Helifun Quebec Rules

Administrative

A copy of these rules must be available to all RPAS pilots using the site, either electronically or printed. The club will endeavour to supply a printed copy at the site.

1 Club Rules and Regulations

1.1. All rules and regulations as well as the MAAC Code of Ethics are in effect at this site.
1.2. The MAAC and club membership cards are mandatory to operate a model on the site.
1.3. It's every member's duty to respect and insure that the rules are followed and upheld.
1.4. Site upkeep and clean state of is everyone's business.
1.5. It is forbidden to fly under the influence of alcohol or while under the influence of drugs and/or medication that may affect judgment.
1.6. Any person who does not respect these rules may be denied access to the site and/or have their membership card revoked depending on the seriousness of their actions.
1.7. A list of members in good standing shall be posted on the frequency boards or any other board posted on site.

2 Access to the site

2.1. Hours of operation of the site are from half an hour after sunrise to half an hour after sunset. An exception is possible when a special event such as a Fun Fly is held at the field.
2.2. Only Pilots in good standing (Pilot with a club card and MAAC insurance) and their helpers are allowed in the starting area near the runways. Access to the runway itself is reserved for
- Pilots in good standing at Helifun Quebec.
- Pilots in good standing from another club outside a 50 km radius from the Helifun Quebec club site, and in possession of their MAAC card, for a maximum of three visits per season.
- Pilot's assistant(s).
- to a new pilot wishing to test his model as long as MAAC coverage is established and he's being accompanied by an instructor mandated by the Club.
2.3. Dogs will only be tolerated in the parking and visitor areas and must be held or tied with a leash at all times.

3 Radio and Video broadcast

3.1. The use of a 2.4 GHz radio is required.
3.2. Radios transmitting on the 72 Mhz frequency are still tolerated, but their use is at your own risk as our club does not have a 72 Mhz frequency table.
3.3. For all aircraft, radios equipped with a "FAIL-SAFE" feature must be programmed so that the engine Throttle is set to minimum or zero in case of loss of radio signal. It is the responsibility of each member to verify that the FAIL-SAFE mode is operational.
3.4. Video broadcasting on the 2.4 GHz frequency is forbidden.
3.5. While flying in FPV mode, it is mandatory to display the Video frequency being used on the supplied video frequency board and, to avoid any interference a minimum of
30 Mhz must be kept between used frequencies by pilots.

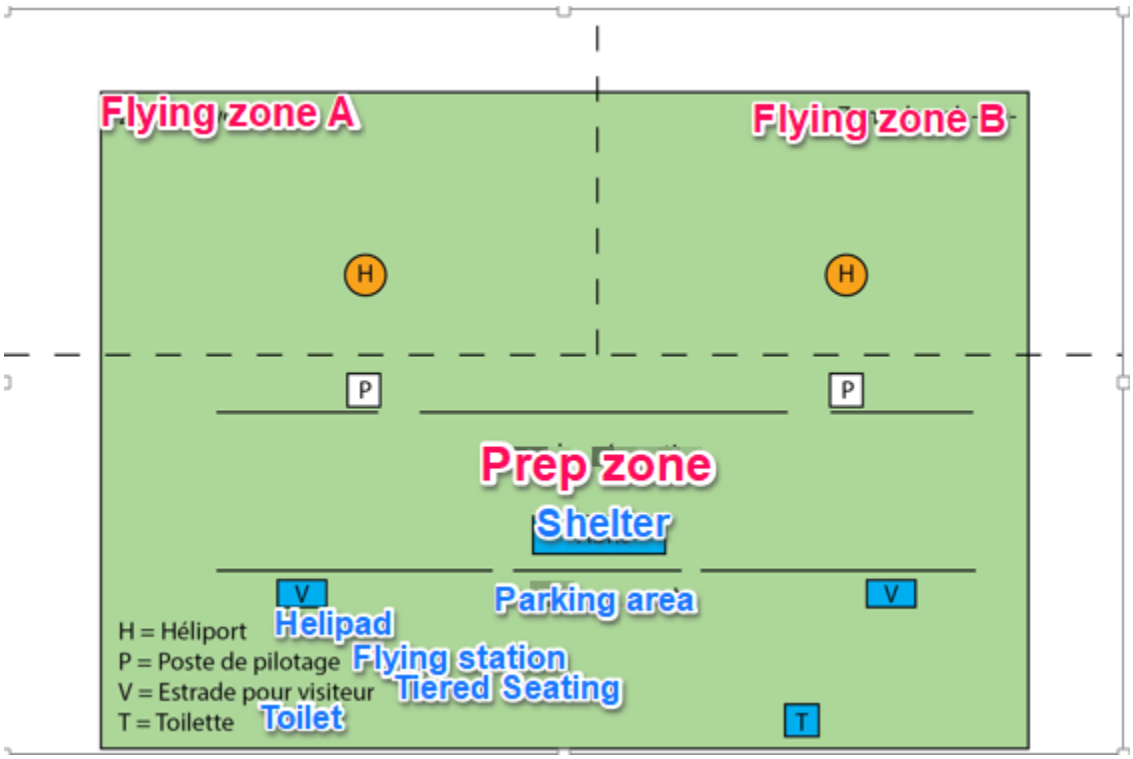
4 Under the pilot's canopy or in the preparation area

4.1. While under the pilot's canopy (shelter) and or preparation area, It is strictly forbidden to start or attempt to start a combustion engine. In the case of an electric motor driven device, it is forbidden to power the ESC unless the motor is or has been disconnected, or the head and tail blades have been removed.

5 Use of the flying area

5.1. The flying area is divided in two zones;

- Zone A = Primarily reserved for multi-rotors (When multi-rotors pilots are present)
- Zone B = Primarily reserved for helicopters

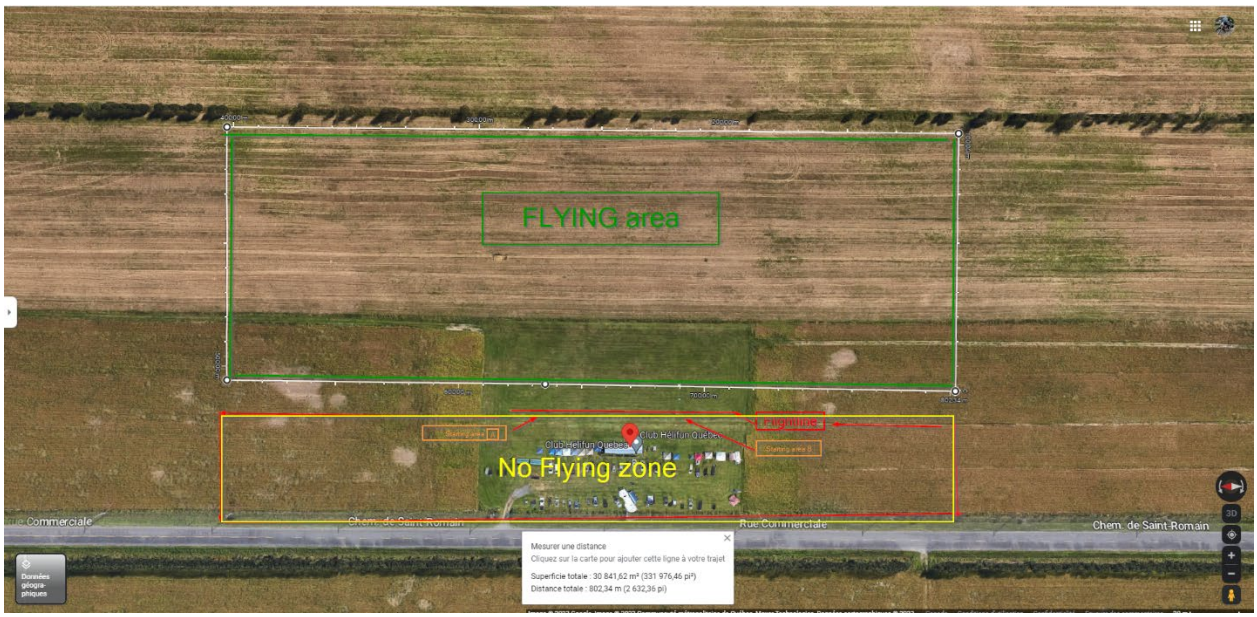


5.2. It is understood that our site is primarily dedicated to the flying of helicopters and multi-rotors. However, when none of these types of aircraft are flying, a member may request permission to use both areas to fly small electric aircraft.
5.3. A maximum flight time of 10 minutes is allowed for all of aircraft types.
5.4. Unless otherwise agreed upon by the pilots, no more than one aircraft may be flown in each flight zone.
5.5. During busy periods, it is recommended to place your aircraft in front of the model preparation table (Starting table) to signal your intention to be the next in line to fly
5.6. The aircraft must be started on the preparation tables (Starting table) located next to each pilot stations
5.7. While flying their model, all pilots must use the designated flying areas (concrete tiles).
5.8. Flying is forbidden over the preparation areas (Starting areas) and parking.
5.9. Pilots flying in 3D must maintain a minimum distance of 20 feet between themselves and their model.

6 Noise

6.1. Mufflers or silencers are mandatory on all combustion engines in order to remain good neighbors. Maximum levels are to be within the MAAC standard of 93 decibels taken at no more no less than 9 feet with a tail wind.

1. Model assembly should be done in the designated pit area or under the sunshade.
2. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – **no exceptions**.
3. Gas/glow/turbine models must be restrained and started in the start-up stands or similar, located in the start-up area. Do not conduct prolonged tuning if other pilots are flying.
4. The direction of take-off landing, and traffic pattern will be determined by the prevailing winds. If no wind, all take-offs etc. shall be east or west but away from the sun.
5. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
6. Our flying area as measured from the center of the pilot stations is a box approximately 1500 M left, right and straight out. Refer to the site flying area map for no-fly zone depictions



7. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.
8. A fire extinguisher must be present for all powered RPA operation.
9. If there is an accident requiring emergency services, cellular service is adequate to call 911 The civic address is 1752- 1950 Chemin Saint-Romain (Formerly Rue Commerciale) Saint-Jean-Chrysostome, QC G6Z 2L2
10. Pilots may fly in formation provided they agree to do so. There is no limit on number of airborne RPA.

Helifun Québec operates within 3nm of an aerodrome as listed in the CFS or CWAS and is required to provide all members with the following information:

11. The aerodrome name is ST JEAN CHRYSOSTOME (CSG5 AERODROME Reg) and it is located Lat: 46.685 Long: 71.152 1.59 KM 0.86 NM nautical miles Southeast of our modelling site.
12. The aerodrome has;

    Rwy 02/20 3300x40 ASPH/GRVL. Centre 30' is paved (ASPH) Thld 02 displ 300'.

Rwy runway 06/24 2700 x 50 GRVL/ASPH 500' ASPH Thld 06 displ 500'

RCR (Runway Condition Report) Opr N win maint = no winter maintenance so RCR Opr No win maint.

CAUTION: P Line on apch Rwy 02 (Power lines)

13. PRO Rgt hand circuits Rwy 24 (CAR 602.06) There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.

14. In the event of a "fly-away" towards ST JEAN CHRYSOSTOME (CSG5), you may call the aerodrome operator at 418-834-6508 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC. But being within 3.2 NM from our neighbours we list the number as per if near controlled airspace per CAR901.15 418-834-6508

15. Helifun Quebec club members should check for any 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.

16. The club executive has contacted the operator (OPR) of ST JEAN CHRYSOSTOME, and they have expressed no issues with our RPAS site.

17. No flying will commence until half an hour after sunrise and will end a half hour before sunset, the time of which is available on the Weather Network App for the town of Saint-Jean-Chrysostome Night flying is NOT allowed at Helifun Quebec unless your RPA is brightly lit.

18. Visual observers and MAAC "spotters" are optional at our site. The following are club procedures for ensuring full scale aviation safety:

    a. 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.

    b. ALL Pilots **must** immediately descend to as low an altitude as possible and then land as soon as safely able.

    c. 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.

19. 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:

    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 club executive when able and recall you must keep this form for one year (CAR901.49 (2)). Resume flying when done.

    b. 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.

    c. If there is actual contact between an aircraft and a MAAC RPAS – all flying will cease until MAAC confirms we may resume operations.

20. No RPA or other model aircraft flying will occur below the Club mandated weather minimum:

a. If cloud is present below 1000’ above the model flying area

b. a horizontal visibility requirement of less than 3sm (Separation Minima) around the flying area, and

c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

d. If you can see farther than 3nm north, flying is normally permitted.

21. There are no other risk mitigating strategies required at Helifun Quebec.

22. The Club executive will review these rules at least once a year and or as often as necessary.

Helifun Quebec requires visual observers for any of the following scenarios.

1. RPAS weighing more than 1Kg grams and flown above 200 feet

2. If there is airborne traffic in and out of the aerodrome.

The sole role is to scan the sky for approaching full-scale aircraft – do not watch the RPA. Pay particular attention to (whatever direction airplanes come from etc.)

1. The visual observer should use the Club handheld receiver if one is available to monitor the tfc 123,2 when at 5NM 3300 ASL outside CYQB CZ (Controlled zone) and Quebec Terminal class C airspace.

2. The visual observer should stand or sit at the start-up stand closest to any pilots flying, but away from the start-up stand(s) in use. Be close enough so they can hear you.

3. When spotting a potential conflict – yell AIRPLANE in a clear loud voice.

4. When you believe the airplane is no longer a problem yell – ALL CLEAR.

5. Whenever a visual observer is required, all other club members present must keep unnecessary ambient noise to a minimum. NO run-ups on adjacent start up stands.

Helifun Quebec location in proximity of

ST-Jean-Chrysostome located 1,98 km south east of Helifun Quebec

46.67297279950879, -71.15738946617107

46.6814713949196, -71.15181166015498 or 1,34 Km from the West side end of rwy 02 to Helifun Quebec NW location

Pilot Station A coordinates are: 46.674746870873555, -71.16606909878062 1,32km

Pilot Station B coordinates are: 46.674254746784385, -71.1660541067636 1,35km

QUEBEC AERODROME/FACILITY DIRECTORY

ST-JEAN CHRYSOSTOME QC CSG5

REF	N46 41 07 W71 09 06 2.6SE 17°W UTC-5(4) Elev 325´ A5002
OPR	Aérodrome de St-Jean Chrysostome 418-834-6508 Reg PPR
PF	A-1,2 C-3,4,5 D-6
FLT PLN FIC	(bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free wi hin Canada) or 866-541-4105 (Toll free within Canada & USA)
SERVICES FUEL S	 100LL, JA 1,2,4,5

RWY DATA RCR	Rwy 02/20 3300x40 ASPH/GRVL, centre 30' ASPH Thld 02 displ 300´. Rwy 06/24 2700x50 GRVL/ASPH 500' ASPH Thld 06 displ 500´. Opr No win maint.
LIGHTING	02-AS(TE ME), 20-AS(TE ME) first 300' Rwy 02 not lgtd
COMM ATF	 tfc 123.2 5NM 3300 ASL outside CYQB CZ and Quebec Terminal class C airspace
PRO	Rgt hand circuits Rwy 24 (CAR 602.96) **VFR Codes:** In order to minimize delays, ATC freq congestion and for better airspace management, as well as to improve safety, ctc the Montreal ACC at 877-YUL-CODE (877-985-2633), or the FIC at 1-866-GOMETEO or 1-866-WX BRIEF, to provide ATC with info pertaining to your flt to obtain your transponder code at least 30 min prior to a flight into Quebec Class C airspace.
CAUTION	P-line on apch Rwy 02.

VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

Communications Requirements

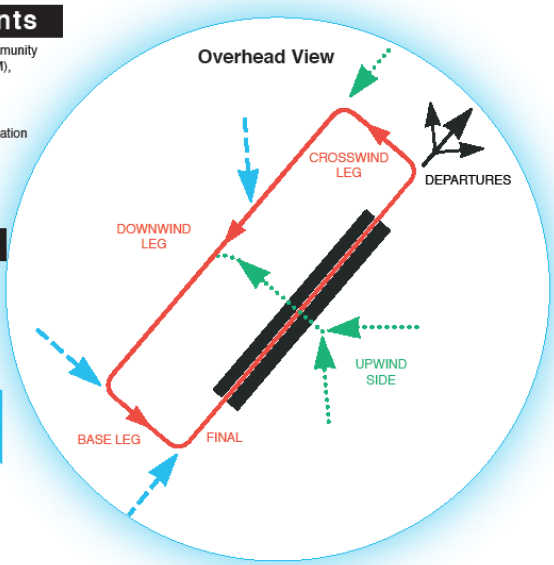
Information can be exchanged with a flight service station (FSS), community aerodrome radio station (CARS), universal communications (UNICOM), or vehicle operators by directed transmissions, or with other aircraft by broadcast transmissions. See the *Transport Canada Aeronautical Information Manual* (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.

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.

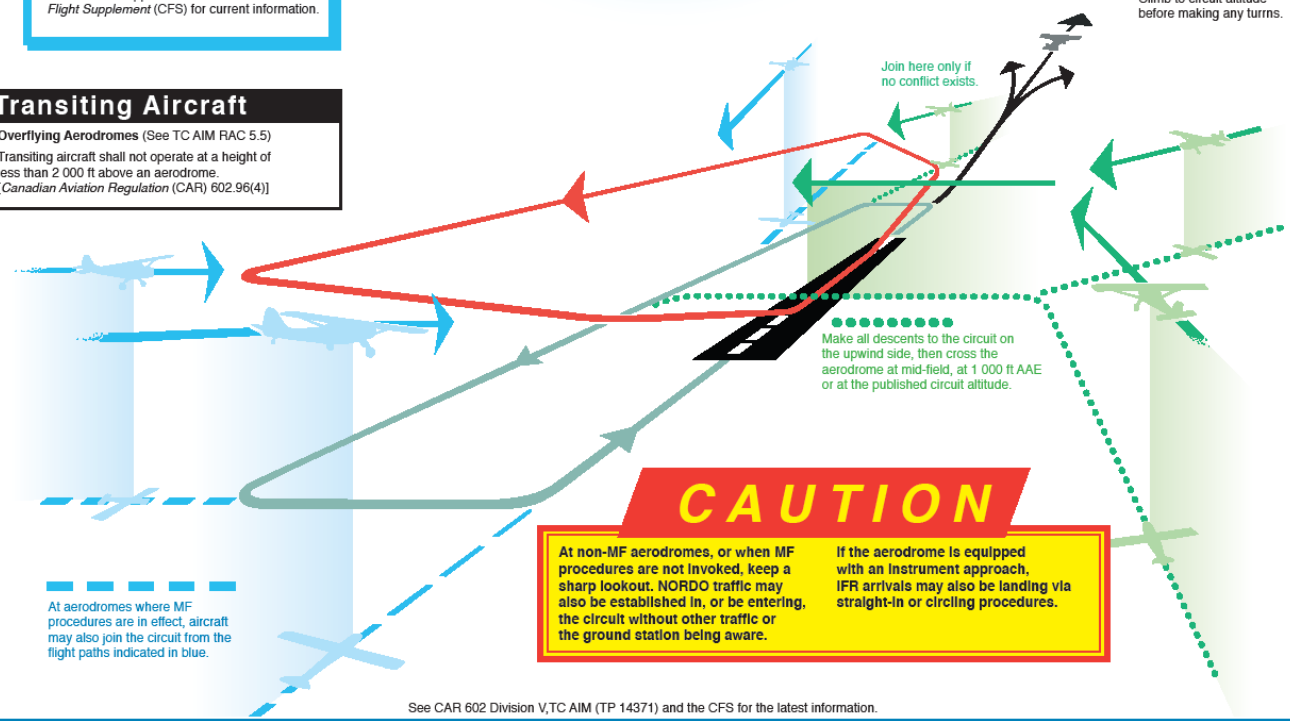
Transiting Aircraft

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)]

DEPARTURES

Climb to circuit altitude before making any turns.



CAUTION

At non-MF aerodromes, or when MF procedures are not invoked, keep a sharp lookout. NORDO traffic may also be established in, or be entering, the circuit without other traffic or the ground station being aware.

If the aerodrome is equipped with an instrument approach, IFR arrivals may also be landing via straight-in or circling procedures.

See CAR 602 Division V,TC AIM (TP 14371) and the CFS for the latest information.

TP 11541 (06/2010)

TC-1002940

Canada