Strathroy Flying Farmers Club
Warren Field
2025 Rules

MAAC Approved June 3, 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: Strathroy Flying Farmers Club (#607, Zone M)

Site Name: Warren Field

Location: 9237 Avro Drive Mount Brydges Ont NOL 1W0

Pilot Station Coordinates: 42 56' 9.4”N, 81 28' 41.20”W
(42.935944, -81.478111)

Site Contact(s): Henry Aukema, #77540, President
lorellyn3@gmail.com

Paul Neely , #73841, Vice President
pneely@rogers.com

Conditions for Use - All persons using this modelling site must:
1. be MAAC members in good standing.
2. be members of Strathroy Flying Farmers Club, or an invited guest of Strathroy Flying Farmers Club 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 site operator is responsible to take reasonable steps to ensure a modeller briefing occurs for each modeller using the site.

Site Administrative rules

1. All guests must fly with a member of the Strathroy Flying Farmers Club, They must have a Basic or Advanced Rpas.
2. You are allowed to unload at the wind sock them move your Vehicle to the approved spot. A washroom is in the full scale pilot building. All garbage has to be removed from site when we leave,pets have to be on a lease.
3. Any visitor will be briefed apon arrival.
4. The president will keep these rules up dated.

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:

9237 Avro Dr Mount Brydges Ont N0L 1W0

1. Notify Mark Matthys (Owner 519-870-9237) now what happened.
2. Fire extinguisher/ first aid kit is in the pilot room, there is a shovel attached to the wind sock in case of a lipo battery fire.
3. There are no gas turbines allowed.

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	Electric only. Maximum weight of 5kg. Length 0.5m	Runway

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		

RPAS/Model technical specifications or requirements or restriction

1. mRPAS requirements – Fly in the same area as regular models. 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 are **no** special CAR restrictions on RPAS models operated below 400'AGL. All RPAS operated over 400' or weighing more than 25kg must conform to the MAAC Manufacturer Declaration/Safety Assurance provision.
3. Club/Site/Event requirements -
   a. no turbine jets,
   b. No model louder than 95db measured at 10 ft.
   c. Surface Vehicles are operated on the runway. No RPAS during surface vehicle operation.
4. MAAC Add-on requirements – RPAS operated over 400'agl or weighing 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. MAAC will specify as required.

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 - This site recommends all mRPAS/RPAS Pilots have MAAC Wings.
4. MAAC Add-on requirements – RPAS Pilots operating over 400'agl orRPAS weighing more than 25kg 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.
3. Club/Site/Event requirements – You must have a spotter that monitors the radio for full scale planes.
4. MAAC Add-on requirements - RPAS Pilots operating over 400'agl or RPAS weighing more than 25kgmust 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, operation of RPAS weighing more than 25kg, RPAS events open to the public or where specified by MAAC. Although not mandatory, the use of visual observers at this site 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/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. 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.
h. You must have a spotter that monitors the radio for full scale planes.

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

Student must be on a buddy box with an instructor.

Spotters
Since we are on an aerodrome, we must have a spotter that is watching for full size planes and is monitoring the radio frequency 123.2 Hz for full size planes. They have to be near the pilots.

Adjacent Aerodrome Procedures (within 3nm)

This site is located on an aerodrome (CWF3) Warren Field and the nearest aerodrome is Strathroy (Blue Yonder) CPK2 located 5.41NM west.

Airspace requirements or permissions

This site is in uncontrolled Class G airspace.

The nearest controlled airspace vertically is London Class E Transition Area at 2200'AGL

The nearest controlled airspace laterally is

- London Class D control zone located 10.5NM east; and
- London Class E Transition Area based at 700'AGL located 0.5nm East

Site Elevation: 243/797' ASL

MAAC Safety rules for operations on an Aerodrome

MAAC members conducting modeling activities on an aerodrome shall give way or otherwise immediately get out of the way of all full-scale aircraft and any support equipment or persons – no exceptions.

No member shall:

1. Operate any category of model at “night” on this aerodrome.
2. Add, alter, tamper or interfere in the operation or presence of any aerodrome equipment, including markings on maneuvering area surfaces, lights or markers, signage, windsocks or any other aerodrome infrastructure.
3. Operate on or park any type of motor vehicle within 30m of an aircraft maneuvering area.
4. Erect any permanent or semi-permanent obstruction, device or piece of modeling support gear/equipment or apparatus within 30m of any maneuvering surface, unless the object can be immediately removed by the RPAS pilot as he vacates the area.
5. Leave behind any debris, parts or other objects on or within 30m of a maneuvering area, that could cause potential damage to an aircraft in operation, including but not limited to broken model propeller blades, crash damage or anything else that could damage an aircraft wheel, float or ski, or could otherwise be blown about by slipstream and create projectile damage possibilities.
6. Fail to immediately report to the aerodrome operator (Mark Matthys 519-870-9237) any damage to any aerodrome infrastructure or property caused by the modeling activity.

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.
5. We monitor only traffic Frequency 123.2 MHz.

Warren Field

1. This site is located on Warren Field (CWF3) which has a single grass runway.
   a. Traffic is low with 3-4 flight per weekend and 1 flight during the week.
   b. There are no blind spots.
   c. Do not overfly the farm house at the south end of the runway. There are no other CFS PRO that might affect RPAS operation or how close aircraft might enter or leave the aerodrome traffic pattern.

2. RPAS flying is done on the runway (see map). An "emergency dump zone " is located behind the pond.

3. Upon detection or notification of an approaching full-scale aircraft in the air or on the ground, including conditions for suspension or resumption of flying activities.
   a. When a full scale plane is either seen or heard on the radio we are to land as quick as possible.
   b. By flying RPAS at this site, members agree they may need to intentionally land/crash their model away from full-scale aircraft movements in order to assure their safety. There is a emergency dump zone that is to be used to get out of the way of a full scale plane in an emergency.

4. All members shall report any damage to aerodrome property or infrastructure.
   a. If any member damages or sees damage to any aerodrome property or infrastructure, they must report it immediately to Mark Matthys 519-870-9237.
   b. If there is damage to a full-scale airplane, this must be reported to MAAC National Office and the involved member(s) must complete a Transport Canada occurrence reporting form.

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 download a new RPAS Wilco Site Survey on these dates from your club/airfield profile the MAAC website:

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. Members shall use the local weather channel time to determine legal night.

5. Maximum of three (3) RPAS in the air maximum at any 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.

7. MAAC required buffer distances are variable and at this site are:
   a. The default are 7m from flight line to pilot stations, 10m from flight line to pits, and 30m from flight line to spectator and parking.

8. Perform a range check, check over RPAS for air worthiness, failsafe is set to idle, all need to be checked. 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 gas/nitro planes must be restrained when starting. All planes must have a engine kill switch on the radio.

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 when grass is beening cut or over farm equipment in adjacent field in the flight box.
    b. Surface vehicles are operated on the runway using the existing pilot stations and pit area.
    c. No operation of surface vehicles during RPAS operation.

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.

Non-RPAS Normal Modeling procedures

Surface Vehicles (cars/boats) model operations

Operation of surface vehicles is not allowed during RPAS operations. No RPAS flying when surface vehicle are being run.

Surface vehicles are limited to electric power only with a length limit of 0.5metre and a maximum weight of 5kg including batteries.

Aviation safety
This site is on an aerodrome and surface vehicles are operated on the runway.

Upon detection or notification of an approaching full-scale aircraft in the air or on the ground all operators and vehicles will clear the runway immediately and stop.

Public safety
Spotter are used as needed.

Member safety
Operation of surface vehicles is not permitted during RPAS operation.
Surface vehicles are operated from the pilot stations and using the flightline.
No operation behind the flight line.

Spectator safety
All spectators must remain in the pit area and behind it.

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.

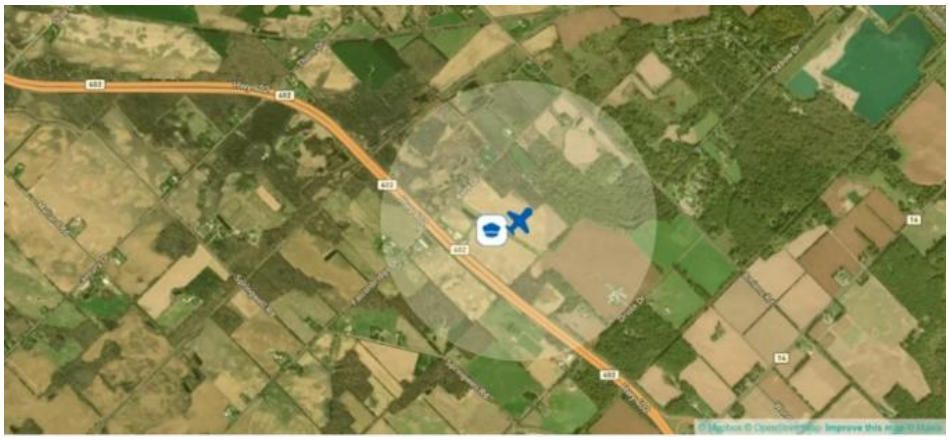
2. MAAC has assessed this site and determined the following:

   This site is wholly in uncontrolled airspace. The nearest controlled airspace volume is

   a. Laterally

Nearest Controlled Airspace – Fly-away - Laterally				
Altitude	Name, Class, Type	Distance and Direction	Altitude	Contact Info
Below 400'	CYXU Class D CZ	10.5nm East	SFC	Toronto Flight Information Region(905) 676-4509
Above 400'	CYXU Class E TA	0.5nm East	@700'AGL	Toronto Flight Information Region(905) 676-4509

   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 above as soon as possible.



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 (TSB) 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 (maximum take off weight) 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 modellers/owners shop or other repair facility. Ensure RPAS logbook entries are made.

2. If there is any damage to any aerodrome equipment, buildings or infrastructure (runway lights, signs etc.) or anything you think could pose a hazard to full-size aircraft, the member finding/causing the damage or issue, must call the aerodrome operator, Mark Matthys, immediately at 519-870-9237. Please notify the club executive as soon as able and complete a MAAC reportable occurrence form/process.

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 othe 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

MAAC RPAS SAE – Event Rules

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.
   b. 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

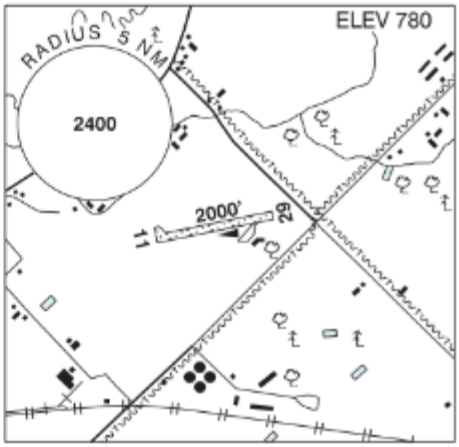

Avro Dr
300m
600m
310m
Point 2
Polygon 5
60m
100m
400m
260m

MOUNT BRYDGES / WARREN FIELD ON — CWF3

REF	N42 56 09 W81 28 39 1.8NE 9°W (2015) UTC-5(4) Elev 813' A5000
OPR	Mark Matthys 519-870-9237 Reg
PF	C-1,2 D-3,4,5,6
FLT PLN FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
SERVICES S	5
RWY DATA RCR	Rwy 13(131°)/31(311°) 2192x80 GRASS Opr No win maint
COMM ATF	tfc 123.2 5NM 3800 ASL
PRO	Do not overfly farm house at S end of rwy.
CAUTION	Hydro wires on apch to Rwy 13. Irrigation pond first 50' to the W of Rwy 13. Trees 430' from Thld 13. Cell phone tower aprx 1NM S of airfield. Ocsl target shooting 1000' NE of A/D. Ocsl RPAS on A/D max 400 AGL.

STRATHROY (BLUE YONDER) ON — CPK2

REF	N42 57 57 W81 35 30 1E 8°W UTC-5(4) Elev 780´ A5000
OPR	J. Pollock 519-671-0101 Reg
PF	C-1,2,3,4,5,6
FLT PLN FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
SERVICES S	5
RWY DATA RCR	Rwy 11/29 2000x75 GRASS Opr Ltd win maint
COMM ATF	tfc 123.2 5NM 3800 ASL
PRO	Rgt hand circuits Rwy 29 (CAR 602.96).
CAUTION	Lgtd twr 295 AGL aprx 1NM NE. Trees 250´ fr Thld 29. Trees on apch to Rwy 11 & Rwy 29. Trees adj to Rwy 11/29 aprx 57´ fr rwy centreline on S side. P-line 400´ fr Thld 29. Lgtd twr 340 AGL aprx 2NM NW. Lgtd twr 342 AGL aprx 1.5NM E.



W A R N I N G !

AEROMODELING MAY CAUSE SERIOUS INJURY!

PROCEED AT YOUR OWN RISK!

AVERTISSEMENT !

L'AÉROMODÉLISME PEUT CAUSER DES BLESSURES GRAVES!

PROCÉDEZ À VOS PROPRES RISQUES!