

Model Air 892 Regulations 2023

MAAC MPPD17

Administrative regulations

Anyone who uses this site must:

1. Be a member in good standing of MAAC.
2. Be a member of the club Model Air, or be a guest and
3. Comply with the MAAC Safety Code and all club regulations.

In case of emergency call 911 and the address to provide to first responders is 2849 QC-218, St-Charles-De-Bellechasse, G0R 2T0.

Normal operating procedures and Club safety rules

These rules are available in print or online. A copy of these rules must be available to any member operating a RPAS. The club will endeavour to keep a copy on the flight site.

This club allows the following categories of model making:

RPAS, free flight, surface vehicle.

1. A fire extinguisher must be present for all motorized model operations.

For members operating RPAS on this site:

2. All members must comply with the Canadian Aviation Regulations for RPAS.
3. All pre-flight or assembly operations must be carried out in the designated area.
4. Accumulators (battery) must not be connected to electric models unless the model is retained in the starting area – without exception.
5. Internal combustion models shall be retained and started in the starting stations or equivalent located in the starting area. Do not make extended adjustments if other pilots are flying.
6. The direction of take-off and landing and the traffic pattern will be determined by prevailing winds. If there is no wind, all take-offs, etc. must be carried out in the direction from east to west.
7. Manual launch and bungee launch must be performed in agreement with all pilots in flight - normally on one side of the cockpits.
8. Our flight area has a depth of 300 meters in front of the runway and an extension of 200 meters on either side of the runway, at 45 degrees, with a depth of 200 meters. See diagram at the end of this document for a graphical representation.

No flight within 75 meters of Rang Sud-Est and the various buildings located at the rear of the flight area.

9. The recovery of ATPs that land/crash off the runway but in the flight area will be carried out in agreement with all pilots in flight.

10. Pilots may fly in formation provided they consent. There is no limit to the number of ATPs in flight.

11. No flight will start until half an hour after sunrise and will end half an hour before sunset, the time of which is available on the app Weather Network for the city of St-Charles-de-Bellechasse. Night flying is not allowed at Club ModelAir unless your ATP is well lit.

12. MAAC observers are optional on our site. Here are the club's procedures for ensuring full-size aviation safety:

a. When a member or other person sees a full-size aircraft approaching the site, they should shout "PLANE" aloud.

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

c. When the full-size aircraft is no longer a threat, the person who gave the warning must shout "CLEAR", or the pilots can make this decision themselves and resume flying.

13. In the case of an out-of-control aircraft towards, there is no nearby airport to contact. Our site is located in uncontrolled airspace, so it is not necessary to inform the ATC (Air Traffic Control). If you think it is relevant, you can call the authorities via 911 to explain the situation.

14. In the event of a near miss or safety issue between a full-size aircraft and our RPAS, ALL FLIGHTS MUST CEASE immediately. Affected members must complete a MAAC Reportable Event Report and submit it to the Club Executive and follow MAAC's policy with the following exceptions:

a. If the member(s) concerned felt that the risk was very minimal, they may complete their own declaration or risk assessment using the MAAC form. Submit a copy of the form to the Club Executive when possible and remember that you must keep this form for one year (CAR901.49(2)). Resume the flight when you're done.

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

c. 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.

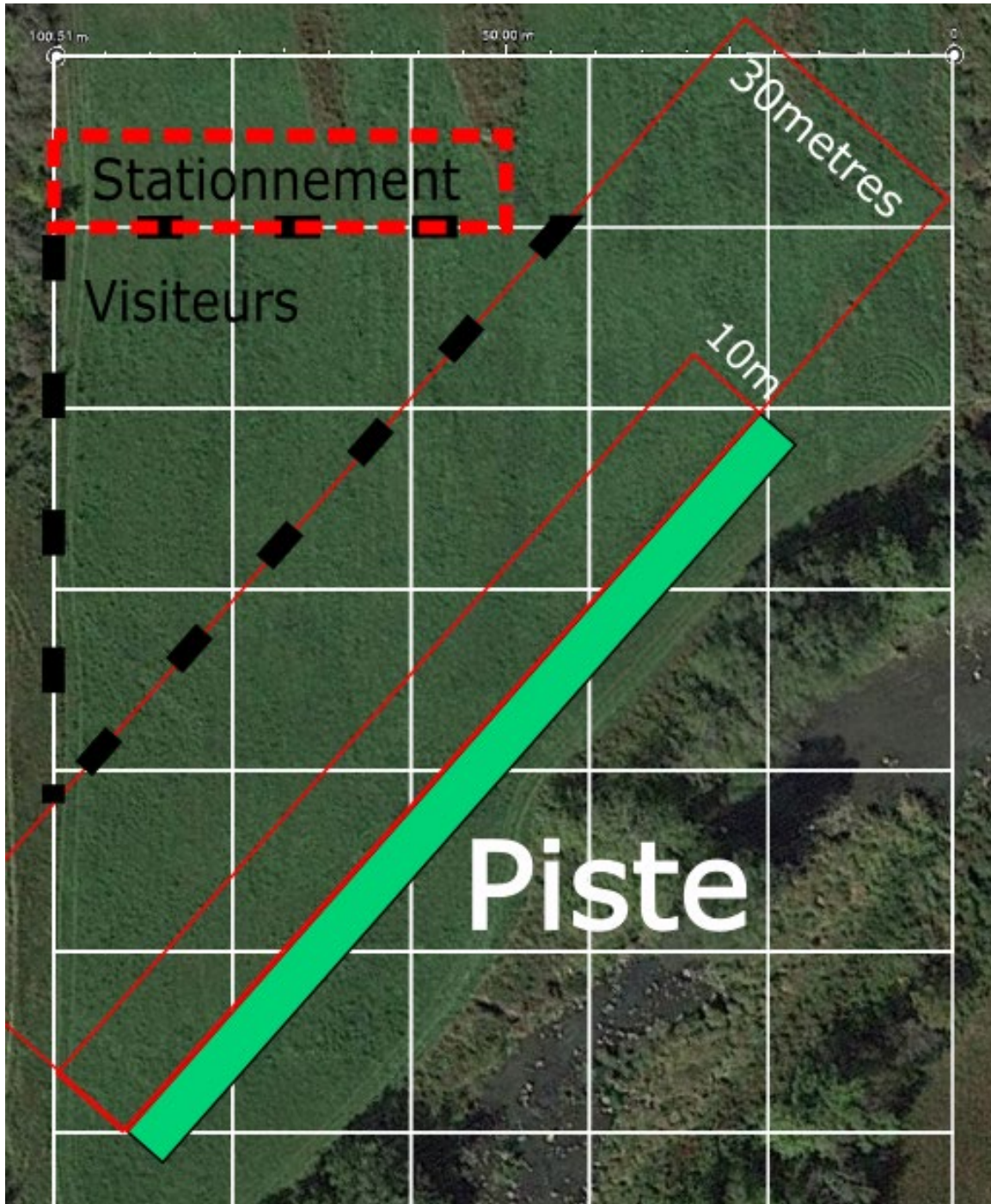
15. No RPAS or other aircraft flight model will take place below the minimum weather conditions imposed by the Club. Members may determine the weather themselves by direct observation or use any other source:

- a. If clouds are present below 1000 feet above the flight area
- b. a horizontal visibility requirement of less than 3 mt around the flight area, and
- c. if there are other obscuration conditions (fog, smoke, haze, etc.) that could make it difficult to locate full-size aircraft.
- d. If you can see the forest south of East Rank, you can fly.

16. No other risk mitigation strategy is required at the Club ModelAir The MAAC "see and avoid" technique was found to be adequate to ensure aviation safety.

17. The Club Executive will review these rules at least annually.

FLIGHT SITE DIAGRAM



- Pilot Station ●
- Windsock ○
- Fences —

DIAGRAM OF THE FLIGHT AREA.

No aerodrome within 5 nm

