

**St. John's Radio Control Flyers
Millers Pond
Rules (2025)**

MAAC Approved August 8, 2025

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

This site is located in controlled airspace (NAV CANADA St. Johns (CYYT)) NO DRONE ZONE. All RPAS operations regardless of altitude must receive individual approval from NAV CANADA. All RPAS operators shall conform to the Canadian Aviation Regulations, MAAC policies and site rules contained in this document.

Administrative Rules

Club: St. John's R/C Flyers (SJRCF) (#206, Zone B)

Field Name: Miller's Pond

Location: 39 Beaver Creek Road, Portugal Cove-St. Philips

Pilot Station Coordinates: 47 37' 33"N, 52 49' 28"W
(47.625833, -52.824444)

Contact(s): Keith Pierce, MAAC #90764, President
keithepierce@gmail.com, phone(709)685-0908

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

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

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

1. This location is private property. Attendance is by invitation only. Public advertising of any planned event is not permitted.
2. All vehicles must park in the designated area or beyond (away from the flight line)
3. These rules will be communicated in any invitation.
4. Rules will be reviewed annually by the property owner (Robert Dicks) in collaboration with SJRCF.

Site/event emergency response requirements

**In the event of an emergency, call 9-1-1. The site address to be provided to first responders is:
39 Beaver Creek Road, Portugal Cove-St. Phillips.**

1. Fire extinguisher and first aid kit on site.

Modelling Rules

MAAC Approved Modelling Categories

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

Approved Category	Weight/Power Limits	Altitude/operating limits
mRPAS	Less than 250 grams	100'agl
RPAS	25kg or less	Zero (Ground) - See airspace approval section
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		
RPAS Altitude and Weight >25kg		
RPIC	See section below	As approved by NAV Canada

RPAS/Model technical specifications or requirements or restriction

1. mRPAS requirements – mRPAS cannot be registered with Transport Canada. mRPAS are however regulated under CAR900.06 and part VI of the CAR. Compliance with MAAC safety code meets those requirements. mRPAS at advertised events must comply with the MAAC Event SFOC.
2. RPAS CAR requirements –All RPAS must conform a Manufacturer Declaration/Safety Assurance provision, either MAAC’s or another manufacturer.
3. Club/Site/Event requirements - None
4. MAAC requirements – **all RPA must conform to the MAAC Manufacture declaration technical specifications.** Also see NAV CANADA Airspace permission requirements.

RPAS Pilot/operator qualifications or requirements

1. mRPAS requirements –mRPAS do not require an RPAS operators' certificate however are regulated under CAR 900.06 and part VI of the CAR. Except for Advertised Events, **there are no MAAC or CAR age restrictions on mRPAS flight.**
2. RPAS Pilot CAR requirements. All RPAS pilots using this site must have Advanced RPAS certification.
3. Club/Site/Event requirements. None.
4. MAAC requirements – all pilots must have advanced or be operating under the direct supervision of an advanced or PPL+ pilot (RPIC). RPIC is limited to a one to one ratio at this site.

CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not normally require crew under the CAR.
2. RPAS CAR requirements - The use of a visual observer (VO) is **mandatory** at this site for all RPAS operations regardless of altitude or weight.
3. Club/Site/Event requirements – none.
4. MAAC Add-on requirements - VO must be an RPAS Certificate holder (Basic or Advanced) and trained/briefed on the procedures listed below.

Crew Rules

Visual Observers

1. Visual observers (VO) are mandatory for RPAS operations in controlled airspace, above 400'agl, RPAS events open to the public or where specified by MAAC. As required at this site, no member shall operate an RPAS unless:
 - a. A visual observer(s) is present who has been briefed or trained on any site/event procedures upon spotting a potential conflict with full-scale aircraft.
 - b. A minimum of one visual observer per flight line is required.
 - c. VO must not watch the models – their sole role is to scan the surrounding sky for approaching full-scale aircraft.
 - d. Position the VO where they have unobstructed sight lines – sitting in the shade beside a camper/structure is not acceptable. Equally they must be situated to have a reasonable communication ability with all pilots/modellers.
 - e. Use visual aids as required – sunglasses, wide brim hats, sunshades, binoculars or similar. If positioned far from pilot stations, provide suitable notification means such as air horns, lights, radios etc.
 - f. The VO may be assigned VHF radio monitoring duties as well as ATC communication responsibilities. VO or other responsible person shall monitor ALL cell phone numbers provided in the individual NAV DRONE approvals. **Under no circumstances shall pilots flying monitor their cell phones for ATC coordination.**
 - g. Notwithstanding any limits prescribed in the NAV DRONE approvals, the VO may be assigned VHF radio monitoring duties as well as ATC communication responsibilities for ALL NAV DRONE approved flying provided this is coordinated among all pilots beforehand.
 - i. The VO or other responsible person may be assigned duties to monitor ALL cell phone numbers provided in the individual NAV DRONE approvals.
 - ii. Under no circumstances shall pilots flying monitor their cell phones for ATC coordination.

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 (ATC or otherwise) of any airplane that might pose a hazard with modeling activities, the VO or any other person on site, shall yell in a loud clear voice “AIRPLANE”. **If in doubt, issue the warning.**
 - c. For operations in controlled airspace, if the VO or the person monitoring communications with ATC were to yell “AIRPLANE” the response by RPA pilots is expected to be the same.
 - d. Upon hearing this command, all pilots shall descend to as low as altitude as safely possible, and if required land. The goal is to vacate the airspace vertically and then determine if RPA can continue to operate safely.
 - e. **Lateral deconfliction maneuvers are prohibited above 60’AGL.** Descending to 60’agl (tree top level) is the accepted Transport Canada initial response. Members operating near/off aerodromes have different specific response requirements.
 - f. Upon determining the full-scale aircraft is no longer a threat, the VO or other persons shall yell in a loud clear voice “ALL CLEAR”.
 - g. If any "official person" such as a peace officer, ATC or their delegate, has given a stop flying order, guidance or similar, all model flying **shall** stop immediately and shall not resume until permission to do so is obtained from person or body that issued the stop flying order.
 - h. Thereafter modeling activities may resume as normal.

Program Director, Air Boss, ATC Coordinator

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

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

RPIC – RPAS Pilot in command

These are the options for any MAAC member to provide RPAS Pilot in Command (RPIC) direct supervision to another person at this site. **THESE RULES ARE SPECIFIC TO THIS SITE.**

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

1. **Advanced RPAS Certificate Holder - Direct Supervision options** – any MAAC member with a current and valid Advanced RPAS Certificate may perform RPIC duties as follows:
 - a. supervise a **single** non-certificate holder, or
 - b. supervise a **single** Basic Certificate holder.
2. **RPAS Flight Reviewer – Direct Supervision options** – any MAAC member with a current and valid Flight reviewer Certification may perform all the duties of an Advanced RPAS Certificate holder. RPIC does not affect the Transport Canada flight reviewer program or CAR regulations associated with it.

As this site flying area is wholly in **controlled airspace**:

- a. Any RPA student must be a MAAC member but does not need to possess any type of RPAS certificate to be supervised by an appropriate type of RPIC,
- b. The ratio of RPIC to students of any type is one-to-one, and
- c. The RPIC shall not assume any other roles while supervising a student.

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

Instructors/Demo flights

No specific rules

Spotters

Spotters are required if 4 RPAS flying at one time.

Airspace requirements or permissions

1. mRPAS requirements – permission is not required for individual members operating mRPAS. Events with mRPAS require SFOC compliance.
2. This site is in the St. Johns (CYYT) control zone. NAV CANADA lists this as a NO DRONE ZONE because it lies directly under the arrival/departure path for runway 10/28 2.46sm from the end of the runway - **all RPAS operations regardless of altitude must receive individual approval from NAV CANADA.**
3. Each Advanced Pilot shall submit a NAV DRONE approval via the NAV CANADA process. The maximum requested altitude permitted by MAAC at this site is 400'AGL.

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. St. John's International Airport, CYYT, it is located 2.97 nautical miles East of the modelling site.
2. The aerodrome has 2 runways, 10-28 and 16-34 and operates private and commercial traffic at a field elevation of 461 feet. Normal traffic patterns do not affect this site.
3. There are/ no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
4. In the event of a “fly-away” towards CYYT, the **pilot responsible shall** call the persons listed in the NAV DRONE approval, or if none is listed the control tower emergency contact number at 709-724-1055 and advise them of the issue.
5. The club executive has contacted the operator (OPR) of CYYT, and they have expressed no issues with our RPAS site. See letter attached.

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.

Normal mRPAS/RPAS/model operating procedures

1. Prior to daily operations, an RPAS Wilco site survey shall be consulted. MAAC endorses the use of a single shared RPAS Wilco site survey provided:
 - a. A new site survey is conducted/checked at least once every 56 days (NAV CANADA schedule), and if there are changes the updated site survey is made available to all members.
 - b. All site survey information is readily available to all RPAS pilots on site (electronically or in print).
 - c. Prior to each flying session, members must check Aviation NOTAM for critical flight safety information, or changes to airspace or aerodromes. Members may share NOTAM information verbally or in print with other members at the site.
 - d. Members must confirm there are no changes to site layout affecting distances to unsheltered bystanders
 - e. Members must each visually confirm no changes to site obstructions, local obstacles and that weather conditions stipulated in any MAAC requirements are met.

NAV CANADA 56-Day Publication schedule - ensure you complete a new RPAS Wilco Site Survey on these dates:

2025	2026	2027	2028
20-Feb-25	22-Jan-26	18-Feb-27	20-Jan-28
17-Apr-25	19-Mar-26	15-Apr-27	16-Mar-28
12-Jun-25	14-May-26	10-Jun-27	11-May-28
07-Aug-25	09-Jul-26	05-Aug-27	06-Jul-28
02-Oct-25	03-Sep-26	30-Sep-27	31-Aug-28
27-Nov-25	29-Oct-26	25-Nov-27	26-Oct-28
	24-Dec-26		21-Dec-28

2. The MAAC mandated minimum weather conditions to commence or continue MAAC RPAS operations are:
 - a. no cloud ceiling (broken or overcast sky) **estimated** lower than 1000’agl if the site approved altitude is less than 400’, or no cloud ceiling **estimated** less than 1000’ above any higher site approved altitude, and
 - b. the RPA will be able to remain 500’ vertically and 1 sm (statute mile) horizontally clear of any cloud, and
 - c. an **estimated** horizontal visibility of 3sm (5km) or more around the flying area, and
 - d. no other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

NOTE – RPAS pilots may estimate cloud ceilings and visibility, provided they do so in good faith understanding the purpose of weather limits is to ensure we can see approaching full-scale aircraft. Because of the very well documented localized weather in this area, pilots are free to use any source of weather information, including at site visual observations.

3. Each RPAS pilot is responsible to ensure the following MAAC procedures and requirements have been met prior to commencement of any RPAS operation:
 - a. Any required MAAC manufacturer declaration provisions have been met, including all RPAS technical specifications verified, pilot and crew requirements, and
 - b. All RPA and required equipment have been maintained and all mandatory actions completed before the flight, in accordance with the manufacturer declaration and

- c. all paperwork such as pilot declarations, required operating manuals or similar is present, and
 - d. That any required crew members are properly qualified, have made any required declarations and are briefed on the operation.
4. Members shall not operate an RPAS at night. Members shall use the St. Johns weather channel information to determine legal night.
5. A maximum of 4 RPAS may be airborne at one time. Pilots may not fly in formation.
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. All models will be assembled in the pit or designated assembly area. Unpowered testing of controls and failsafe may occur here as well. All powered testing must occur in a start up area.
9. All models, including electric powered models, will be restrained before being tested, armed or started in the designated startup areas.
 - a. All RPA must have failsafe active with minimum throttle set to idle.
 - b. Failsafe shall be tested and confirmed active.
10. Refer to the attached map for a depiction of the flying area, including any no-fly zones, a description or depiction of the flight line, safety line, runways, taxiways, and any other pertinent flying area demarcation.
 - a. No flying is permitted if there are any boats or swimmers in the flying area.
11. The following are the site take-off, approach, landing and recovery procedures:
 - a. Pilots, or their spotter, shall call out all model movements.
 - b. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations/dock.
 - c. Pilots shall take off into the prevailing winds, or otherwise in agreement with all pilots flying.
 - d. No person shall proceed past abeam the pilot stations without permission of other pilots flying.
 - e. The recovery of downed models in the flying area shall not be done without the agreement of all pilots flying. Thereafter no new models may take-off until the downed model is recovered. No flying directly over the recovery crew.

Emergency procedures

Fly-away or lost link.

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

1. If you experience a RPA fly-away, and in your judgement as the RPA pilot in command (including RPIC scenarios) the RPA has sufficient energy or capability to fly outside you NAV CANADA approved flying area, you are legally required to attempt contact with listed agencies below and advise them of the fly-away situation.
2. MAAC has assessed this site and determined the following:

This site is located in NAV CANADA controlled airspace (NAME and classification). Refer to the NAV DRONE agreement for current contact information.

Incident Accident

1. If there is any type of near miss or safety concern between a full-scale aircraft, bystander and our RPA/models, **ALL FLYING/MODELLING** SHALL cease immediately. The members involved should fill out a MAAC reportable occurrence report and submit that to MAAC and the Site/Event organizer and follow MAAC policy.
 - a. If the member(s) involved believe the risk was very minimal, they may complete their own self declaration or risk assessment using the MAAC form. Submit a copy of the form to the Site/Event organizers when able and recall if this involved RPAS you must keep this form for one year (CAR901.49 (2)). Resume flying/modelling when done.
 - b. If the member or Site/Event operators deems the event serious, flying/modeling will not resume until members are given permission by the Site/Event organizers – in writing.
 - c. If there is physical contact between a full-scale aircraft, a by-stander, a spectator and a MAAC RPAS/model – all flying/modelling will cease until MAAC confirms you may resume operations.
 - d. This process is for **your** protection.

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 not approved

RPAS Operations Above 25kg - not approved

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

RPAS Pilot In Command

General site rules

This site is in controlled airspace, MAAC does not allow more than one-on-one direct supervision. RPIC in this regard is not to be considered RPA instruction or how to fly – its intended to be supervised flying of **competent students** who do not possess the correct ratings or paperwork. The following constitutes the MAAC program under the MAAC Manufacturer declaration instruction provisions:

1. The primary role of the RPIC is to provide airspace regulatory compliance, safety and situational awareness. The RPIC may or may not provide hands-on “instruction” to any student at their discretion.
2. The RPIC shall be positioned and remain within earshot, at a normal conversational level, of the student while the RPA is airborne.
 - a. Conversely, regardless of physical pilot stations arrangements, RPIC shall not occur unless the student is within earshot of the RPIC.
3. The site shall ban or otherwise prohibit all extraneous noise to ensure a solid verbal communication ability between RPIC and students.

Event Approval (Permanent or individual)

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

1. ALL MAAC events that require approval or want MAAC insurance must occur at SOC sites and be approved by MAAC. All outdoor events with operable RPAS must be approved by MAAC.
2. **Outdoor events that are clearly listed as “member-only” events** (regardless of reason such as competitions, fun-fly’s, fly-in’s, airshows, air racing, demonstrations or any other organized gatherings) do **not** require MAAC Event SFOC compliance. **All advertising/notice including internal to MAAC must include the following phrase:**

This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised.

3. **“Advertised events”** - regardless of what you “named” your event, if your outdoor event includes operable (flying) RPAS **and** is open/advertised to the general public in any fashion, **must** meet the MAAC SFOC requirements. All advertising/notice, including internal to MAAC **must** include the following phrase:

This event is open to the public and all MAAC members, crew, and their invited guests. MAAC Event SFOC compliance is required.

Foreign RPAS Pilots (US or other)

MAAC has already obtained Transport Canada approval for foreign RPAS pilots to operate RPAS at our MAAC sites and events (Policy approved July 2023). Foreign pilots must join MAAC and follow the provisions of MAAC policy (on the website). Also see the RPAS Wilco NOTAM (2024-02).

Events with RPAS operations above 400'agl and/or weighing more than 25kg - not approved

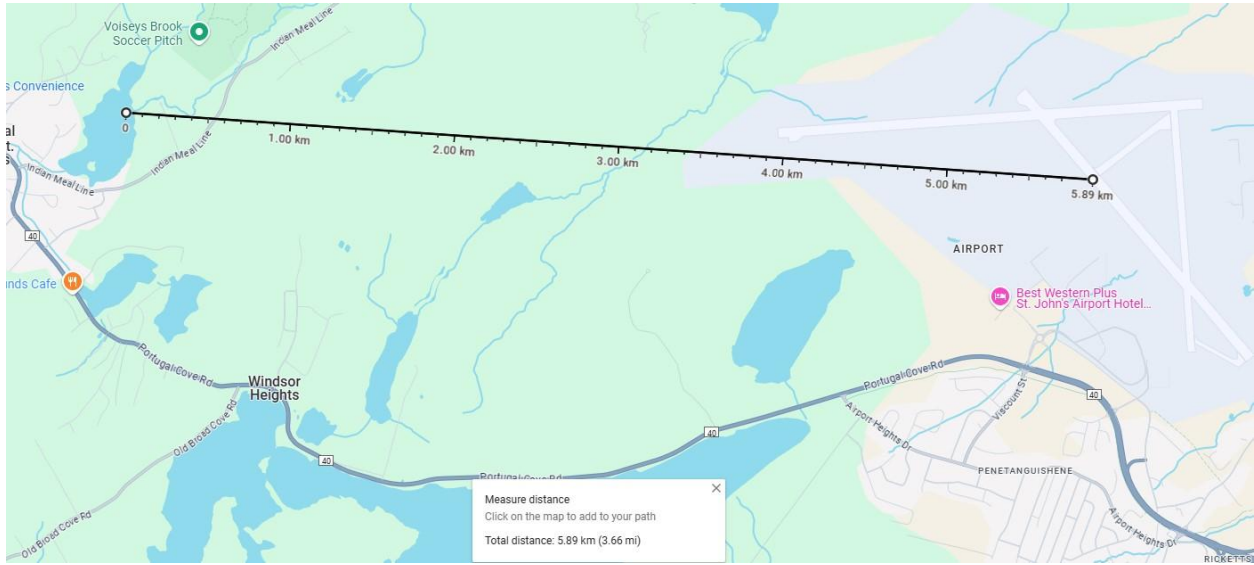
The following are the normally expected process and rules for an event.

1. The club/event organizers shall:
 - a. Prior to submitting an event approval application, ensure they have read all MAAC policy and have submitted an event package indicating they have complied as best as possible.
 - b. Ensure the site meets all MAAC event organizational and logistic requirements such as signage, parking control, spectator safety barriers, washroom and food provisions, and fire/medical safety requirements commensurate with the expected attendance.
 - c. Ensure the event complies with MAAC event policy and any CAR or SFOC requirements.
 - d. Ensure all attending modellers/RPAS pilot are **current MAAC members**.
 - e. Take reasonable steps to ensure all attending modellers pilots **receive a briefing** on site or event rules using the MAAC minimum checklist (attached).

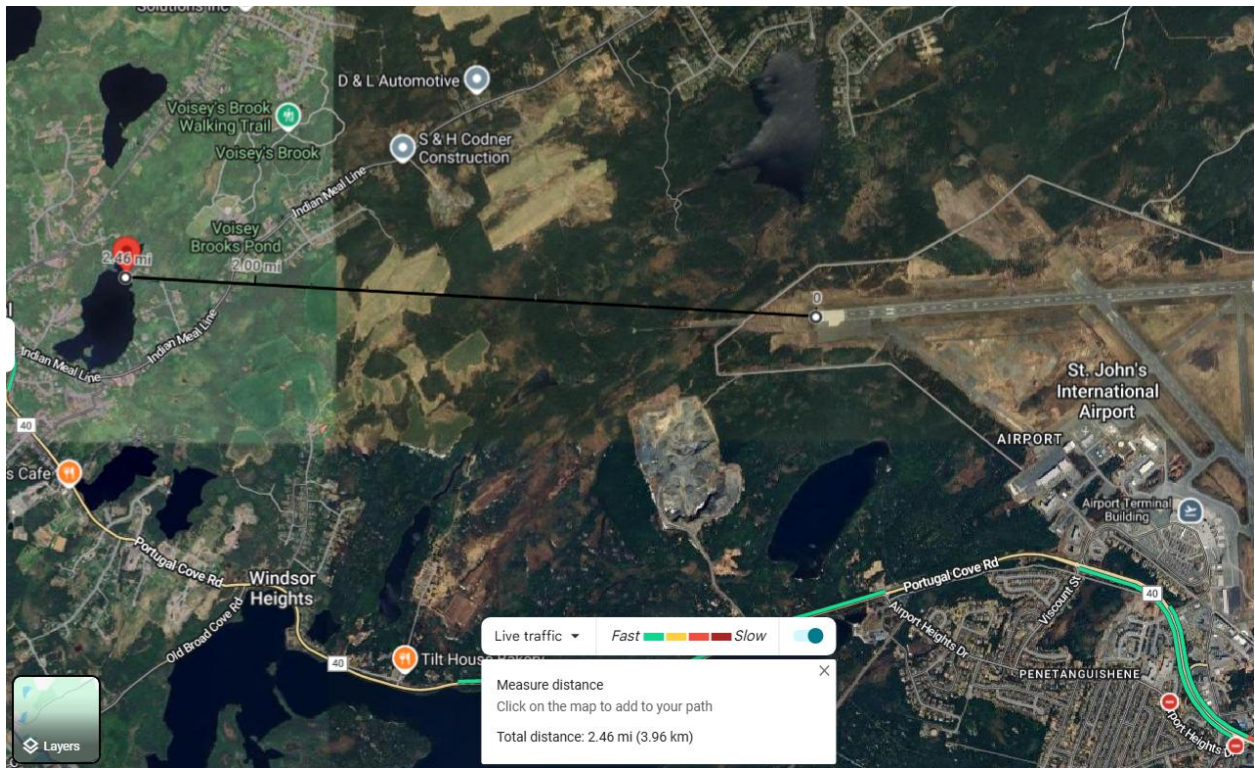
2. In addition to all the above and the club rules, at any event where the public is in attendance under the MAAC SFOC, the event organizers are responsible to ensure:
 - a. MAAC warning signs are posted at all public entry points.
 - b. A copy of the MAAC SFOC and application are on site and available to all RPAS pilots.
 - c. All RPAS pilots sign the Transport Canada sign in sheet.
 - d. All RPAS pilots receive a briefing on site rules using the MAAC minimum checklist (attached).
 - e. A visual observer is always present when RPAS are flying.
 - f. Ensure all follow up actions are completed after the event, most notably any Transport Canada paperwork.

3. Any member attending an event shall
 - a. Comply with all CAR, SFOC, MAAC and club/event rules as required.
 - b. Not operate a model or RPAS unless they attend or obtain a pilot briefing.

Diagrams/maps



Flying Site to Aerodrome Distance

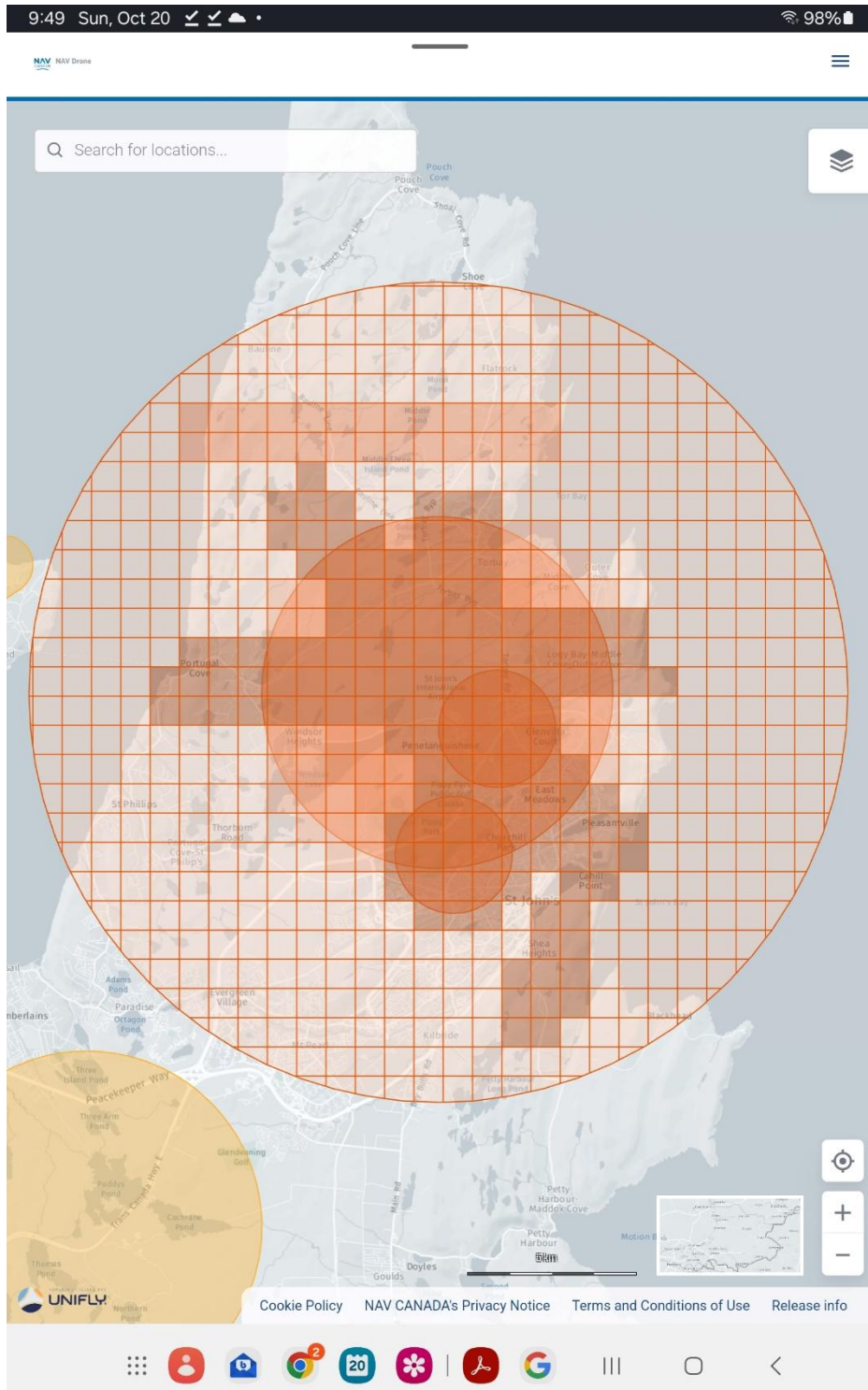




Site Flying Area

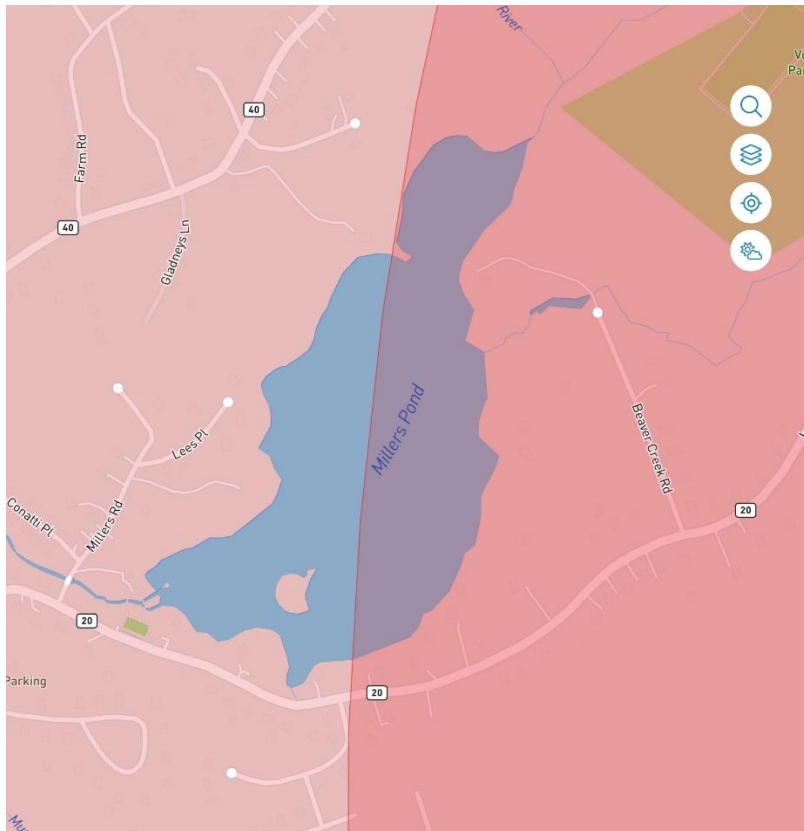


Site Setup Diagram



NAV Drone Viewer Grid

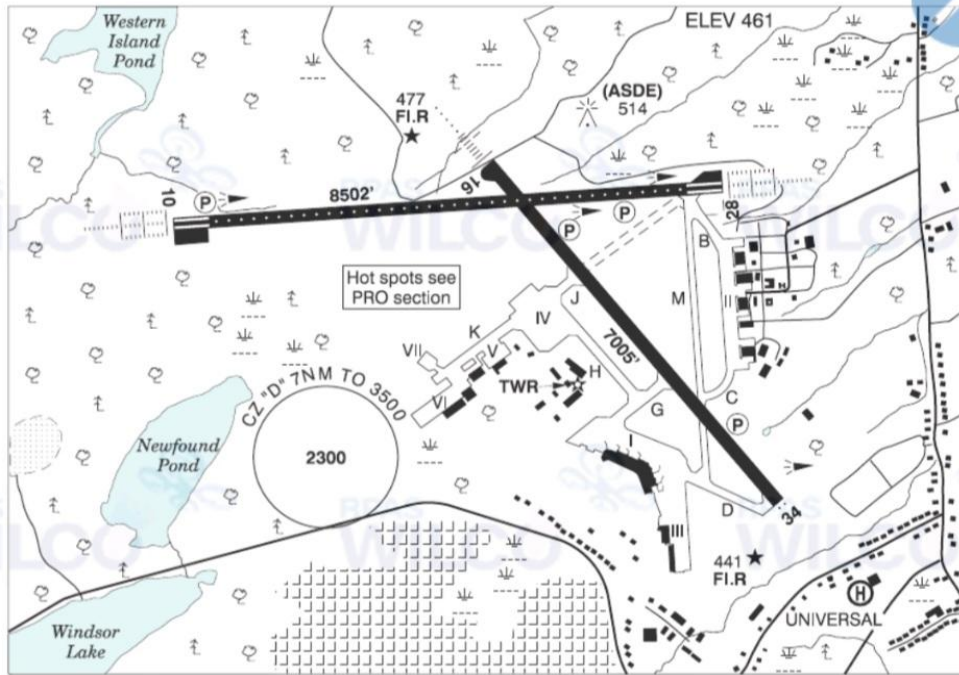
St. John's Radio Control Flyers - Millers Pond



3nm Zone Boundary

ST. JOHN'S INTL NL

CYYT



REF	N47 37 07 W52 45 09 3NW 17°W (2023) UTC-31/2(21/2) Elev 461' A5012 LO8 HI6 CAP OC
OPR	St. John's International Airport Authority Inc 709-757-4444 H24 Cert
PF	A-1,2,3,6 C-4,5
CUST	AOE/165 (450 with staged off-loading) 1130-0330Z± General aviation 888-226-7277
FLT PLN	<p>FIC London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)</p> <p>ACC (IFR only) Gander 709-651-5225 or 888-751-5225.</p> <p>WX METAR H24 TAF H24, issue times: 00, 06, 12, 18Z</p>
SERVICES	<p>FUEL 100LL, JA-1 (FSII avbl) O/R</p> <p>OIL All</p> <p>S 1,2,4</p> <p>ARFF DESIGNATED CAT 7</p> <p>SUP FL LPOX, D & A-ice</p> <p>JASU CAN-A Elect Start 10/15</p> <p>MIL ADV Transient svcs avbl to RCAF and NATO acft thru Air Reserve Torbay Ops 709-570-4791 or 709-685-0243. Trans svcs avbl 1030-0230Z±, aft hrs with 4 hr PN. Tow bars avbl for C130, P3, EH101, S61, C144</p> <p>PVT ADV Woodward Aviation 123.5 709-579-3776 Fax 709-579-8513; Shell Aerocentre 123.0 709-576-4615 Fax 709-576-0768; Irving Aviation Svcs 122.9 709-758-3200 Fax 709-758-3201</p> <p>MIL CON Woodward's Oil Ltd 709-579-3776</p>

CANADA FLIGHT SUPPLEMENT / GPH 205 Effective 0901Z 31 October 2024 to 0901Z 26 December 2024

NEWFOUNDLAND AND LABRADOR

AERODROME/FACILITY DIRECTORY

ST. JOHN'S INTL NL (Cont'd)



RWY DATA	Rwy 10(103°)/28(283°) 8502x200 ASPH Rwy 16(156°)/34(336°) 7005x200 ASPH RESA: 16/34 492'; 10/28 492'
RWY CERT	Rwy 10 RVR 600/Rwy 28 RVR 600 AGN V Rwy 16 RVR 1200(1/4sm)/Rwy 34 RVR 1200(1/4sm) AGN V
TWY	Twy K uncontrolled bcst intentions on 121.9
APRON	All Aprons uncontrolled. Taxiing acft to remain on taxilanes. Acft shall not taxi btwn tml and pushed back acft. Apron I: Acft with a wingspan greater than 52m (170.6') but less than 65m (213.3') to access/exit Apron I via Twy G only, rstd to Gate 1. Dedicated cargo ops proh. Apron II: rstd to acft with wingspan 52m (170.6') or less. All turbine acft engine runs above idle power prohibited on Apron II. Apron II Helicopter FATO operations prohibited. Apron VII: Rstd to B767 acft and smaller.
RCR	Opr CRFI Win field cond reports 709-757-4444. PLR/PCN
LIGHTING	10-AL(TE HI CL TDZL) P3, 28-AL(TE HI CL TDZL) P3, 16-AN(TE HI CL) P3, 34-AS(TE HI CL) P3
COMM	<p>RCO London rdo 123.275 (FISE) 126.7 (bcst)</p> <p>ATIS 128.0</p> <p>GND 121.9 275.8</p> <p>TWR 120.6 236.6 (E) (emerg only 709-724-1055)</p> <p>PAL Gander Ctr 133.15 135.35 227.3</p> <p>MIL Air Reserve Torbay Ops 131.02</p> <p>INTL AIR Gander rdo 122.375 135.35</p>
NAV	<p>VOR/DME TORBAY YYT 113.5 Ch 82 N47 29 07 W52 51 08 (839')</p> <p>DME ISO 110.3 Ch 40 N47 37 26 W52 44 27 (474')</p> <p>ILS IYT 110.7 (Rwy 16) RVR LOC reliable only within 10° either side of centreline; ISO 110.3 (Rwy 28) RVR LOC reliable only within 10° either side of centreline; IMP 109.1 (Rwy 10) RVR LOC reliable only within 10° either side of centreline</p>

CANADA FLIGHT SUPPLEMENT / GPH 205 Effective 0901Z 31 October 2024 to 0901Z 26 December 2024	
NEWFOUNDLAND AND LABRADOR AERODROME / FACILITY DIRECTORY	
ST. JOHN'S INTL NL (Cont'd) CYYT	
PRO	<p>Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website.</p> <p>DE-ICING PROCEDURES</p> <ol style="list-style-type: none"> 1. Ctc ICEMAN thirty minutes prior to push back on 129.2. 2. Ctc ST JOHN'S GND after pushback for taxi to CDF. 3. Hold short of CDF on H. 4. ST JOHN'S GND will advs the flt crew to ctc ICEMAN on 129.2 when the acft has taxied to the proper entry point. 5. ICEMAN will then delegate bay assignment & entry instructions. Expect freq change to de-icing bay frequencies. 6. De-icing bay frequencies; <ul style="list-style-type: none"> Bay 1 – Contact IDS on 122.950 MHz Bay 2 – Contact IDS on 130.125 MHz Bay 3/4 – Contact IDS on 128.950 MHz 7. Flt crews are advised to exercise discretion at all times while on the CDF. Directional signage and taxi lines on the CDF must be followed by flt crews at all times. 8. After de-icing is complete, return to 129.2 MHz for pad exit instructions. Flt crews must advs ICEMAN that all equipment and de-icing personnel are away from the acft and have returned to their designated safety zones. 9. ICEMAN will instruct the acft to hold its position on the CDF and ctc ST JOHN'S GND on 121.9 MHz. 10. Acft to hold its position until ST JOHN'S GND issues further taxi instructions from the CDF. <p>NOTES:</p> <ol style="list-style-type: none"> 1. Acft intending on returning to any apron after de-icing must drip dry for 25min on CDF. 2. Single engine taxi not permitted from CDF. 3. Engine run-ups are not permitted on CDF. 4. Contact 709-753-9742 for de-icing if Icehouse unavailable. <p>DE-ICING OPERATIONS</p> <p>DE-ICING BAYS RESTRICTIONS</p> <ol style="list-style-type: none"> 1. Bay 1 - Max wingspan for de-icing ops 35.8m (117') 2. Bay 2 - Max wingspan for de-icing ops 35.8m (117'). Note: Bay 3 is closed/unusable when Bay 2 is occupied. 3. Bay 3 - Max wingspan for de-icing ops 79.75m (262'). Note: Bays 2 and 4 are closed/unusable when Bay 3 is occupied. 4. Bay 4 - Max wingspan for de-icing ops is 35.8m (117'). Note: Bay 3 is closed/unusable when Bay 4 is occupied. <p>NOTE: The above noted max wingspans are intended to protect adj de-icing bays, safety zones and the apron twy. Exceedances of these values are permitted but must be evaluated and approved by the Aprt Authority to ensure special op procedures are communicated and implemented.</p>
CAUTION	<p>Open pit blasting ops 11NM SW to 1000 ASL 200 AGL, 1NM radius of N47 29 08 W52 57 11.</p> <p>Weather condition: No landing auth without electronic GP or vertical guidance capability when moderate to severe turbulence/wind shear/downdrafts being reported.</p> <p>Daily radiosonde balloon launches with an ascent rate of 1000 ft/min btwn hrs of 1115-1345Z and 2315-0145Z.</p> <p>Extv bird activity May-Nov. Poles & houses 646 ASL (42 AGL) aprx 2 NM NW of A/D.</p>

CFS Entry

you above everything



Box 1, Airport Terminal Building
100 World Parkway
St. John's, NL Canada
A1A 5T2

T (709) 758-8500
F (709) 758-8521

stjohnsairport.com

29 November 2024

Mr. Keith Pierce
President
St. John's R/C Flyers Club

Dear Mr. Pierce

RE: R/C Aircraft flying in the vicinity of St. John's International Airport at Millers Pond Portugal Cove.

This letter serves to confirm that the St. John's International Airport has no issues or concerns with the activities of the St. John's RC Flyers club conducting flights at the above location, provided I complies with the following;

- All RC aircraft operators are Transport Canada Advanced RPAS licence holders.
- Flight activities are conducted lower than 400 feet AGL.
- All Flight activities are co-ordinated with Nav Canada vis the St. John's tower either by VHF radio or telephone.

Regards

A handwritten signature in blue ink, appearing to read "Wayne Morris", is written over a horizontal line.

Wayne Morris
Director, Operations

WARNING!



**AEROMODELING
MAY CAUSE
SERIOUS INJURY!**

**PROCEED AT
YOUR OWN RISK!**

AVERTISSEMENT!

**L'AÉROMODÉLISME
PEUT CAUSER
DES BLESSURES GRAVES!**

**PROCÉDEZ À VOS PROPRES
RISQUES!**