

FLIGHT REGULATIONS

*Club Aéromodéliste
de l'Estrie*



MAAC #294



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A COPY (PAPER) OF THE GENERAL AND FLIGHT RULES OF THE CLUB ARE KEPT IN THE BATTERY CHARGER CABINET AT THE BRULOTTE FIELD. BATTERY CHARGERS AT BRULOTTE FIELD. MOREOVER, IT IS POSSIBLE TO ALSO, IT IS POSSIBLE TO GET A DIGITAL COPY ON OUR FACEBOOK PAGE FACEBOOK PAGE " LES AMIS DU CADE ". IT IS ALSO POSSIBLE TO OBTAIN A COPY OF THE IT IS ALSO POSSIBLE TO OBTAIN A COPY OF THE BY-LAWS BY CONTACTING A MEMBER OF THE BOARD OF DIRECTORS

1. TRACK RULES

1.1 Terrain

- 1.1.1** Courtesy is required between the drivers and towards the spectators. In short, the rules of good conduct and those of common law are required.
- 1.1.2** All members must park their vehicles in the parking area immediately after have completed the unloading of their equipment in the service area.
- 1.1.3** Each member is responsible for seeing that visitors park in the appropriate place.
- 1.1.4** All members have a duty to keep facilities clean. Each member is responsible for pick up and bring their waste back with them.
- 1.1.5** Shelters and tables: All members are encouraged to make good use of them.
- 1.1.6** Toilet: Of chemical type, it requires special care and must be kept clean.
- 1.1.7** All members must notify the CADE executive before undertaking any non-regular activity involving the facilities, facilities or grounds of CADE.
- 1.1.8** Access to the service area is limited to pilots preparing to fly or adjusting their model.
- 1.1.9** In the event of an accident requiring emergency services, call 911. The civic address is 1160 rue Brulotte. To report an incident of vandalism/theft call the Police at 819 821-5555.

1.2 Identification

- 1.2.1** Any pilot intending to fly an aircraft at CADE must have in his possession his MAAC card, his basic TC license, his membership card of the Club Aéromodéliste de l'Estrée or another club and wear them in plain sight.

1.3 Uses of frequencies

- 1.3.1** All members must use a radio transmitter with 2.4 GHz technology.

1.4 Visitors

- 1.4.1** Any visitor can use free of charge (once per season) and occasionally (\$10 per day) the CADE facilities provided they are a member of MAAC
- 1.4.2** He must make the request to a member of the Board of Directors or be accompanied by a member of CADE. All visitors must comply with CADE regulations.
- 1.4.3** Notify visitors and spectators of safe locations.
- 1.4.4** The presence of visitors is prohibited in the service and flight area.
If a member wants to show his model to a visitor, he must obtain permission from the other pilots present in the service area, accompany him at all times and take responsibility for it.
- 1.4.5** It is forbidden for any visitor to cross the line of the service area without being accompanied by a club member.

1.4.6 Children are strictly prohibited in the service area unless accompanied by their parent. If not, they must be in the Visitors section (rest area).

1.5 Safety on the ground

1.5.1 Smoking is prohibited in the flight and service areas.

1.5.2 It is permitted to bring pets on the site as long as they are kept on a leash at all times. time.

1.5.3 All persons present on the field must gather at the determined places:

- Pilots = pits, stands or tables; • Spectators = stands or tables.

1.5.4 Assembly of the model must be carried out in the service area.

1.5.5 Batteries should not be connected to electric models unless the model is restrained in the boot zone – no exceptions.

1.5.6 Combustion models must be restrained and started in starter pits or similar, located in the boot area.

1.5.7 It is forbidden to enter an aircraft, engine running, in the service area. After landing, stopping the engine must be done at the edge of the runway by pointing the nose of the aircraft in the axis of the runway.

1.5.8 It is forbidden to taxi in the service area. (Including electric models).

1.5.9 Prolonged testing of engines on the ground other than normal adjustment is prohibited. Use designated area at this end.

1.5.10 It is strictly forbidden to circulate a model with its engine running in the area of service, without the latter being retained by a person.

1.5.11 When starting, the model must be restrained by a hoop or a safety rope.

1.5.12 It is also forbidden to have more than one assistant around the device.

1.5.13 A fire extinguisher must be present for all motorized RPA operations.

1.6 Responsibilities

1.6.1 If two (2) or more aircraft are involved in a collision, each of the members involved is liable for their own damages.

1.6.2 Any member with a moving aircraft involved in a collision with a static model(s) in the service area is responsible for damage to the static model(s). MAAC insurance is not applicable in this particular case.

1.6.3 Any incident causing damage to property must be brought to the executive.

1.6.4 If a conflict arises in the settlement of damages between members, the executive will be notified and will appoint an arbitrator. This arbitrator must be accepted by the parties and his decision will be binding and without appeal.

1.6.5 Any initiation flight for a future member, who does not have a MAAC card, must be performed by a recognized club instructor. If an incident occurs during this flight, the deductible of the MAAC insurance policy, if applicable, will be borne by CADE.

2. FLIGHT REGULATIONS

2.1 Vol

2.1.1 Flight duration is limited for any aircraft to ten (10) minutes including FPV (First Person View) in order to give all pilots the chance to fly.

2.1.2 During training days, students have priority over other pilots, except for the first 15 minutes of every hour.

2.1.3 The practice of intensive and repetitive flights is strictly prohibited, the vocation of the club being based on the practice of recreational flights.

2.1.4 For any start-up of a kerosene turbine, it is mandatory to have a fire extinguisher close at hand in good working order.

2.1.5 All take-offs or landings take place on runways designated for this purpose. Taking off in the service area is prohibited.

2.1.6 Take-off and landing direction and traffic pattern will be determined by prevailing winds. If there is no wind, all takeoffs, etc. should face east or west but away from the sun.

2.1.7 Hand launching and bungee launching must be done in agreement with all pilots steering wheel - normally on one side of the cockpits.

2.1.8 Our flying zone at the Brulotte field, measured from the center of the piloting stations, is a square of 110m to the left, 240m to the right and 130m straight. Refer to Brulotte field flight zone map for representation.

2.1.9 Our flight zone at Sintra Basin, measured from the center of the pilot station, is a box of 170m left, 270m right and 130m straight. Refer to the Sintra Basin flight zone map for representation.

2.1.10 Recovery of RPAs that land/crash off the runway but within the flight zone will be done in agreement with all pilots in flight.

2.1.11 Fly in the same direction as the departure circuit, for other maneuvers, it is necessary to leave the departure circuit and return to it afterwards. It is forbidden to fly your aircraft towards the pilots.

2.1.12 A maximum of three (3) aircraft can fly at the same time. However, the agreement of all pilots must be obtained for simultaneous flights in order to respect everyone's preferences.

2.1.13 CADE prohibits the use of radio control bands for purposes other than aircraft control due to government standards. CADE cannot be held responsible for damage caused by flying in on-board vision (FPV, First Person View).

2.1.14 All aircraft must be equipped with an effective silencer. For petrol engines in particular, use the Canister type. The tolerated sound level is 89 Decibels (Db) and less.

2.1.15 Pilots must position themselves behind the cockpits during their flight. Take-offs and landings can be accomplished from the runway if the pilots announce their intention to their colleagues.

2.1.16 All pilots must signal their intentions by shouting the following words :

- Takeoff or Take Off • Landing or
- Engine stalled or Landing
- Passe basse ou Low Pass Dead Stick

2.2 Flight Safety

2.2.1 Any driver cannot consume or be under the influence of alcohol or drugs while driving.

2.2.2 Aircraft in difficulty have priority over others (dead stick, stalled engine).

2.2.3 It is forbidden :

- To fly an aircraft over the service area, the rest area, the spectators and the parking.
- To fly an aircraft before 9:00 am except electric models of 400 watts or less. • To fly or land an airplane more than 40 inches between the runway and the pilots, as well as the helicopters over 12 inches.
- To fly a new aircraft or a repaired aircraft without having been checked by an instructor or a another qualified pilot. • To fly the following aircraft after curfew (6:00 p.m.);
1. All gas models, 2. Glow models, 4 stroke over .91 cu. and 2 strokes over .61 cu.

2.2.4 It is forbidden for a beginner who does not have his "Wings" :

- To fly an aircraft alone and without being accompanied by an instructor. • However, if no instructor is present and the student pilot has some experience, he must obligatorily request the help of a certified pilot (pilot wing) to assist him.

2.2.5 It is only allowed to go on the runway during the first flight of an aircraft and accompanied by only one helper to trim the aircraft.

2.2.6 The FPV pilot must have a safety pilot at his side to monitor the sky while he is flying in onboard vision and to ensure that the aircraft always remains in view from the cockpit.

2.3 Certification

2.3.1 Any new pilot who does not have his certification (pilot wing or blade) must follow a training course by an instructor recognized by CADE before flying his plane autonomously.

2.3.2 The instructor will certify the student as a pilot wing or blade when the student has become familiar with the CADE rules and has demonstrated that he can take off, fly and land safely and in control.

2.3.3 A certified pilot can become an instructor if he masters piloting techniques well, he has demonstrated his communication skills, he serves as an example on the safety aspect and he finally obtains the agreement of the CADE executive.

2.3.4 The list of recognized pilots and instructors is maintained by the Club Aéromodéliste de l'Estrée.

2.4 Proximity to the François-Désourdy heliport (CHUS)

2.4.1 The Club Aéromodéliste de l'Estrie (CADE) operates less than 1 min from a heliport listed in the CFS or CWAS and is required to provide all members with the following information:

2.4.2 The name of the heliport is CHUS François-Désourdy (CSG7).

To. It is located 1.13 nautical miles northwest of our field model aircraft site.

Bridal shower.

**b. It is located 1.13 nautical miles northwest of our Brulotte field model aircraft site.
(winter).**

vs. It is located 1.86 minutes northeast of our seaplane flight site on the Sintra Basin.

2.4.3 The heliport has a 26m diameter paved runway and is used for medical emergencies mostly.

2.4.4 There are no CFS RPA procedures and no other CFS PRO comments that affect our site of modelization.

2.4.5 CADE members must check NOTAMs related to CHUS François-Désourdy (CSG7). using the NAV CANADA NOTAM portal or using the Wilco RPAS application or similar. If you are the first pilot of the day and have printed off a Wilco RPAS site survey, please leave it on the site for other modelers to refer to.

2.4.6 The club executive contacted the operator (OPR) of the François-Désourdy heliport (CHUS), and they did not expressed no problem with our RPAS site.

2.4.7 Our model aircraft sites are clear of the heliport traffic pattern, the approach is by the west to land at the François-Désourdy heliport.

2.4.8 The Club Aéromodéliste de l'Estrie does not require additional skill requirements or pilot knowledge.

2.4.9 No flight will take place below the MAAC mandated weather minimum:

To. If clouds are present less than 1000 feet above the model flight area;

b. Horizontal visibility of less than 3 nm around the flight area;

vs. If there are other low visibility conditions (fog, smoke, haze, etc.) that could make it difficult to spot full-scale aircraft.

2.4.10 No flight will start before half an hour after sunrise and end half an hour before sunset while respecting point 2.2.3 of these regulations. Sunrise and sunset times are available on the Weather Network app.

Night flying is not authorized at CADE.

2.4.11 When a member or other person sees a full size aircraft, they should shout "AIRPLANE" in a loud voice. ALL pilots MUST immediately descend to as low an altitude as possible and then land as soon as safely possible. When the full-scale aircraft is no longer a threat, the person who gave the warning should shout "ALL CLEAR", or the pilots can make that decision themselves.

2.4.12 In the event of a near-miss or safety issue between a full-scale aircraft and our RPA, ALL FLIGHTS MUST cease immediately. Affected members must complete a MAAC Reportable Occurrence Report and submit it to the club executive and follow MAAC policy with the following exceptions:

To. If the affected member(s) feel the risk was very minimal, they can complete their own risk statement or assessment using the MAAC form. Submit a copy of the form to the club executive when possible and remember that you must retain this form for one year (CAR901.49(2)). Resume flight when finished.

b. If the member or club executive deems the event serious, flights will not resume until members receive written approval from the club executive.

vs. If there is actual contact between an aircraft and a MAAC RPAS - all flights will cease until MAAC confirms that we can resume operations.

d. This process is for your protection.

2.4.13 No RPA or other aircraft flight pattern will take place below the weather minimum mandated by the Club :

To. If clouds are present below 1000 feet above the model flight area

b. a horizontal visibility requirement of less than 3 nm around the flight area, and

vs. if there are other obscuring conditions (fog, smoke, haze, etc.) difficult to spot large-scale aircraft.

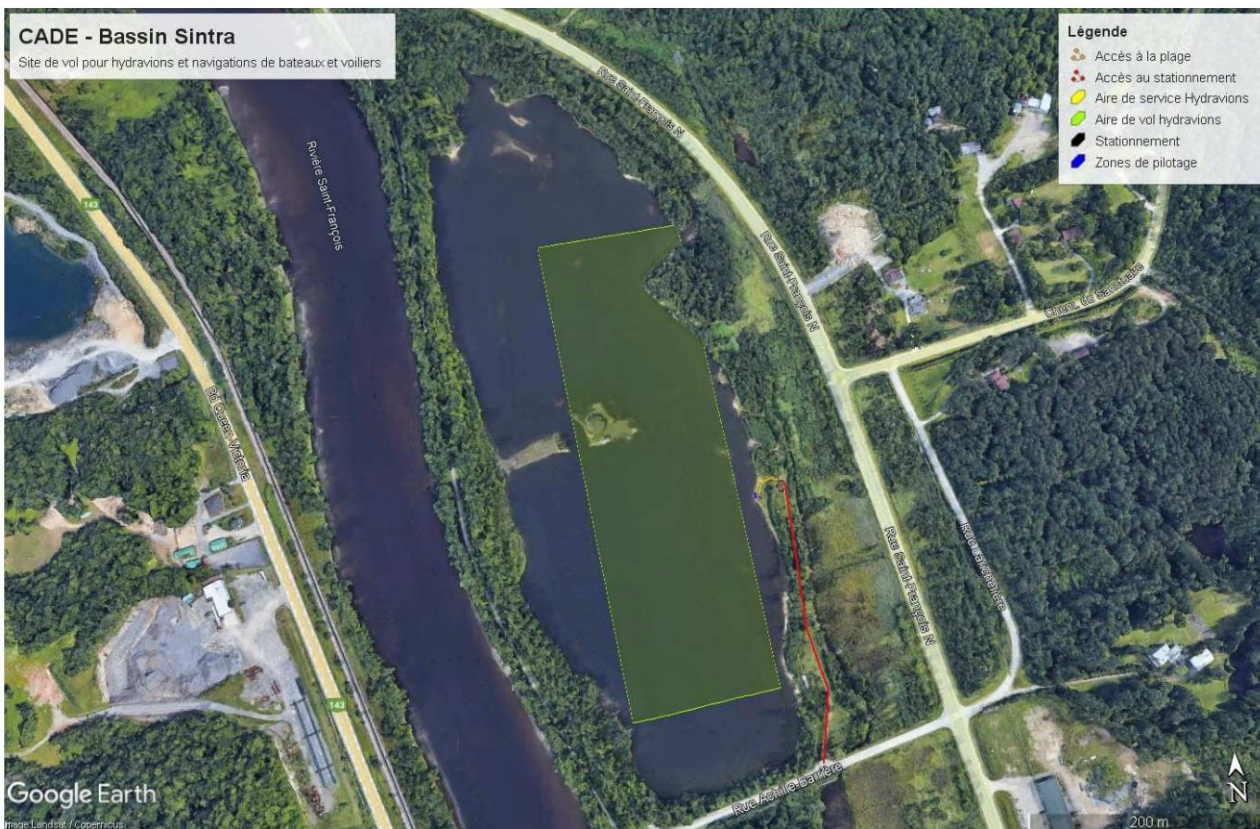
2.4.14 No other risk minimization strategy is required at CADE.

2.4.15 The Club Executive will review these rules at least once a year.

Appendix – CADE flight area, CHUS heliport location, François-Désourdy (CSG7)



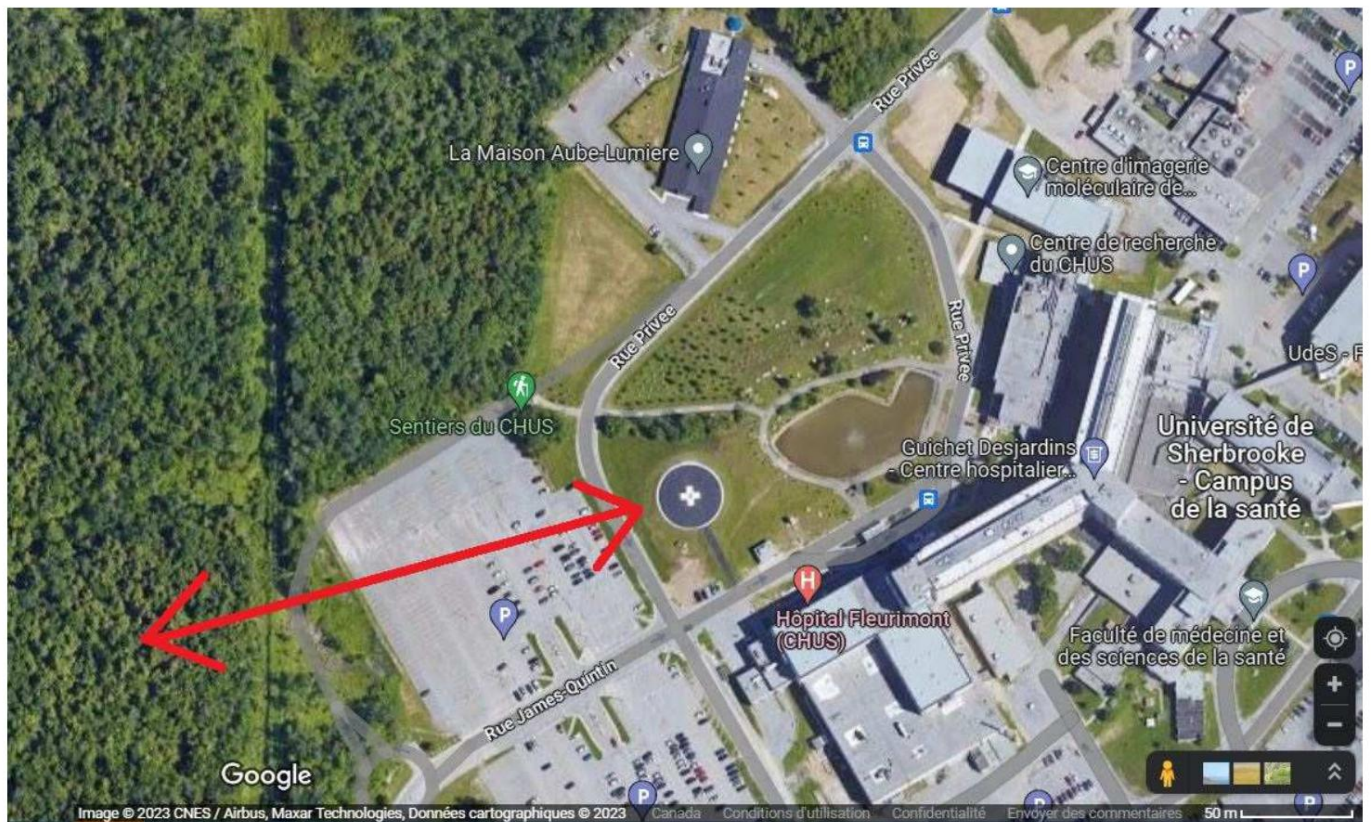
CADE flight site at Brulotte field



CADE flying site at Sintra Basin



CADE flight site at Brulotte field in winter



Approach for access to the François-Désourdy heliport (CSG7)



Location of the CADE flight sites vs the François-Désourdy heliport (CSG7) of the CHUS

These regulations are the business of all members, so if you see any non-regulatory acts, please notify the persons concerned and/or report them to the members of the management.

Revisions	
Date	Description
January 2019	Modifications to remove references to 72KHz. Additions are in italics and deletions are strikethrough.
February 2019	Following the acceptance of the modifications to the AGAM, point 2.2.3 has been modified.
January 2023	Modifications concerning the AMA, use of "area service" instead of "area de refueling" and garbage collection by each member.
February 2023	Modifications concerning MAAC document #DPPM-18, addition of point 2.4
Mars 2023	Modifications concerning MAAC document #DPPM-18 (modified)