

**THE MONTÉRÉGIE** GLIDING CLUB

# Fields Rules

A copy of these rules must be made available to all RPAS pilots using this site, whether electronically or in hard copy.

## 1 RULES FOR THE USE OF THE LAND

1. Only C2VM members in good standing and their guests can use the flight field. Pilots must also be members in good standing of MAAC. They must have their C2VM and MAAC membership card with them at all times. Membership cards can be requested for validation.
2. No vehicle is allowed to drive or park on the grass at all times.
3. Vehicles must be parked along the access road to the driving range. The parking of vehicles on the side of the road, must allow the passage of agricultural vehicles at all times.
4. A 10 m long landing stage on the road, before the grass farm, must be free at all times. This space allows a very short parking, to disembark and embark the equipment, as well as to turn around. See map.
5. Animals must be restrained and kept away from model mounting, flight and landing areas.
6. Before leaving the field, any member must ensure that they do not leave garbage or garbage
7. The last member to leave the field must return the access string to the turf farm path.

## 2 SECURITY CODE

8. **Club members, their guests and authorized visitors are required to comply at all times with the safety code and rules of the club and MAAC.**
9. **It is the responsibility of pilots to familiarize themselves with the safety code and its appendices that apply to the various categories of model aircraft.**
10. Theft is prohibited during the maintenance of the grounds (lawn mowing or other). It is mandatory to respect it under penalty of violation of the safety code.
11. It is forbidden to fly models that do not use electric motors for propulsion or traction. Thermal engine glider tugs are allowed to use the terrain provided they are used for this purpose.
  - a. Note for internal combustion engine tugs. Engines must be started using a safety system or a person to keep the model.
12. It is forbidden to operate in the assembly area of models, a model with its engine in operation.
13. It is forbidden to fly over: the model assembly area, the model unloading area, pilots, no-fly zones, or within 30 meters of turf farm employees or within 30 meters of any other person not directly involved in model operations.
14. A flight direction and a landing circuit are mandatory, when there will be several aircraft in flight, take-off and landing. The cooperation of all pilots present on time in the field, is necessary to define the direction of flight, taking into account weather conditions.
15. Pilots must announce their intention to land, take off, move to the runway used, make high-speed or low-altitude passes over the runway.

16. Gliders without motorization have priority at all times to land, unless a glider tug is in difficulty.
17. Night flight
  - a. Except for a special event, the flight must take place 30 minutes after sunrise and end 30 minutes before sunset
  - b. When night flying is permitted, the RPAS must be sufficiently illuminated so that it is visible at all times.
  - c. Navigation lights determining the position and orientation of the RPAS are recommended
18. Members who refuse to comply with the safety code and club regulations will be officially notified. And if no correction is made, their privilege to fly will be revoked.
19. The following officials are competent to apply and apply the safety rules: the competition jury, the competition judges, the competition director, the official timekeepers of the competition, the officials of an event and the official representatives of the club.
20. Hold your basic RPAS certificate issued by Transport Canada
21. Comply with all MAAC safety rules
22. Comply with all Transport Canada regulations

### 3 Guests, VISITORS and accompanying persons or spectators

23. Any guest or visitor who has had the privilege of flying at a club must submit their model to an inspection for safety and ability to fly, and must demonstrate to a qualified pilot some proficiency to fly before it is cleared.
24. He must prove that he is an insured member of MAAC and hold the basic drone license.
25. Accompanying persons or spectators must remain in the area provided for this purpose at all times

### 4 AN ACCESS MAP AND FLIGHT FIELDS

The "Flight Fields" document, accessible on the club's website, indicates access to the different fields of the flight season. It is available at the following link: <http://c2vm.org/wp/index.php/sites-de-vol-2/sainte-julie/>

### 5 NO-FLY ZONES

The "Flight Fields" document, available on the club's website, outlines no-fly and no-fly zones, which all pilots must follow. It is available at the following link: <http://c2vm.org/wp/index.php/sites-de-vol-2/sainte-julie/>

[Under no circumstances do RPAS pilots allow their RPA to travel into controlled airspace southwest of our sites.](#)

[In the event of an "overflight" towards St-Hubert Class C controlled airspace \(CYHU\), call 450-926-6458 for emergency purposes only.](#)

**The operation of the RPAS in controlled airspace requires full compliance with regulations.**

## Carte d'accès



# Champs de vol #1 et #2



# Champs de vol #4

