Bay of Quinte Aeromodellers Club – 76 Craig Road Rules

Administrative:

1. To use B.Q.A.C. property, members must be a current member in good standing of MAAC and have paid their yearly club dues.

   The only exceptions are:

   MAAC members fly as Guest Flyers and Novice flyers under direct supervision of a club instructor using a buddy box for a maximum of 3 introductory flights.

2. Smoking on Club property is allowed; all butts must be placed in the provided receptacle.

3. All sheds are to kept locked when the field is not in use.

   - Main Shed - Combo Known to Maintenance
   - Pond Shed, Boat - Combo Known to Members

4. All rules can be found in Bay of Quinte Aeromodellers member handbook - Constitution and Bylaws.

5. Bay of Quinte Aeromodellers member handbook is available on the B.Q.A.C. website, and a current printed copy is in the shelter bulletin board. Don't have this document

Normal Operating Procedures and Club Safety Rules:

- Model assembly should be done in the designated pit area.
- Batteries shall not be connected to electric models unless the model is restrained in the start-up area - **no exceptions**.
- Gas/glow 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.
- The direction of take-off landing, and traffic pattern will be determined by the prevailing winds. If there is no wind, all take-offs etc. shall be east or west but away from the sun.
- Hand launching and bungee launching shall be done in agreement with any pilots flying and normally off to one side of the runway.

- Our flying area as measured from the center of the pilot stations and is a rectangle @ 200M by 75M with an additional area North of the flight line. We overfly adjacent farm fields without any no-fly zones, but pilots are encouraged to keep planes close.
- Recovery of RPA (Remotely Piloted Aircraft) that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.
- A fire extinguisher must be present for all powered RPA operation.
- If there is an accident requiring emergency services, cellular service is adequate to call 911. The civic address is **76 Craig Road, Belleville, Ont**.
- Pilots may fly in formation provided they agree to do so. There is a limit of 5 airborne RPA at a time.

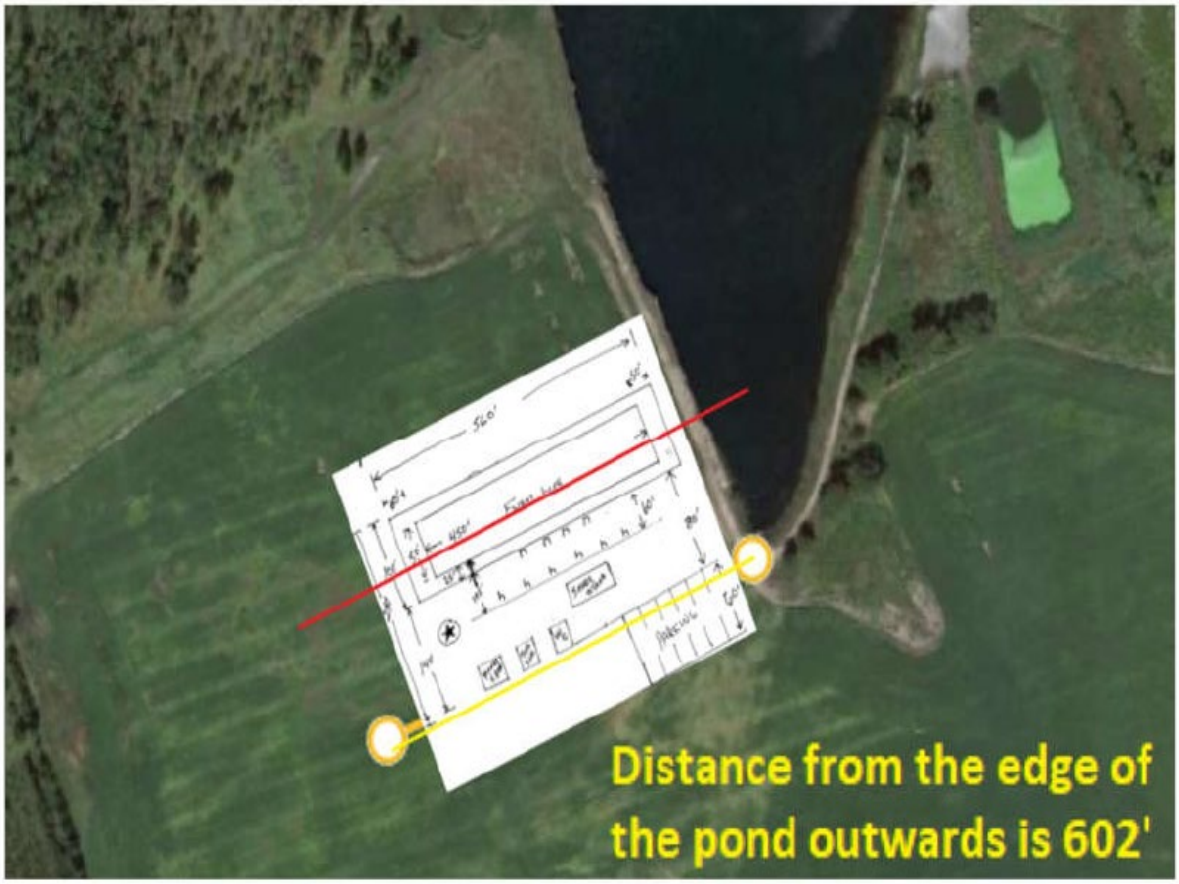
B.Q.A.C. operates in uncontrolled airspace:

- No flying will commence before 8 AM (for Electric) and 9AM (for Fuel) and will end a half hour before sunset, the time of which is available on the Weather Network App for the town of Belleville.
- "Night flying is not permitted at this site".
- Visual observers and MAAC "spotters" are optional at our site. The following are club procedures for ensuring full scale aviation safety:
- When any member or other person spots a full-scale airplane that might come near the site, they are to yell out "AIRPLANE" in a loud voice.
- ALL Pilots **must** immediately descend to as low an altitude as possible and then land as soon as safely able.
- When the full-scale airplane is no longer a threat, the person who gave the warning shall yell "ALL CLEAR", or the pilots may make that determination themselves, and resume flying.
- 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 to MAAC and the Club executive and follow MAAC policy with the following exceptions:
- 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 club executive when able and you must keep this form for one year (CAR901.49 (2)). Resume flying when done.

- If the member or Club executive deems the event serious, flying will not resume until members are given permission by the Club executive - in writing.
- If there is actual contact between an aircraft and a MAAC RPAS - all flying will cease until MAAC confirms we may resume operations.
- This process is for **your** protection.
- No RPA or other model aircraft flying will occur below the Club mandated weather minimum:
- If cloud is present below 1000’ above the model flying area
- A horizontal visibility requirement of less than 3 nautical miles around the flying area, and
- If there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.
- This site operates within 3 nautical miles of an aerodrome as listed in the CFS (Canada Flight Supplement) or CWAS (Canada Water Aerodrome Supplement) and is required to provide all members with the following information:
- The aerodrome’s name is Belleville (Marker Field) (CNU4) and it is located 2.7 nautical miles southwest of our modelling site.
- The aerodrome has a grass runway (08/26), no services, no winter maintenance and is not frequented by transient aircraft.
- There are no published VFR routes in the VTPC or other maps that affect our site. The depicted gliding area is well clear of our site.
- There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
- In the event of a “fly-away” towards CNU4, you may call the Aerodrome Operator at (613) 962-7337 and advise them of the issue. Our site is in uncontrolled airspace (4+nm from the Trenton control zone) so there is no need to notify DND ATC.
- MAAC Notam 2023-04 is used to determine Site Survey Options
- Members may elect to conduct a single RPAS Wilco Survey for the SOC site that can be shared all year by all members with the following conditions.
- Site Surveys must be done using RPAS Wilco app and will be readily available (posted in sun shelter)

- A club designate must check for any changes to airspace, nearby aerodromes or aerodrome procedures (via RPAS Wilco) based on Notam 2023-04 Schedule. If there are changes the new site survey will become the official site survey.
- Members should check for CNU4 or CFB Trenton (CYTR) related NOTAM either using the NAV CANADA NOTAM portal or using RPAS Wilco app or similar.
- Members Operating RPAS are individually responsible CAR Compliance.
- Members are free to conduct a site survey however they see fit for every flying session if they choose.
- The club has contacted the operator (OPR) of CNU4, and they have expressed no issues with our RPAS site.
- There are no other risk mitigating strategies required at B.Q.A.C. Club.
- The Club executive will review these rules at least once a year.

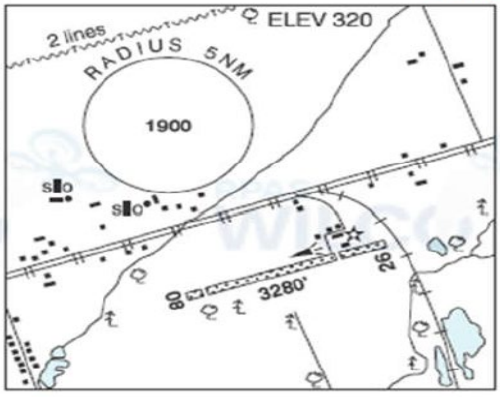
PIT SET-UP



FLYING AREA

BELLEVILLE (MARKER FIELD) ON — **CNU4**

REF	N44 11 32 W77 18 34 1.8E 12°W UTC-5(4) Elev 320´ A5000
OPR	D. Byrd 613-962-7337 Reg PPR
PF	B-1 C-2,3,4,5,6
FLT PLN FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
SERVICES S	1
RWY DATA RCR	Rwy 08/26 3280x75 GRASS/GRVL Thld 08 displ 240´. Thld 26 displ 740´. Opr No win maint.
COMM ATF	tfc 122.8 3.5NM 3300 ASL Area underlies E quadrant of the CYTR Mil CZ
PRO	Refer VTPC Trenton for east & westbound rtes & Belleville Area alt.
CAUTION	Glider activity to 2000 ASL.



Transport Canada | Transports Canada

VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

Communications Requirements

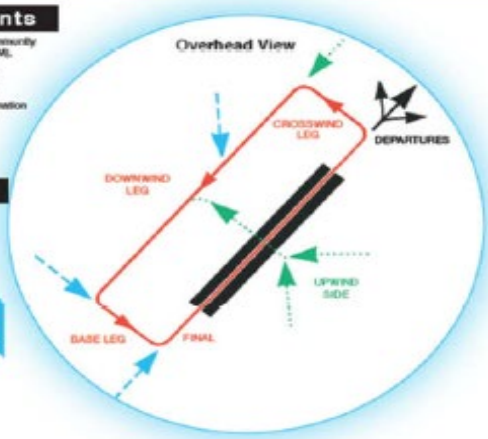
Information can be exchanged with a flight service station (FSS), community aerodrome radio station (CARS), universal communications (UNICOM), or vehicle operators by directed transmissions, or with other aircraft by broadcast transmissions. See the *Transport Canada Aeronautical Information Manual*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

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.

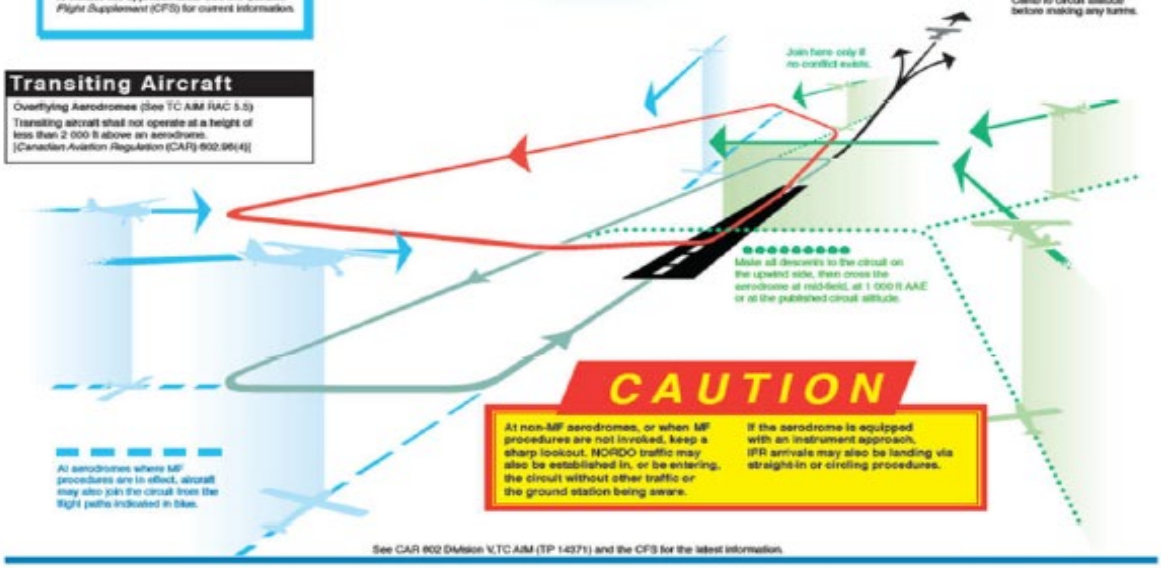
Circuits: (CAR 602.102)

- Report when entering the downwind leg.
- Report, with intentions, when established on final.
- Report when clear of the active runway after the final landing.

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)]



CAUTION

At non-MF aerodromes, or when MF procedures are not invoked, keep a sharp lookout. NORDO traffic may also be established in, or be entering, the circuit without other traffic or the ground station being aware.

If the aerodrome is equipped with an instrument approach, IFR arrivals may also be landing via straight-in or circling procedures.

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

TP 11541 (05/2010)

TC-1002940

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