

Flying Rules for NVRCFC - Inter-River Park, North Vancouver, BC

Oct 1, 2025

Note to Reader: Please read and be familiar with Sections 1 and 2 for operating at Inter River Park. Section 3 is included for reference relating to Canadian Air Regulations (CAR) and Model Aeronautics Association of Canada (MAAC) compliance.

New and modified rules are marked with an asterisk (*)

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 requirement. Pilot stations must be 10m from flight line (see Map 1 below). If not familiar 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 Flight Area contained within the perimeter fence of Fields 4,5 & 6 and shown in map 1 below.
3. Absolutely NO flying when:
 - i) DNV field maintenance personnel are on the field or
 - ii) Other field users (i.e. sports teams) OR members of the public are on the field.
4. Flying will end 30 minutes before sunset. This time can be found on the Weather Network App for the city of Vancouver. Night flying is not allowed unless your RPA/model is well illuminated.
5. The direction of take-off/landing, and traffic pattern will be determined by the prevailing wind direction. If there is no wind, then take-offs/landings should be to the south.
6. Hand launching and bungee launching shall be carried out off to one side of the pilot stations - in agreement with any other pilots.
7. The altitude limit for all models is 400 feet AGL.
8. Do not fly within 30m radius of pedestrians walking around the outside perimeter of the fence.
9. A maximum of four (4) aircraft may be flown at any given time. A maximum of two (2) gas/glow powered aircraft may be run at any given time. Can combine types to have two (2) gas/glow and two (2) electrics flying concurrently. Sunday flying is restricted to electric powered and gliders only.
10. When there are other flyers waiting to fly, kindly limit flight time to 6 minutes.
11. * Heli pilots are requested to fly within the dedicated heli zone shown in Map 1. Heli pilots may also use the general Flight Area if other pilots on the flightline at the time are in agreement. In this case, it is recommended that pilots take turns to fly so that other aircraft do not need to share the airspace with the heli. At all times, heli pilots must fly well inside the field perimeter fence.

Section 2: Administrative Rules

1. * Anyone wishing to fly at Inter-River Park must be a member of the NVRFCF, and have valid MAAC insurance. Guest flyers are permitted only if they have:
 - i) valid MAAC insurance
 - ii) been approved by club executive and have passed a flight evaluation beforehand
 - iii) are supervised by a club member when flying
2. Flying is allowed only during the “Park Permit” field booking times as posted on the fence signs. These times can also be referenced on the club’s website, see <https://www.nvrcfc.com>
3. Pilots must avoid any damage to the field area and take all precautions to ensure no fuels are spilled on grass. The area used by the club is to be kept clean and free of litter at all times.
4. * Smoking is prohibited on park property. This is a DNV regulation.
5. In the event of an emergency call 9-1-1 and advise of the scenario. The address is: Inter River Park Field 5, Inter River Park Road, North Vancouver.
6. The maximum sound level permitted by the District Noise Bylaw #7188, is 55 db at 5 metres from source.
7. * Members under 19 years of age must only fly under the immediate supervision and control of a competent and trustworthy adult who will personally undertake to be responsible for the due observance of the Flying Rules of NVRFCF as listed herein.
8. MAAC, CAR and NVRFCF rules and regulations concerning field safety and etiquette must be followed at all times. MAAC Rules can be found at <https://www.maac.ca/en/documents.php> See relevant docs under “Advisory Group – Safety”. NVRFCF rules are posted on NVRFCF website <https://www.nvrcfc.com/Rules/>. It is the member’s responsibility to be familiar with and follow the rules relevant to model type.
9. Permitted & Not Permitted Aircraft:
Permitted:
 - i) Aircraft with maximum all-up weight of 5.44Kg (12 lbs)
 - ii) Drones flown by line of sight
Not Permitted:
 - i) FPV drones
 - ii) Turbine powered aircraft

Section 3: CAR/MAAC Compliance (for reference)

1. Club members should check for Vancouver Harbour Airport (CYHC) related NOTAM either using the NAV CANADA NOTAM portal or using RPAS 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 safely 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 as the emergency only number 604-688-9254 and advise them of the issue. While our site is in uncontrolled airspace, we are only 0.77 nautical miles from the edge of CYHC Class C controlled control zone (see map 2 below).
4. Visual observers and MAAC “spotters” are optional at our site except for any FPV flying, when spotters are mandatory. The following are club procedures for ensuring full-size aviation safety:
 - i) When any member or other person detects a full-scale airplane that might come near the site, they are to yell out “AIRPLANE” in a loud voice.
 - ii) ALL pilots must immediately descend to as low an altitude as possible and then land as soon as safely able.
 - iii) When the full-sized airplane is no longer in the vicinity, the person who gave the initial warning should yell “ALL CLEAR”. Alternatively, pilots may make that determination themselves, and resume flying.
5. If there is any type of near miss or safety concern between a full-size aircraft and our RPA, ALL FLYING SHALL CEASE IMMEDIATELY. The members involved should submit a MAAC occurrence report 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 this form to the club executive. Note, you must keep this form for one year (CAR901.49 (2)). Flying may resume once the form has been submitted.
 - 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 a full-sized aircraft and a MAAC RPAS – all flying must cease until MAAC authorizes resumption of normal operations.
6. No RPA or other model aircraft flying should occur when weather conditions deteriorate further than the club mandated weather minimum ie:
 - i) If cloud is present below 1000’ above the model flying area.
 - ii) horizontal visibility is less than 3 miles from the flying area.
 - iii) if there are other obscuring conditions (eg fog, smoke, haze etc.) which could make detecting full-scale aircraft difficult.

Generally, please use common sense and take safety precautions very seriously at the field. It is a great privilege that the DNV allows us to enjoy our hobby at Inter River Park. Every member must take responsibility to keep our field safe and incident free!

Map 1 - Field Layout and Flight Zone: InterRiver 4,5,6



Map 2 – Vancouver Harbour Control Zone

