

Golden Horseshoe Model Jet Club - General Rules

In case of an accident in need of emergency services—**call 911**. Location is **Niagara Central Dorothy Rungeling Airport, Taxiway Bravo, Threshold Runway 34**.

Administrative

1. These rules are for the Golden Horseshoe Model Jet Club (GHMJC) RPAS flying site located at the Welland/Niagara Central Dorothy Rungeling aerodrome (CNQ3 – aerodrome center 42 58 48N 79 19 29W)
2. To use this site, all members shall have proof of current MAAC membership and as minimum, a Transport Canada, (CAR part IX RPAS) Basic Operations Pilot Certification.
3. All members using this site must sign an agreement they have read, understand, and will abide by these rules while modeling at CNQ3 Aerodrome. All RPAS pilots must confirm by signing and dating the last page of this rule package and submit it to a board member.
4. All members operating an RPAS **must** have a copy of these rules are available at the site, either electronically or in print. The club will ensure a copy is provided to each member and will endeavor to provide current printed copy at the site.
5. This site is approved for RPAS only - turbine jet models and EDF jet models using a 90 mm EDF or larger. No other category of modeling is permitted.
6. Members will be solely, and completely responsible regarding CAR licensing maintenance and documentation; GHMJC accepts no liability, or responsibility.
7. GHMJC is not open to the public. Further we cannot have visitors at this site without the express permission and guidance of any one of our active members.
8. All guest pilot/flying requests must be made to and approved by the board. The board reserves the right to decline a renewal or new membership.
9. No smoking is permitted on the airport grounds, and no pets allowed.
10. Area needs to be fully cleaned before leaving, last person needs to make sure.
11. Do not alter or interfere with airport property, any damage must be reported to airport management.
12. The Club executive will review these rules at least once a year.
13. The Club executive will review the GHMJC operating agreement with the airport manager once a year.

MAAC Safety rules for operations on an Aerodrome

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:

- a) Operate any category of model at “night” on this aerodrome.
- b) 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.
- c) Operate on or park of any type of motor vehicle within 30m of an aircraft maneuvering area (**NOTE** – MAAC has given the Golden Horseshoe Jet Club a waiver for parking areas near taxiway BRAVO – see procedures below).
- d) 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.
- e) 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.
- f) Fail to immediately report to the aerodrome operator (905-714-1000) any damage to any aerodrome infrastructure or property caused by the modeling activity.

If using an aviation radio capable of transmitting, no member shall:

- a) Operate such radio except in compliance with ROC and aviation phraseology,
- b) Make any transmission other than for information purposes.
- c) Make any transmission indicating permission or guidance in the operation of a full-scale aircraft.
- d) Activate or deactivate any aerodrome lighting system such as ARCAL.

Site Operating Procedures and Club Safety Rules.

Golden Horseshoe Model Jet Club operates on an aerodrome as listed in the CFS or CWAS and is required to provide all members with the following information:

1. The aerodrome name is Niagara Central Dorothy Rungeling Airport (CNQ3). The aerodrome has two paved runways (16/34, 05/23) one grass runway (11/29) and is home to approximately 30 general aviation type aircraft. It is also home to Niagara Skydive (procedures listed below); and The Royal Canadian Air Cadets gliding program in spring and fall. (Traffic patterns are illustrated in the attachment below.) There are no IFR approaches and little chance of a straight in approach. No flying is permitted over the airport. All local pilots will join the circuit from outside the aerodrome. NORDO (no radio) aircraft can occur and are addressed by our use of visual observers.

2. Our approved RPAS modeling area is confined to the area east of runway 16/34 and south of runway 05/23 (see diagram). Our pilot stations are on the west side of the threshold area of runway 34. The RPAS flight line is the extended runway 34/16 centerline. The pit area is south of taxiway BRAVO and is well away from the flight line, approximately 250 ft. set back. (**NOTE** – see parking and pit procedures for near taxiway BRAVO below).
3. GHMJC members should check for CNQ3 related NOTAM either using the NAV CANADA NOTAM portal or using RPAS Wilco app or similar. Transport Canada Site surveys are mandatory before flying.
4. The club executive has contacted the operator (OPR) of CNQ3 who have expressed no issues or concerns with our RPAS site. The Air Cadets and full-size aviators are aware of our site and operations as well and have expressed no issues or concerns. A request for “caution RPAS” on the CFS will be discussed with the airport manager.
5. No flying will commence until half an hour after sunrise and will end half an hour before sunset, the time of which is available on the Weather Network App for the town of Pelham. Night flying is not allowed.
6. Access to our set up area “pits” is only over the peripheral road. No GHMJC member vehicles will be operated on the aerodrome apron or taxiways without prior permission from the airport manager. Parking is only permitted in the area designated by airport management provided that area is 30 meters away from any taxiway or runway (MAAC requirement)
7. No sun shelters are allowed; however airplane stands are acceptable provided they can be immediately removed from any areas that are within 30 meters of a taxi way or runway used by full-scale aircraft.
8. Fire extinguishers are mandatory on standby, during start up and are to be available during any turbine activities.
9. All RPAS must use 2.4 GHz radio systems only. Failsafe programming must be enabled at all times, and all turbine models must have failsafe activated to shut down the turbine in case of radio interference or loss.
10. Flying area measurements, including flight box, flight line, and a flying ceiling of 400 ft. are laid out in the airport area maps, included in the appendices below. The flight line is defined by the middle of runway 16/34 extended past the thresholds.
11. An aviation radio will be used to monitor/ listen to full size activities on frequency 123.5 Welland UNICOM traffic, anytime a member is conducting model activities within 30m of taxiway BRAVO or at the pilot stations. The radio is only to be used in a professional manner and in compliance with Restricted Radio Operators certificate.

12. All fueling and starting of models should be away from taxiway Bravo hard surface. Only rolling models will be allowed on the hard taxiway or runway surfaces. No prolonged engine testing will take place when another model is airborne.
13. Take-offs and landings are to be called out and any recovery past the flight line will be clearly communicated and called out. Do not proceed onto or past the runway to recover a RPAS without checking for approaching full-scale aircraft. If you are recovering a RPAS from the flying area and a full-scale aircraft is approaching, remain at least 30 meters clear of the runway until the aircraft has left the area.
14. RPAS traffic patterns will be established before daily activities, including against full size operations assessments. Traffic pattern is flexible during a single model operation.
15. Maximum airborne models are 2; in this case the preferred circuit will be mandatory. To be time effective a model will be allowed to take off, while another model is in circuit preparing to land. In general, there will be one model airborne.

The following are club procedures in place to ensure full scale aviation safety.

16. If at any time, there is an apparent or perceived aircraft emergency within the aerodrome or immediate vicinity all model activity will be halted.
17. No RPAS flying will occur while Air Cadet operations are occurring.
18. No RPAS flying will occur if runway 16/34 is being actively used.
19. When Niagara Skydive is active, all RPAS operations will cease at the 2-minute call from the skydivers advising jumpers are ready. IF you know the skydive airplane is up, and you do not hear this call when normally expected – land immediately and assess the situation. Resumption of RPAS activities will only take place after all skydivers have landed.
20. At any time there is full size activity present or expected, the model activity will be halted/landed as soon as safely possible. Resumption of model activities will only take place after the full-size aircraft has entered the airport apron and engines have been shut down, or the full-size aircraft has departed the airport zone.
21. At all times, the RPA pilot shall have a dedicated visual observer on lookout for full size activity. The main task of the spotter— “dedicated observer”, is to watch the airspace and airport apron for full size aircraft activity and warn the pilot as such, NOT to watch the RPAS.
22. The spotter will stay in close contact with the pilot, so normal voice commands can be heard. Before commencing duties, the spotter will be instructed on their duties which are the same as for any other member:
 - a) When any member/visual observer spots a full-size aircraft approaching the site, they are to announce “AIRPLANE” in a loud voice.

- b) When any member/visual observer spots a full-size aircraft starting up or appearing to be ready to start up, they are to announce “HANGER” in a loud voice.
- c) Upon hearing these warnings, all pilots are to land their RPAS without delay.
- d) If any pilot does not think they can safely land without getting in the way of the full-size aircraft, they are to orbit in a safe area as far away as safely possible until the full-scale aircraft is no longer in danger. **Pilots flying at this site agree that they may need to intentionally land/crash their model away from the aerodrome environment in order to ensure full-scale aircraft safety.**

23. At all activity times, there must be at least one board member and/or the (board) designated session planner present.

24. In case of a flyaway, call Airport Management @ 905-714-1000 and Niagara Skydive @ 905-735-5867 to inform of direction, height and possible flight time.

25. If there is any type of near miss or safety concern between a full-scale aircraft and our RPA, ALL FLYING SHALL cease immediately. The members involved should fill out a MAAC Reportable Occurrence Report and submit that directly to MAAC with a copy to the Club executive. MAAC policy will be followed with the following exceptions:

- a) If the member(s) involved believe the risk was minimal, they may complete their own self declaration or risk assessment using the MAAC form. Submit a copy of the form to the club executive, when able. This document must be retained for one year (CAR901.49 (2)). Resume flying when done.
- b) If the member or Club-executive deems the event serious, flying will not resume until members are given permission by the Club executive.
- c) If there is actual contact between an aircraft and a MAAC RPAS – all flying will cease until MAAC confirms we may resume operations.
- d) A copy of the incident report form should be present at all times, ready for use.

26. No RPA or other model aircraft flying will occur below the Club mandated weather minimum:

- a) Weather permits complete visual beyond our “flight box”, flying is only allowed under VFR conditions.
- b) The main hangar must be clearly visible from the pilot station.
- c) If there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

27. There are no other risk mitigating strategies required at Golden Horseshoe model jet club.

*Additional Turbine and Emergency procedures for Golden Horseshoe model jet club

All pilots must maintain a turbine level competence and be willing to demonstrate this when review is found necessary.

In case of possible link failure, land as soon as safely possible.

In case of emergency or uncontrolled landing, or dead stick landing, the pilot will keep sight of the plane; the spotter will make note of the area involved.

In case of a possible conflict, the pilot must be willing to land off field in a safe way that might however damage the model, to avoid any problems with full-size traffic.

Priority on the recovery will be on safety and adherence to the rules of the airport activities.

In case of an expanding fire **911** will be called to activate the fire departments.
This will be done by the recovery team ONLY as they have the better overview, being on or near the site of the crashed model.





The following are special MAAC approved procedures for parking and pit areas near taxiway BRAVO, **for member safety and to minimize insurance risks.**

1. As much as is possible, members will park and set up all model support gear as far from the active taxiway BRAVO as possible. Pit area 2 should be used provided the grass is not muddy etc and all parked cars and model gear should be 30meters from the taxiway.
2. If the grass is wet/muddy, then Pit area #1 can be used, (inside 30meters of the taxiway) for parking and model gear set up provided all members follow these procedures:
 - a. The visual observer **must** be present visually scanning and listening for aircraft approaching on the ground that might use taxiway BRAVO. This could include aircraft that land on runway 05 and use runway 16 and taxiway BRAVO to return to their hanger.
 - b. If the visual observer believes an aircraft might use BRAVO, he is to yell out "BRAVO" to all members using the site.
 - c. All members will cease flying and remove as much modeling gear from near the taxiway as is safety possible. **The priority** is for members to retreat themselves to behind any parked cars or similar, to provide a barrier between them and any aircraft as it taxi's by.
 - d. Members shall keep their eyes on the aircraft until it taxi's by and is no longer a safety concern. Members may resume modeling activities as this point.