

**Boundary Barnstormers RC Model Flying Club
U.S.C.C Lower Field (South of the Hall)
Rules 2026**

MAAC Approved July 20, 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

Club: Boundary Barnstormers R/C Flying Model Club (#52, Zone C)

Field Name: U.S.C.C. LOWER FIELD

Location: 6140 Community Centre Road, Grand Forks BC

Pilot Station Coordinates: 49°00'54.5"N 118°29'08.8"W
(49.015136, -118.485790)

Contact(s): Bruce Hawes, 22013, President
Bruce.Hawes@icloud.com, 250 442 7493

USCC Board Member Contact: April Lebedoff ph: 250 442 8252

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

1. be MAAC members in good standing.
2. be members of BBRCFC, or an invited guest of a club member in good standing 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.

Site Administrative rules

1. Club members are responsible for controlling spectators and will enforce spectator area boundaries at all times.
2. No new or repaired aircraft is to be flown until completely checked over by the designated club flying Examiner(s).
3. There shall be no pyrotechnics deployed on the flying site.
4. No alcohol/cannabis/drugs are to be consumed on site and no flying under the influence.
5. Field use to be booked and approved as per guidelines from U.S.C.C. Board before flying can take place.
6. A copy of these rules will be available at the site either electronically or in hard copy.
7. This rules will be updated and reviewed annually by the club.

Site/event emergency response requirements

In the event of an emergency, cellular service is adequate to call 911 - the site address to be provided to first responders is:

U.S.C.C, 6140 Community Centre Rd, Grand Forks

1. There will be an abc class fire extinguisher on site and a basic first aid kit during flying. The hospital is just over 1 nm away.

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	Approved Weight/Power Limits	Approved Altitude/operating limits
mRPAS (<250g)	Less than 250 grams	400'AGL
SRPAS (250g-25kg)	250g or less than 25kg	400'AGL
MRPAS (25kg - 35kg)	Not approved	
Tethered (Control-Line)		
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	List any that apply	400'agl

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: This site is in a noise sensitive area and all IC powered models must be muffled and checked for excessive loudness. No model louder than 95db measured at 3ft, is permitted. Only 2.4GHz radio systems are allowed at this site.
4. MAAC Add-on requirements – None.

RPAS Pilot/operator qualifications or requirements

1. mRPAS requirements mRPAS do not require an RPAS operators' certificate however are regulated under CAR900.06 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 – None.

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
4. MAAC Add-on requirements - None.

Crew Rules

Visual Observers

1. Visual observers (VO) are mandatory for RPAS operations 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 or other responsible person should use the Club handheld receiver to monitor the 123.2mhz for CZGF and CGF4.
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

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.**

1. **Basic RPAS Certificate Holder - Direct Supervision options** – any MAAC member with a current and valid Basic RPAS certificate may perform RPIC duties as follows:
 - a. supervise a **single** non-certificate holder at a Basic site
 - b. Shall not supervise a group of other people regardless of any certificates.
 - c. Shall not supervise any other member in any “advanced scenario”.
2. **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 at **any site** or Basic scenario,
 - b. supervise up to 5 “Basic” Certificate holders in **uncontrolled airspace** advanced scenarios.
3. **PPL+ with no RPAS Certificate - Direct Supervision options** - any MAAC member with a current or expired PPL, may perform RPIC duties as follows:
 - a. supervise a **single** non-certificate holder at any Basic site,
 - b. supervise up to 5 Basic Certificate holders in **uncontrolled airspace** advanced scenario.

Notes:

 - c. PPL+ only holders may not independently operate an RPAS in basic or advanced scenarios unless supervised by an appropriately rated RPAS Certificate holder
 - d. If the PPL+ has a valid and current RPAS operators certificate, then the higher of either provisions apply.

4. **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.

NOTE - While able to provide direct supervision (only), RPIC members cannot operate an RPAS on their own, unless meeting the CAR RPAS Pilot certification level (Basic or Advanced). Meaning a member with a PPL **only** cannot legally fly an RPAS in Canada, unless supervised by a Basic or Advanced RPAS Certificate holder. Equally, two PPL holders do not equal one RPAS Certificate holder and cannot supervise one another – one of them must have a valid RPAS certificate for the airspace/scenario being conducted.

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

Instructors/Demo flights

Introductory flights to prospective new club members who are not yet members of MAAC is to be conducted by a designated flight instructor of the club provided that the flights are conducted in accordance with the MAAC Safety Code and that a buddy box system is used.

Instruction for new pilots is provided by club instructors using the MAAC wings program.

Spotters

Spotters are required at this site.

- Those members not engaged in flying shall also watch the field perimeter for public entering the field. Verbal notification will be given to pilots with airborne RPA as to where the person(s) entered and refrain from flying in that area of the flight box or to land dependent on circumstances. One of the members or a designate is to notify the on comers to remain at the field perimeter until such time as the flying has concluded for the day

Airspace requirements or permissions

This site is in uncontrolled class G airspace.

The nearest controlled airspace vertically is Class E 3.1.2-48 CAE based at 9000'AGL.

The nearest controlled airspace laterally:

- Castlegar Class E control zone (SFC - 6500' (4900AAE)) and Castlegar Class E transition area based at 700'AGL located over 25nm northeast.
- Kelowna/Penticton Class E control zone (SFC- 300AGL) and Class E Transition Area based at 700'AGL located over 25NM northwest.

Site Elevation: 1726'MSL

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. Grand Forks -(CZGF) (aerodrome - reg) is located 2.2 nautical miles Southeast of the modelling site.
 - a. The aerodrome has one paved runway (07/25) and is home to general aviation aircraft only. Current flyable aircraft are: 1 Piper Cherokee, 1 Piper cub Home built, 1 Pitt's Home built, 1 Cessna 172, 1 Cessna Skymaster 337, 1 Cessna 150, 1 Boeing P12 Bi plane, 1 Cessna 177 Cardinal, 1 Vans RV6 Home built, 1 Kitfox Home built
 - b. There are no procedures and comments that affect our modelling site.
 - c. The CZGF CFS entry notes RPA activity N of the runway and RPA monitoring ATF.
 - d. In the event of a "fly-away" towards CZGF, you may call the aerodrome operator (Airport Attendant) at 250 443 4183 and advise them of the issue.
 - e. The club executive has contacted the operator (OPR) of CZGF, and they have expressed no issues with our RPAS site.
2. Boundary Hospital -(CGF4) (heliport cert) is located 1.1nautical miles Northeast of the modelling 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 Grand Forks local weather channel time) to determine legal night.
5. Pilots may fly in formation provided they agree to do so.
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.
 - a. The flying area as measured from the center of the pilot stations is a box 400ft/122m left, 850ft/259m right and 650ft / 198m straight out.
 - b. No-fly zone are as marked on the site map.
 - c. At no time should the RPAS leave designated flying area and shall be immediately flown back to the flight box.
 - d. If it is a flyaway situation the pilot must verbally declare the situation and all other aircraft must land. All available members are to assist in tracking/retrieving and reporting the incident in accordance to the club rules.
7. MAAC required buffer distances are variable and at this site are:
 - a. Are 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 at your vehicle or designated pit 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. Before each days flying of any model, a radio equipment ground range check is required at the flying field. Follow mfg recommendations
 - b. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – **no exceptions**.
 - c. This site is 2.4GHz only.
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 what so ever will be allowed on the spectator and pit side of the runway flight line. All pilots will have their back to the pit area when flying in order to conform.
 - b. The Northeast corner of the field inside the 1NM radius of the Boundary Bay Hospital heliport (CGF4) is a no fly zone (see site map attached).
 - c. No flying is permitted during grass cutting, 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. Hand launches are to be directed into the wind and not in a direction of any persons.
 - c. Pilots shall take off into the prevailing winds, or otherwise in agreement with all pilots flying. If no wind, all take-offs etc. shall be east or west but away from the sun. Takeoffs are to happen after clearing the pilot stations.
 - d. All initial turns after takeoff will be away from the pits, spectators, buildings.
 - e. No person shall proceed past abeam the pilot stations without permission of other pilots flying.
 - f. Landing aircraft have the right of way. Landed aircraft are to clear runway as soon possible.
 - 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.

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'	Castlegar Class E CZ	>25NM northeast	SFC-6500 (4900AAE)	Vancouver Flight Information Region (604) 586-4500
	Kelowna/Penticton Class E CZ	>25NM northwest	SFC- 3000	
Above 400'	Castlegar Class E TA	>25NM northeast	700'AGL	
	Kelowna/Penticton Class E TA	>25NM northwest	700'AGL	

- Castlegar Class E control zone (SFC - 6500' (4900AAE)) and Castlegar Class E transition area based at 700'AGL located over 25nm northeast.
- Kelowna/Penticton Class E control zone (SFC- 3000AGL) and Class E Transition Area based at 700'AGL located over 25NM northwest.

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	3.1.2-48 [CAE] Class E	9000'AGL		Vancouver Flight Information Region (604) 586-4500



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.

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.

- a. 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

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.

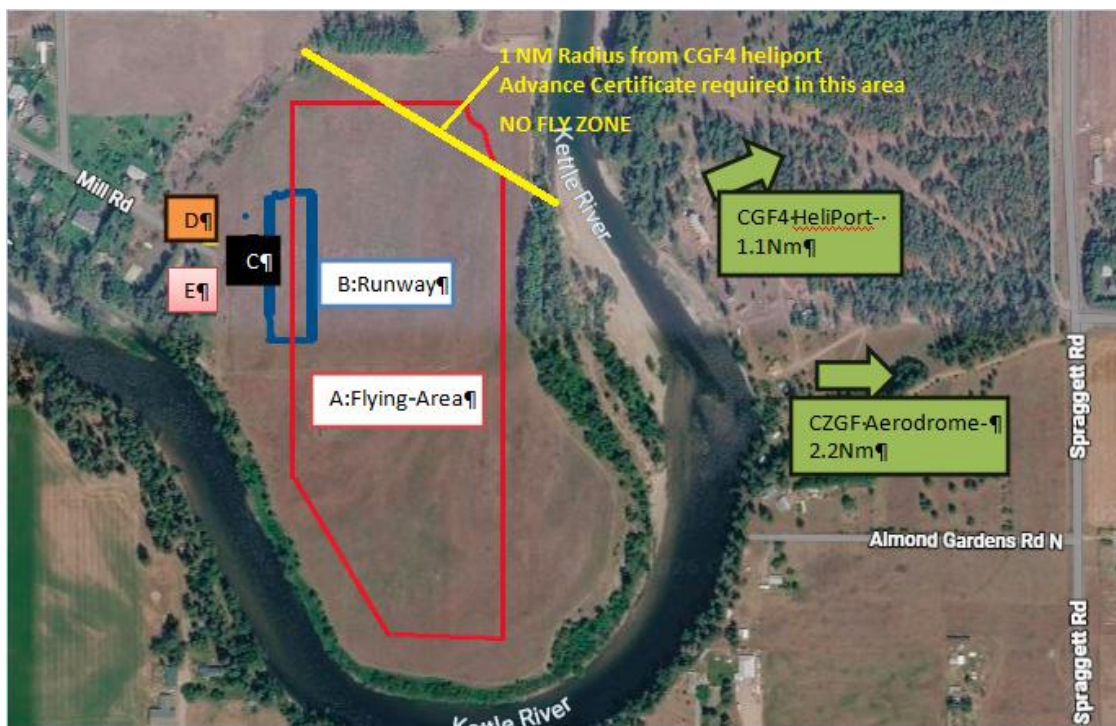
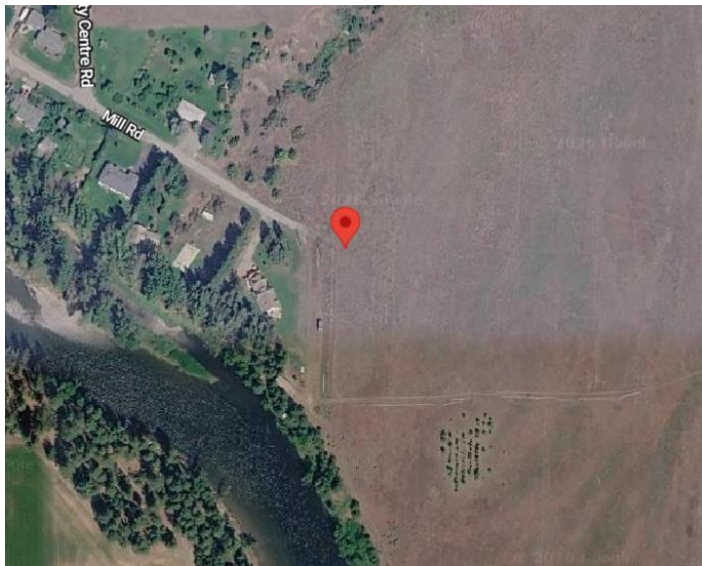
- b. Ensure the site meets all MAAC event organizational and logistic requirements such as signage, parking control, spectator safety barriers, washroom and food provisions, and fire/medical safety requirements commensurate with the expected attendance.
 - c. Ensure the event complies with MAAC event 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.
 - 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

Location of Pilot stations



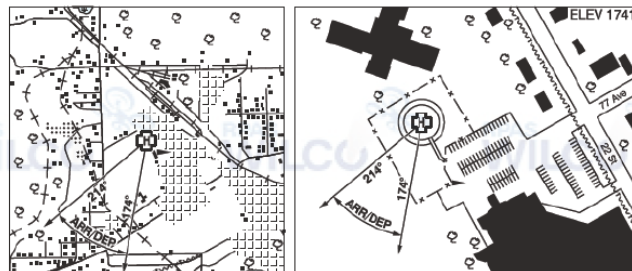
- A. Flying Area 1250ft x 650ft
- B. Runway 200ft x 60ft
- C. Pilot Stations, Latitude: 49°00'54.5"N 118°29'08.8"W (49.015136, -118.485790)
- D. Parking Area
- E. Spectators Area

BRITISH COLUMBIA

AERODROME/FACILITY DIRECTORY

GRAND FORKS (BOUNDARY HOSPITAL) BC (Heli)

CGF4



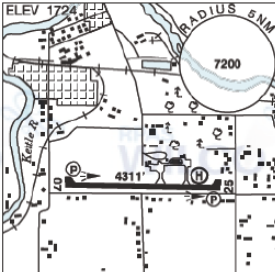
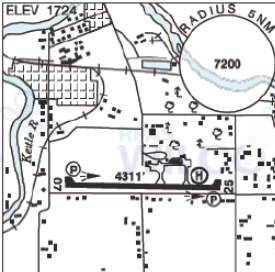
REF	N49 01 50 W118 28 12 Adj 16°E (2014) UTC-8(7) Elev 1741' A5005
OPR	Boundary Hospital 250-443-1678 Cert PPR
PF	A-1,4 C-2,3,5,6
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO/TLOF 86' dia ASPH Safety Area 115' dia Max heli overall length 57.4'
RCR	Opr
COMM	RCO Pacific rdo 125.85 (FISE) 126.7 (bcst) ATF Grand Forks ftc 123.2 5NM centred on Grand Forks A/D 1.8NM ESE 4700 ASL
PRO	Arr/dep btwn 174° - 214° fr heli, Slope 8% (H3), day only (CAR 602.96).
CAUTION	Marked P-Line 345° NE to SW of heli 41 AGL, 2 prkg lgts and windsock 160° SE of heli.

BRITISH COLUMBIA

AERODROME/FACILITY DIRECTORY

GRAND FORKS BC

CZCF

REF	N49 00 56 W118 25 50 19SE 16°E (2013) UTC-8(7) Elev 1724' A5005 LO2 CAP RCAP		
OPR	City 250-442-3266 Reg		
PF	A-1 C-2,3,4,5,6		
CUST	AOE/CAN		
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) WX AUTO 250-442-0043 (see COMM) WxCam		
SERVICES	FUEL 100LL, JA 250-443-4183 OIL 80, 100, 15W-50 S 1,3,4,5		
RWY DATA	Rwy 07(074°)25(254°) 4311x100 ASPH Rwy 25 up 0.78%		
RCR	Opr Ltd win maint 1500-2330† Mon-Fri exc hols. O/T 2 hrs PN. Call out chg may be levied.		
LIGHTING	07-(TE ME) P1 4°, 25-(TE ME) P1 4° ARCAL-123.2 type K key mic 5 times to activate. Ngt use only. See PRO.		
COMM	RCO Pacific rdo 125.85 (FISE) 126.7 (bcst) ATF ftc 123.2 5NM 4700 ASL AUTO 122.55		
PRO	Only pilots auth by the Aprt Opr in accordance with the Aprt Ops Manual can use the aprt dur hrs of darkness. Ngt circuit alt W 3200 ASL, E 2800 ASL. See VTPC ngt circuit pro. Rgt hand circuits Rwy 25 (CAR 602.96).		
CAUTION	Remotely Piloted Aircraft (RPA) ops in vic, N of rwy and radio ctl acft flying, monitoring ATF.		



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.

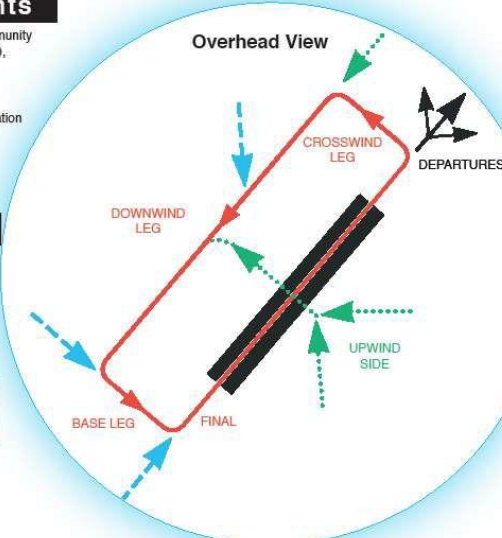
At aerodromes that have published instrument approaches, the MF area may be expanded to include the approach area. See the *Canada Flight Supplement* (CFS) for current information.

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)]

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)

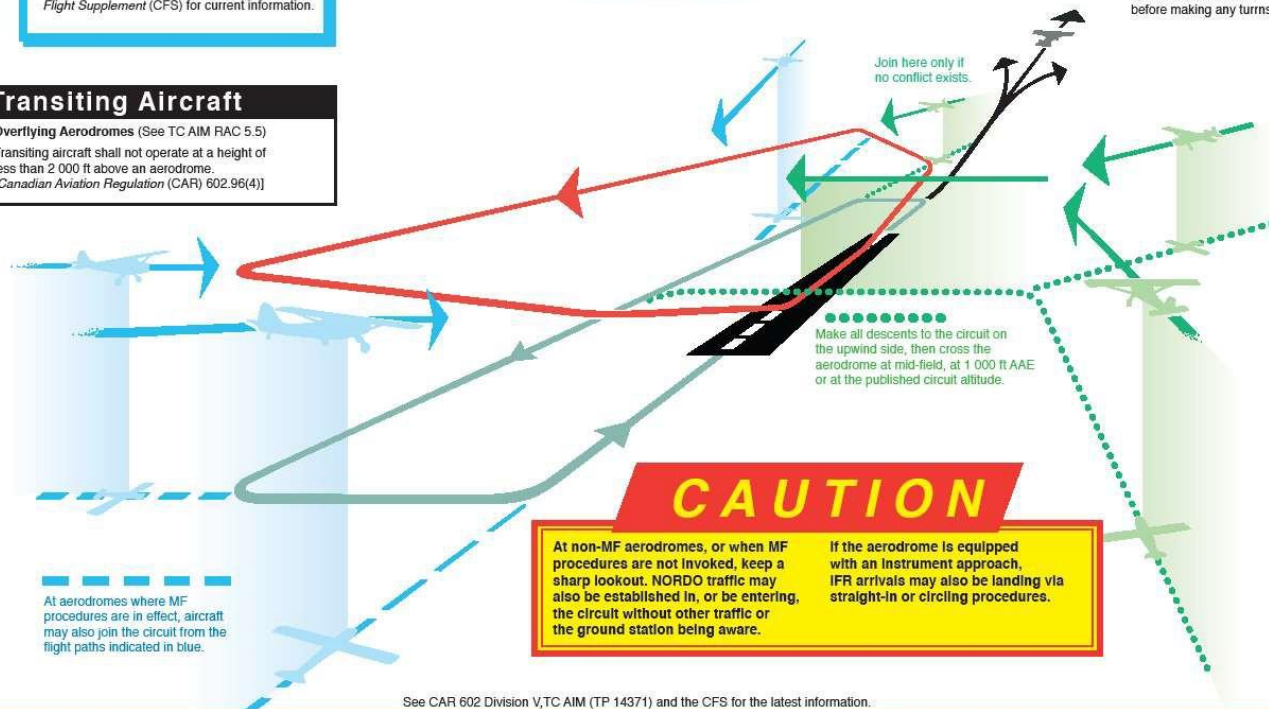
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

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.

DEPARTURES

Climb to circuit altitude before making any turns.



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!**