

## **North Simcoe Flyers Boker Farm Airfield Rules**

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: North Simcoe Flyers (#336, Zone L)

Field Name: Boker Farm Airfield

Location: 1115 Baseline Road S. Tiny, ON

Pilot Station Coordinates: 44° 39' 29"N, 79° 52' 54.7"W

Contacts: Ken Marlor, MAAC # 91735, Secretary - Treasurer  
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Conditions for Use - All persons using this modelling site must:

1. be MAAC members in good standing.
2. be members of North Simcoe Flyers, or an invited guest of North Simcoe Flyers 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. Flying hours are from 10:00 A.M. - 6:00P.M. any day.
2. All vehicles are to be parked in the designated parking area next to the fence. The Gate area must be kept clear at all times.
3. Everyone is responsible for the removal of trash from the field.
4. NO SMOKING ALLOWED ANYWHERE ON THE FIELD.
5. Flying at the field is restricted to Club Members and their Guests. Members are responsible for the actions and behavior of their guests.
6. All flyers must have their MAAC card with them when flying at the field.

7. All new flyers and guests must be checked out, present their MAAC Membership card, and be made aware of the field rules by an NSF member prior to flying.
8. All Members are expected to be courteous at all times to fellow Members and Guests.
9. Be familiar with all parts of the Clubs MAAC Safety Manual that has been distributed to all current paid-up Members of the Club.
10. It is incumbent on all Club Members to visit the MAAC website, in order to keep current with any updates to the Safety Policies and Procedures that are posted there.
11. The Club executive will review these rules at least once a year.

**Site/event emergency response requirements**

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

**1115 Baseline Road S. Tiny, Ontario**

Emergency response items such as Fire Extinguisher, First Aid Kit are located in the Transmitter impound cabinet and are checked and updated on a regular basis. A copy of the Club Safety Manual is also kept in this cabinet, which includes emergency procedures for Member reference as required.

2. A fire extinguisher must be present for all powered RPA operation.
3. For Events, spectators are required to remain East of the Fence Line, avoiding the Pit area, Pilot stations and Flight Lines. A posting is on the information board at the entrance to the Field containing 911 Emergency Location Information. All events will follow the appropriate MAAC Safety Guidelines.

**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	Rules
mRPAS	Less than 250 grams	400'agl	Site Rules
RPAS	25kg or less	400'agl	Site rules
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. The rules are explained in each sub-section of this document.

Approved Add-on	Weight/Power Limits	Altitude/operating limits	Rules
RPAS Weight	Not Approved		
RPAS Altitude			
RPAS Altitude and Weight			
Permanent Event Approval			
RPIC			

### 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.
2. RPAS CAR requirements - There are no special CAR restrictions on RPAS models.
3. Club/Site/Event requirements - The name of the owner and a contact phone number is also useful on the aircraft to enable easier traceability.

### RPAS Pilot/operator qualifications or requirements

1. mRPAS requirements: mRPAS do not require an RPAS operator's certificate. They are, however, regulated under CAR900.06 and part VI of the CAR. **There are no MAAC or CAR age restrictions on mRPAS flight.** Compliance with MAAC safety code meets all requirements.
2. RPAS Pilot CAR requirements: All RPAS pilots using this site must have BASIC RPAS certification.
3. Club/Site requirements. All new flyers and guests must be checked out, present their MAAC Membership card, and be made aware of the field rules by an NSF member prior to flying.

### CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not normally require crew under the CAR.
2. RPAS CAR requirements - This site does not require VO's for RPAS operations below 400'agl and sub25kg operations. 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 - North Simcoe Flyers will not be hosting any events other than a “member-only” Fun Fly and BBQ.

## Crew Rules

### Visual Observers

1. Visual observers (VO) are optional at this site. When required at this site, no member shall operate an RPAS unless:
  - a. The visual observer(s) must be 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. Positioning the VO where they have unobstructed sight lines is important – 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.
  
2. The following are the procedures for ensuring full scale aviation safety:
  - 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 shall yell in a loud clear voice “AIRPLANE”. **If in doubt, issue the warning.**
  - c. 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.
  - d. **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.
  - e. 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”.
  - f. Thereafter modeling activities may resume as normal.

### Air Boss – ATC Coordinator

This site is in uncontrolled airspace – an Air Boss is not required

### RPIC – RPAS Pilot in command

Not Approved

### Instructors/Demo flights

North Simcoe Flyers follows MAAC established Flight Training Guidelines to train new Pilots. No individual is allowed to fly either unsupervised, or without the use of a buddy box until they have attained their MAAC Wings and RPAS Basic Certificate. Demo flights may be provided by an appropriately Certified Senior North Simcoe Flyer Member, along with the use of a buddy box.

**Spotters:**

MAAC “spotters” are optional at our site.

**Airspace requirements or permissions**

1. mRPAS requirements – none
2. RPAS CAR requirements - This site is in uncontrolled Class G airspace. The nearest controlled airspace vertically starts at 2795’agl (3500msl).
3. Club/Site/Event requirements - none.

**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. The aerodrome’s name is Huronia (CYEE) and it is located 2.58 nautical miles northwest of the modelling site.
2. The aerodrome has a single paved runway (16/34), many hangers and businesses and services. Our location is offset from the arrival departure path by 3/4nm and we do not normally interfere with the established traffic pattern. The MAAC “see and avoid” practice is deemed sufficient to ensure full-scale safety.
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 CYEE, you may call the aerodrome operator Eric Duffy at 705-526-8086, (Office), or 705-427-4293 (Cell), and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
5. The club executive has contacted the operator (OPR) Eric Duffy, of CYEE, and they have expressed no issues with our RPAS site.

**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.**

North Simcoe Flyers Inc. operates on the Boker farm. This location was formerly a private airstrip with the name Wyevale (Boker Field) Airport, TC LID: CNL8. Currently Wyevale (Boker Field) is deemed as ‘Abandoned’, and CNL8 is delisted in the CFS.

The runway and taxi area are no longer active, and no aircraft are housed in the owner's hangar or on the property. The current owner of the Boker Farm has confirmed to the North Simcoe Flyers that the Aerodrome has indeed been abandoned.

Should the state of this location change in the future that may impact RPAS operations, including but not limited to being reinstated as an active aerodrome, North Simcoe Flyers will take immediate and appropriate action with MAAC for review.

### **Normal operating procedures**

1. Prior to daily operations, at least one member shall check the Aviation NOTAM for CYEE using either the NAV CANADA website or RPAS Wilco. If you are the first pilot of the day and have printed a RPAS Wilco site survey, please leave it at the site for fellow modelers to reference. Every member is still responsible to ensure they have the latest NOTAM information in some fashion.
2. The MAAC mandated minimum weather conditions for RPAS are:
  - 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 an estimated horizontal visibility of 3sm (5km) or more around the flying area, and
  - c. no other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

NOTE – there is no aviation weather available near this site 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. 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 each visually confirm no changes to site obstructions, local obstacles and that weather conditions stipulated in any MAAC requirements are met.
4. No flying will commence until half an hour after sunrise and will end a half hour before sunset, the time of which is available on the Weather Network App for the town of Wyevale. No Night flying is allowed at North Simcoe Flyers Club.
5. 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 pilot stations. Pilots may fly in formation provided they agree to do so.
6. See site diagrams below for field layout and flying area.
  - a. The pylon on the field must not be moved.

- b. Flying is restricted to the field, not over the pit area, and not within 30m of any houses, roads or hydro lines.
  - c. Our flying area as measured from the center of the pilot stations is a rectangle 500 ft. left, right and 300ft. straight out. Refer to the site flying area map for no-fly zone depictions.
7. Pre-flight assembly and daily testing requirements:
- a. Model assembly should be done in the designated pit area.
  - b. When fueling your plane ensure that you do not spill fuel on the ground. A recovery system should be used or a piece of carpet when fueling.
8. 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.
9. The following are the site take-off, approach, landing and recovery procedures:
- a. Pilots, or their spotter, shall call out all model movements.
  - b. Takeoffs, flying and landing shall be done with the Pilot at a Pilot Station at all times.
  - c. It is recommended that Pilots do not fly alone.
  - d. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations/dock.
  - e. Pilots shall take off into the prevailing winds, or otherwise in agreement with all pilots flying. If no wind, all takeoffs shall be north or south, but away from the sun.
  - f. No person shall proceed past abeam the pilot stations without permission of other pilots flying.
  - g. 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.

In the event of a “fly-away” towards CYEE, you may call the aerodrome operator Eric Duffy at 705-526-8086, (Office), or 705-427-4293 (Cell), and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.

### 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 new Transport Canada RPAS occurrence form is attached to these rules for your use as follows:

- 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/TC 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.
  - i. Any repair other than minor (replacing broken propeller etc.) shall be treated as a maiden flight/operation. Ensure RPAS logbook entries are made.
  - ii. Any repair that cannot be fixed at the field, shall only be repaired at the modellers/owner’s shop or other repair facility. Ensure RPAS logbook entries are made.

### **MAAC Add-ons**

**RPAS Operations Above 400’AGL - not approved**

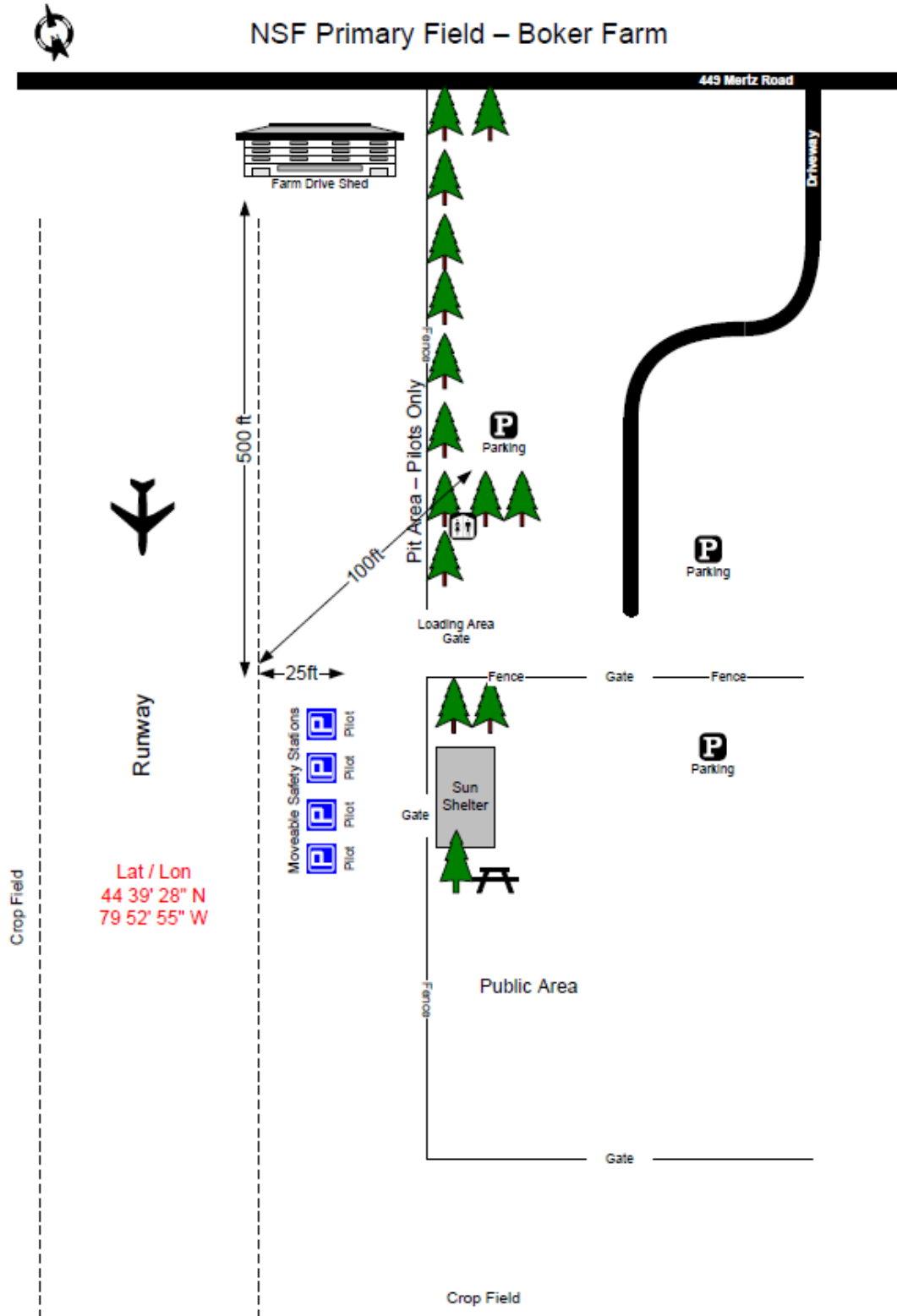
**RPAS Operations Above 25kg - not approved**

**RPAS Operations Above 400’AGL and Above 25kg - not approved**

### **Diagrams/maps**

North Simcoe Flyers Field:







ONTARIO		AERODROME/FACILITY DIRECTORY	
MIDLAND / HURONIA ON		CYEE	
<b>REF</b>	N44 41 05 W79 55 46 4SSW 11°W UTC-5(4) Elev 773' A5000 LO6 HI5 CAP		
<b>OPR</b>	Huronias Airport Comsn 705-526-8086 Reg		
<b>PF</b>	A-1,7,8 C-2,3,4,5,6		
<b>CUST</b>	AOE/CAN		
<b>FLT PLN</b>	<b>FIC</b> London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) <b>WX</b> ALTIMETER/WIND 705-526-8086 ldt hrs (see COMM)		
<b>SERVICES</b>	13-22Z± <b>FUEL</b> 100LL, JA-1 <b>OIL</b> 20W50, 15W50 <b>S</b> 1,2,3,4,5,6		
<b>RWY DATA</b>	Rwy 16(160°)/34(340°) 3996x75 ASPH Rwy 34 first 998' up 1.14% <b>RCR</b> Opr		
<b>LIGHTING</b>	16-AS(TE ME) AP, 34-AS(TE ME) AP ARCAL-122.85 type J		
<b>COMM</b>	<b>ATF</b> UNICOM (AU) ltd hrs O/T tfc 122.85 5NM 3800 ASL		
<b>NAV</b>	<b>DME</b> YEE 112.8 Ch 75 N44 34 54 W79 47 36 (996')		
<b>CAUTION</b>	Due to rwy slope on 16/34, acft on rwy ends may not be visible to pilots at opposite ends of rwy. Wildlife in vic of rwy. Trees on approach to Rwy 16 & 34.		



# 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).

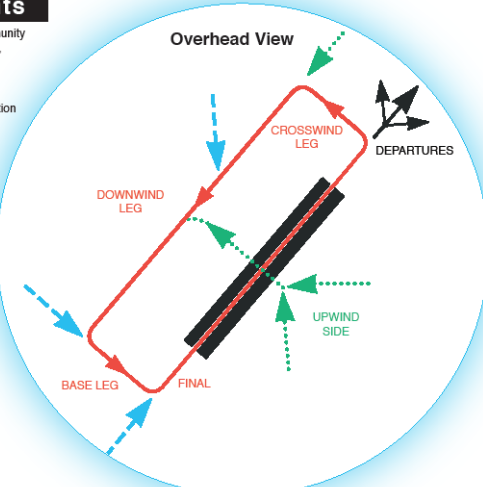
## Standard Left-Hand Pattern

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.

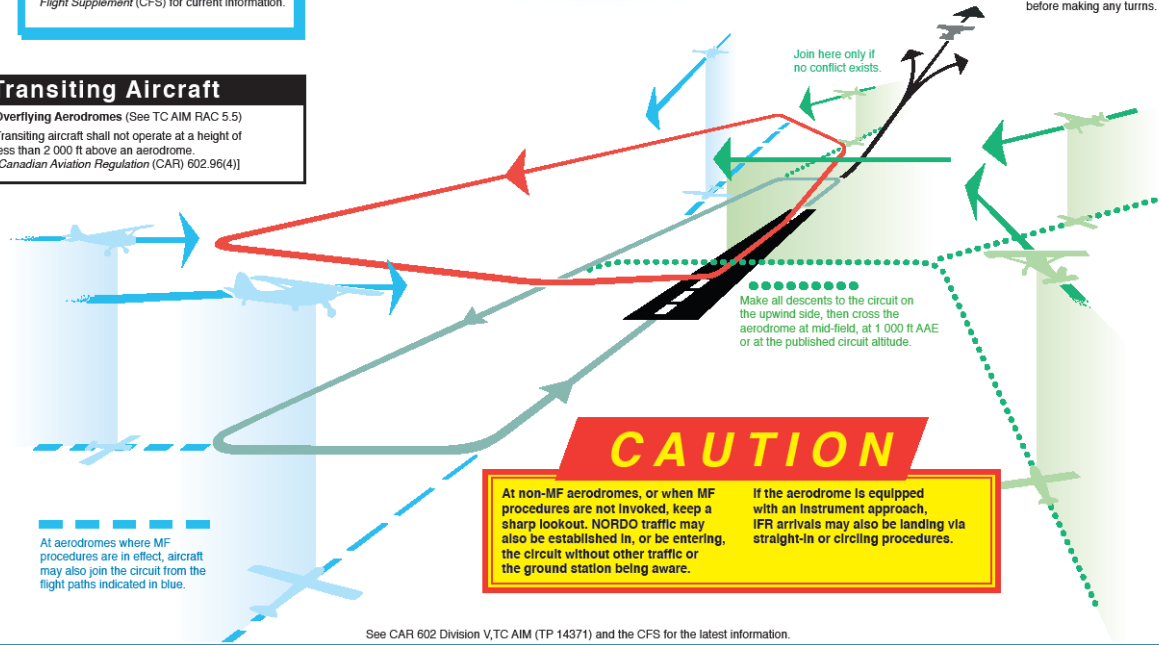


**MF/ATF Communication Procedures** (see TC AIM 4.5.7)  
**Note:** If your aircraft is radio-equipped, it is recommended that the same calls be made at non-MF aerodromes.

- 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)]



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

### **Event Approval (Permanent or individual)**

North Simcoe Flyers will not be hosting any events other than a “member-only” Fun Fly and BBQ.

**This site has not been approved for permanent event approval – all events must be processed per below. If you have any doubts about your event, contact your Zone Director or the SAG directly.**

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, you **must** meet the MAAC SFOC requirements (the SAG will work with clubs on the rules required). 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 (MPPD14 approved July 2023). Foreign pilots simply join MAAC and follow the provisions of MPPD14 (on the website). Also see the RPAS Wilco NOTAM (2024-02).

### **Over 400'agl and above 25kg**

MAAC is aware of which clubs/sites qualify for above 400'agl and will soon begin to issue approvals site by site, with conditions specified in the rule’s packages. Where there are events requesting over 400’ or over 25kg, the Event SFOC rules listed above also apply, as well as the “higher and heavier” SFOC requirements.

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 the MAAC events warning sign is posted for the event.
- e) Ensure all attending modellers/RPAS pilot are **current MAAC members**.

- f) Take reasonable steps to ensure all attending modellers/RPAS pilots **receive a briefing** on site or event rules using the MAAC minimum checklist (attached).
  - g) Ensure all follow up actions are completed after the event, most notably any Transport Canada paperwork.
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 and
  - e) A visual observer is always present RPAS are flying.
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.

**WARNING!**



**AEROMODELING  
MAY CAUSE  
SERIOUS INJURY!**

**PROCEED AT  
YOUR OWN RISK!**

**AVERTISSEMENT!**

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

**PROCÉDEZ À VOS PROPRES  
RISQUES!**