



**Lake Nosbonsing Float Fly Site - Club Operating Procedures and
Safety Rules**

Date: April 4, 2025

**These requirements are in addition to the rules and regulations in
Article 11 of NIPMAC Constitution & By Laws:**

A copy of these rules must be available to all RPAS pilots at the site, with electronically or in print. The club will endeavor to leave a printed copy at the site.

1. Prior to commencing float flying activities, NIPMAC members should review area NOTAMs. NOTAM information may be obtained from either the NAV CAN NOTAM portal (<https://plan.navcanada.ca/wxrecall/>), the RPAS Wilco app, or a similar source. Additionally, at least one participating member shall have completed and have available (hard or electronic copy) an RPAS Wilco site survey to encompass the date and time of planned float flying activities.
2. Model assembly and engine start shall be accomplished in the designated pit area, or in the case of electric motor powered models, motor start shall be on the shoreline. The Nosbonsing pit area is defined as a rectangular area, parallel to the shoreline, encompassing the full width of the site and from the shoreline seven meters inland.
3. Hand launched models/RPAS' shall be released at the shoreline, away from the shoreline, in the direction of the lake
4. Take-offs and landings shall be parallel to, or in a direction away from the shoreline, towards the lake.
5. The traffic pattern downwind and upwind legs shall be parallel to the shoreline. Circuit direction will be determined by the prevailing wind.

6. At no time shall a pilot fly over the pits, pilot stations, common or parking areas; the model's/RPAS' entire flight path must remain over the water.
7. A maximum of five models/RPAS' may be airborne at any given time.
8. No spectators shall be allowed in the pits, or at the designated pilot stations, unless accompanied by a pilot.
9. Priority for use of the facility shall be given to members of the public. When members of the public are present and they are engaged in activities unrelated to model/RPAS operations, i.e. swimming, or boating, RPAS activities shall cease. Model/RPAS activities may again resume once public activity is no longer a factor.
10. If it is necessary to recover a model/RPAS on the water, airborne models/RPAS' will land and return to the pits to effect safe RPAS recovery by use of the Club's recovery boat.

NOTE: When landing under this circumstance, pilots are expected to exercise caution and good judgment to avoid models/RPAS' immobile on the water.

11. Flight and marine safety and vigilance are every NIPMAC member's responsibility. However, all pilots shall employ at least one spotter when they are engaged in float flying activities. The spotter's sole purpose is to scan the flying area, airspace and lake, for aircraft and marine traffic to ensure our activities do not pose a risk to, or endanger people, aircraft, or watercraft.
12. The following safety protocols shall be employed when NIPMAC members are engaged in float flying activities:
 - a) Air Traffic:
 1. When a spotter, or member observes or hears an aircraft that may be impacted by our activities, they will announce **"AIRCRAFT"** to all participants;

2. Upon notification, all pilots will immediately descend their model/RPAS to, or remain below 100' AGL;
3. Land safely as quickly as possible; and
4. Once the aircraft has vacated the airspace and the spotter has called "**ALL CLEAR**", model/RPAS activities may resume.

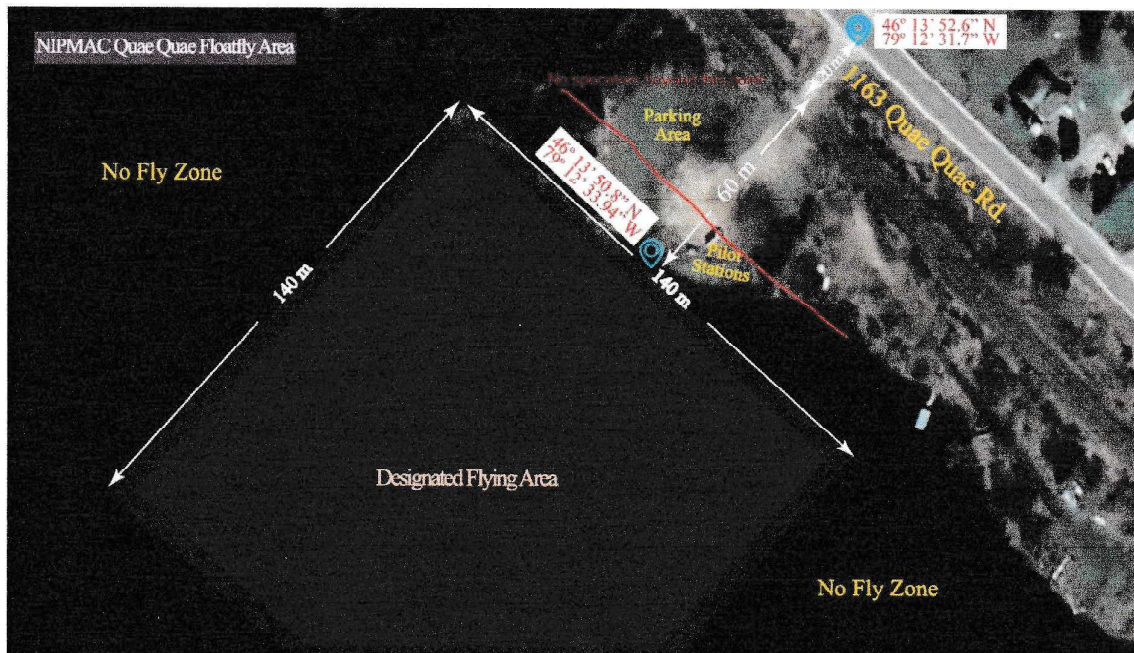
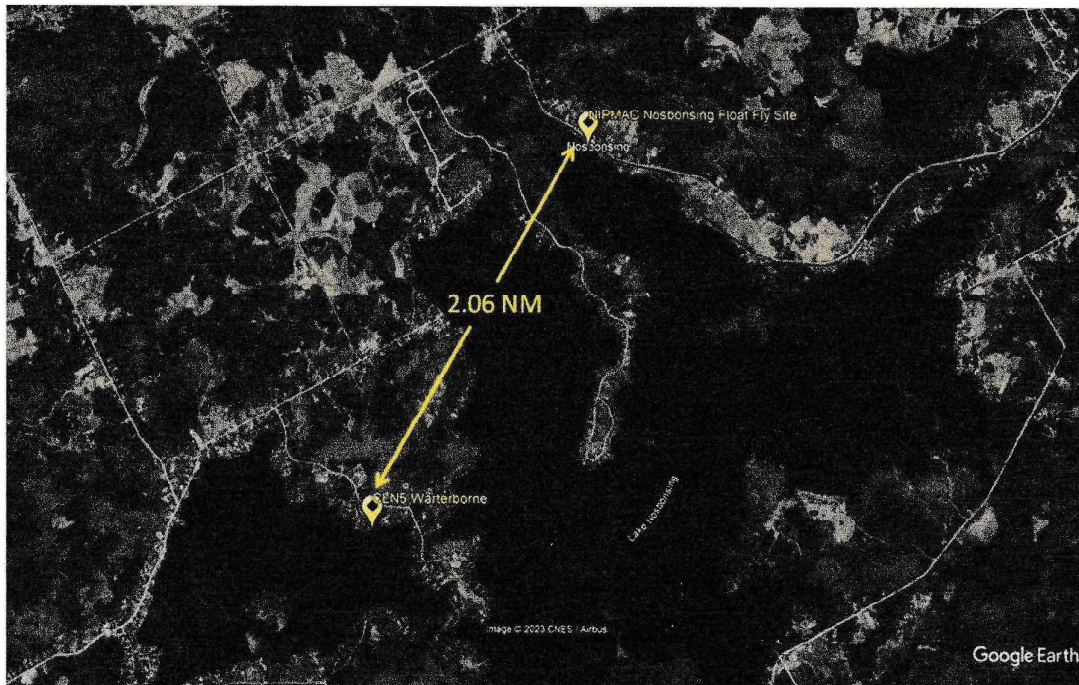
b) Marine Traffic:

1. When a spotter or member observes a boat, or watercraft that may be impacted by our activities, they will announce "**BOAT**" to all participants;
2. Upon notification, all pilots will immediately land, or if unsafe to do so, remain airborne, well away from the marine traffic. Under no circumstances will pilots overfly marine traffic; and
3. When the marine traffic is no longer a consideration, the spotter will announce "**ALL CLEAR**" and normal flying activities may resume.

13. The NIPMAC Lake Nosbonsing float fly site (N46.13.10, W79.12.31) is located within Class G airspace, 2.06 NM north-east from the Canadian Flight Supplement listed water aerodrome CLN5 (N46.12.10, W79.14.24); see attachment 1. If following club rules there are no concerns our operation will interfere with the established traffic pattern.
14. The owner/operator, Ron Cooke, should be contacted at **705-752-2223** regarding issues, or concerns related to Nosbonsing float flying site model/RPAS activities.
15. If required, emergency services, i.e. fire, police, ambulance, may be contacted by cellular telephone, dialing **911**. The Civic address of the Nosbonsing float site is #1163 on Quae Quae Road, Corbeil.
16. In addition to the above site specific procedures, all NIPMAC members engaged in float flying activities at the Nosbonsing float flying site shall observe MAAC rules, directives and guidelines and shall operate in accordance with the procedures and directives identified in Transport Canada CARs Part IX.

Attachment 1

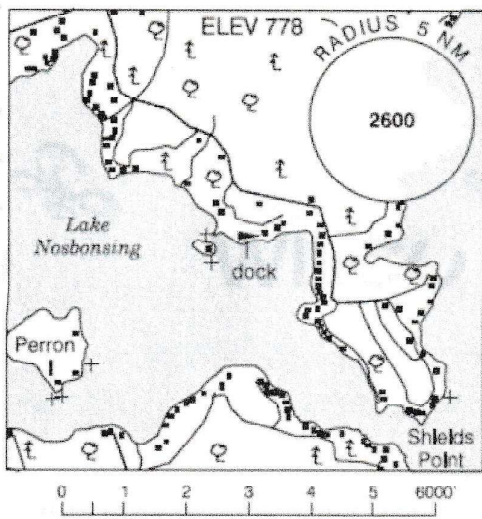
NIPMAC Float Fly Site In Relation To CLN5 Water Aerodrome



ASTORVILLE / LAKE NOSBONSING ON

CLN5

REF	N46 12 10 W79 14 24 1.9ENE 11°W (2017) UTC-5(4) Elev 778' A5000 A5001
OPR	Ron Cooke 705-752-2223 Reg PN
PF	B-1 C-2 D-3,4,5,6
FLT PLN	FIC London 866-WXBRIEF (Toll free w/ in Canada) or 866-541-4104 (Toll free within Canada & USA)
SERVICES	FUEL 100LL Emerg only OIL W100, 15W50
A/D DATA	Open water May-Nov
COMM	ATF ttc 123.2 5NM 3800ASL
CAUTION	Lgt'd twr 1159 ASL (279 AGL) 3.9NM ENE of A/D. 2 unlgtd twrs aprx 1.6NM WSW of A/D.



The map shows Lake Nosbonsing with the airport located on its eastern shore. Key features include:

- ELEV 778'**: Elevation of the airport area.
- RADIUS 5 NM**: A circular boundary indicating a 5-nautical-mile radius from the airport.
- 2600**: A numerical value, possibly a distance or elevation marker.
- dock**: A small structure on the lake shore.
- Perron**: A location marked on the western shore.
- Shields Point**: A location marked on the southern shore.
- Scale**: A linear scale from 0 to 6000 feet.

RETRIEVAL BOAT USER SAFETY PROCEDURES

When launching the retrieval boat the following safety equipment must be available in the boat.

- a life jacket must be worn by all persons in the boat**
- A whistle must be attached to each life jacketed**
- A throwable floating device must be available**
- A bailer or bucket must be immediately available at all times**

The whistle, throwable floating device, flashlight and bailing bucket are all included within the Boat Essentials Kit. The kit is stowed under the boat.

- Only two persons allowed in the boat at the same time**
- When launching the boat make sure it is in a safe condition**

Before leaving the site make certain the boat is stored in its proper location bottom up and tied to something secure

Make sure the oars and all the above safety items mentioned above are securely stowed under the boat and out of site of trespassers.