

WICKANINNISH INN: UNMANNED AIRBORNE VEHICLE PILOT'S SAFETY ADVISORY

Welcome to the Wickaninnish Inn and the Skies Around it

We are delighted that you would like to use your unmanned aircraft around the Wickaninnish Inn. There are some regulatory, safety, and other considerations that you need to be aware of before you fly your aircraft.

Regulations

Transport Canada regulates all of the air space above Canada from ground level up to 18,288 meters (60,000 feet) and therefore you must comply with Transport Canada's Regulations for unmanned airborne vehicles.

Transport Canada's regulations can be found at this web site:

http://www.tc.gc.ca/eng/civilaviation/standards/general-recavi-uav-2265.htm?WT.mc_id=1zfhj#safety

Commercial Flying

You are required by Transport Canada to apply for a Special Flight Operations Certificate (SFOC), and we ask that you deposit a copy of the SFOC with the guest services representative when you check in along with a copy of your liability insurance certificate.

Recreational Flying

If your aircraft weights less than 35 Kg maximum takeoff weight, then you do not need Transport Canada's permission to fly for recreational purposes.

Canadian recreational pilots are often members of the Model Aeronautics Association of Canada (MAAC) and you can find additional safety information at http://www.maac.ca/en/safety_code.php -- specifically Document MSD 8 (Use of First Person View Devices) and Document MSD 23 (Multi-rotor Model Aircraft).

Are You Really Flying for Recreation?

You must be certain that you are flying for recreation. If you intend to sell or license your imagery, then you are not flying for recreation.

General Liability Insurance

Even if you fly your aircraft for recreation, you must carry general liability insurance equivalent to, or better than, that offered to members of the Model Aeronautics Association of Canada.

You can find details of the coverage at

https://secure.maac.ca/get_document.php?document_id=118&language_id=1

Similar general liability coverage is offered by the Academy of Model Aeronautics (AMA) in the USA.

Please show your Model Aeronautics Association of Canada (or Academy of Model Aeronautics) membership card to the guest services representative when you check in.

We regret that we cannot allow guests without general liability insurance equivalent to that from MAAC or AMA to fly their aircraft within 150 metres or above Wickaninnish private property.

Summary of Transport Canada's "Don'ts"

Do not fly your aircraft:

- Closer than 9 km from any airport, heliport, or aerodrome. Note that if you go to the south end of Chesterman Beach, level with Frank Island, you are 9.25 km from Tofino Airport (YAZ). The Wickaninnish Inn is 10.16 km from YAZ. (You can use Google Maps to measure distances by right clicking on the map with the mouse at the start point):



- Higher than 90 metres (295 feet) above the ground. Note that this is lower than the limit in the USA (121 meters, 400 feet).
- Closer than 150 metres (492 feet) from people, animals, buildings, structures, or vehicles. This applies to people on the beach, people in their rooms at the Wick and even eagles and other birds on the beaches and in the trees. A satellite view is shown below with a measurement of about 150 meters from the center of the Pointe Restaurant. This gives you some idea of how far away you must remain from the Wick and other buildings:



- In populated areas or near large groups of people, including weddings, sporting events, concerts, festivals, and firework shows.
- Near moving vehicles, avoid highways, bridges, busy streets or anywhere you could endanger or distract drivers.

Note that, even though Transport Canada does not specifically prohibit flying your aircraft indoors (which many modern multi-rotor helicopters can do without the need for GPS), we do not permit guests to fly the aircraft inside buildings at the Wick.

Summary of Transport Canada's "Do's"

You must:

- Fly your aircraft during daylight and in good weather (not in clouds or fog). Bear in mind that at the Wick, a fog bank can loiter off shore and in a matter of a minute or two, sweep in and obscure visibility.
- Keep your aircraft in sight, where you can see it and its orientation with your own eyes. You must not rely solely on an on-board camera, monitor or smartphone.
- Make sure your aircraft is safe for flight before take-off. Ask yourself, for example, are the batteries fully charged? Is it too cold to fly (and thus will the cold compromise the batteries performance?)
- Know if and when to apply for a Special Flight Operations Certificate – Transport Canada has prepared an infographic to help you answer this question: http://www.tc.gc.ca/media/documents/ca-standards/Infographic_Permission_to_fly_a_UAV_Print_English.pdf
- Respect the privacy of other people on the beaches, surfing, guests in the Wickaninnish Inn's rooms, and people living along the beach.

The
WICKANINNISH INN
Tofino, Canada



WICKANINNISH INN

Special Hazards at the Wickaninnish

Manned Helicopter Flights Arriving and Departing

An increasing number of guests choose to arrive and leave the Wick via helicopter service. These helicopters arrive and depart from our private Shell Beach to the immediate northwest of the Pointe Building. This beach is not open to our guests other than for helicopter arrivals and special events.

During their arrival and departure, the manned helicopters descend well into the height range where you might be flying your unmanned aircraft. A mid-air collision between even a small unmanned airborne vehicle and a manned helicopter is likely to be fatal. You must therefore check with a guest services representative before going out to fly your aircraft so that they can check for planned helicopters arrivals and departures.

Manned Aircraft Performing Aerial Tours

There are numerous daily flights of manned aircraft along Chesterman Beach by local aerial tour operators. It is therefore imperative that you do not take your unmanned aircraft above the 40 metres above ground limit imposed by Transport Canada.

Solar and Terrestrial Weather

Terrestrial Weather

You can get a good daily and hourly weather forecast from www.wunderground.com – search for both Tofino, BC and also Tofino Airport (YAZ). Tofino's forecast is for the town which is several kilometers away. The same is true for YAZ, so you need to look at both.

High Winds

The Wick's position exposes it to winds coming in directly from the ocean and it is not unusual for wind speeds to reach 35 kilometers per hour (21.4 miles per hour, 9.7 metres per second). This may well exceed your aircraft's ability to resist the wind. Do not fly your aircraft in high winds unless you are certain of its capabilities otherwise the wind may cause it to crash into trees or be pushed horizontally away from you.

Also, the terrain around the Wick and the buildings of the Wick can create areas of apparent calm wind that can suddenly experience high wind gusts. If this turbulence catches you and your aircraft unaware it is likely that you will crash it.

Precipitation and Fog

Even in the summer it is not at all unusual for persistent and thick morning fog to roll in from the Pacific Ocean. Avoid flying in fog because the moisture can accumulate on your aircraft and cause problems for the electrical systems.

Similarly, avoid flying in rain or snow.

Solar Weather

If your aircraft uses GPS to execute a "position hold," please be sure to check the so-called Kp Index (planetary proton index) at http://n3kl.org/sun/images/noaa_kp_3d.gif

When the sun is particularly active it emits a stream of charged particles (protons) that can interfere with the accuracy of the GPS system and can potentially cause your aircraft to fly away without any warning or render the position hold capability unreliable.

If the Kp Index is 4, GPS may be unreliable. If the Kp Index is five and above, GPS will be more than likely to be unreliable – the GPS-indicated location of your aircraft can "twinkle" and suddenly your aircraft can fly away a kilometer or so because the GPS controller receives faulty information about where it is and it tries to correct its position.

* * * END * * *