Boundary Barnstormers (BBRFC)
Grand Forks Aerodrome (CZGF)
Site Rules 2025

MAAC Approved August 14, 2025

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

Administrative Rules

Club: Boundary Barnstormers Radio Control Model Flying Club (#52, Zone C)

Location: Grand Forks Airport (CZGF)
5980 2 St, Grand Forks, BC V0H 1H4

Pilot Station Coordinates: 49° 00’ 54.30”N, 118° 26’ 5.70”W
(49.015083, -118.434917)

Club Contacts: Bruce Hawes 22013, President
250-442-7493-Email bhawes@interfor.com

James Traynor 41495, Treasurer
250-442-9424 -Email jtetraynor69@gmail.com

Ken Relkoff 14937 Secretary
250-444-8448 -E mail shortline32off@gmail.com

City Contacts: General Inquiries - 250 442 8266 -
24/7 Answering Service after hrs - Request City Works/Airport
Airport Attendant Direct – 250 443 4183

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

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

Any MAAC member attending this site must agree to attend any modeller briefing, or otherwise read and follow all site rules. The Club or site operator is responsible to take reasonable steps to ensure a modeller briefing occurs for each modeller using the site.

Site Administrative rules

1. This flying site is to be used for recreation flying by qualified BBRCFC members and qualified guests. No special events or competitions shall be organized or conducted on this site.
2. No smoking or alcohol consumption on aerodrome property.

3. All garbage to be picked up immediately. No debris or garbage is to be left on or near the flying site.
4. The aerodrome operator has stipulated the following procedures for us to use this facility.
   a. We can only use the facility during daylight hours, and when there is no snow blocking the gate entrance or impeding side road access to the club use area. During spring thaw, access will be determined based on ground conditions. Hours of use defined.
   b. There shall be no pyrotechnics deployed on the flying site.
   c. No discharging firearms are allowed on flying site.
   d. Access to field is via west end aerodrome vehicle gate and only members in good standing shall have keys issued to them.
   e. Vehicles must use only the designated south side roadway to access the modeling site location and drivers qualified/authorised to do so.
   f. Gate code is 1215 to access aerodrome terminal to get the club handheld radio and frequency board, which will also have a current hard copy of the field rules inside it.
   g. Control of gate access to the aerodrome is paramount and any breach of this control is to be reported to the Aerodrome Operator (OPR) immediately. (250-443-4183 / 250-443-4174).
   h. The entry gate to airport grounds must be closed and locked at all times. Care must be taken to prevent wildlife from entering the aerodrome by minimizing the opening in the gate when moving vehicles. Deer will not typically attempt to bypass persons or vehicles. If large numbers of deer are located in proximity to the gate then members must clear them away or wait until such time as the deer have moved on to a safe distance from the gate.
   i. Vehicles accessing the RPAS site must have driver(s) of vehicle(s) authorized and qualified by the City of Grand Forks/BBRCFC.
   j. **All spectators' vehicles to be left outside of the aerodrome grounds.**
   k. **Members' vehicles to be parked at the south airport fence.**
   l. The running of model engines is to **follow municipal noise bylaws for contractors (Mon to Fri 7am-9pm, Sat 10am-9pm, Sun 10am – 6pm)**.
5. All members using this site must sign an agreement they have read, understand, and will abide by these rules while modeling at Boundary Barnstormers R/C Model Flying Club.
6. Any pilot observed willfully breaking flight line restrictions, ignoring no-fly zones or any other reckless model operation will be ejected from the site permanently – no second chances.
7. These rules will be reviewed at least annually by BBRCFC Executive(s). Updated documents will also be submitted to the City of Grand Forks.

Site/event emergency response requirements

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

West end airport access point, by Cameron Avenue and Como Road,
Grand Forks aerodrome, BC. GPS 49°00'56"N 118°26'22"W or 49.015, -118.439444

1. A fire extinguisher must be present for all powered RPA operation.
2. Extinguishers are stored with the ride on lawnmower and must be placed in pits for easy access during flying sessions.
3. First Aid Kit is located in the lawn mower storage area.

Modeling 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'/1700'agl
Tethered (Control-Line)	Not Approved	
Free flight		
Space Models		
Surface Vehicles		

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	Less than 25kg	1700'agl
RPAS Altitude and Weight >25kg	Not approved	
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 - There are **no** special CAR restrictions on RPAS models operated below 400'agl. All RPAS operating over 400' must conform to the MAAC Manufacturer Declaration/Safety Assurance provision,
3. Club/Site/Event requirements - This site is limited to fixed or rotary wing mRPAS and RPAS only. All internal combustion engines and exhaust systems are to meet club decibel level regulations. (As of April 2024, the club Decibel level is set at no greater than 98db measured at 3 meters distance and 1 meter high.)
4. MAAC Add-on requirements –RPAS operated over 400'agl must comply with the MAAC/SFOC RPAS requirements listed in the add on section. All event visitors must be briefed to ensure compliance with these requirements.

RPAS Pilot/operator qualifications or requirements

1. mRPAS requirements – mRPAS do not require an RPAS operators' certificate. Except for Advertised Events there are no MAAC or CAR age restrictions for mRPAS flight.
2. RPAS Pilot CAR requirements - All RPAS pilots using this site must have BASIC RPAS certification at a minimum. **The Club will not police or enforce member CAR compliance as it is an individual legal responsibility.**

3. Club/Site/Event requirements - Club RPAS pilots must demonstrate or be known to possess competent RPAS flying skills before using the site. (minimum level "A" in the wings program or be in training with a designated Examiner). The final authority on who may fly here is at the sole discretion of the Club President. All visiting pilots must require BBRCFC club executive confirming qualifications of each pilot as well as be subjected to a flight review to determine competency.
4. MAAC Add-on requirements – RPAS Pilots operating over 400'agl must comply with the MAAC/SFOC pilot requirements listed in the add on section of this document

CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not normally require crew under the CAR. BBRCFC requires a VO on this site for mRPAS.
2. RPAS CAR requirements - Visual observers (VO) are mandatory for operations on aerodromes and are preferred to be certified RPAS pilots (basic or advanced), but any responsible person can be trained/briefed to be a VO. This includes spouses, children of appropriate maturity, or friends.
3. Club/Site/Event requirements - Helper and mechanic use are up to each individual member/pilot to decide.
4. MAAC Add-on requirements - RPAS Pilots operating over 400'agl must comply with the MAAC/SFOC pilot requirements listed in the add on section of this document

Crew Rules

Visual Observers

1. Visual observers (VO) are **mandatory,** and no member shall operate an mRPAS/RPAS at this site unless:
   a. A visual observer(s) is present who has been briefed or trained on the 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 area and 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, the club will provide suitable notification means such as air horns, lights, radios etc.
   f. The visual observer should use the club handheld receiver to monitor the CZGF ATF 123.2 for aircraft movements. Use of the radio is optional and shall not be used instead of visual scanning – aircraft without a radio (NORDO) can use Grand Forks aerodrome.
   g. CZGF has one IFR approach (RNAV (GNSS) A) available for landing on either runway end (direction) however the approach starts from the east.
      i. VO must be briefed/aware that IFR aircraft can land runway 25 "straight-in" without overflying the aerodrome – EXTREME care must be taken to spot these aircraft visually.
      ii. Radio calls will normally be made 5 minutes prior to landing, or as the aircraft is passing over "fixes" named MIRID, LOLPU, or the **final approach fix XIGEL**.
      iii. IF you hear an aircraft state they are over these fixes – **CLEAR THE RUNWAY IMMEDIATELY** – the aircraft is mere seconds/minutes from landing.

h. While operating over 400' the Visual Observer, or other responsible person assigned VHF Communication responsibility shall:
   i. Be briefed on the CZGF aerodrome traffic patterns and arrival departure routes
   ii. Be briefed on the CGF4 arrival and departure routes
   iii. Possess a ROC-A (Restricted radio operators' certificate – aviation)
   iv. Shall monitor CZGF Aerodrome Traffic frequency (ATF 123.2mhz) and
   v. Limit communications to those MAAC approves of, and
   vi. Should use the suggested phrases appended to these rules for advising full scale aircraft of the RPA operations.

2. Per CAR (901.23(vii)) each site must have rules to ensure a clear full-scale detection and avoidance command/response protocol is in place – there is no time for debates or confusion. MAAC has adopted the following minimum:

   a. **MAAC models/RPA shall give way/get out of the way of full-scale aircraft in all circumstances – no exceptions. There is never any onus on full-scale pilots to yield to models – ever.**
   b. Upon spotting/hearing or being advised of any airplane that might pose a hazard with modeling activities, the VO or any other person shall yell in a loud clear voice "**AIRPLANE**". **If in doubt, issue the warning.**
   c. If the visual observer sees a hanger door opening or otherwise thinks an airplane is getting ready to go fly, yell "**HANGER**" in a loud voice. **All pilots must land as soon as safely able** but understand there is some "extra" time to do so safely and orderly.
   d. Upon hearing those commands, 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.
      i. Members operating near/off aerodromes must determine if using the runway/aerodrome property for landing is still safe.
      ii. RPAS pilots operating off this aerodrome understand and agree they may need to land/crash their model off the runway/airport environment to assure full-scale safety.
   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

This site is in uncontrolled airspace – a Program Director or an Air Boss is 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 a current and valid Basic RPAS certificate may perform RPIC duties as follows:
   a. supervise a **single** non-certificate holder at a Basic site
   b. Shall not supervise a group of other people regardless of any certificates.
   c. Shall not supervise any other member in any "advanced scenario".

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 at **any site** or Basic scenario,
   b. supervise up to 5 "Basic" Certificate holders in **uncontrolled airspace** advanced scenarios (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 a **single** non-certificate holder at any Basic site,
   b. supervise up to 5 Basic Certificate holders in **uncontrolled airspace** advanced scenario (above 400'), as outlined in site rules.

   Notes:
   c. PPL+ only holders may not independently operate an RPAS in basic or advanced scenarios unless supervised by an appropriately rated RPAS Certificate holder A PPL+ only holder cannot supervise another PPL+ only holder while in controlled airspace – at least one person must have at least a valid basic RPAS operators certificate. 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

Only designated club instructors shall instruct students or conduct demo flights. Buddy box technology must be employed during these flights.

Spotters

Spotters are mandatory and it is preferred that the persons employed are qualified RPAS pilots. Non pilots must be capable of fully understanding their role and requirements as listed in the MAAC crew responsibilities policy.

Airspace requirements or permissions

This site is in uncontrolled Class G airspace and airspace permission is not required.

The nearest controlled airspace vertically is Williams Lake Class E CAE at 9000'MSL (7275'AGL).

The nearest controlled airspace laterally is Castlegar (CYCG) Class E control zone located 30.6NM northeast and CYCG Class E Transition Area located 20.6NM northeast.

Site Elevation: 526m/1725'MSL

Adjacent Aerodrome Procedures (within 3nm)
This 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. Grand Forks (Boundary Hospital) (CGF4)) and it is located 1.6 nautical miles northwest of the modeling site.
2. The aerodrome is a certified hospital heliport. The published arrival and departure paths do not pass over or near our model flying site, and the normal Grand Forks aerodrome circuit and traffic patterns should preclude any hospital traffic conflicting with our RPAS. However, the VO should be briefed about the presence of the helipad and keep an eye out for helicopter traffic in that direction.
3. There are no CFS RPA procedures and no other CFS PRO comments that affect our modeling site.
4. The club executive has contacted the operator (OPR) of CGF4, and they have expressed no issues with our RPAS site.

MAAC Safety rules for operations on an Aerodrome

Boundary Barnstormers R/C Flying Club is located on Grand Forks Aerodrome, identifier CZGF, located 2km south of down town Grand Fork, BC. See the attached diagram.

MAAC members conducting modeling activities on an aerodrome shall give way or otherwise immediately get out of the way of all full-scale aircraft and any support equipment or persons – no exceptions.

No member shall:
1. Operate any category of model at “night” on this aerodrome.
2. Add, alter, tamper or interfere in the operation or presence of any aerodrome equipment, including markings on maneuvering area surfaces, lights or markers, signage, windsocks or any other aerodrome infrastructure.
3. Operate on or park any type of motor vehicle within 30m of an aircraft maneuvering area.
4. Erect any permanent or semi-permanent obstruction, device or piece of modeling support gear/equipment or apparatus within 30m of any maneuvering surface, unless the object can be immediately removed by the RPAS pilot as he vacates the area.
5. Leave behind any debris, parts or other objects on or within 30m of a maneuvering area, that could cause potential damage to an aircraft in operation, including but not limited to broken model propeller blades, crash damage or anything else that could damage an aircraft wheel, float or ski, or could otherwise be blown about by slipstream and create projectile damage possibilities.

6. Fail to immediately report to the aerodrome operator **(250-442-8266/250 -443-4183)** any damage to any aerodrome infrastructure or property caused by the modeling activity.

If using an aviation radio capable of transmitting, no member shall:
1. Operate such radio except in compliance with ROC-A and aviation phraseology,
2. Make any transmission other than for information purposes.
3. Make any transmission indicating permission or guidance in the operation of a full-scale aircraft.
4. Activate or deactivate any aerodrome lighting system such as ARCAL.
5. The visual observer, or other responsible person shall monitor CZGF aerodrome traffic frequency (ATF – 123.3) only. Do not make any transmissions to aircraft unless in possession of a ROC-A and required for safety.

Aerodrome details
1. Grand Forks Aerodrome is home to multiple general aviation aircraft including:
   a. 1 Piper Cherokee, 1 Piper cub Home built, 1 Cessna 172, 1 Cessna SkyMaster 337, 1 Cessna 150, 1 Boeing P12 Bi-plane, 1 Cessna 177 Cardinal, 1 Vans RV6 Home built, 1 Schweizer 300 Heli and 1 Extra 300
2. CZGF has one runway (07/25) with the hangers located at approx. the center/center east. The following is a summary of the normally expected traffic patterns. **All RPAS activity will be suspended during any of the following activities.**
   a. Helicopter Fire Fighting Base – Operates as required during fire season.
   b. Medevac Emergency Flights – Operates as required throughout the year.
   c. The Boeing PT -17 offers rides for charity donations and can be operational on any given day or time.
   d. The Extra 300 owner is an area summer resident and takes practice flights several times per week usually at mid mornings. No aerobatics are flown at the aerodrome location.
   e. Other local owners may conduct circuits at CZGF and conduct some touch and goes as well as depart CZGF to go to other aerodromes. In the event that local owners are conducting touch and goes/circuits, **all RPAS activity will be suspended until such activity has concluded.**
3. Some aircraft movements on the aerodrome are easily seen or heard from our pit area and pilot stations. **All RPAS activity will be suspended when engines are heard**, or aircraft movement is detected.
4. There is one IFR approach and RPAS pilots must be briefed/aware that IFR aircraft can land runway 25 “straight-in” without overflying the aerodrome – EXTREME care must be taken to spot these aircraft visually.

a. Radio calls will normally be made 5 minutes prior to landing, or as the aircraft is passing over “fixes” named MIRID, LOLPU, or the **final approach fix XIGEL**.

b. IF you hear an aircraft state they are over these fixes – **CLEAR THE RUNWAY IMMEDIATELY** – the aircraft is mere seconds/minutes from landing.

5. There are several “para-planes” in the area with pilots not necessarily equipped with radios (NORDO) – so use extra vigilance to spot them passing by – they may or may not make any radio calls before flying near us.
6. There are no regular commercial services, and the aerodrome operators have confirmed no other aircraft use the aerodrome with any regularity.
7. There is no PRO in the CFS for RPAS operations. Our modeling/RPAS activity is indicated in the CFS entry.

The following are the approved CZGF aerodrome procedures for our RPAS operations:

1. Drivers of all vehicles accessing the RPAS site within the aerodrome perimeter fence shall be qualified and approved to do so.
2. Our "pits" and set up/spectator area are 30 meters from the runway which meets MAAC requirements. A portable start up stand is stored beside the mower and may be moved to this pit area while we are flying. It must be returned to beside the mower when done for the day. Do not park or put any model gear on the asphalt runway. Model assembly should be done in the designated pit area.
3. The "start-up area" is immediately north of the pit area behind the pilot stations using the supplied stands or restraints. Do not take any model gear with you near the runway - only the airplane is allowed. Turbine pilots may take their taxi fuel bladder and control box.
4. Caution must be taken in the test / run up areas so as not to blow exhaust on any of the other pilot's personal property (plane, equipment, lunch, etc.). Test / Run ups are to only take place at either the west end, east end of the pit area. Awareness of the line of fire for propellers and impellers in turbines to ensure no persons are in harm's way.
5. Our flying area as measured from the center of the pilot stations, is a rectangle 800' west, 800' east and 875' north. Refer to the site flying area map for no-fly zone depictions – **absolutely no flying east of the first hanger** – per our agreement with the city (original agreement 2004). No flying north/west beyond the flight area as agreed with the neighboring land owner Joe. No flying south of the flight line over the pits/pilot stations/spectator area, parking, Cameron Road.
6. The direction of take-off /landing, and traffic pattern will be determined by the prevailing winds. If no or light wind, all take-offs will be west or east depending on sun location. Landings will be conducted to avoid the sun. Coordinate your circuits with one another.
7. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally on the north side of the pilot stations.
8. Recovery of RPA that land/crash off the runway but in the flying area contained by the aerodrome perimeter fencing will be done in agreement with any pilots flying. Before crossing the runway make sure the visual observer knows you are going there and be extra vigilant for approaching full-scale aircraft. If you spot/hear an approaching aircraft and think you cannot return to the modeling site safely, stay at least 30m clear of the runway until the aircraft lands or departs.
9. Recovery of RPA outside of the aerodrome perimeter but inside the flight area requires contact with the landowner BEFORE accessing the property. Joe can be contacted @ 250 442 0336 and arrangements can be made for access (Property is perimeter fenced.)
10. The following are the procedures to operate an RPAS from runway 07/25.
    a. When the asphalt runway strip is to be used for flying RPAS, no other RPAS may be airborne and will refrain from flying from either runway strip until the flight has concluded and persons have cleared the area.
    b. Once your model is started/armed, you may carry it or taxi it to the runway. Before leaving the "pit area" visually scan the apron/hanger area and sky to ensure no aircraft are near or approaching the runway. Follow our visual observer rules as stipulated elsewhere in this document.
    c. While flying if a full-scale airplane starts up on the hanger line, or if you spot or hear an airplane approaching, land immediately. If for whatever reason you do not think you can land safely before the aircraft enters the runway environment, fly north at low level away from the runway and orbit as far out as safely able until the aircraft departs or lands. If need be, intentionally "land" off field away from the runway. By flying at CZGF you accept that you may need to intentionally destroy your model to ensure full-scale safety.

d. After you land clear the runway as quickly as safely able. Backtracking on the runway to the pilot stations is permitted. You may taxi or carry your model from the runway back to the startup area – no taxing in the pit area. Ensure you take any support gear with you. If any member damages or sees damage to any aerodrome property or infrastructure, they must report it immediately to the aerodrome operator.

11. At the end of the day, ensure all model gear is removed from near the runway and apron.
12. If there is damage to a full-scale airplane, this must be reported to MAAC National Office, and the involved member(s) must complete a Transport Canada occurrence reporting form (attached).

Normal mRPAS/RPAS/model operating procedures

The following are the MAAC approved normal model operating procedures for CZGF:

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 (you may use Castlegar CYCG aviation weather (METAR) available at RPAS Wilco site or NAV CANADA weather portal as an approximation):
   a. no cloud ceiling (BKN or OVC) **estimated** less than 1000’ above the site approved altitude, and
   b. the RPA will be able to remain 500’ vertically and 1 sm (statute mile) horizontally clear of any cloud, and
   c. an **estimated** horizontal visibility of 3sm (5km) or more around the flying area, and
   d. no other local obscuring conditions (fog, smoke, haze etc.) exist which could make spotting full-scale aircraft difficult.

NOTE – there is no aviation weather available for CZGF so 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. No flying will commence until half an hour after sunrise and will end a half hour before sunset. **Night flying is not allowed at the Grand Forks CZGF site**. Members shall use the CYCG aviation weather data or Grand Forks BC weather channel time to determine legal night.

5. Except as listed above for runway provisions, there is no maximum limit on the number of airborne RPAS permitted, provided all pilots agree to any additional airborne RPAS that exceed available pilot stations, and those pilots stand near the pilots stations. Pilots may fly in formation provided they agree to do so.

6. 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:
   a. 7m from flight line to pilot stations, 10m from flight line to pits, and 30m from flight line to spectator and parking.

8. The radio frequency control system must be adhered to at all times to ensure freedom from radio interference between equipment operating on interacting frequencies. (72mhz users.) A frequency pin must be placed in the corresponding frequency slot on the frequency board denoting the frequency of the transmitter before the transmitter can be turned on. (The Pilot must have clearance on his/her frequency before turning on the transmitter). This does not apply to 2.4ghz systems.

9. 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.

10. All models, including electric powered models, will be restrained before being armed or started in the designated startup areas.
    a. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – no exceptions.
    b. Gas/glow/turbine models must be restrained and started in the start- up stands or similar, located in the start-up area. Do not conduct prolonged tuning if other pilots are flying.
    c. Failsafe must be checked and confirmed active if equipped.

11. 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.

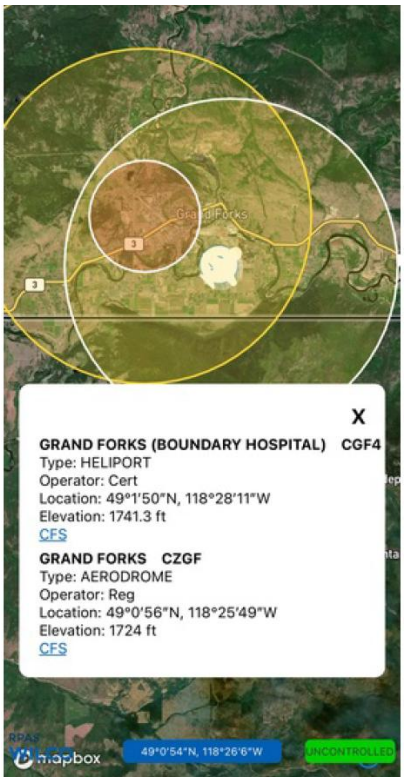
12. The following are the site take-off, approach, landing and recovery procedures:
    a. Pilots, or their spotter, shall call out all model movements.
    b. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
    c. 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.

Emergency procedures

Fly-away or lost link.

CZGF is located wholly in uncontrolled airspace:

a. if there is a flyaway situation towards the terminal and hangers **All** airborne RPAS are to land and a "all hands-on deck" protocol shall be enacted to track and retrieve the RPAS.
b. At no point are individuals or vehicles to enter onto the main runway in order to follow the flyaway RPAS. Vehicles are to leave the flying site via the access gate and travel on public roads to the main terminal access point.
c. If the RPAS is being followed by people on foot they must proceed well off the runway surface and carry a radio to monitor for potential air traffic.



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

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

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

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

   a. Laterally

Nearest Controlled Airspace – Fly-away - Laterally				
Altitude	Name, Class, Type	Distance and Direction	Altitude	Contact Info
Below 400’	Castlegar (CYCG) Class E Control Zone	30.6nm NE	SFC to 3000’AAE	**Vancouver Flight Information Region** (604) 586-4500
Above 400’	CYCG Class E Transition Area	10.6nm NE	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	Not required			**Vancouver Flight Information Region** (604) 586-4500

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.
2. If there is any damage to any aerodrome equipment, buildings or infrastructure (runway lights, signs etc.) or anything you think could pose a hazard to full-size aircraft, the member finding/causing the damage or issue, must call the aerodrome operator immediately at 250 442 8266 or airport attendant at 250 443 4183. Please notify the club executive as soon as able and complete a MAAC reportable occurrence form/process.

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 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 Castlegar (CYCG) Class E Control Zone 30.6nm NE of the site. Controlled airspace vertically over this site is based at 9000'ASL, 7200' above the site.

1. **The highest altitude MAAC can approve is 1700' AGL (above ground level).**

Sufficient Communication requirements

This site is on an aerodrome (Grand Forks (CZGF) and the Grand Forks Boundary Hospital heliport (CGF4) is 1.68nm NW. There are no other aerodromes within 3nm of this site. There are no protected airspace volumes, depicted air routes, or commonly used tracks near this site that require communication capabilities. Assessment of the normally expected traffic patterns yields the following:

1. Seasonally, prior to commencing RPAS operations above 400'agl, the site operators should contact the operators of Grand Forks aerodrome (OPR City 250-442-8266) and advise them of intended RPA operation above 400'AGL to a maximum of 1700'AGL. While permission from the aerodrome operators is not required, the site operators shall ensure they ask for the OPR if there are any RPA operational accommodations they need to make (Per AIM section 3.4.5) and the site operators shall forward a copy of any aerodrome requirements to MAAC.
2. The site operators shall request the aerodrome operator to update the CFS entry indicating the operational altitudes of RPA. Suggested wording is:
   a. "*Remotely Pilot Aircraft (RPA) ops in vic. N of rwy to max alt 1700'AAE monitoring ATF*".
3. The Visual Observer, or other responsible person assigned VHF Communication responsibility **shall**:
   a. Be briefed on the CZGF aerodrome traffic patterns and arrival departure routes
   b. Be briefed on the CGF4 arrival and departure routes
   c. Possess a ROC-A (Restricted radio operators' certificate – aviation)
4. While operating RPA above 400', the VO or other responsible person **shall:**
   a. Shall monitor CZGF Aerodrome Traffic frequency (ATF 123.2mhz) and
   b. Limit communications to those MAAC approves of, and
   c. Should use the suggested phrases appended to these rules for advising full scale aircraft of the RPA operations.
5. IF VHF radio communications are no longer possible, for any reason, all RPA shall immediately descend to below 400'AGL, or lower, and operations above 400'AGL shall not resume until VHF radio communication ability 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 position near the flight line, within earshot at normal conversational voice levels. If need be, equip the VO with a noise making device to supplement any aircraft warnings.
2. The VO, or responsible adult nearby, shall be equipped with an aviation VHF radio capable of transmitting and receiving.

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. Non-essential ambient noise shall be kept to an absolute minimum (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

MAAC suggested VO/Radio Operator Phrases - On aerodrome

Per aviation radio rules, always identify the station you are calling first, then identify yourself, and then state your message. Always end you call with the Aerodrome name (ex “Grand Forks”), so anyone tuning in mid call knows where the call is for.

The below examples are also some of the more common phrases you will normally make. Recall MAAC policy does not allow MAAC members to issue instructions or make suggested actions to full-scale pilots. Your **only role** is to **provide information** to full scale pilots, so they choose what to do – you have NO authority to tell pilots what to do and must vacate the runway regardless of any radio calls. Ultimately, if the VO has done their job, no full-scale aircraft should ever pose a collision risk on an aerodrome.

Scenario	**Phrase**	**Example**
What to call yourself? Your MAAC “name/callsign”	**Location (site name) Drone OPS** MAAC has not obtained a Radio Telephony operators registered name – use this instead. Do not make up your own name.	*Grand Forks Traffic, **this is Grand Forks Drone OPS** starting Drone operations up to 1700’ (pronounced as seventeen hundred feet – or one seven zero zero feet) at Grand Forks aerodrome*
How to make an announcement to all aircraft in the vicinity	**Location (Aerodrome name) Traffic**	***Grand Forks Traffic**, this is Grand Forks OPS all drones are done for the day at Grand Forks Aerodrome*
How to "talk” to a single airplane pilot	**Use the last three letters of the Aircraft Registration – preferably in Aviation phonetics**	**Ex – CF-TXT calls inbound to Tofield for landing:** ***Tango Xray Tango** this is Grand Forks Drone OPS, be advised we have 2 model aircraft directly over the aerodrome at 600’ and descending to clear the airspace*

		for you – we will advise when they are clear of the runway – Grand Forks
How to make a blind transmission to an unidentified approaching aircraft warning them of the RPA operation	**As concise as possible brief description of airplane and direction – identify yourself – followed by brief message**	***High wing aircraft approaching Grand Forks from the west,*** *this is Grand Forks Drone OPS, be advised we have 1 model aircraft at 600' descending over the aerodrome for landing – will advise when clear of the runway – Grand Forks.*
How to express a concern that something is unsafe	**General broadcast (Grand Forks Traffic) or aircraft ident if known, Identify yourself – brief description of issue.** If urgent stating location twice is a cue to pilots to pay attention.	***Grand Forks Traffic – Grand Forks Traffic,*** *this is Grand Forks Drone ops, be advised we have NOT cleared the runway, I repeat there are still men and equipment on the runway – Grand Forks.*
How to clearly state landing on the runway is not safe/possible (maybe a model crash is being cleaned up etc.)	**General broadcast (Grand Forks Traffic) or aircraft ident if known, Identify yourself – brief description of issue.**	*Tango Xray Tango, Grand Forks Drone OPS, be advised there is debris on the runway,* ***landing is not advised, what are your intentions,*** *Grand Forks.* This can be followed up a more casual conversation and you can work out a plan of action directly with the pilot – provided the pilot is in charge of his safety. *Roger, we will clean up the runway and advise you when clear. We understand you will orbit until we are done. Standby for further Grand Forks.*
Do not make suggestions	**DO NOT attempt to issue "instructions" to full scale pilots**	**If anything "bad" or questionable happens, take notes and secure witnesses. Report the issue to MAAC per MAAC policy.**

RPAS Operations Above 25kg - Not approved

RPAS Operations Above 400'AGL and Above 25kg - Not approved

RPAS Pilot in Command

General site rules – More than one-to-one Direct Supervision

This site is in **uncontrolled airspace.** 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 Approval

Not Approved - **no events shall be held at the BBRCFC Airport Field Location.**

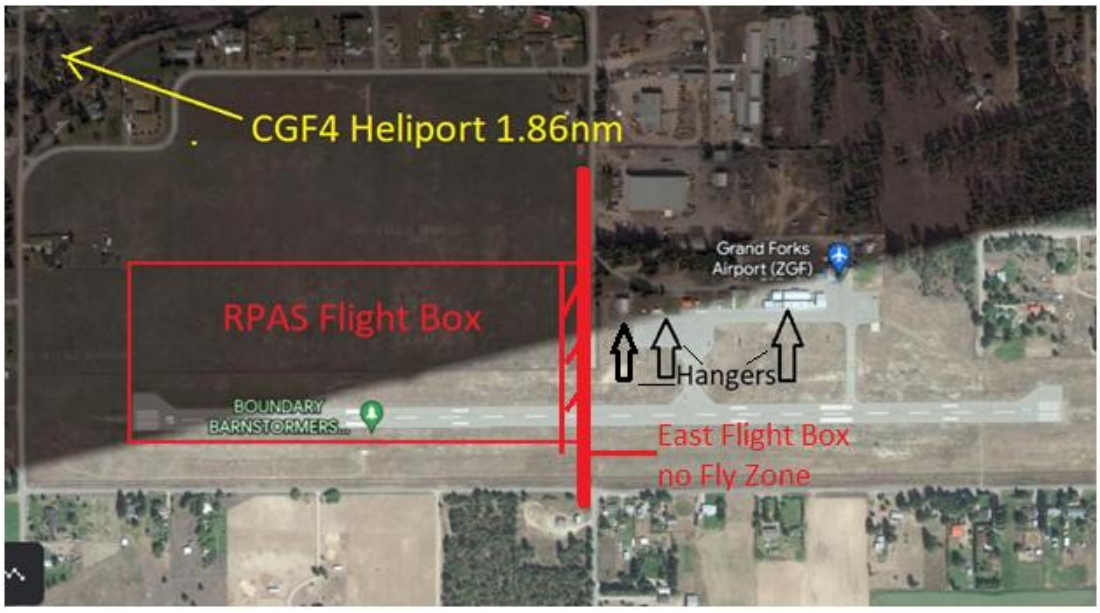
The following types of RPAS flying/operating events must comply with the MAAC SFOC requirements. Other types of non-RPAS/non-flying events may have specific MAAC SOC/Sanction and insurance requirements. If you have any doubts about your event, contact your Zone Director or the SAG directly.

Advertised event – **any** type of event that is advertised as open to non-members (the general public), regardless of advertising or invitation method, charging admission fees or whether the advertising/invitation results in actual attendance.

Special event (aviation) – means **any** type of air show or demonstration(s), any type of air racing, or any type of competition event involving RPAS.

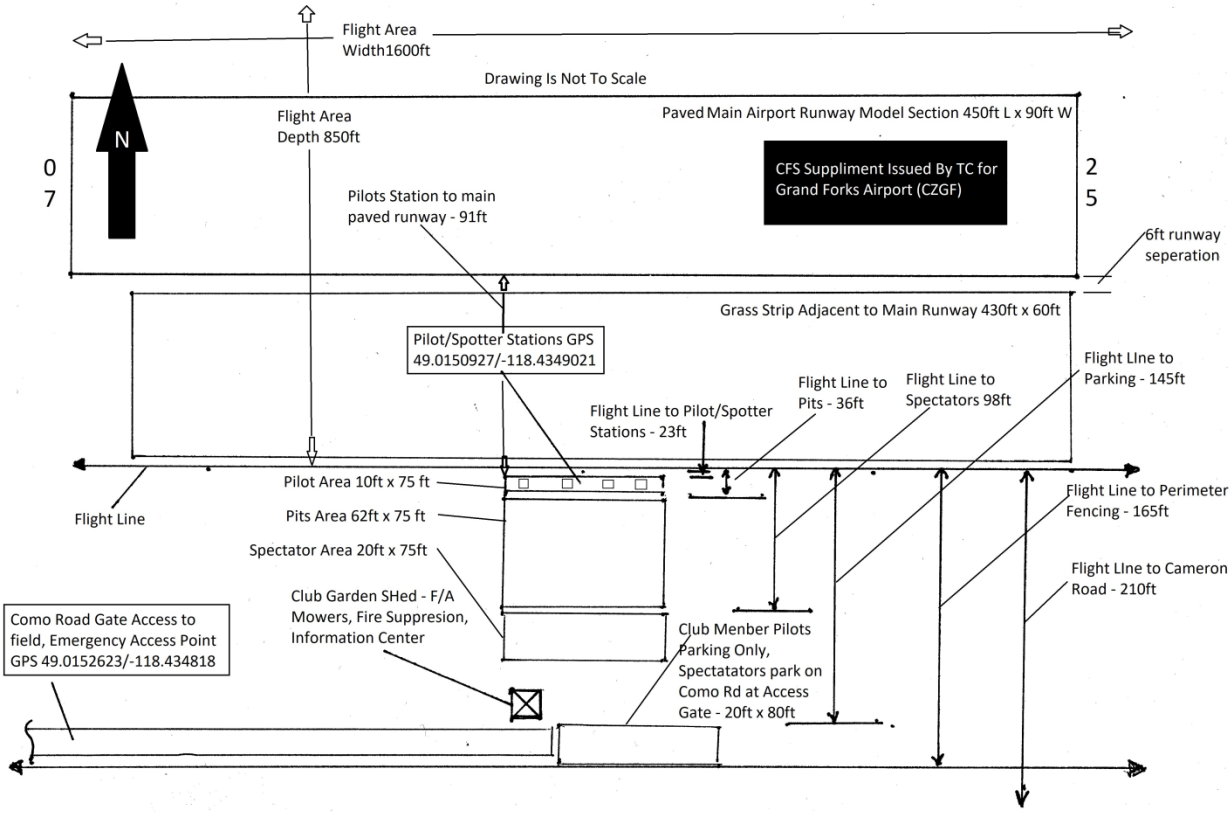
Demonstration/Air Show – any model demonstration or aerial display by one or more model/model aircraft planned to occur or does occur before an invited assembly of people.

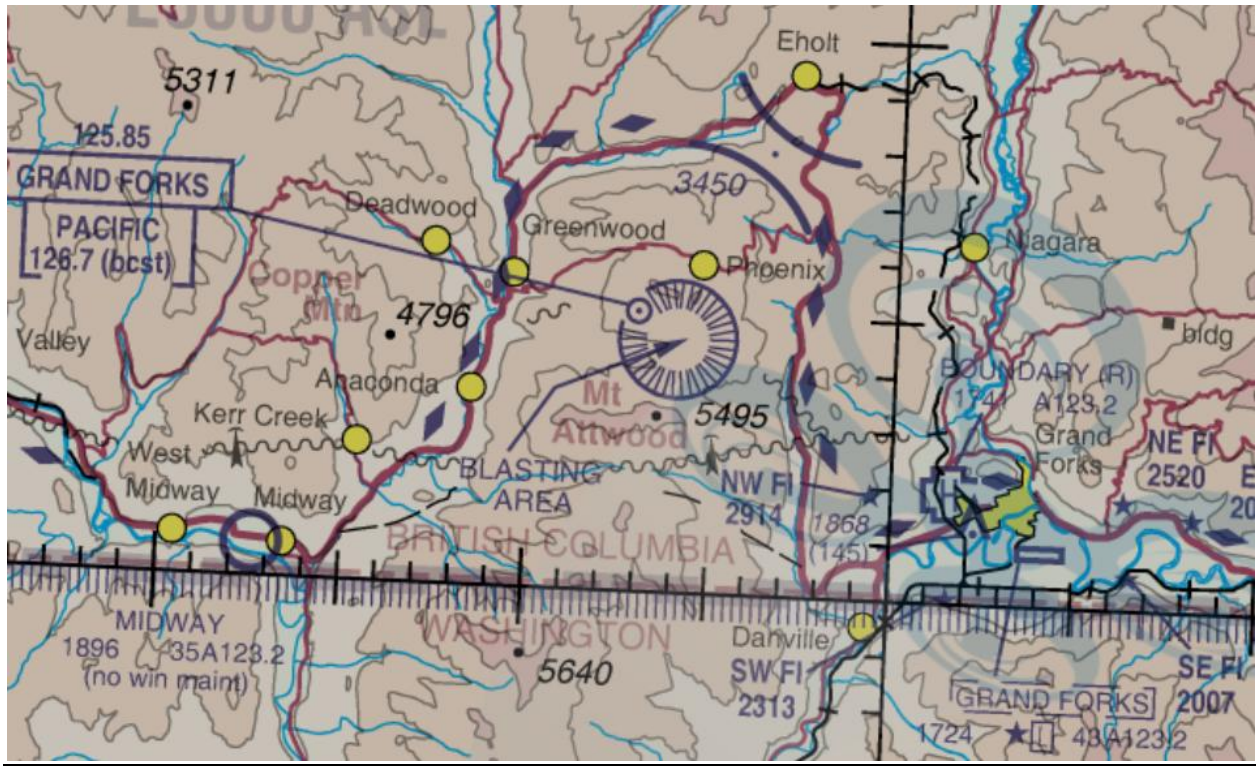
Diagrams/Maps



Boundary Barnstormers R/C Model Flying Club MAAC # 52 - Grand Forks Airport (CZGF) - Monitor Freq. 123.2MHZ – AGL 400 Ft (122m)

Emergency Contacts: Bruce Hawes 250-442-7493 – James Traynor 250-442-9424 – Ed Watamaniuk -250-442-8184 – Ken Relkoff 250-444-8448

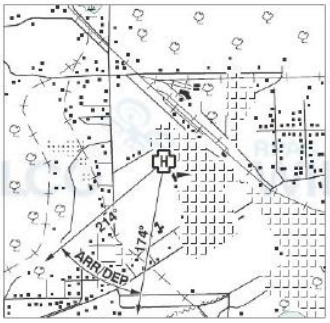


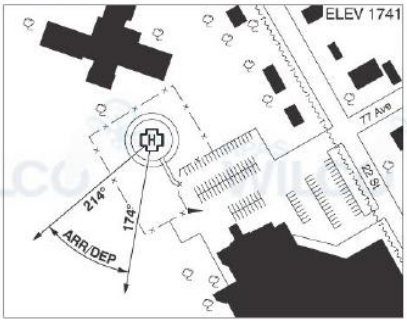


CANADA FLIGHT SUPPLEMENT / GPH 205 Effective 0901Z 21 March 2024 to 0901Z 16 May 2024

BRITISH COLUMBIA — AERODROME / FACILITY DIRECTORY

GRAND FORKS (BOUNDARY HOSPITAL) BC (Heli) CGF4



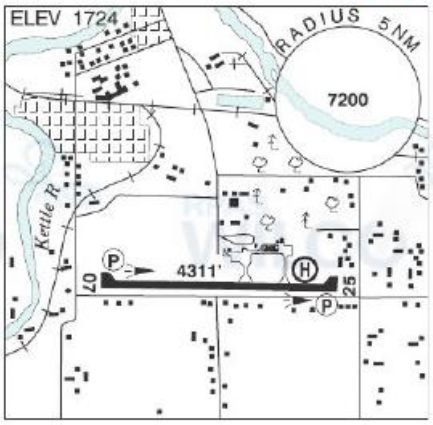


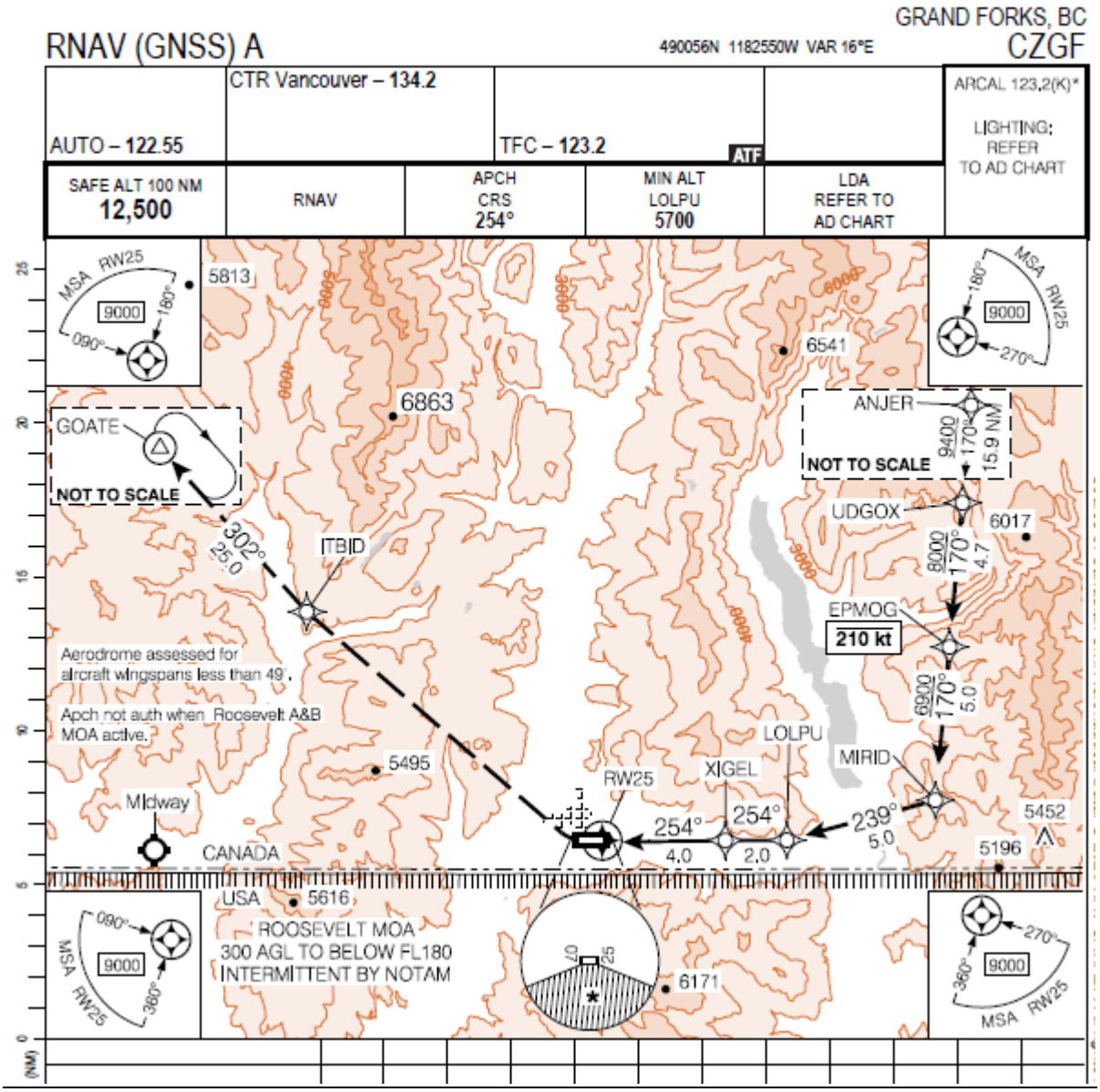
REF	N49 01 50 W118 28 12 Adj 16°E (2014) UTC-8(7) Elev 1741' A5005
OPR	Boundary Hospital 250-443-1678 Cert PPR
PF	A-1,4 C-2,3,5,6
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO/TLOF 86' dia ASPH Safety Area 115' dia Max heli overall length 57.4'
RCR	Opr
COMM	
RCO	Pacific rdo 125.85 (FISE) 126.7(bcst)
ATF	Grand Forks tfc 123.2 5NM centred on Grand Forks A/D 1.8NM ESE 4700 ASL
PRO	Arr/dep btwn 174° - 214° fr heli. Slope 8% (H3), day only (CAR 602.96).
CAUTION	Marked P-Line 345' NE to SW of heli 41 AGL, 2 prkg lgts and windsock 160' SE of heli.

BRITISH COLUMBIA AERODROME/FACILITY DIRECTORY

GRAND FORKS BC CZGF

REF	N49 00 56 W118 25 50 1SSE 16°E (2013) UTC-8(7) Elev 1724´ A5005 LO2 CAP
OPR	City 250-442-8266 Reg
PF	A-1 C-2,3,4,5,6
CUST	AOE/CAN
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
WX	AUTO 250-442-0043 (see COMM) WxCam
SERVICES	
FUEL	100LL, JA 250-443-4183
OIL	80, 100, 15W-50
S	1,3,4,5
RWY DATA	Rwy 07(074°)/25(254°) 4311x100 ASPH Rwy 25 up 0.78% AGN IIIA
RCR	Opr Ltd win maint 1500-2330‡ Mon-Fri exc hols. O/T 2 hrs PN. Call out chg may be levied.
LIGHTING	07-(TE ME) P1 4°, 25-(TE ME) P1 4° ARCAL-123.2 type K key mic 5 times to activate. Ngt use only. See PRO.
COMM	
RCO	Pacific rdo 125.85 (FISE) 126.7 (bcst)
ATF	tfc 123.2 5NM 4700 ASL
AUTO	122.55
PRO	Only pilots auth by the Aprt Opr in accordance with the Aprt Ops Manual can use the aprt dur hrs of darkness. Ngt circuit alt W 3200 ASL, E 2800 ASL. See VTPC ngt circuit pro. Rgt hand circuits Rwy 25 (CAR 602.96).
CAUTION	Remotely Piloted Aircraft (RPA) ops in vic, N of rwy and radio ctl acft flying, monitoring ATF.




RNAV (GNSS) A
GRAND FORKS, BC
CZGF
490056N 1182550W VAR 16°E
CTR Vancouver – 134.2
AUTO – 122.55
TFC – 123.2
ATF
ARCAL 123.2(K)*
LIGHTING: REFER TO AD CHART
SAFE ALT 100 NM 12,500
RNAV
APCH CRS 254°
MIN ALT LOLPU 5700
LDA REFER TO AD CHART
MSA RW25 9000 180° 090°
MSA RW25 9000 270° 180°
MSA RW25 9000 360° 090°
MSA RW25 9000 270° 360°
5813
6863
6541
6017
5495
5452
5196
5616
6171
GOATE
NOT TO SCALE
302° 25.0
ITBID
ANJER
NOT TO SCALE
9400 170° 15.9 NM
UDGOX
8000 170° 4.7
EPMOG
210 kt
6900 170° 5.0
MIRID
239° 5.0
LOLPU
XIGEL
254° 4.0
254° 2.0
RW25
Aerodrome assessed for aircraft wingspans less than 49'.
Apch not auth when Roosevelt A&B MOA active.
Midway
CANADA
USA
ROOSEVELT MOA
300 AGL TO BELOW FL180
INTERMITTENT BY NOTAM
07 25
(NM)

Transport Canada Transports Canada

VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

Communications Requirements

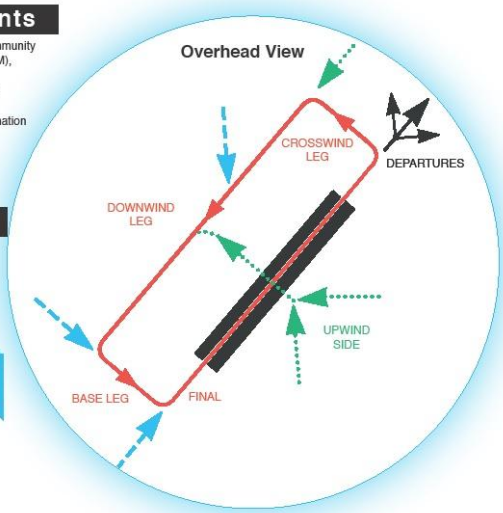
Information can be exchanged with a flight service station (FSS), community aerodrome radio station (CARS), universal communications (UNICOM), or vehicle operators by directed transmissions, or with other aircraft by broadcast transmissions. See the *Transport Canada Aeronautical Information Manual*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

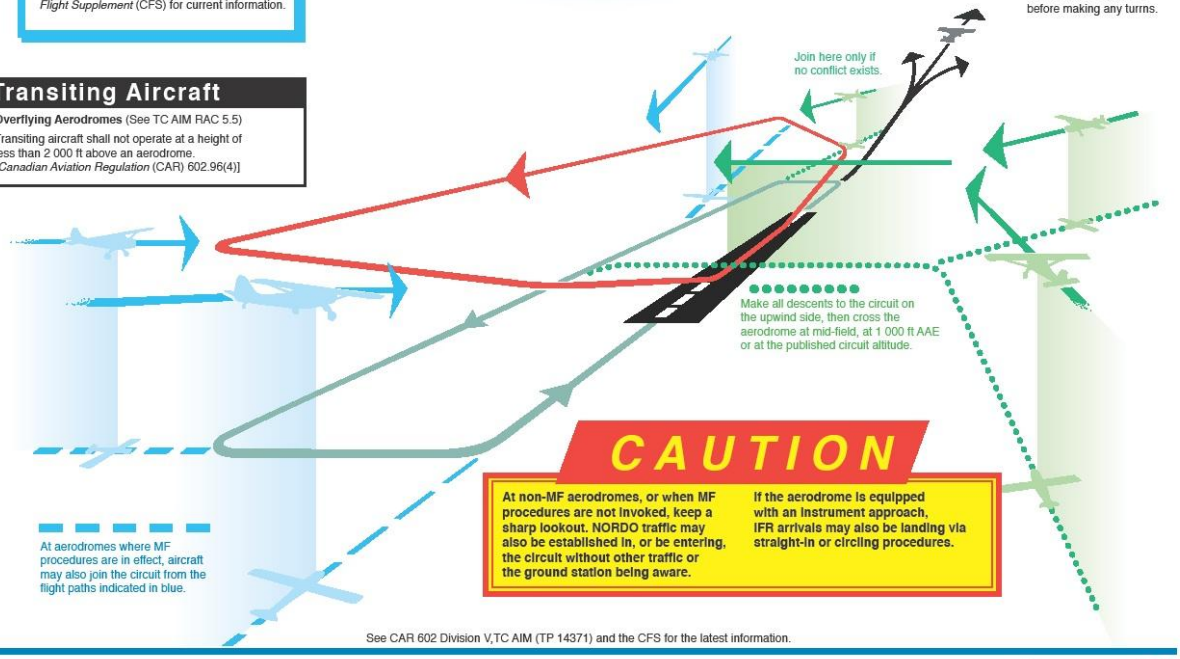
Departure: (CAR 602.100)

- 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.



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.

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