

St-Prime Model Airplane Club

Zone I (Quebec), 602

St-Prime Model Airplane Club since 1995

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

All pilots who are members of the St-Prime model aircraft club must:

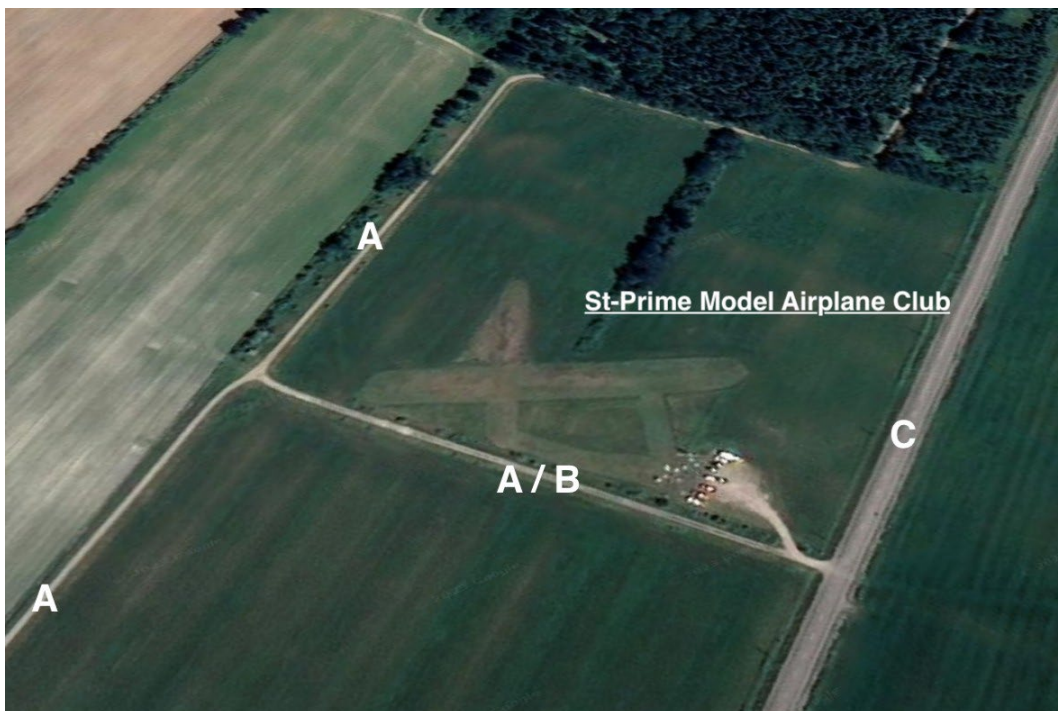
- 1- Be a member and have paid annual dues to MAAC
- 2- Have a RPAS / VLOS pilot certificate from TC (from 2023)
- 3- Models must be registered and identified (mandatory)
 - Label: MAAC member # (required)
 - MAAC website address (required)
 - MAAC Phone # or Member Phone # (required)
 - Member name (optional)
- 4- respect MAAC regulations as well as those internal to the club.

This will be the case during the visit of the pilots passing through the club or during a fun fly.

Map 1 : Sensitive areas

- A** : ATV trail (intermittent passage)
- B** : Agricultural machinery (intermittent passage)
- C** : Asphalt country road (moderate passage)

When an ATV (A) or agricultural machine (B) is passing through, the pilots become aware of it and must act in such a way as to secure them. Example: wait before take-off, in flight move away from a passing vehicle until the last one has moved away before landing.



Map 1 : Sensitive Areas

Map 2: Coordinates of the site from the red marker whose point is located in the center of the pilot positions.

Portable fire extinguisher accessible at the club

First aid kit available at the club

All documentation relating to the MAAC and TC accessible to the club

Safety signs posted on club ground (Disclaimer)



Map 2 : Red marker location

Map3 : - The Club is compliant to receive small aircraft, multi-rotor, helicopter, sport category models as well as jets and large aircraft respecting the defined area.

- The property boundaries are shown in yellow.
- The height is limited to 122m / 400 feet inside the flight zone.

Restriction for jets: Jets are allowed to fly before and after agricultural seed. There must be a side-by-side available at the club and a minimum of 2 fire extinguisher



Map 3 : Fly zone area limite

Map 4 :

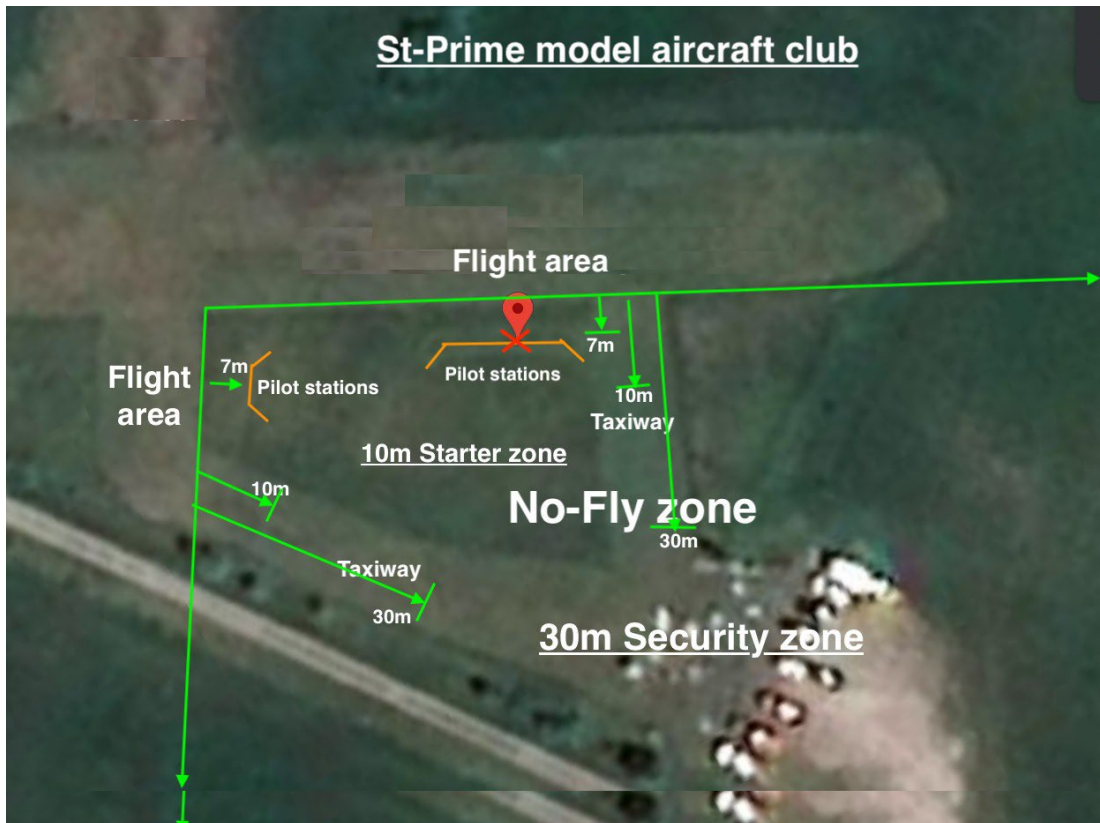
Runway A is used for all types of aircraft from Park Flyers to large models including jets. It is the most commonly used. Geographical location (East, West).

Runway B is authorized from the Park Flyer to sport category aircraft only. Large models and jets are strictly prohibited.

Runway B is used in case of extreme wind coming from the south.
Geographical location (North, South).

Safe distances defined on map 2 below:

- C: 7m from the edge of the runway to the piloting location
- D: 10m from the edge of the track to the starting area
- E: 30m from the edge of the track in the air of pilots on break, spectators and parking



Map 4 : Safe Area

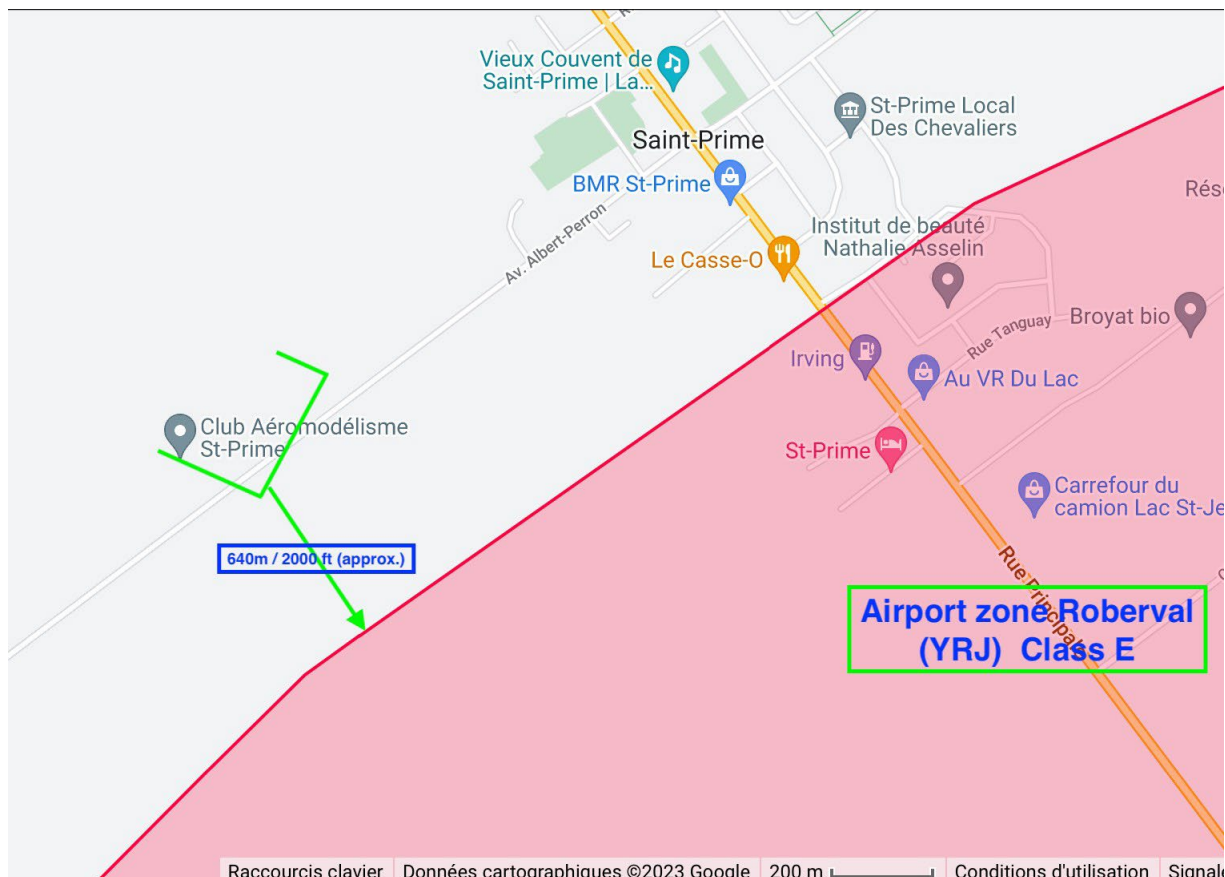
Map 5: - The Club flying site is located 4.8 nautical miles from the nearest airport, Roberval (CYRJ) in controlled class E airspace. Visual observers and MAAC “spotters” are optional at our site. The following are club procedures for ensuring full scale aviation safety:

- a. When the sound of an aircraft or helicopter is heard, all members will attempt to locate the device in order to prioritize its safety.
- b. 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.

-Members are all advised of this directive. Operation of MAAC RPAS in CYRJ Class E controlled airspace is prohibited, unless in compliance with sections of the CAR.

The distance between the club's flight zone and the boundary of Roberval class E controlled airspace is 640m/2000 ft (approx.)

In the event of a “fly-away” towards Roberval Class E airspace, you must call Rouyn Radio at 819-764-4664 (emergency only) and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC of a fly-away in any other direction.



Map 5 : St-Prime club vs Roberval airport zone class E

Pilots may fly in formation provided they agree to do so. There is no limit on the number of airborne RPA.

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 Roberval. Night flying is not allowed unless your RPA is brightly lit.

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 MAAC and 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.
- d. This process is for your protection.

No RPA or other model aircraft flying will occur below the Club mandated weather minimum. Members may determine the weather themselves with direct observation or use any other source:

- a. If cloud is present below 1000' above the model flying area
- b. a horizontal visibility requirement of less than 3sm around the flying area, and
- c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.