

**Riverside Modelling Association
RMA Havelock Flying Field
Rules 2026**

MAAC Approved May 27, 2026

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

Site Operator Name: Riverside Modelling Association (#165, Zone B)

Site Name: RMA Havelock Flying Field

Location: 5086 NB-880, Salisbury Parish, NB E4Z 5C5

Pilot Station Coordinates: 46°01'25.9"N 65°15'50.0"W
(46.023854, -65.26388)

Contacts: Rob Camm #8101, Club Director
506-852-1975, rtcamm@outlook.com

Kevin Drayson #84132, Club Director
506-850-2747, kdrayson@nbnet.nb.ca

Jason Aube #56821, Club Director
506-962-1303, jasonaube@gmail.com

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

1. be MAAC members in good standing.
2. be members of Riverside Modelling Association (RMA) or an invited guest of RMA 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 modeler briefing or otherwise read and follow all site/Event rules. The site operator is responsible to take reasonable steps to ensure a modeler briefing occurs for each modeler using the site.

Site Administrative rules

1. Club rules apply to all club members, their guests and invited guest or spectators. Members are responsible for the conduct of their guests.
2. There shall be visible signs, barricades, or observers indicating areas that are not accessible to invited guests and spectators.
3. Spectators and invited guests are permitted in the pit and pilot station areas only under the supervision of a member pilot.

4. Unsupervised children and spectators are not permitted in the pits or flying area. Members are responsible for any children and or pets in their care and should ensure they are in a safe place and properly supervised. Pets shall be leashed and are not permitted outside the spectator area.
5. Members involved in or witnessing an incident or accident shall immediately advise the club executive and file a report.
6. All Members are responsible for respectfully advising fellow pilots of any rule infractions or best safety practices.
7. Any generators must be located downwind from the pits and at a distance where the noise it makes tolerable.
8. Vehicles shall be parked in established parking areas.
9. No smoking, alcohol or cannabis is allowed at the flying site.
10. Garbage is the responsibility of each member. Take your garbage home with you.
11. Everyone must lock the gate when entering or exiting the site to ensure the gate is never left open/unlocked.
12. Guests visiting the RMA field shall be briefed of the rules upon their first visit to the field by their host member. Any changes to the club rules or policies shall be communicated with returning guests by their host member.
13. Visitors are welcome to fly as a guest of a qualified instructor or pilot using the buddy-box training method.
14. Prior to the start of RMA events, the club will hold a pilot briefing meeting to make the attendees aware of the club rules and policies.
15. The Club Executive shall review club rules for compliance with MAAC safety code documents and Policy changes whenever an update or change is issued. This may result in club rule revisions as needed at any point during the year.

Site/event emergency response requirements

In the event of an emergency, call (9-1-1 or phone number) - the site address to be provided to first responders is:

Flying Field Address: 5086 NB-880, Salisbury Parish, NB E4Z 5C5

Once 911 has been called, contact one of the club directors at their respective telephone number:

- Rob Camm #8101 506-852-1975
- Kevin Drayson #84132 506-850-2747
- Jason Aube #56821 506-962-1303

1. Fire suppression equipment must be kept nearby for members using gas engines or turbines.

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	400'agl
RPAS	25kg or less	400'agl
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 >400'		Not approved
RPAS Altitude and Weight >25kg		Not approved
RPIC		Not approved

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 – There **either** are **no** special CAR restrictions on RPAS models operated under 400'agl. All RPAS operated over 400'agl or weighing over 25kg must conform to the MAAC Manufacturer Declaration/Safety Assurance provision.
3. Club/Site/Event requirements – None.
4. MAAC Add-on requirements – RPAS operated over 400'agl must comply with the MAAC/SFOC RPAS requirements listed in the add on section. All event visitors must be briefed to ensure compliance with these 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 BASIC RPAS certification.
3. Club/Site/Event requirements. None
4. MAAC Add-on requirements – RPAS Pilots operating over 400'agl or must comply with the

MAAC/SFOC pilot requirements listed in the add on section of this document.

CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not normally require crew under the CAR.
2. RPAS CAR requirements - The VO may be any responsible person who has been briefed on the site procedures. MAAC members are preferred.
3. Club/Site/Event requirements – None
4. MAAC Add-on requirements - RPAS Pilots operating over 400'agl must comply with the MAAC/SFOC pilot requirements listed in the add on section of this document.

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. However, the use of visual observers to alert pilots to presence to full sized air traffic is strongly encouraged. When 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/modelers.
 - 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. 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. 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. 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.

g. Thereafter modeling activities may resume as normal.

Program Director, Air Boss, ATC Coordinator

This site is in uncontrolled airspace – a Program Director or an Air Boss is not required

RPIC – RPAS Pilot in command - Not Approved

Instructors/Demo flights

Visitors are welcome to fly as a guest of a qualified instructor or pilot using the buddy-box training method.

Spotters

- Spotters are not required by the club during regular line-of-site flying but they are always encouraged.
- When a spotter is helping a pilot, they shall always have the aircraft in visual line-of-sight during flight.
- Spotter will stand to the side or behind the pilot and consistently communicate with the pilot to ensure they are aware of what is going on in their surroundings with other models taking off, landing, etc. as well as keeping an eye out for full scale aircraft that may be in the vicinity.
- Spotters are required for night operation of an RPAS.

Airspace requirements or permissions

This site is in uncontrolled airspace Class E

The nearest controlled airspace vertically is Moncton, NB b) [TSP] Class E based at 3000MSL

The nearest controlled airspace laterally is Moncton/Greater Moncton Intl, NB [TA] at 700'AGL located 9.8 nm east.

Site Elevation: 367'

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. Havelock Aerodrome -(CCS5) is located 2.68 nautical miles south- west of the RMA Havelock field.
2. CCS5 is a small uncontrolled aerodrome with grass runways with 2 intersecting grass runways (11/29 & 07/25 and no navigation aids. There is no provision for IFR activity. Traffic is very light. As is standard, the circuit pattern is left-handed.

Inbound aircraft announce their presence and intentions on UNICOM, and approach at or above circuit height to allow for a visual inspection of the runways. From there they enter the

downwind leg of a left-hand circuit for their intended landing runway.

Departures also follow the normal “left-hand out” procedure for uncontrolled aerodromes, climbing to a safe altitude (typically 500’ AGL) before turning.

In the exceptional event of a straight-out departure from runway 11, a departing aircraft could pass over the proposed site. However given the distance, it would have ample time to climb to 1,000’ AGL or more. And given the clear sight lines our pilots would have no difficulty spotting the aircraft and taking appropriate action.

3. No traffic impact is expected. Flyers will maintain the standard “see and avoid” and take the necessary precautions as described in this document
4. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
5. In the event of a “fly-away” towards the Havelock aerodrome, you may call the aerodrome operator (Roy Collins, President) at 506-866-1203 and advise them of the issue.
6. The club executive has contacted the operator (OPR) of Havelock aerodrome, and they have expressed no issues with our RPAS site.

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 print a current copy of the site survey from the MAAC database under your club profile as per the schedule below.

2026	2027	2028
22-Jan-26	18-Feb-27	20-Jan-28
19-Mar-26	15-Apr-27	16-Mar-28
14-May-26	10-Jun-27	11-May-28
09-Jul-26	05-Aug-27	06-Jul-28
03-Sep-26	30-Sep-27	31-Aug-28
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.

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 unless it is brightly lit, weighs less than 25kg, and remains below 400'agl. Members shall use the local weather channel to determine legal night. Spotters are required for RPAS operation at night
5. Pilots may fly in formation provided they agree to do so. A maximum of 5 planes is allowed in the air at a time.
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.
 - The assembly area is in the back of the pit area towards the parking.
 - The start/run-up area is towards the front of the pits by the safety fence.
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.
 - b. Event overflow parking and spectator area will be behind regularly used areas to ensure proper buffer zones are in place.
 - c. Flying shall not be allowed during field maintenance/grass cutting.
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.
 - a. All models will be assembled in the pit or designated assembly area. Unpowered testing of controls and failsafe may occur here as well.
 - b. 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 models are required to have throttle cut-off configured on their transmitter
 - b. Failsafe must be configured and tested.
 - c. Fire suppression equipment must be kept nearby for members using gas engines or turbines

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. Flying shall only be done to the south/south-east of the flight lines as shown by the blue lines and arrows in the image.
 - b. No flying is allowed during grass cutting or field maintenance.

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 to and enter the identified controlled airspace volume (either laterally or vertically, or both), you are legally required to attempt contact with listed agencies below and advise them of the fly-away situation.

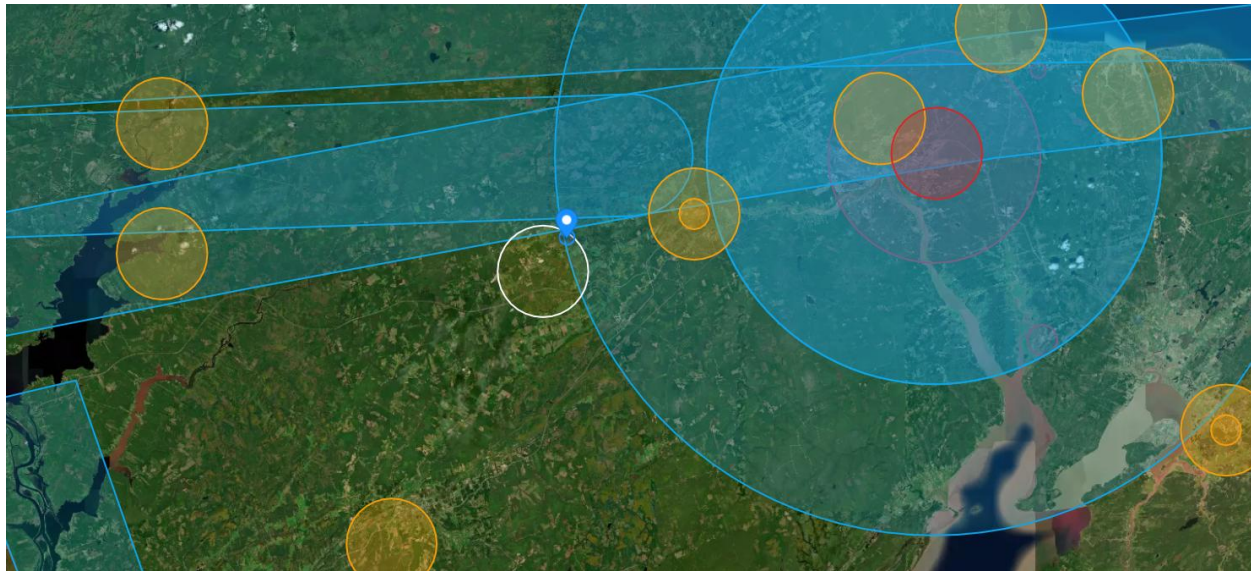
2. MAAC has assessed this site and determined the following:
 This site is wholly in uncontrolled airspace. The nearest controlled airspace volume is
 - a. Laterally
 This site is wholly in uncontrolled airspace. The nearest controlled airspace volume is:

Nearest Controlled Airspace – Fly-away - Laterally				
Altitude	Name, Class, Type	Distance and Direction	Altitude	Contact Info
Below 400'	Moncton/Greater Moncton Intl, NB [CZ]	19.8 east	3500 MSL	Moncton Flight Information Region (506) 867-7173
Above 400'	Moncton/Greater Moncton Intl, NB [TA]	9.8 nm east	700' AGL	Moncton Flight Information Region (506) 867-7173

b. Vertically

If you experience a fly away while operating at higher altitudes (above 400'), or if the model is climbing uncontrollably and in the pilot in command's judgement may enter overlying or adjacent controlled airspace, contact the listed agency as soon as possible.

Nearest Controlled Airspace – Fly-away - Vertically				
Location	Name, Class Type	Based at	Other	Contact Info
Over site	Moncton, NB b) [TSP]	3000MSL		Moncton Flight Information Region(506) 867-7173



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.

Transportation Safety Board Protocols

1. In addition to MAAC reporting requirements, according to TSB Regulations and policies, RPAS occurrences shall be reported to the TSB to 819-994-3741 or 1-800-387-3557 as soon as possible

after the occurrence:

- a. if an RPA with a MTOW greater than 25 kg is involved in an accident as defined in 2(1)(a) of the TSB Regulation.
- b. if a person is killed or sustains a serious injury as a result of coming into direct contact with any part of an RPA, including parts that have become detached from the RPA; and
- c. if a collision occurs between any RPA and a traditional aircraft.

A full report shall be forwarded to the TSB within 30 days of the occurrence:

<https://www.tsb.gc.ca/eng/incidents-occurrence/aviation/index.html>

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 modelers/owner’s 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- Not approved

Event Approval

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.

ALL "MAAC Members Only" and "RPAS Special Aviation Event (SAE) Compliant" (Public) events are approved separately through the MAAC website.

It is the club's responsibility to ensure they adhere to MPPD25 (Events Rules) and comply with the information package [MAAC Outdoor Special Aviation Event (SAE) RPAS Events Package 2026] that will be provided for any SAE SFOC compliant Public Events.

It is the club's responsibility to ensure when requesting "MAAC Members Only" events that the description on the MAAC website includes 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.

RPAS Special Aviation 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. 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.

Operation of any RPAS over 400' AGL or over 25kg is not permitted at any public event.

The following are the normally expected process and rules for a MAAC member only 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 pilots are current MAAC members.

- e. Ensure all attending modellers pilots receive a briefing on site or event rules.
2. Any member attending an event shall
- a. Comply with all CAR, SFOC, MAAC and club/event rules as required.
- Not operate a model or RPAS unless they attend or obtain a pilot briefing.

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).

Diagrams/maps

Site set-up diagram.



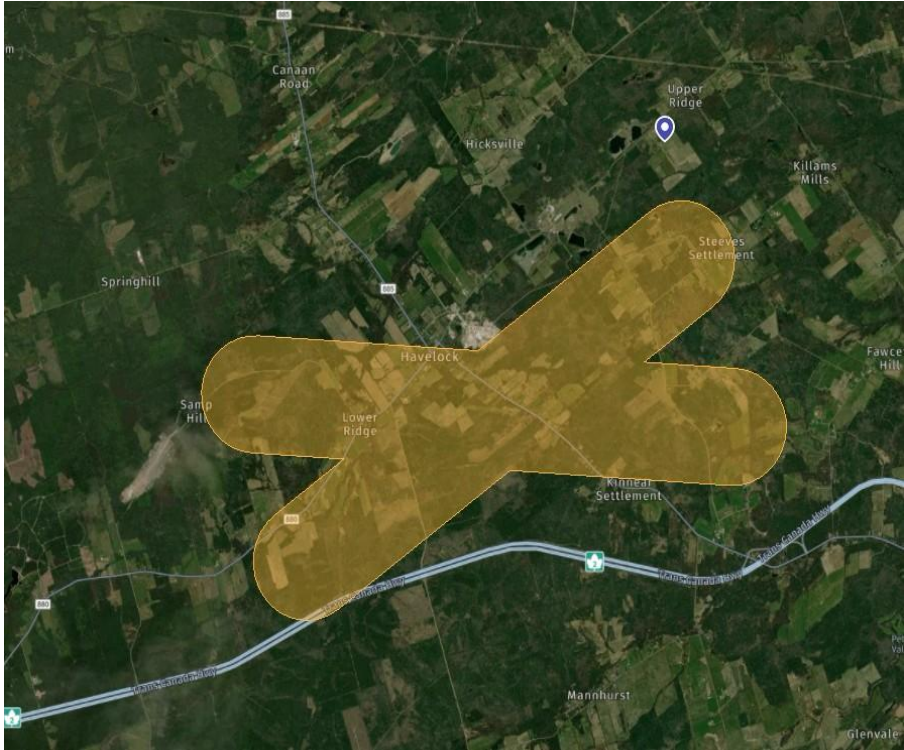
Notes:

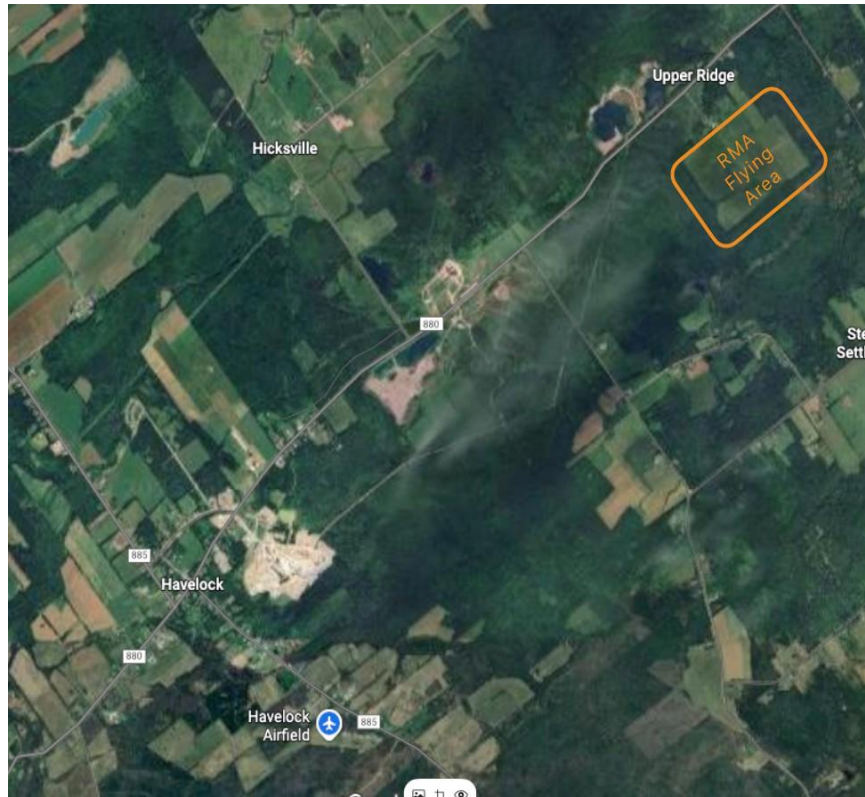
1. The pit area is shown in orange
2. The parking/spectator area is shown in red.
3. Pilot stations are in the area outlined in gray.
Coordinates: 46°01'25.9"N 65°15'50.0"W
46.023854, -65.263881
4. Flight lines are shown by the blue lines and arrows
5. The yellow line and dot indicate the sun and its path.

Site Flying area diagram.



Airspace MAP





HAVELOCK NB

CCS5

REF	N45 59 11 W65 18 07 Adj SE 18°W (2014) UTC-4(3) Elev 425' A5003	
OPR	Havelock Flying Club 506-866-1203, 506-383-0549 Reg	
PF	A-1 C-1 D-3,4,5,6	
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) Moncton 506-867-7177 or 866-480-8200.</p>	
RWY DATA	Rwy 11/29 2860x235 GRASS Rwy 07/25 2090x260 GRASS	
RCR	Opr Ltd win maint	
COMM	ATF tfc 123.2 5NM 3400 ASL	
CAUTION	High trees along both sides of rwys & at Thld 07 & 29. Marked P-line at Thld 25. Training areas around A/D, see Moncton VTPC - Training areas.	

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 direct 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 (RCONLY) or no radio (NORDO).

Standard Left-Hand Pattern

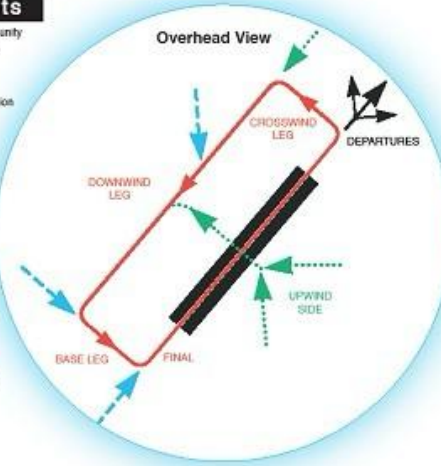
Before arriving at an uncontrolled aerodrome, plan your approach to the circuit. If it is necessary to cross over the aerodrome prior to joining the circuit, or after departure, it is recommended that the crossover be made at least 500 ft above the circuit altitude.

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.

Transiting Aircraft

Overtaking 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)]

At aerodromes where MF procedures are in effect, aircraft may also join the circuit from the flight paths indicated in blue.



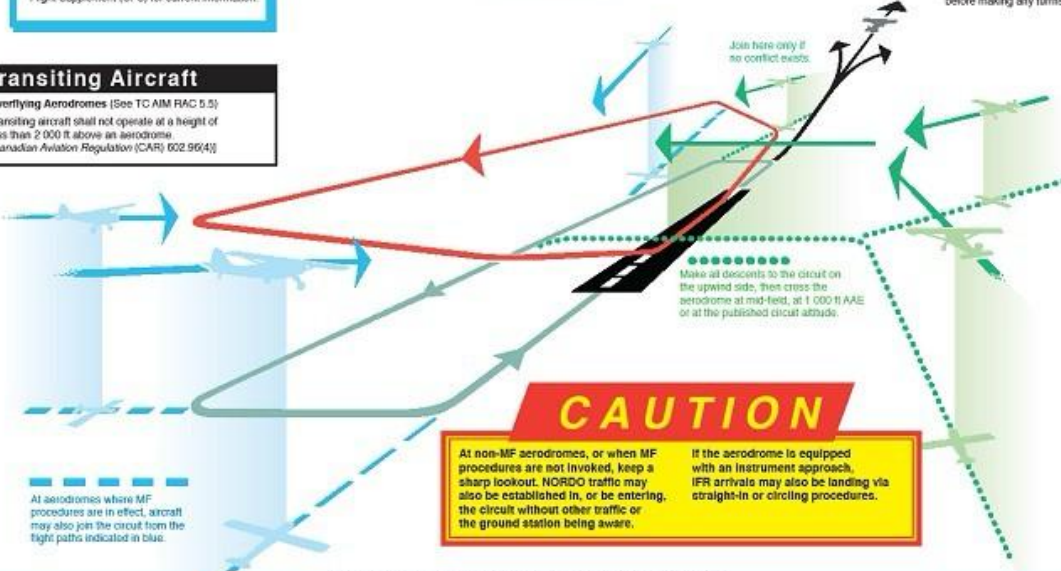
MF/ATF Communication Procedures (see TC AIM 4.5.7)

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.
 - Ascend 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.

DEPARTURES

Climb to circuit altitude before making any turns.



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.

WARNING!



**AEROMODELING
MAY CAUSE
SERIOUS INJURY!**

**PROCEED AT
YOUR OWN RISK!**

AVERTISSEMENT!

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

**PROCÉDEZ À VOS PROPRES
RISQUES!**