



# Flight Plan & Site Survey

Created using **RPAS Wilco®**

Reference No:	B639BE
Title:	Shuswap Lake higher 2025 05-16-2025
Pilot Name:	
Pilot Certificate:	
Flight Start:	May 16, 2025 8:43 PM
Flight End:	May 16, 2025 10:43 PM
Flight Area (Latitude):	50° 43' 43.00" N ( 50.729 )
Flight Area (Longitude):	119° 18' 29.00" W ( -119.308 )
Altitude - Radius:	<b>Alt:</b> 1700 ft - <b>Rad:</b> 926.0 m ( 0.5 nm)
Classification:	UNCONTROLLED
FIR - Contact:	CZVR - 604-586-4500

Please ensure you received all required authorizations prior to flight.

## Disclaimer

This Site Survey was created using RPAS Wilco by AIM Robotics. The flight plan contained is intended only for RPAS flights on the date/time and location specified. The user accepts all responsibility for the accuracy and completeness of the information contained.

For the complete Terms & Conditions, see

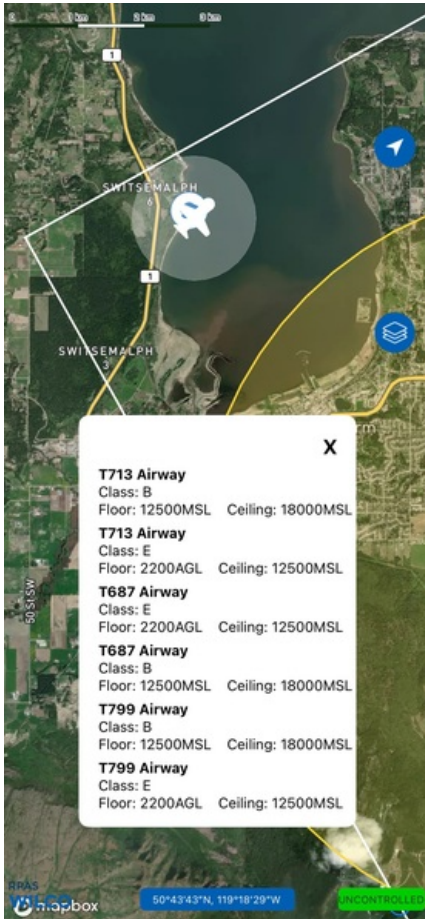
<https://rpaswilco.com/#/tnc>

## Included

- Site Survey
- Obstacles (if available)
- Nearby Aerodromes
- Canadian Aviation Regulations
- GFA
- Aerodrome Supplements
  - METAR & TAF (if available)
  - NOTAMs
  - CFS





## Flight Map



## RPAS Specification

- **Manufacturer:**  
MAAC
- **Model:**  
MODEL AIRPLANE
- **Registration Number:**  
C-2304106622
- **Eligible for advanced operations:**  
Yes
- **Manufacturer RPAS safety assurance:**
  - Controlled Airspace: Yes
  - Near People: N/A
  - Over People: N/A

## MAP Details

	Latitude	Longitude
 <b>MODEL</b>	50° 43' 43.00" N ( 50.729 )	119° 18' 29.00" W ( -119.308 )
 <b>Pilot</b>	50° 43' 46.60" N ( 50.7296 )	119° 18' 32.60" W ( -119.3091 )



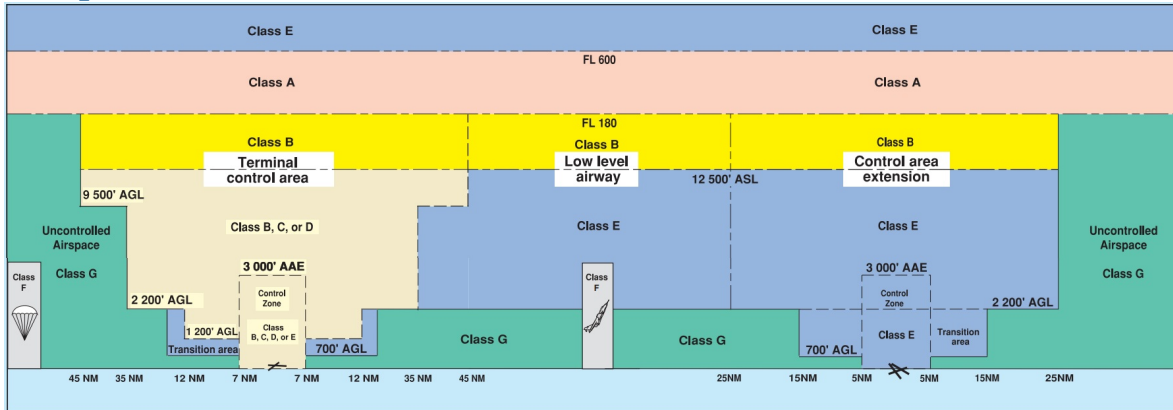
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## Airspace Classification



## Overlying Airspaces

Class	Name	Floor	Ceiling
E	Williams Lake, BC CAE	8000MSL	12500MSL
B	Williams Lake, BC CAE	12500MSL	18000MSL
E	T676 Airway MEA: 12800MSL	2200AGL	12800MSL
B	T676 Airway MEA: 12800MSL	12800MSL	18000MSL
B	T687 Airway	12500MSL	18000MSL
E	T687 Airway	2200AGL	12500MSL
E	T799 Airway	2200AGL	12500MSL
B	T799 Airway	12500MSL	18000MSL
E	T713 Airway	2200AGL	12500MSL
B	T713 Airway	12500MSL	18000MSL

## Nearest Aerodromes & Distance from Operation

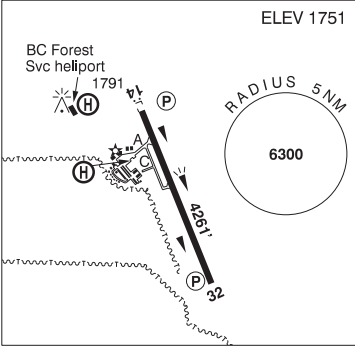
SALMON ARM (CZAM - AERODROME - Reg)	Lat: 50.682	Long: -119.229	7.606KM	4.11NM	SE
ROSS CREEK (CRC3 - AERODROME - Reg)	Lat: 50.966	Long: -119.225	27.033KM	14.6NM	N
OWLS LANDING (COL4 - HELIPORT - Reg)	Lat: 50.811	Long: -118.97	25.477KM	13.76NM	E

BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

SALMON ARM BC

CZAM

REF	N50 40 57 W119 13 43 2SE 16°E (2013) UTC-8(7) Elev 1751' A5005 LO2 RCAP	
OPR	City of Salmon Arm 250-832-1000 O/T 250-524-0567 Reg Ldg fees may be levied	
PF	A-1,6 C-2,3,4,5	
FLT PLN		
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
WX	AUTO (see COMM) WxCam	
SERVICES		
FUEL	100LL, JA-1, MG-3 250-832-1000 15-02Z (DT 13-04Z)	
OIL	All	
S	1,2,3,4,5	
RWY DATA	Rwy 14(142°)/32(322°) 4261x75 ASPH Rwy 32 first 1420' down 1.9%	
RCR	Opr Ltd win maint	
LIGHTING	14-AS(TE ME) P1 3.5°, 32-(TE ME) P1 3.5° ARCAL-122.9 type K exc RILS (rwy 14) on high setting only.	
COMM		
RCO	Pacific rdo 122.375 (FISE) 126.7 (bcst)	
MF	UNICOM ltd hrs O/T tfc 122.9 5NM 4700 ASL (CAR 602.98)	
AUTO	122.55	
RESTRIC-TIONS	OPERATING RESTRICTIONS 1. Pursuant to CARS 602.96(3)(D), not certified for ngt ops unless all hazard beacons are oprg.	
PRO	Circuit altitude 3000 ASL. Rgt hand circuits Rwy 32 (CAR 602.96). Night Ops: Follow circuit pro as depicted on VFR terminal ngt circuit pro chart. During parachuting activity over A/D Apr 1-Oct 31, overfly field over Thld 32.	
CAUTION	Only pilots familiar with local terrain should use this A/D dur hrs of darkness. Numerous P-lines in vic of A/D. Hang glider act sfc to 10,000 ASL within 15NM of A/D. Check for NOTAM.	

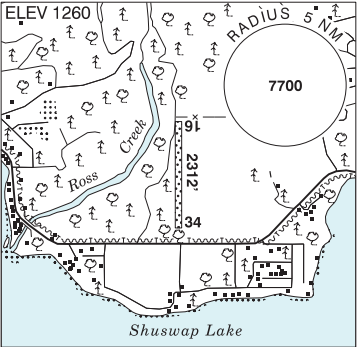
BRITISH COLUMBIA

AERODROME / FACILITY DIRECTORY

ROSS CREEK BC

CRC3

REF	N50 57 57 W119 13 32   2.4E 16°E (2015)   UTC-8(7)   Elev 1260' A5005
OPR	Ross Creek Landing Ltd 604-996-2939 Reg   PPR
PF	C-2,5   D-4
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
SERVICES	
S	4,5
RWY DATA	Rwy 16(164°)/34(344°) 2312x70 GRVL/GRASS   Rwy 34 up 1.73%
RCR	Opr   No win maint
COMM	
ATF	tfc 123.2   5NM 3000 ASL
CAUTION	Hills N of A/D. Trees to 40' S of Thld 34. Trees to 50' W of rwy. Ditches on either side of rwy. Wildlife on rwy.

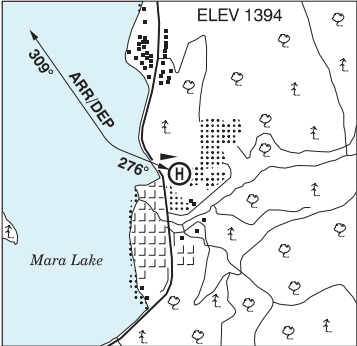


BRITISH COLUMBIA

AERODROME/FACILITY DIRECTORY

SICAMOUS / OWLS LANDING BC (Heli)

COL4

REF	N50 48 39 W118 58 13 Adj SSE 16°E (2016) UTC-8(7) Elev 1394' A5005	
OPR	Guy Maris 780-920-2191 Fax 780-483-5400 Reg PPR	
PF	C-1,2,3,4,5 D-6	
FLT PLN		
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) or 250-376-8392	
HELI DATA	FATO 300' x 90' CONC/ASPH/aggregate TLOF 200' x 90' CONC/ASPH Safety Area 300' x 90' Max heli overall length 50'	
RCR	Opr 16-01Z† Mon-Fri. No win maint.	
COMM		
ATF	tfc 123.2 5NM 4400 ASL	
PRO	Arr/dep curved 276° to 309° fr heli, day use only. All apch and dep over lake.	
CAUTION	Unmarked p-lines and tall trees E of FATO.	

# Canadian Aviation Regulations

## Division III — General Operating and Flight Rules

For full listing please visit : <https://laws-lois.justice.gc.ca/eng/regulations/SOR-96-433/FullText.html#s-901.27>

### Visual Line-of-sight

- **901.11 (1)** Subject to subsection (2), no pilot shall operate a remotely piloted aircraft system unless the pilot or a visual observer has the aircraft in visual line-of-sight at all times during flight.
- **(2)** A pilot may operate a remotely piloted aircraft system without the pilot or a visual observer having the aircraft in visual line-of-sight if the operation is conducted in accordance with a special flight operations certificate — RPAS issued under section 903.03.

### Procedures

- **901.23 (1)** No pilot shall operate a remotely piloted aircraft system unless the following procedures are established:
  - **(a)** normal operating procedures, including pre-flight, take-off, launch, approach, landing and recovery procedures; and
  - **(b)** emergency procedures, including with respect to
    - **(i)** a control station failure,
    - **(ii)** an equipment failure,
    - **(iii)** a failure of the remotely piloted aircraft,
    - **(iv)** a loss of the command and control link,
    - **(v)** a fly-away, and
    - **(vi)** flight termination.
- **(2)** If the manufacturer of the remotely piloted aircraft system provides instructions with respect to the topics referred to in paragraphs (1)(a) and (b), the procedures established under subsection (1) shall reflect those instructions.
- **(3)** No pilot shall conduct the take-off or launch of a remotely piloted aircraft unless the procedures referred to in subsection (1) are reviewed before the flight by, and are immediately available to, each crew member.
- **(4)** No pilot shall operate a remotely piloted aircraft system unless the operation is conducted in accordance with the procedures referred to in subsection (1).

### Site Survey

**901.27** No pilot shall operate a remotely piloted aircraft system unless, before commencing operations, they determine that the site for take-off, launch, landing or recovery is suitable for the proposed operation by conducting a site survey that takes into account the following factors:

- **(a)** the boundaries of the area of operation;
- **(b)** the type of airspace and the applicable regulatory requirements;
- **(c)** the altitudes and routes to be used on the approach to and departure from the area of operation;
- **(d)** the proximity of manned aircraft operations;
- **(e)** the proximity of aerodromes, airports and heliports;
- **(f)** the location and height of obstacles, including wires, masts, buildings, cell phone towers and wind turbines;
- **(g)** the predominant weather and environmental conditions for the area of operation; and
- **(h)** the horizontal distances from persons not involved in the operation.

### Operations at or in the Vicinity of an Aerodrome, Airport or Heliport

- **901.47 (1)** No pilot shall operate a remotely piloted aircraft at or near an aerodrome that is listed in the *Canada Flight Supplement* or the *Water Aerodrome Supplement* in a manner that could interfere with an aircraft operating in the established traffic pattern.
- **(2)** Subject to section 901.73, no pilot shall operate a remotely piloted aircraft at a distance of less than
  - **(a)** three nautical miles from the centre of an airport; and
  - **(b)** one nautical mile from the centre of a heliport.
- **(3)** No pilot shall operate a remotely piloted aircraft at a distance of less than three nautical miles from the centre of an aerodrome operated under the authority of the Minister of National Defence unless the operation is conducted in accordance with a special flight operations certificate — RPAS issued under section 903.03.

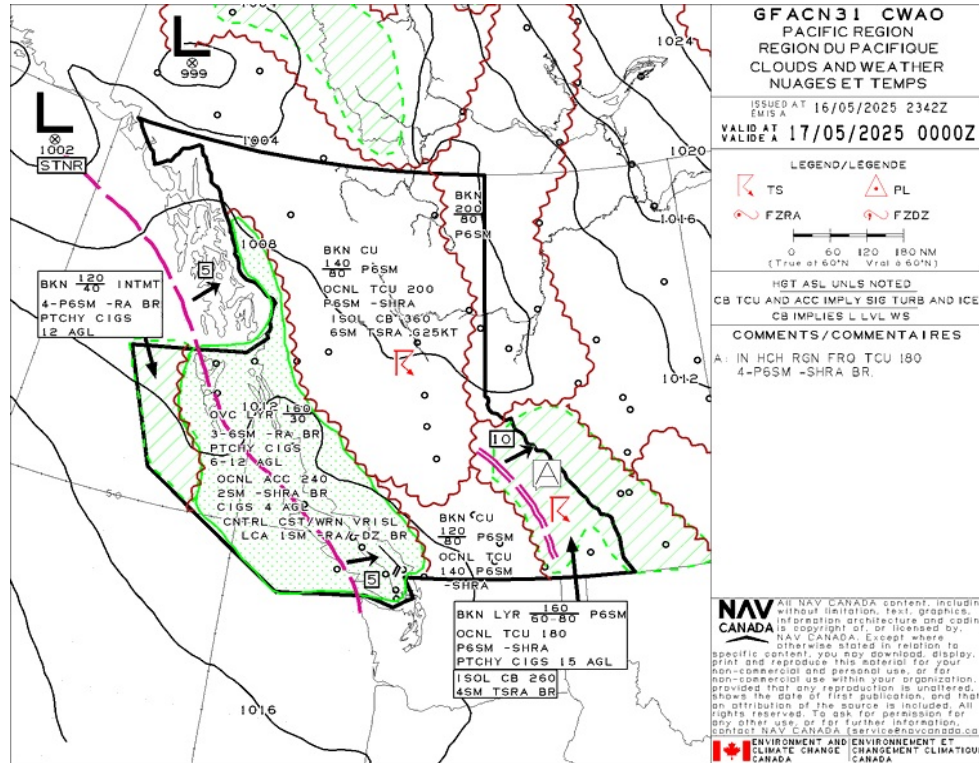
### Records

- **901.48 (1)** Every owner of a remotely piloted aircraft system shall keep the following records:
  - **(a)** a record containing the names of the pilots and other crew members who are involved in each flight and, in respect of the system, the time of each flight or series of flights; and
  - **(b)** a record containing the particulars of any mandatory action and any other maintenance action, modification or repair performed on the system, including
    - **(i)** the names of the persons who performed them,
    - **(ii)** the dates they were undertaken,
    - **(iii)** in the case of a modification, the manufacturer, model and a description of the part or equipment installed to modify the system, and
    - **(iv)** if applicable, any instructions provided to complete the work.
- **(2)** Every owner of a remotely piloted aircraft system shall ensure that the records referred to in subsection (1) are made available to the Minister on request and are retained for a period of
  - **(a)** in the case of the records referred to in paragraph (1)(a), 12 months after the day on which they are created; and
  - **(b)** in the case of the records referred to in paragraph (1)(b), 24 months after the day on which they are created.
- **(3)** Every owner of a remotely piloted aircraft system who transfers ownership of the system to another person shall, at the time of transfer, also deliver to that person all of the records referred to in paragraph (1)(b).

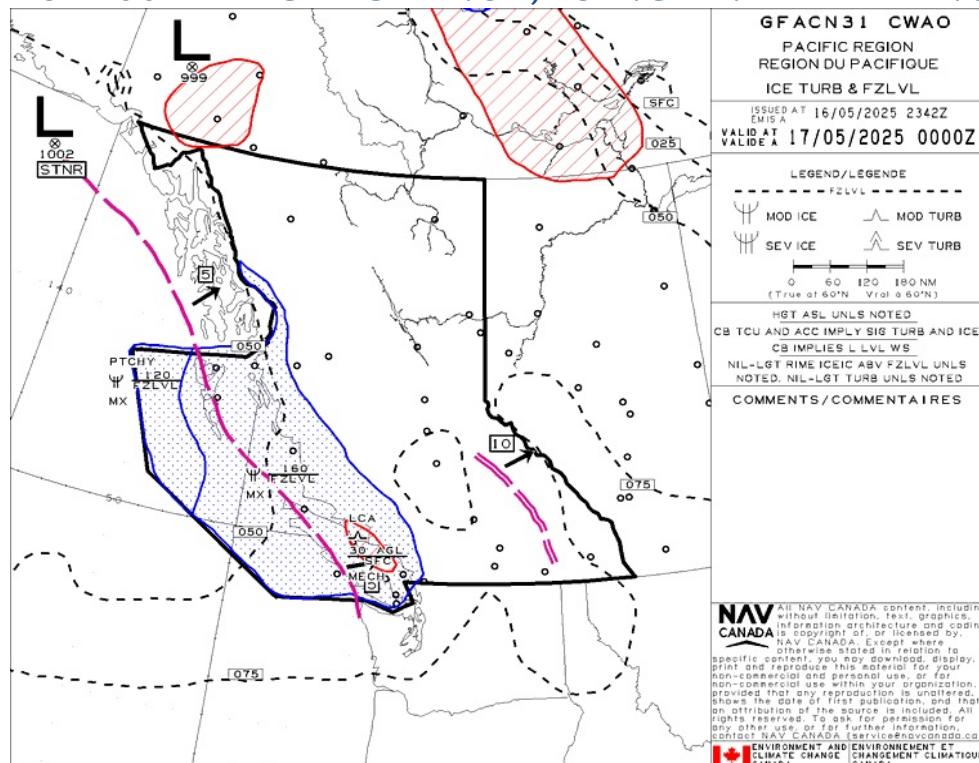




## GFA Issue time + 00 hr - CLOUDS AND WEATHER

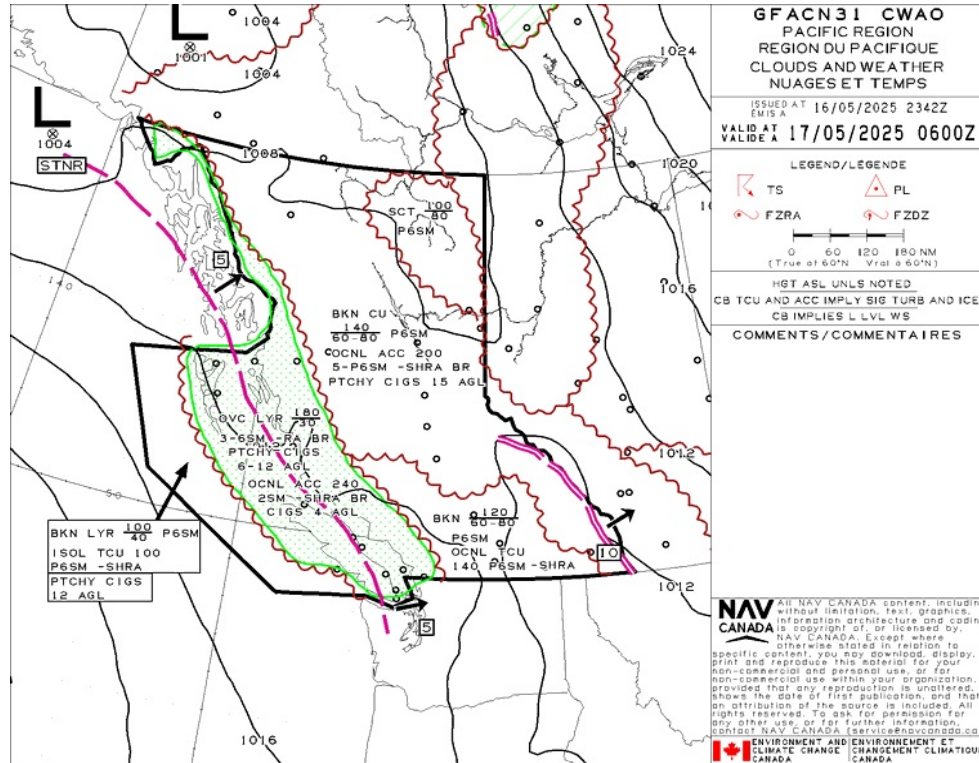


## GFA Issue time + 00 hr - TURBULENCE, ICING AND FREEZING LEVEL

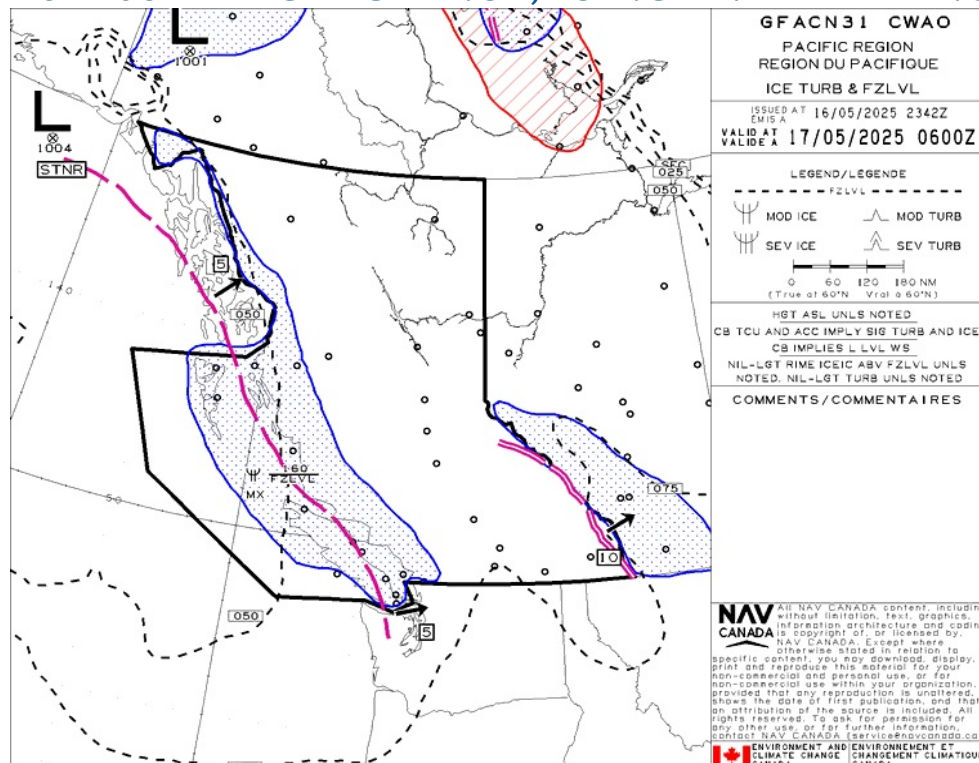




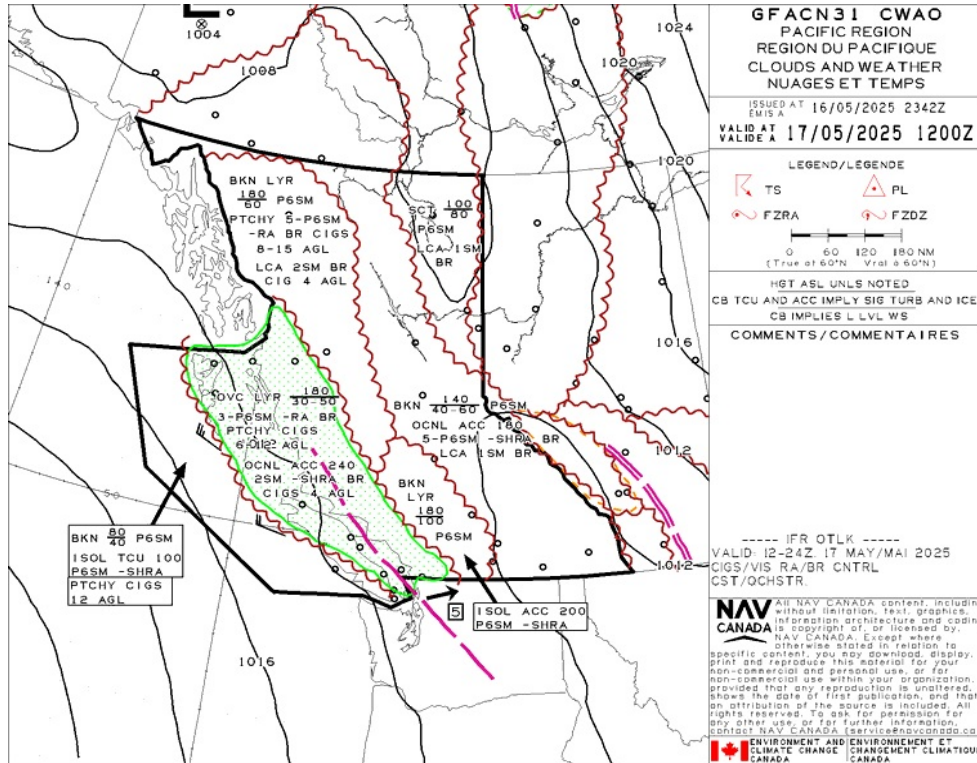
## GFA Issue time + 06 hr - CLOUDS AND WEATHER



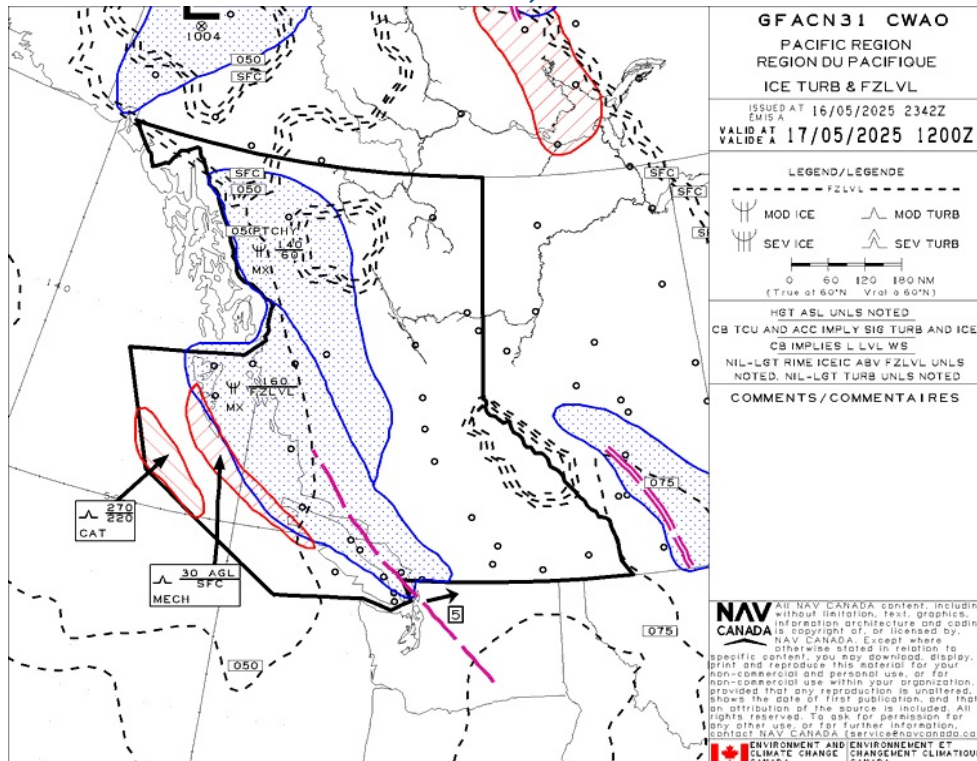
## GFA Issue time + 06 hr - TURBULENCE, ICING AND FREEZING LEVEL



## GFA Issue time + 12 hr - CLOUDS AND WEATHER



## GFA Issue time + 12 hr - TURBULENCE, ICING AND FREEZING LEVEL



## SALMON ARM - CZAM - Reg

### NOTAM

(F1515/25 NOTAMN  
Q) CZXX/QGWAU/IV/NBO/E/000/999/4647N12012W260  
A) CZVR CZEG B) 2505131200 C) 2505222259  
D) DAILY 1200-1559 1900-2259  
E) GPS INTERFERENCE EXER  
RADIUS 259NM CENTRE 464702N 1201153W FL400-UNL,  
246NM RADIUS AT FL250,  
174NM RADIUS AT 10000FT AMSL,  
164NM RADIUS AT 4000FT AGL,  
129NM RADIUS AT 50FT AGL.  
GNSS SIGNAL MAY BE PERIODICALLY INTERRUPTED. INFORM ATC OF ANY  
ADVERSE IMPACT.)

(I1789/25 NOTAMR I1685/25  
Q) CZVR/QFMAU/IV/BO/A/000/999/5041N11914W005  
A) CZAM B) 2505061829 C) 2506061900EST  
E) AUTOMATED WX SYSTEM (AUTO) 122.55MHZ U/S)

(F1275/25 NOTAMR F0314/25  
Q) CZXX/QOEXX/IV/NBO/E/000/999/6650N11045W999  
A) CZEG CZVR B) 2504281317 C) 2507281400EST  
E) AIRSPACE SECURITY WARNING ISSUED BY THE DEPARTMENT OF TRANSPORT  
IN RESPONSE TO THE SECURITY SITUATION IN THE DEMOCRATIC REPUBLIC  
OF CONGO. CANADIAN AIR OPR AND OWNERS OF ACFT  
REGISTERED IN CANADA ARE RECOMMENDED NOT TO ENTER FIR KINSHASA  
(FZZA) BELOW FL260 DUE TO RISK FROM ANTI-ACFT WEAPONRY.)



## ROSS CREEK - CRC3 - Reg

### NOTAM

(F1515/25 NOTAMN  
Q) CZXX/QGWAU/IV/NBO/E/000/999/4647N12012W260  
A) CZVR CZEG B) 2505131200 C) 2505222259  
D) DAILY 1200-1559 1900-2259  
E) GPS INTERFERENCE EXER  
RADIUS 259NM CENTRE 464702N 1201153W FL400-UNL,  
246NM RADIUS AT FL250,  
174NM RADIUS AT 10000FT AMSL,  
164NM RADIUS AT 4000FT AGL,  
129NM RADIUS AT 50FT AGL.  
GNSS SIGNAL MAY BE PERIODICALLY INTERRUPTED. INFORM ATC OF ANY  
ADVERSE IMPACT.)

(F1275/25 NOTAMR F0314/25  
Q) CZXX/QOEXX/IV/NBO/E/000/999/6650N11045W999  
A) CZEG CZVR B) 2504281317 C) 2507281400EST  
E) AIRSPACE SECURITY WARNING ISSUED BY THE DEPARTMENT OF TRANSPORT  
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(FZZA) BELOW FL260 DUE TO RISK FROM ANTI-ACFT WEAPONRY.)

## OWLS LANDING - COL4 - Reg

### NOTAM

(F1515/25 NOTAMN  
Q) CZXX/QGWAU/IV/NBO/E/000/999/4647N12012W260  
A) CZVR CZEG B) 2505131200 C) 2505222259  
D) DAILY 1200-1559 1900-2259  
E) GPS INTERFERENCE EXER  
RADIUS 259NM CENTRE 464702N 1201153W FL400-UNL,  
246NM RADIUS AT FL250,  
174NM RADIUS AT 10000FT AMSL,  
164NM RADIUS AT 4000FT AGL,  
129NM RADIUS AT 50FT AGL.  
GNSS SIGNAL MAY BE PERIODICALLY INTERRUPTED. INFORM ATC OF ANY  
ADVERSE IMPACT.)

(R0493/25 NOTAMR R0492/25  
Q) CZVR/QOLAS/IV/M/AE/000/015/5046N11901W005  
A) CXXX B) 2505101339 C) 2507101400EST  
E) COL4 SICAMOUS/OWLS LANDING (HELI)  
OBST LGT U/S TOWER 504552N 1190030W (APRX 3.1NM SSW AD) 157FT  
AGL, 1404FT AMSL.)

(F1275/25 NOTAMR F0314/25  
Q) CZXX/QOEXX/IV/NBO/E/000/999/6650N11045W999  
A) CZEG CZVR B) 2504281317 C) 2507281400EST  
E) AIRSPACE SECURITY WARNING ISSUED BY THE DEPARTMENT OF TRANSPORT  
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(FZZA) BELOW FL260 DUE TO RISK FROM ANTI-ACFT WEAPONRY.)