

Flying Rules for NVRFCF (North Vancouver Radio Control Flying Club)

Inter-River Park, North Vancouver, BC

Updated 4th August 2023

Note to Reader: Please read and be familiar with Sections 1 and 2 below for operating at Inter River Park. Section 3 is reference material for CAR/MAAC compliance.

Section 1: Key Operating Rules and Safety Procedures

1. The orange cones must be set out prior to flying (even if flying alone). This is a MAAC (Model Aeronautics Association of Canada) requirement. ALL flying must be done west of the flight line. If not familiar the with proper cone set-up contact a club executive for clarification.
2. All pilots are responsible to ensure that flying is restricted to the designated fly zone, as posted at field. This includes Fields 4, 5 & 6 plus the west grass bank up to Dike Service Road, NOT over Fields 7 & 8, nor over Lynn Creek residences.
3. Flying will cease one half an hour before sunset (see exception below). Time of sunset can be found on the Government of Canada weather website: https://weather.gc.ca/city/pages/bc-74_metric_e.html having selected "Vancouver."

Exception: Night flying is only permitted if the following two conditions are met:
a) flying is within the designated hours of operation as sanctioned by the District of North Vancouver (lease-holder).
b) the RPA/model carries appropriate illumination, ie the model is brightly lit.
4. The direction of take-off/landing, and traffic pattern will be determined by the prevailing winds. If there is no wind, all take-offs/landings shall be to the south.
5. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally to one side of the pilot stations.
6. **The attitude limit (AGL) is 400 feet and is to be observed at all times.**
7. Do not fly within 30m of pedestrians walking around the outside perimeter of the fence.
8. A maximum of two (2) gas/glow powered aircraft may be run at any time. Five (5) aircraft may be flown simultaneously at any one time, ie two (2) gas/glow and three (3) electric/gliders. Sunday flying is restricted to electric powered aircraft.
9. When there are other flyers waiting for a turn, flight time is limited to 6 minutes.

Section 2: Administrative Rules

1. Anyone wishing to fly at Inter-River Park must possess valid MAAC insurance *and* be a member of the NVRFCF – no exceptions.
2. Flying is allowed only during the "Park Permit" field booking times. See <https://www.nvrcfc.com/> for current flying hours. No flying is permitted when DNV field maintenance personnel are on the field or other field users (ie sports teams or any members of the public) are on the field.
3. Pilots must avoid any damage to the field including taking all precautions to ensure no fuel is spilled onto the grass.

The area used by the club is to be kept clean and free of litter.

4. In the event of an emergency call **9-1-1** and advise of the situation. The address of the NVRFCFC field is:
Inter River Park Field 5, Inter River Park Road, North Vancouver.
5. Max AUW (all up weight) of models must not exceed 5.44kg (12 lbs), except by special permission granted from club executive.
6. A maximum sound level (as per District Noise Bylaw # 7188) is enforced. This is 55 dB at 5 metres from source.
7. MAAC and NVRFCFC Rules concerning field safety and etiquette must be always followed. MAAC Rules can be found at <https://www.maac.ca/en/documents.php> See relevant docs under "Advisory Group – Safety". NVRFCFC rules are posted on NVRFCFC website <https://www.nvrcfc.com/Rules/> It is the member's responsibility to be familiar with and follow the rules relevant to model type.

Section 3: CAR/MAAC Compliance (for Reference Only)

1. Club members should check for Vancouver Harbour Airport (CYHC) related NOTAM by either using the NAV CANADA NOTAM portal or using RPAS (Remotely Piloted Aircraft Systems) Wilco app or similar. If you are the first pilot of the day and have printed a RPAS Wilco site survey, please leave it at the site for fellow modelers to reference.
2. All models must be restrained before starting or powering up, including electric powered models.
3. In the event of a "fly-away" towards Vancouver Harbour (3.77nm west) you must call **Vancouver Harbour ATC** using the "emergency only" number **604-688-9254** and advise them of the issue. While our site is in uncontrolled airspace, we are 0.77nm from the edge of CYHC Class C controlled control zone (see diagram below).
4. Visual observers and MAAC "spotters" are optional at our site. The following are club procedures for ensuring full scale aviation safety:
 - i) When any member or other person spots a full-scale airplane that might come near the site, they are to yell out "AIRPLANE" in a loud voice.
 - ii) ALL Pilots must then immediately descend to as low an altitude as possible and land as soon as safely able.
 - iii) When the full-scale airplane is no longer a threat, the person who gave the warning shall yell "ALL CLEAR", or the pilots may make that determination themselves, and resume flying.
5. If there is any type of near miss or safety concern between a full-scale aircraft and our RPA, ALL FLYING SHALL cease immediately. The members involved should fill out a MAAC reportable occurrence report and submit that to the Club executive and follow MAAC policy with the following exceptions:
 - i) 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 club executive when able and note, you must keep this form for one year (CAR901.49 (2)). Resume flying when done.
 - ii) If the member or Club executive deems the event serious, flying will not resume until members are given permission by the Club executive – in writing.
 - iii) If there is actual contact between an aircraft and a MAAC RPAS – all flying will cease until MAAC confirms flying operations may resume.

Please note, this process is for your protection.

6. No RPA or other model aircraft flying will be permitted to fly below the Club mandated weather minimum. Members may determine the weather themselves with direct observation or from another reputable source:
- i) If cloud is present below 1000' above the model flying area
 - ii) a horizontal visibility requirement of less than 3sm around the flying area, and
 - iii) if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

Please use common sense safety precautions when at the field. It is a great privilege that the club maintains City permission to use Inter River Park. It is everyone's responsibility to keep our field safe and incident free!

Signature

I have read, understood and agree to follow the rules and procedures as outlined above. I understand that the above is not a complete list and that I need to keep current with MAAC and NVRFC Rules as posted on their respective websites noted above.

Rules may be updated from time to time on the websites. My flying privileges may be suspended if I am found to be in breach of MAAC/NVRFC rules.

Name (print): _____

Signature: _____ (or) Signature of Parent/Guardian if Minor: _____

Date: _____

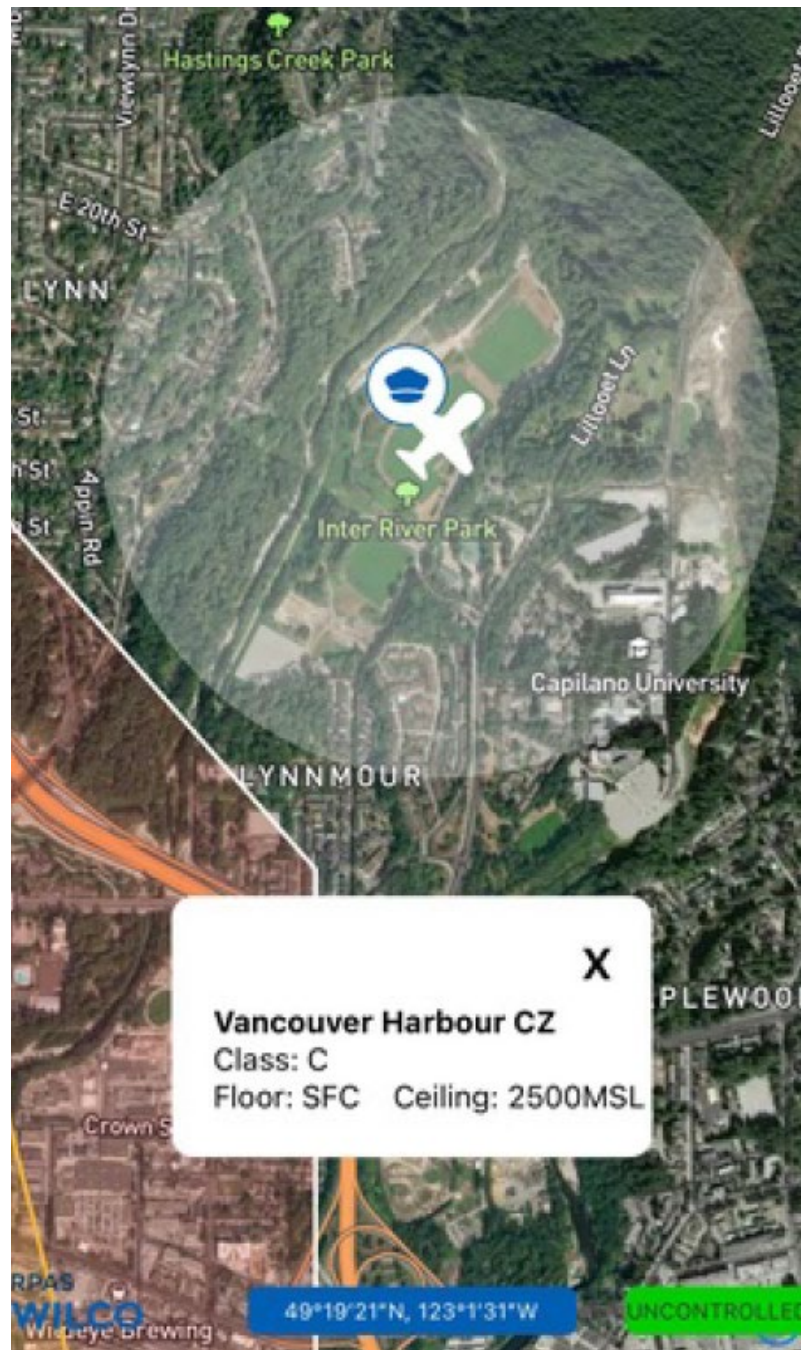
Field Layout and Flight Zone: Inter River 4,5,6

Updated July 9, 2023



Approved July 11, 2023

Naizam (Nai) Jaffer,
Parks Operations
Section Manger,



X

Vancouver Harbour CZ

Class: C

Floor: SFC Ceiling: 2500MSL

49°19'21"N, 123°1'31"W

UNCONTROLLED