle operation, the RPAS pilot shall have final say.

Spectator safety
While spectators are allowed much closer to surface vehicles, it remains a member responsibility to ensure reasonable protections are in place. Do not operate surface vehicles near spectators or items of value.

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 21nm South, outside the normally expected fly-away distance. However, if you experience a fly-away:

   a. Laterally

Nearest Controlled Airspace – Fly-away - Laterally				
Altitude	Name, Class, Type	Distance and Direction	Altitude	Contact Info
Below 400'	St. Andrews (CYAV) Class D Control Zone	28nm South	SFC to 2200'AGL	Winnipeg Flight Information Region (204) 983-8338
Above 400'	Winnipeg Class E Control Area Extension (CYWG CAE)	21nm South	700'AGL and above	

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	Winnipeg Class E Control Area Extension (CYWG CAE)	6500'ASL (5756'AGL)		Winnipeg Flight Information Region (204) 983-8338

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 deem 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.

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 takeoff 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 other 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

MAAC has conducted an airspace and site review per the SFOC SORA (specific operations risk assessment) and determined the following requirements for members to operate an RPAS above 400' at this site.

Airspace Assessment

There are no controlled airspace volumes (based at the SFC or starting higher) within 2nm laterally of this site. The nearest controlled airspace laterally is the St. Andrews (CYAV) Class D Control Zone located 28nm south. Controlled airspace vertically over this site is based at 6500' ASL, or 5756'AGL.

1. RPA are required to remain 500' below the base of any overlying controlled airspace, and 2nm laterally clear of any controlled airspace volume, to a maximum altitude of 1700'AGL. Therefore, **the highest altitude MAAC can approve is 1700' AGL (above ground level).**

Sufficient Communication requirements

The Gimli Industrial Park Airport is within 3nm of this site (CYGM 0.94nm North). There are no protected airspace volumes, depicted air routes, or commonly used tracks near this site that require communication capabilities. There are occasional Air Cadet glider operations on weekends and some holidays from April to late October, which may or may not be equipped with VHF radios. Assessment of the normally expected traffic patterns yields the following:

1. Seasonally, prior to commencing RPAS operations above 400'agl, site leaders shall attempt contact with the Airport operator (Rural Municipality of Gimli (204-642-6697)) and advise them of the intended RPAS operations above 400'. As this is an airport (certified aerodrome), the communication of RPAS operational information must be in conformance with that contained in TC AIM publication (TP14371E) section 3.4.5 (appended to these rules), specifically section 3.4.5 (e). Per TC guidance material, Airport operator permission is not required.
2. Seasonally, or throughout the year as the case may be, the site leaders shall attempt contact with the Air Cadet leaders who operate the gliders and provide the same RPAS operational information as was provided to the Airport operator. Approval is not required.
3. While operating RPA above 400', the VO or other responsible person **shall monitor** CYGM VHF aircraft communications on frequency 122.15 (CYGM UNICOM).
4. If VHF communication monitoring is not possible for any reason, all RPA shall immediately descend below 400'agl and not resume operations above 400' until VHF monitoring resumes.

Visual Observer (VO) assessment

The location of the pilot stations, general assessment of the topography and direction of the flight line and flying area generate the following requirements for the VO:

1. At least one VO shall be positioned near the flight line, within earshot at normal conversational voice levels. If needed, equip the VO with a noise-making device to supplement any voice aircraft warnings.
2. The VO, or a responsible person nearby shall be equipped with any required aviation communication devices, such as VHF radios.
3. The VO shall be equipped with any support equipment determined by the club to be relative to the duration of duties, such as water, a chair, or shade from the sun provided it does not interfere with VO duties.

4. During operations above 400', non-essential ambient noise shall be kept to an absolute minimum (no loud generators, music, etc.)
5. As the MAAC approved altitude flying area is more than 2nm or 500' or more below the base of controlled airspace, the VO may also be an RPIC.

The Club/site/event shall:

1. Ensure a copy of the MAAC SFOC #930433 and SFOC application form 26-0835 are present and available to all RPAS pilots when operations are occurring.
2. Ensure a copy of these rules, in their entirety are available to all RPAS pilots at the site.
3. Communicate to all Club members and mark this site as closed for RPA operations above 400'AGL, **if there are any substantial changes to the site survey criteria** (CAR901.27 a through h), unless or until MAAC has been advised, has conducted a new SORA, and issued new permission.

The RPA pilot shall:

1. **Only** operate an RPAS registered, declared and meeting the MAAC Manufacturer Declaration requirements. Other manufacturer's declarations are **not** transferable to this policy.
2. Not operate an RPAS above 400'agl unless in possession of a valid and current Advanced RPAS operators' certificate, or under the direct supervision of an RPIC in accordance with MAAC policy.
3. Ensure all RPAS pilot CAR and SFOC paperwork requirements have been met and are available,
   a. Certificates of registration, pilot RPAS certification and recency proof,
   b. Govt issued photo identification,
   c. Manufacturer owner's declaration for each RPA,
   d. An altitude determination declaration as appropriate (pilot or each RPA) and
   e. RPAS Pilot has completed Crew training and fitness requirements and signed declaration.
4. Ensure a recent site survey and NOTAM check have been completed,
5. Ensure any crew declare themselves as properly trained in accordance MAAC policy. Verbal confirmation is sufficient.
6. Ensure the RPA meets the MAAC technical requirements, including the MAAC Manufacturer declaration, before flight commences, and terminate any flight if technical requirements are no longer met.
7. Ensure the RPA is operated VLOS only (no FPV permitted – including with a spotter) and that it remains within the site approved flying area at all times.
8. Ensure the RPA does not carry "cargo" or any other items onboard that are not required for flight. On board cameras and associate gear are permitted provided all components are securely affixed to the airframe or housed in a compartment that cannot be easily opened in flight.

Any RPAS Crew shall:

1. Ensure all SFOC paperwork requirements have been met and are available (crew training declaration)
2. Comply with the instructions of the pilot in command
3. Perform their duties diligently and in accordance with MAAC policy and
4. Inform any person responsible of any issue that prevents them from meeting their obligations.

The RPA shall be equipped with

1. Functional "fail- safe" type device(s) or design per the MAAC manufacture declaration.
2. Anti-collision beacon/light(s) per MAAC policy,
3. Sufficient fuel/energy to complete the intended flight duration, plus 25% at the minimum throttle setting sufficient for controlled level flight and includes a MAAC required minimum reserve to enable

one balked landing/missed approach and circuit back to a successful landing. Fuel/energy spent taxiing to the pits or any shut down procedures thereafter does not count in these calculations. Non-powered RPA (gliders) must have sufficient receiver battery power for the flight plus reserves as noted above, excluding a balked landing attempt.

MAAC Declared minimum fuel/energy guidelines 25%		
Intended flight duration	Required reserve (@25%)	Total Fuel/energy required
15 mins	3.75 mins	18.75 mins
10 mins	2.5 mins	12.5 mins
6 mins	1.5 mins	7.5 mins
5 mins	1.25 mins	6.25 mins
3 mins	45 seconds	3 mins 45 seconds

RPAS Operations Above 25kg
Not approved at this site

RPAS Operations Above 400'AGL and Above 25kg
Not approved at this site

RPAS Pilot In Command

General site rules – More than one-to-one Direct Supervision
This site is in **uncontrolled airspace, however PRAS operation normally requires Advanced RPAS operator certification (within 3nm of an airport).** MAAC allows more than one-on-one direct supervision provided the terms of this program are met. RPIC in this regard is not to be considered RPA instruction or how to fly – its intended to be supervised flying of **competent students** who do not possess the correct ratings or paperwork. The following constitutes the MAAC program under the MAAC Manufacturer declaration instruction provisions:

1. The primary role of the RPIC is to provide airspace regulatory compliance, safety, and situational awareness. In one to five scenarios, the RPIC is not expected to provide hands-on "instruction" to each student, which is why each student must possess at least a Basic RPAS operator certificate and competent RPA piloting experience.

2. In all cases, the RPIC is the "control station" and while RPIC is being provided their decisions, directions, and commands on the flight line are final and definitive as follows:
   a. No other person, including Club or event officials, shall attempt to override or countermand a RPIC command related to the provision of the RPIC program.
   b. The RPIC, however, shall obey all cease flying orders based on decisions or directions of Site, Club or event officials.
   c. The RPIC shall obey any flight safety directions issued by other members, such as detect and avoid call outs "Airplane" and shall direct an appropriate response to all students without reservations or delay.

3. All students shall be briefed and agree the RPIC is in charge and all his decisions, commands and instructions are final and shall be complied with immediately, including up to potential destruction of the RPA (intentional crashing in a safe location/manner).

a. Students shall not start or arm or otherwise make an RPA ready for flight unless directed by the RPIC.
b. No student shall move an RPA from any designated start up area until directed to by the RPIC. The intent being an orderly "launching" of all models under the RPIC control.
c. No student shall take off or launch an RPIC unless permitted by the RPIC. Such permissions may be issued to all students/pilots or given individually.
d. Thereafter, once their RPA is airborne, the students shall operate their RPA independently, but under the general direction of the RPIC.
    i. RPA to RPA traffic patterns, collision avoidance and similar remain the domain of the students, unless spotters or other parties intercede.
    ii. Any commands an RPIC issue to an individual RPA shall be acknowledged by the individual pilot (student)
    iii. Any group RPIC commands shall be acknowledged by all students.
e. Students, upon hearing any flight safety directions such as "airplane" are free to comply with stipulated site responses without waiting for the RPIC to issue the command. They shall, however, confirm any such action with the RPIC as soon as possible thereafter.
f. Any student experiencing a dead stick or urgent landing situation is permitted to take whatever actions they deem appropriate to ensure the safety of their model, and the site occupants.
g. In the event of a disagreement between RPIC and students, other site officials or members, the student shall follow the RPIC directions or commands.

4. The maximum number of students to one RPIC ratio is five,
    a. all students shall possess a "Basic" RPAS operators certificate and be able to independently operate their RPA.
    b. The RPIC shall have a valid advanced/flight reviewer RPAS certificate or PPL+
    c. The type of "instructional control" system is irrelevant (buddy-box or voice command)

5. The RPIC shall be positioned and remain within earshot, at a normal conversational level, of all students while any RPA is airborne.
    a. Conversely, regardless of physical pilot stations arrangements, RPIC shall not occur unless all students are within earshot of the RPIC.
    b. Where this is not possible, additional RPIC shall be utilized or limitations placed on the number of students to remain within earshot.
6. The site shall ban or otherwise prohibit all extraneous noise to ensure a solid verbal communication ability between RPIC and students.
7. The site rules shall contain provisions mandating the operating condition for all other categories of models.

Rules for other attendees/pilots at a site where multiple students are receiving RPIC

8. IF forming part of an RPA flight line (at the pilot stations) that includes one of the maximum allotted "student" spaces (up to 5), and where there is more than one-on-one RPIC supervision be provided,
    a. Other RPA pilots agree they **shall** follow all RPIC commands related to RPA operation as if they were a student receiving direct supervision. If they do not agree, either suspend RPIC operations or do not permit individuals to operate other RPA during the time RPIC is active – this is a site responsibility.
    b. The RPIC direction will most commonly be associated with commands to descend, land or otherwise cease RPA operations because of aviation safety concerns.

   i. This rule is intended to ensure there is ultimately no confusion about who is doing what. All other active modellers must comply, so the RPIC knows the scenario is safely under control.
   ii. Other pilots may still exercise independent control authority for landings etc., provided they inform the RPIC of their intentions.
9. NO other RPA pilot may join an already active multi-student RPIC session without the permission of the RPIC.
   a. Thereafter they agree to follow the same RPIC rules as if they were there at the start of the session.

Event Rules and 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/or weighing more than 25kg
Events where RPA operate above 400'AGL are possible provided all MAAC Add-on requirements and SFOC event requirements are met.

Event Rules

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).

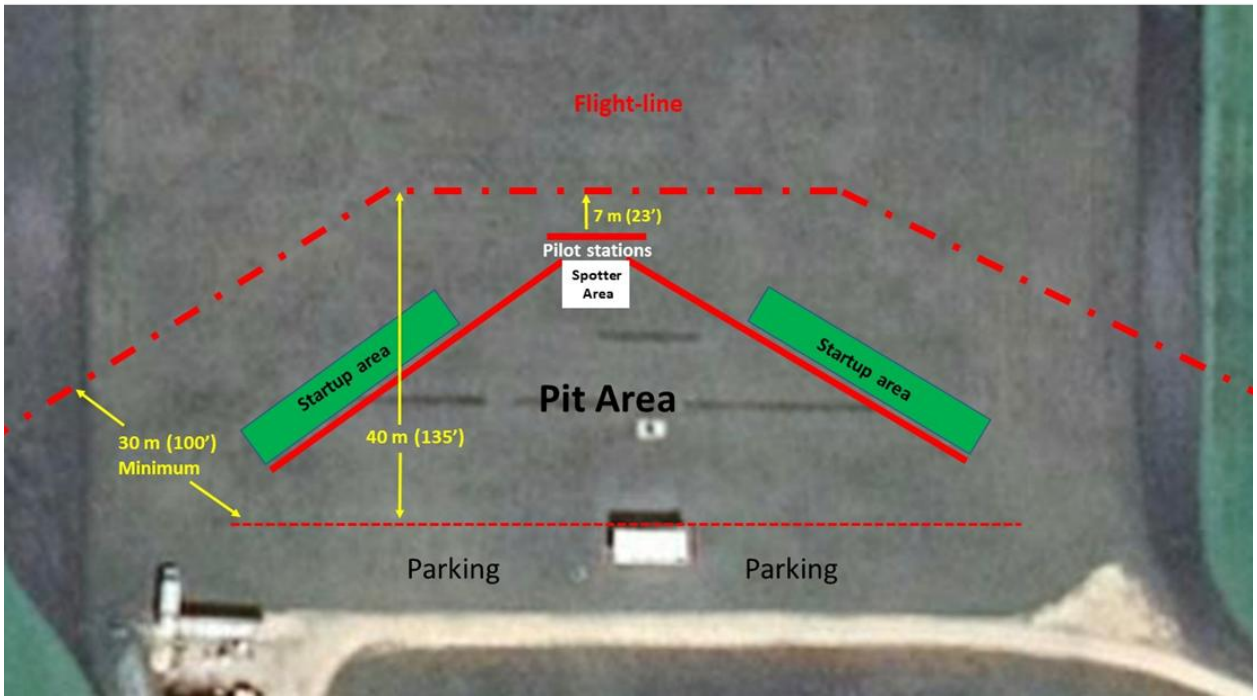
2. In addition to all the above and the club rules, at any event where the public is in attendance under the MAAC SFOC, the event organizers are responsible to ensure:
   a. MAAC warning signs are posted at all public entry points.
   b. A copy of the MAAC SFOC and application are on site and available 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.

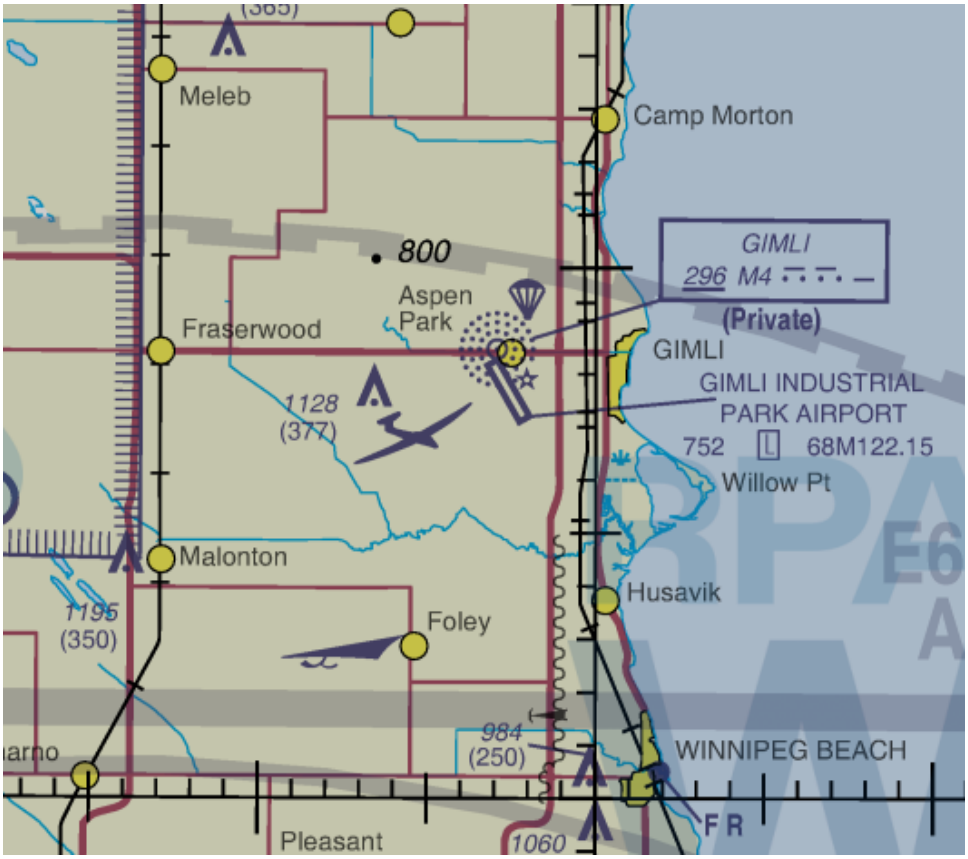
3. Any member attending an event shall
   a. Comply with all CAR, SFOC, MAAC and club/event rules as required.
   b. Not operate a model or RPAS unless they attend or obtain a pilot briefing.

Diagrams/maps

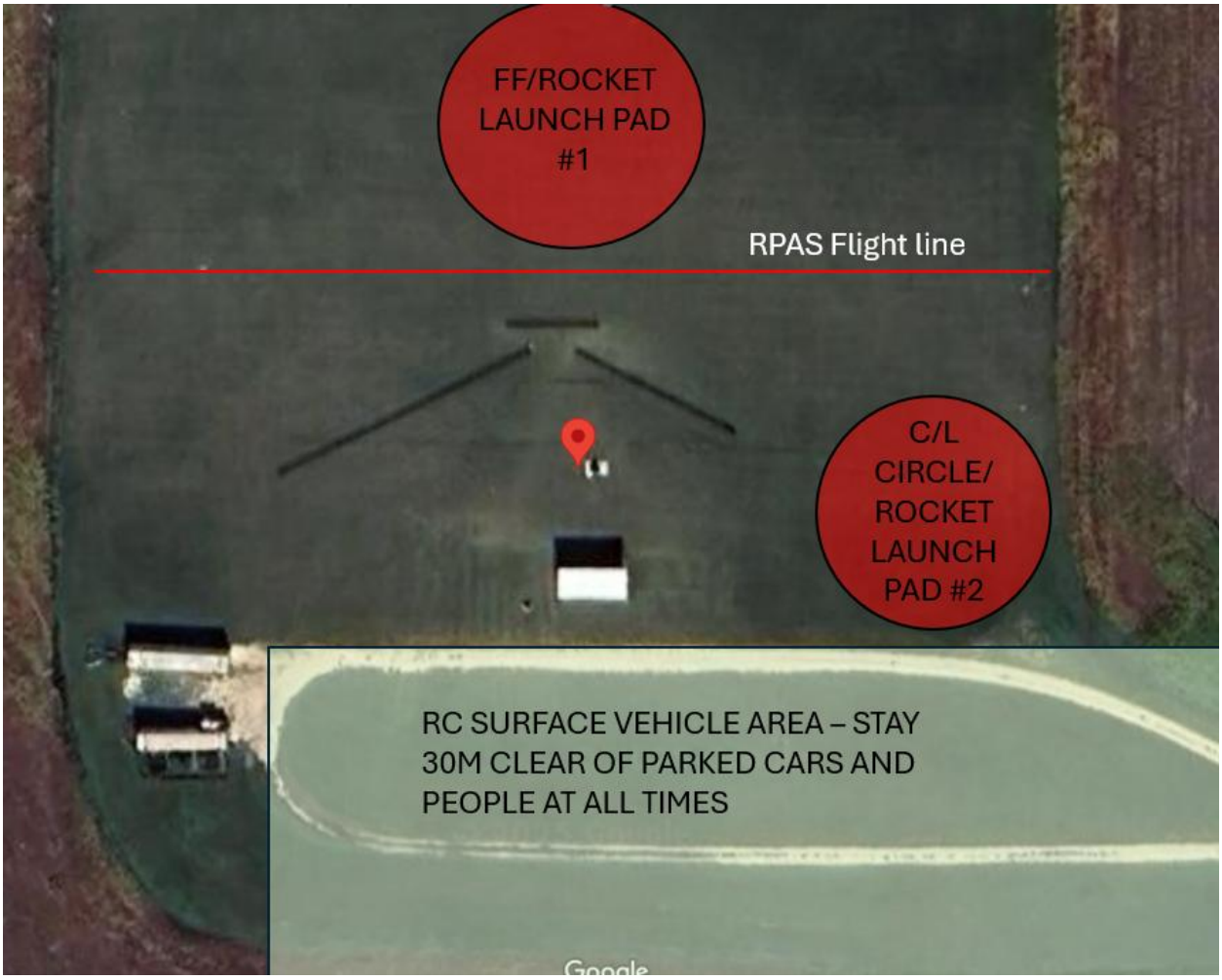
GIMLI INDUSTRIAL PARK AIRPORT MB — CYGM

REF	N50 37 41 W97 02 36 2W 3°E (2014) UTC-6(5) Elev 752' A5007 LO4 HI4 CAP
OPR	Rural Muni of Gimli 204-642-6697/6688 Mon-Fri 1400-2230Z‡ O/T 431-641-3050 Cert
PF	C-2,3,4,5
FLT PLN	Pilots to open/close VFR flt plan with Edmonton rdo, FISE or by phone.
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA) (file 30 min prior ETD, see PRO)
ACC	IFR, 204-983-8337 or 888-834-3344 or Flt Pln by Fax at 204-983-2823 & include phone numbers where pilot can be reached prior to dep.
WX	AUTO H24 (see COMM)
SERVICES	Call out chg may be levied for one or more svcs.
FUEL	100LL, JA-1 (Automated, self-serve Visa and MasterCard)
OIL	15W50 1400-2230Z‡ 204-642-6688
S	Prairie Helicopter 204-642-4841
RWY DATA	Rwy 15(147°)/33(327°) 6800x150 ASPH RESA: 15/33 295'
RWY CERT	Rwy 15/33 AGN IV
RCR	Opr Snow cleared 1430-2230Z‡ Mon-Fri.
LIGHTING	15-(TE ME), 33-(TE ME) ARCAL-122.15 type K
COMM	
MF	UNICOM ltd hrs O/T tfc 122.15 5NM 3800 ASL (CAR 602.98)
AUTO	122.975
NAV	
NDB	M4 296 (L) N50 38 28 W97 02 56 Pvt
PRO	Rgt hand circuits Rwy 33 (CAR 602.96). Gliders & tow acft opr fr infield W of Rwy 15/33. Glider & tow acft circuits W of Rwy 15/33. **ATS REQUIREMENTS:** VFR & IFR Flt Plns, file at least 15 min prior to ETD. All non-flight planned acft intending flt within Winnipeg class "C" airspace (Winnipeg ctl zone & tmi) refer to ATS requirements under Winnipeg/James Armstrong Richard Intl, CYWG, PRO.
CAUTION	Gliding ops Apr 1-Oct 31, intsv gliding ops Jun 1-Aug 31. All glider ops within 3NM W of A/D, max alt 4000 ASL. **USE EXTREME CAUTION WHEN JOINING CIRCUIT FROM WEST**. Civilian parajump activity dly Apr 15-Oct 31, activated by NOTAM. Max alt 12,000 ASL. Paradrop target SE of thld Rwy 15 btwn rwy and apron. Lgtd tower 1128 ASL (377 AGL) 2.5NM W of A/D. Military parajump activity year round dur daylight hrs 3000 ASL ocsl up to 10,000 ASL. Model acft activity aprx 1300' SW of A/D.


Flight-line
7 m (23')
Pilot stations
Spotter Area
Startup area
Startup area
Pit Area
30 m (100')
Minimum
40 m (135')
Parking
Parking


Meleb
Camp Morton
800
Aspen Park
Fraserwood
GIMLI
296 M4
(Private)
GIMLI
GIMLI INDUSTRIAL PARK AIRPORT
752
68M122.15
1128
(377)
Willow Pt
Malonton
Husavik
1195
(350)
Foley
984
(250)
WINNIPEG BEACH
Pleasant
1060

NON-RPAS activity areas



Transport Canada AIM
Section 3.4.5 Operations at or in the Vicinity of an Airport or Heliport—Established Procedure
This section is for advanced RPA pilots **operating in advanced environments**, when the RPA is **within 3 NM from the centre of an airport** or water airport and within 1 NM from the centre of a heliport, regardless of whether the RPA is in controlled or **uncontrolled airspace**.

(e) When operating an RPA at or in the vicinity of an aerodrome, water aerodrome, airport, or heliport, the **RPA pilot should contact the aerodrome operator to inform them of the RPAS operation**, regardless of whether the RPA is operated in controlled or uncontrolled airspace. Please note that aerodrome, water aerodrome, airport, and heliport operators don't have access to NAV Drone RPA flight authorization information.

Although aerodrome operators can prohibit someone from using their premises, **they cannot forbid the use of the airspace surrounding an aerodrome, airport, or heliport**. Airspace access is regulated through the CARs, and any aircraft and pilot meeting the requirements therein could use the airspace.

Transport Canada Transports Canada

VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

Communications Requirements

Information can be exchanged with a flight service station (FSS), community aerodrome radio station (CARS), universal communications (UNICOM), or vehicle operators by directed transmissions, or with other aircraft by broadcast transmissions. See the *Transport Canada Aeronautical Information Manual* (TC AIM) RAC 4.5 for the current requirements.

It is essential that pilots be aware of other traffic and exchange information when approaching or departing an uncontrolled aerodrome, since some aircraft may be receiver only (RONLY) or no radio (NORDO).

Standard Left-Hand Pattern

Before arriving at an uncontrolled aerodrome, plan your approach to the circuit.

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

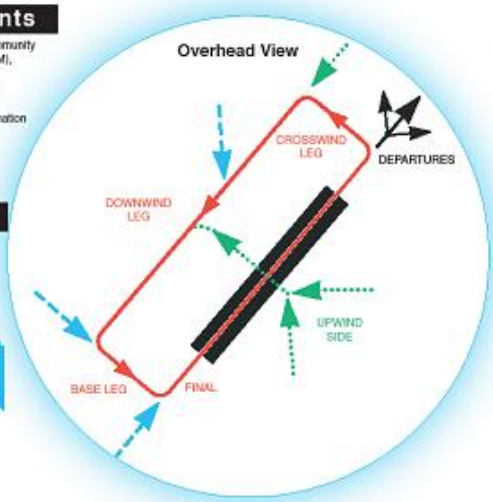
Where designated, a mandatory frequency (MF) or aerodrome traffic frequency (ATF) area is normally a circle with a 5-NM radius, capped at 3 000 ft above aerodrome elevation (AAE). All radio-equipped aircraft must monitor a common designated frequency.

At aerodromes that have published instrument approaches, the MF area may be expanded to include the approach area. See the *Canada Flight Supplement* (CFS) for current information.

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)]



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.

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.

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

TP 11241 (06/2010)

TC-1002940

Canada

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!