FORT MCMURRAY RC MODELLERS
McMurray RC Modellers
2025 Site Rules

MAAC Approved July 7, 2025

The following rules package must be available to all RPAS Pilots while operating RPAS at this site, either electronically or in print. Nothing in these rules relieves the RPAS pilot of their individual CAR compliance requirements.

This site is located in controlled airspace. All RPAS operators shall conform to the Canadian Aviation Regulations, MAAC policies and site rules contained in this document.

Administrative Rules

Site Operator Name: Fort McMurray RC Modellers (#930, Zone A)

Site Name: McMurray RC Modellers

Location: Highway 63 South, Fort McMurray, AB T9H 5L7

Pilot Station Coordinates: 56 36' 26.7"N, 111 20' 12.0"W
(56.607410, -111.336662)

Site Contact(s): Justyn Critch, 62540, President,
justyn.critch@hotmail.com, 709-769-8411

Conditions for Use - All persons using this modelling site must:
1. be MAAC members in good standing.
2. be members of McMurray RC Modellers or an invited guest of McMurray RC Modellers 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

1. Spectators and visitors are prohibited from flight areas and pilot operations, Unless you are invited to join a club member for a specific purpose.
2. Any guest or club visitor who is allowed flight privileges at the field must be prepared to submit their aircraft for and airworthiness/safety inspection and must demonstrate acceptable flying competence before allowing to operate aircraft without supervision.
3. No operating of any type of R/C on the property if under the influence of drugs or alcohol. Zero tolerance for this type of behavior. Any member caught breaking this rule will be banned from the club.

4. Be respectful of others, pets should be leashed and not disturbing members, pick up after yourself and your pets, do not leave your trash for someone else to deal with.
5. Children must be accompanied by an adult at all times for obvious safety reasons.
6. All rules are posted in our clubhouse along with anyone new to the field will be made familiar with the rules before continuing. These rules are available in print from a club executive or instructor
7. Spectators and visitors are prohibited from flight areas and pilot operations, Unless you are invited to join a club member for a specific purpose.
8. Rules are reviewed and revised on a yearly basis during our AGM.

Site/event emergency response requirements

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

5.7 KM south of Fort Mcmurray on HWY 63.
First right turn past Mcmurray Dirt Riders track.

1. Fire extinguisher and first aid kits are located in the clubhouse.

Modelling Rules

MAAC Approved Modelling Categories

The following categories of MAAC modelling are approved at this site/event. In addition to the MAAC Safety Code, there may be site specific rules contained in this document.

Approved Category	Weight/Power Limits	Altitude/operating limits
mRPAS	Less than 250 grams	400'agl
RPAS	25kg or less	400'agl
Tethered (Control-Line)	Not Approved	
Free flight		
Space Models		
Surface Vehicles	1/5 Scale / 10cc	Site racetrack

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		
RPAS Altitude and Weight >25kg		
RPIC	See section below	

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 – All RPAS must conform to a Manufacturer Declaration/Safety Assurance provision, either MAAC's or another manufacturer. Each RPAS must be registered with Transport Canada with a Manufacturer Safety Assurance Declaration, either under the MAAC declaration (Model Aircraft, Rotary Wing or Hybrid) or with another established manufacturer and each RPAS must have the required documentation available (owners/maintenance "manual")
3. Club/Site/Event requirements -
    a. Absolutely no flying over the highway or race track. If Boats are being operated in the pond no flying shall occur Any guest or club visitor who is allowed flight privileges at the field must be prepared to submit their aircraft for and airworthiness/safety inspection

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 comply with the MAAC RPIC program. RPAS owners/pilots must complete the owner's declaration per MAAC policy.
3. Club/Site/Event requirements.
   Visiting pilots with an Advanced RPAS certificate must demonstrate acceptable flying competence before allowing to operate aircraft without supervision. Visiting pilots without Advanced must use the RPIC program to fly at this site.

CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not normally require crew under the CAR.
2. RPAS CAR requirements - The use of a visual observer (VO) is **mandatory** at this site for all RPAS operations regardless of altitude or weight. VO must be an RPAS Certificate holder (Basic or Advanced) and trained/briefed on the procedures listed below.
3. Club/Site/Event requirements - Spotters shall be used at any time there are 2 or more pilots stations in operation, anytime the RC Car track is being used while RPAS are flying, and for any events where non-club members are present. No more than 4 RPAS in the air at a time. Spotters are not required for RC Boat operation as there will be no RPAS operation if the pond is in use.

Crew Rules

Visual Observers

1. Visual observers (VO) **are mandatory** for RPAS operations 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. 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 adult will monitor ATC communication as required. The VO or other responsible person shall monitor ALL cell phone numbers provided in the individual NAV DRONE approvals. Under no circumstances shall pilots flying monitor their cell phones for ATC coordination.

2. Model aircraft must yield to piloted aircraft with no exceptions. Flying operations must cease if there is an aircraft in the vicinity of the field. 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 or any other person on site, shall yell in a loud clear voice “AIRPLANE”. **If in doubt, issue the warning.**
   c. For operations in controlled airspace, if the VO or the person monitoring communications with ATC were to yell “AIRPLANE” the response by RPA pilots is expected to be the same.
   d. Upon hearing this command, all pilots shall descend to as low as altitude as safely possible, and if required land. The goal is to vacate the airspace vertically and then determine if RPA can continue to operate safely.
   e. **Lateral deconfliction maneuvers are prohibited above 60’AGL.** Descending to 60’agl (tree top level) is the accepted Transport Canada initial response. Members operating near/off aerodromes have different specific response requirements.
   f. Upon determining the full-scale aircraft is no longer a threat, the VO or other persons shall yell in a loud clear voice “ALL CLEAR”.
   g. 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.
   h. Thereafter modeling activities may resume as normal.

Program Director, Air Boss, ATC Coordinator

NAV CANADA Airspace - This site has not been approved for a Program Director or an Air Boss. RPAS pilots must obtain individual airspace approval as listed below.

Events require special approval from NAV CANADA – MAAC has not finalized that process yet (As of May 2025)

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**.

This site is in NAV CANADA controlled airspace. The Advanced Certificate holder who obtained NAV DRONE permission must be on site at all times.

1. **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, or
   b. supervise a **single** Basic Certificate holder.

2. **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.

As this site flying area is wholly or partially in **controlled or restricted airspace:**
   a. Any RPA student must be a MAAC member but does not need to possess any type of RPAS certificate to be supervised by an appropriate type of RPIC,
   b. The ratio of RPIC to students of any type is one-to-one, and
   c. The RPIC shall not assume any other roles while supervising a student.

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

Instructors/Demo flights
N/A

Spotters
Spotters are mandatory.

Spotters shall be used at any time there are 2 or more pilots stations in operation, anytime the RC Car track is being used while RPAS are flying, and for any events where non-club members are present. They will stand to the pilots left and watch around the airspace for any conflicting aircraft.

Airspace requirements or permissions

1. mRPAS requirements – mRPAS operation inside controlled airspace cannot use and do not need NAV DRONE for permission.
2. RPAS CAR requirements - This site is in NAV CANADA controlled airspace (Fort McMurray (CYMM) Class C control zone Transponder Required (SFC to 4200')) and NAV CANADA permission is required for every RPAS Session.
   a. **Prior to RPAS operation, each pilot/member must obtain individual airspace permission using NAV DRONE**.
   b. The default automatic altitude approval grid for this site is 400'agl. Requests for higher will require manual processing by NAV CANADA and members can expect delays or denials. All such denials are the sole prerogative of NAV CANADA and shall not be challenged by MAAC members. NAV CANADA determinations are final.

Adjacent Aerodrome Procedures (within 3nm)

There are no aerodromes within 3nm of this site, therefore MAAC see and avoid procedures are deemed adequate for aviation safety.

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 an RPAS at night.

5. No more than 5 RPAS are allowed in the air at a time. 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.

7. MAAC required buffer distances are variable and at this site are 7m from flight line to pilot stations, 10m from flight line to pits, and 30m from flight line to spectator and parking.

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.

9. All models, including electric powered models, will be restrained before being tested, armed or started in the designated startup areas.

10. Refer to the attached map for a depiction of the flying area, including any no-fly zones, a description or depiction of the flight line, safety line, runways, taxiways, and any other pertinent flying area demarcation.
    a. The car track may be used during RPAS operation
    b. The boat pond is not to be used during RPAS operation.
    c. No RPAS operation is permitted duing grass cutting or field maintenance.

11. The following are the site take-off, approach, landing and recovery procedures:
    a. Pilots, or their spotter, shall call out all model movements.
    b. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations/dock.
    c. Pilots shall take off into the prevailing winds, or otherwise in agreement with all pilots flying.
    d. No person shall proceed past abeam the pilot stations without permission of other pilots flying.
    e. The recovery of downed models in the flying area shall not be done without the agreement of all pilots flying. Thereafter no new models may take-off until the downed model is recovered. No flying directly over the recovery crew.

Non-RPAS Normal Modeling procedures

Surface Vehicles (cars/boats) model operations

Public safety
The surface vehicle track is surrounded by snow fencing to keep spectators at a safe distance and provide some protection in the event of a runaway model. The boat pond perimeter is protected by high growth and will prevent any runaway model

Member safety
The surface vehicle track is located away from the flight line, RPAS pilot stations to help avoid the mixing of models, pilots and the associated dangers. The following rules must be followed:

1. The boat pond may not be used during RPAS operation.
2. Members shall ensure any surface vehicle models are restrained in a start up area prior to tuning or other powered maintenance.
3. Members shall only operate surface vehicle models within the marked track boundary.
4. Members may operate surface vehicle models of the car track while RPAS are being operated.
5. There are no modifications to the car track without prior approval of the club executives
6. All car/boat users must only use radios for transmitting land authorized only frequencies.

Spectator safety
The surface vehicle track is surrounded by snow fencing to keep spectators at a safe distance and provide some protection in the event of a runaway model. The boat pond perimeter is protected by high growth and will prevent any runaway model

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 located in NAV CANADA controlled airspace (Fort McMurray (CYMM) Class C control zone (SFC-4200). Refer to the NAV DRONE approval for current contact information.

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

General site rules
This site is in controlled airspace, MAAC does not allow more than one-on-one direct supervision. 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. The RPIC may or may not provide hands-on "instruction" to any student at their discretion.
2. The RPIC shall be positioned and remain within earshot, at a normal conversational level, of the student while the RPA is airborne.
   a. Conversely, regardless of physical pilot stations arrangements, RPIC shall not occur unless the student is within earshot of the RPIC.
3. The site shall ban or otherwise prohibit all extraneous noise to ensure a solid verbal communication ability between RPIC and students.

Event Approval

RPAS Event approval requires permission from NAV CANADA. At a minimum they will require the event organizers to appoint a "Program Director" who will be the contact point for all event processing and approvals. Please contact your Zone Director directly for information on how to begin the event approval process. The following is MAAC only process – NAV CANADA has the right to ask for additional requirements and information.

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.

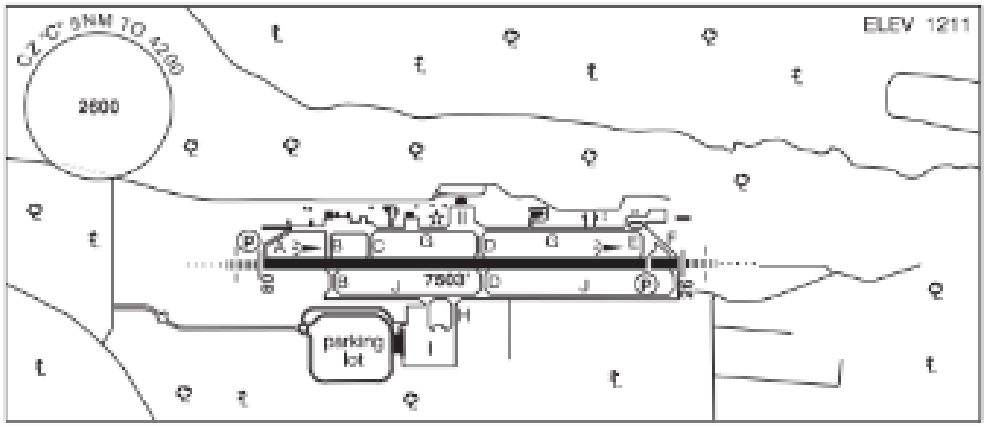
Diagrams/maps

Airspace:

Flight Area:

Pilot Stations/RC Track

FORT McMURRAY AB — CYMM



REF	N56 39 12 W111 13 24 7SE 15°E (2012) UTC-7(6) Elev 1211' A5023 LO1 HI2 HI3 CAP
OPR	Fort McMurray Aprt Authority 780-793-8970 Cert Ldg fees
PF	A-1,2,3,6,7 C-4,5
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
WX	METAR AUTO H24 (see COMM) WxCam TAF H24, issue times: 01, 07, 13, 19Z.
SERVICES	Call out chg for after hrs svcs. Ramp fees 24 hrs.
FUEL	100LL, JA-1 (FSII avbl)
OIL	All
S	1,2,3,4,5,6,7
ARFF	DESIGNATED CAT 6 1245-0815Z‡, O/T call out chg PN, outside CAT 6 hrs PPR for acft 20 seats & abv, exc for diversions or as an altn A/D
SUP FL	D & A-ice
PVT ADV	Executive Flight Centre 123.0 780-791-5551
MIL CON	Executive Flight Centre Fuel Services Ltd 780-791-5551
RWY DATA	Rwy 08(075°)/26(255°) 7503x150 ASPH Thld 26 displ 500'
RWY CERT	Rwy 08 RVR 1200(1/4sm)/Rwy 26 RVR 1200(1/4sm) AGN IV
TWY CERT	Twy: C, G AGN IIIB
TWY	Twy C and G rstd to acft wingspan 118' or less. Twy H uncontrolled
APRON	ATB Apron I: Ltd prkg. 2hr PN for non-sked acft 780-793-8970. All acft shall enter via the W entrance and exit via Twy H. All acft will be marshalled in and push-back is mandatory. ATB apron II: Ltd prkg. 24 hr PN for non-sked acft 780-793-8970. All acft will be marshalled in and push-back is mandatory.
RCR	Opr Wtn maint 13-06Z‡ O/T 2hr PN cost recovery. CRFI, PCN
LIGHTING	08-AN(TE HI) P2, 26-AN(TE HI) P2 ARCAL-118.1 type K 0545-1315Z‡

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!