

Les Ailes du Madawaska Inc Outdoor Site Rules

The following rules package must be available to all RPAS Pilots while operating RPAS at this site, either electronically or in print. Nothing in these rules relieves the RPAS pilot of their individual CAR compliance requirements.

Administrative Rules

Club: Les Ailes du Madawaska Inc. (616, zone B)

Location: Les Ailes du Madawaska flying field:
Across from civic number 14775 on Highway 144, Edmundston, N.B.

Pilot Station Coordinates: 47° 20' 39.2" N, 68° 12' 55.3"W

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Conditions for Use - All persons using this modelling site must:

1. be MAAC members in good standing.
2. be members of Les Ailes du Madawaska, or an invited guest of a member of Les Ailes du Madawaska and
3. agree to follow the MAAC Safety code and all other site rules.

Any MAAC member at this site must agree to attend any modeller briefing, or otherwise read and follow all site/Event rules. The Club is responsible to take reasonable steps to ensure a modeller briefing occurs for each modeller using the site.

1. Gate is always locked. First member arriving to the field will unlock it and close it back after entering. Guests are only welcome when accompanied by club members.
2. When incoming or leaving vehicles or pedestrians are located near the flying area, flying should stop or be concentrated at the right end of the flying area until vehicles or pedestrians are a safe distance behind the flight line.
3. Guests and spectators should stay in the back of the pit area.
4. Vehicles shall be parked in established parking areas. Parking is permitted at the parking space next to the shed.
5. Members are to advise the visitors of the parking area and the visitors standing area.
6. Members are responsible for any children and or pets in their care, and should ensure they are in a safe place and properly supervised.
7. People wishing to smoke must do so in the designated area only.

8. No alcohol or cannabis are allowed at the flying site.
9. No flying will be allowed while field or grass cutting operations are being conducted on the field.
10. Any generators must be located downwind from the pits.
11. The last person leaving the flying site shall tidy up and lock the gate if there is one
12. These rules can be change and updated by the clubs direction anytime an improvement needs to be done.

Site/event emergency response requirements

1. **In the event of an emergency, call 9-1-1 - the address to be provided to first responders is:**

Across from civic number 14775 on Highway 144, Edmundston, N.B.

2. First aid kit and fire extinguisher are in the tractor shed in the parking area.
3. A first aid kit will also be available at the service table during busy day at the field.

MAAC Approved Modelling Categories

The following categories of MAAC modelling are approved at this site/event. In addition to the MAAC Safety Code, there may be site specific rules contained in this document.

Approved Category	Weight/Power Limits	Altitude/operating limits	Rules
mRPAS	Less than 250 grams	400'agl	Site Rules
RPAS	25kg or less	400'agl	Site rules
Tethered (Control-Line)	not approved		
Free flight	<1 pound.	400'agl	Site rules
Space Models	not approved		
Surface Vehicles			

MAAC Approved Site Add-ons

This site has not been approved for any MAAC “add-ons”

Approved Add-on	Weight/Power Limits	Altitude/operating limits	Rules
RPAS Weight	not approved		
RPAS Altitude			
RPAS Altitude and Weight			
Permanent Event Approval			
RPIC			

RPAS/Model technical specifications or requirements or restriction

1. mRPAS requirements – mRPAS cannot be registered with Transport Canada. mRPAS are however regulated under CAR900.06 and part VI of the CAR. Compliance with MAAC safety code meets those requirements.
2. RPAS CAR requirements - There are no special CAR restrictions on RPAS models.
3. Club/Site/Event requirements - no flying of gas or glow engine before 10:00 AM 7 days a week. muffler or silencer must be use on ic engines to limit the noise to 95db at 3 ft.

RPAS Pilot/operator qualifications or requirements

1. mRPAS requirements – mRPAS do not require an RPAS operators' certificate however are regulated under CAR900.06 and part VI of the CAR. **There are no MAAC or CAR age restrictions on mRPAS flight.** Compliance with MAAC safety code meets all requirements.
2. RPAS Pilot CAR requirements. All RPAS pilots using this site must have BASIC RPAS certification.
3. Club/Site/Event requirements. This site recommends all mRPAS/RPAS Pilots have MAAC Wings,

CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not normally require crew under the CAR.
2. RPAS CAR requirements - This site does not require VO's for RPAS operations below 400'agl and sub25kg operations.
3. Club/Site/Event requirements - Spotters shall be used at any time there are 2 or more pilots stations in operation, Helper and mechanic use are up to each individual member to decide.

Crew Rules

Visual Observers

1. Visual observers (VO) are optional. When required at this site, no member shall operate an RPAS unless:
 - a. A visual observer(s) is present who has been briefed or trained on any site/event procedures upon spotting a potential conflict with full-scale aircraft.
 - b. A minimum of one visual observer per flight line is required.
 - c. VO must not watch the models – their sole role is to scan the surrounding sky for approaching full-scale aircraft.
 - d. Positioning the VO where they have unobstructed sight lines is important – sitting in the shade beside a camper/structure is not acceptable. Equally they must be situated to have a reasonable communication ability with all pilots/modellers.
 - e. Use visual aids as required – sunglasses, wide brim hats, sunshades, binoculars or similar. If positioned far from pilot stations, provide suitable notification means such as air horns, lights, radios etc.

2. These rules ensure a clear command/response protocol is in place – there is no time for debates or confusion. MAAC has adopted the following minimum:
 - a. **MAAC models/RPA shall give way/get out of the way of full-scale aircraft in all circumstances – no exceptions. There is never any onus on full-scale pilots to yield to models – ever.**
 - b. Upon spotting/hearing or being advised (ATC or otherwise) of any airplane that might pose a hazard with modeling activities, the VO shall yell in a loud clear voice “AIRPLANE”. **If in doubt, issue the warning.**
 - c. Upon hearing this command, all pilots shall descend to as low as altitude as safely possible, and if required land. The goal is to vacate the airspace vertically and then determine if RPA can continue to operate safely.
 - d. **Lateral deconfliction manoeuvres are prohibited above 60’AGL.** Descending to 60’agl (tree top level) is the accepted Transport Canada initial response. Members operating near/off aerodromes have different specific response requirements.
 - e. Upon determining the full-scale aircraft is no longer a threat, the VO or other persons shall yell in a loud clear voice “ALL CLEAR”.
 - f. Thereafter modeling activities may resume as normal.

Air Boss – ATC Coordinator

This site is in uncontrolled airspace – an Air Boss is not required.

RPIC – RPAS Pilot in command

Not approved

Instructors/Demo flights

Instructor are approved by the club executive.

Spotters

Spotter are required when more than 2 pilots are flying.

Airspace requirements or permissions

1. mRPAS requirements – if allowed list that mRPAS do not normally require specific airspace permission and provide the MAAC requirements listed.
2. RPAS CAR requirements This site is in uncontrolled Class G airspace. The nearest controlled airspace vertically starts at 700’agl. This site is located immediately north of US Domestic airspace, which occurs south of the Saint John River – per **CAR 901.13 No pilot operating a remotely piloted aircraft shall cause the aircraft to leave Canadian Domestic Airspace.**
3. Club/Site/Event requirements - none.

Adjacent Aerodrome Procedures (within 3nm)

There are no aerodromes within 3nm of this site. MAAC see and avoid procedures are deemed adequate for aviation safety.

Normal mRPAS/RPAS/model operating procedures

1. Prior to daily operations, at least one member shall check the Aviation NOTAM for Edmundston (CYES) using either the NAV CANADA website or RPAS Wilco. They may share the results with other site users either verbally, electronically or in print. Every member is still responsible to ensure they have the latest NOTAM information in some fashion.
2. The MAAC mandated minimum weather conditions to commence or continue MAAC RPAS operations are:
 - a. no cloud ceiling (BKN or OVC) **estimated** at 1000'agl if the site approved altitude is less than 400', or less than 1000' above any higher site approved altitude, and
 - b. the RPA will be able to remain 500' vertically and 1 sm (statute mile) horizontally clear of any cloud, and an **estimated** horizontal visibility of 3sm (5km) or more around the flying area, and
 - c. no other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

NOTE – there is no aviation weather available for this site so RPAS pilots may estimate cloud ceilings and visibility, provided they do so in good faith understanding the purpose of weather limits is to ensure we can see approaching full-scale aircraft.

3. MAAC endorses the use of a single shared RPAS Wilco site survey provided:
 - a. A new site survey is conducted/checked at least once every 56 days (NAV CANADA schedule), and if there are changes the updated site survey is made available to all members.
 - b. All site survey information is readily available to all RPAS pilots on site (electronically or in print).
 - c. Prior to each flying session, members must check Aviation NOTAM for critical flight safety information, or changes to airspace or aerodromes. Members may share NOTAM information verbally or in print with other members at the site.
 - d. Members must each visually confirm no changes to site obstructions, local obstacles and that weather conditions stipulated in any MAAC requirements are met.
4. Members shall not operate an RPAS at night unless it is brightly lit, weighs less than 25kg, and remains below 400'agl. Members shall use the Edmundston NB weather channel time to determine legal night.
5. There is no maximum limit on the number of airborne RPAS permitted, provided all pilots agree to any additional airborne RPAS that exceed available pilot stations, and those pilots stand near the pilots stations. Pilots may fly in formation provided they agree to do so.

4 pilot stations are available at the field.
6. Normal site set-up areas such as parking, spectator areas, pit, or assembly areas, and start-up/run-up areas including confirmation of the MAAC required buffer distances are as follows:

- these are the distance at the field: 7m flight line to pilot stations, 10m to pits, 30m to spectator and loading and unloading zone, 300 ft for the parking.
7. Pre-flight assembly and daily testing requirements:
 - a. Pre flight assembly and inspection is done before every flight of the day, battery and control surface must be checked, before every flight.
 - b. It is the responsibility of each pilot to ensure that his/her aircraft is airworthy.
 8. Charging battery packs must be supervised by their owners. Do not charge near anything flammable.
 9. All 72MHz and FPV flyers must place a pin on the relevant frequency board before turning their transmitters on and must remove the pin after turning their transmitters off.
 10. All models, including electric powered models, will be restrained before being armed or started in the designated startup areas.
 11. IC engine must be started in the designated area with the prop away from the pit area and spectators.
 12. See attached pictures for flying area, including any no-fly zones, a description or depiction of the flight line, safety line, runways, taxiways, and any other pertinent flying area demarcation. **Per CAR 901.13 No pilot operating a remotely piloted aircraft shall cause the aircraft to leave Canadian Domestic Airspace. Do not fly past the river in any direction.**
 13. The following are the site take-off, approach, landing and recovery procedures:
 - a. Pilots must stand behind the pilot stations to fly their models, and no taxiing in the pits.
 - b. Pilots, or their spotter, shall call out all model movements.
 - c. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations/dock.
 - d. Pilots shall take off into the prevailing winds, or otherwise in agreement with all pilots flying.
 - e. No person shall proceed past abeam the pilot stations without permission of other pilots flying.
 - f. The recovery of downed models in the flying area shall not be done without the agreement of all pilots flying. Thereafter no new models may take-off until the downed model is recovered. No flying directly over the recovery crew.
 14. As a courtesy, pilots conducting a maiden flight should be afforded the entire airspace and field to themselves.

Free Flight model operations

Aviation safety

1. No member shall launch a free flight model aircraft if a full-scale human carrying aircraft is in the immediate vicinity of the launch site.
 - a. Edmundston (CYES - aerodrome - reg) is 13.89 nm northwest of this modeling site. The aerodrome traffic pattern does not normally come over our flying site, however we may see the occasional transient aircraft.

- b. Prior to launching/releasing any model, the modeller or their spotter shall scan the sky in a full 360 degrees for any approaching full-scale aircraft. The flight shall not occur until all involved are satisfied there is a safe launch window.
2. No free flying model aircraft operations will occur below the site 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 (above max free flight expected altitude)
 - b. a horizontal visibility requirement of less than 3sm around the modeling area, and
 - c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft or bystanders difficult.

Public safety

1. All members shall ensure that the launching area is clear of all obstructions and persons except for mechanics and/or officials.
2. MAAC "spotters" are mandatory at this site. The following are site procedures for ensuring bystander safety:
 - a. When any member or other person spots a by-stander approaching the launch or recovery area that might present a safety concern, they are to yell out "BY-STANDER" in a loud voice.
 - b. ALL members must immediately stop any launch preparations and disarm the power/launch system.
 - c. Wilf a model has already been launched, the spotter or modeller should endeavor to warn the bystander to remain clear of the launch/recovery area and outside the safety buffer distance. Yelling in a firm loud voice "STOP - stay back" and waving your arm(s) is suggested.

Member safety

Free flight models are limited to small rubber powered model or 1/2A glow model under 1 pound.

IMPORTANT. When free flight models are being flown, no RPAS model will be allowed until the free flight model as landed and have been retrieved.

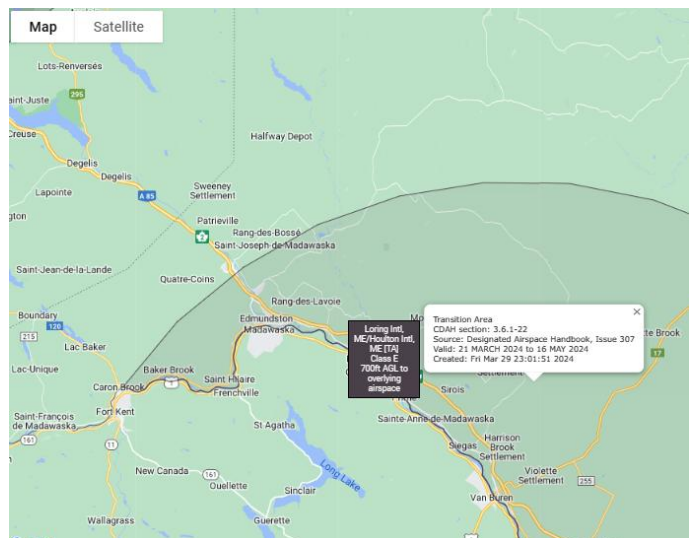
Spectator safety

The MAAC safety code requires FF aircraft to be launched 40m downwind from any spectators. No further restrictions are required unless the site requires it.

Emergency procedures

Fly-away or lost link.

1. In case of a fly away, all flying will stop, and the airplane will be tracked by members at the field, Emergency personnel will be contacted if model is in the direction of populated area.
2. If the fly-away involves an RPAS and is **proceeding across the river into American/FAA airspace, OR** if the model is climbing in any direction, and **in your opinion could climb above 700'agl, the members shall:**
 - Contact the NAV CANADA Flight Information Center – Quebec region at 1-866-541-4105 and explain the situation.
 - - you are flying a Canadian registered RPAS (model aircraft) and have experience a fly-away
 - - you are aware of FAA delegated controlled airspace (Class E Control area extension) overtop your model site – AND – FAA “Loring International Airport Transition area – assigned to Boston Air Route Traffic Center”.
 - - you do not have contact information for the FAA ATC services and are requesting the NAV CANADA FIC to advise the FAA ATC Facilities of the fly-away, per CAR901.13 and CAR901.15
 - - **keep track/notes of any response they provide for your protection.**



Incident Accident

1. If there is any type of near miss or safety concern between a full-scale aircraft, bystander and our RPA/models, **ALL FLYING/MODELLING SHALL** cease immediately. The members involved should fill out a MAAC reportable occurrence report and submit that to MAAC and the Site/Event organizer and follow MAAC policy.
 - 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 Site organizers when able and recall if this involved RPAS you must keep this form for one year (CAR901.49 (2)). Resume flying/modelling when done.

- b. If the member or Site/Event operators deems the event serious, flying/modeling will not resume until members are given permission by the Site/Event organizers – in writing.
- c. If there is physical contact between a full-scale aircraft, a by-stander, a spectator and a MAAC RPAS/model – all flying/modelling will cease until MAAC confirms you may resume operations.
- d. This process is for **your** protection.

Model damage/repair protocol.

- 1. In the event of any normally expected modelling mishap which requires any degree of repair, the model may only be “field repaired” if all normal modelling supplies and tools are present and used in accordance with established modeling practices or manufacturer instructions.
 - a. Any repair other than minor (replacing broken propeller etc.) shall be treated as a maiden flight/operation. Ensure RPAS logbook entries are made.
 - b. Any repair that cannot be fixed at the field, shall only be repaired at the modellers/owners shop or other repair facility. Ensure RPAS logbook entries are made.

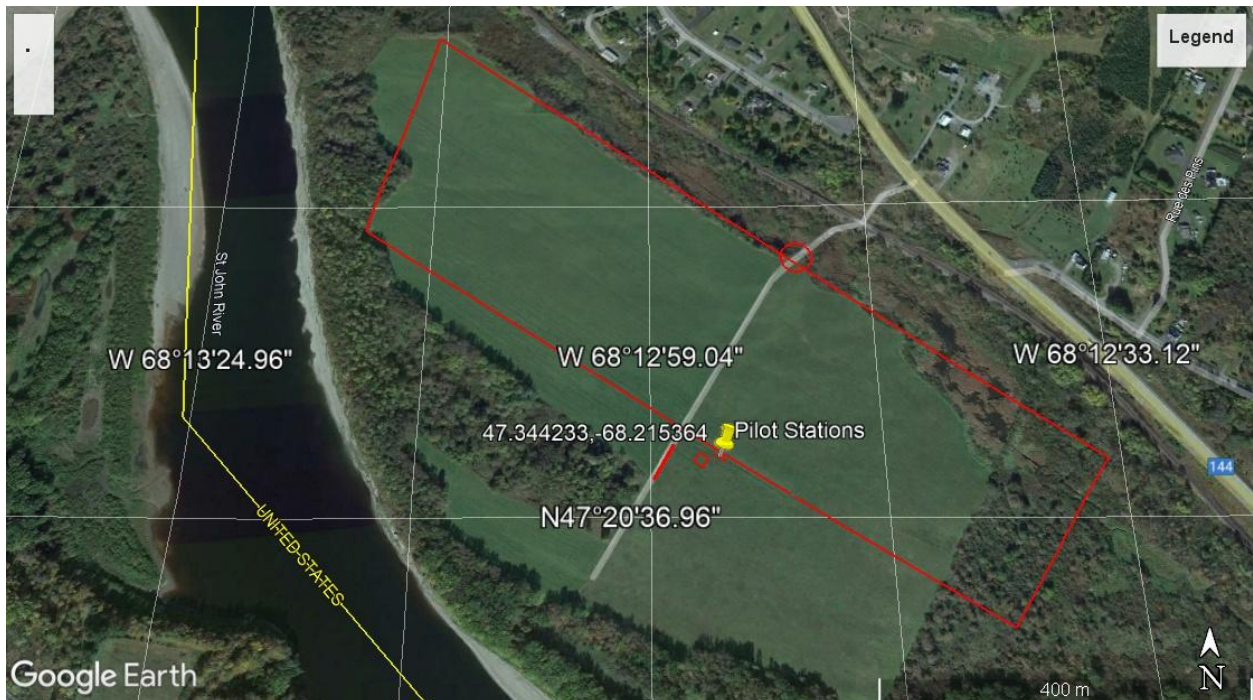
MAAC Add-ons

No MAAC add-ons are approved for this site.

Event Approval (Permanent or individual)

Events are not approved at this site.

Diagrams/maps







Event Approval (Permanent or individual)

This site has not been approved for permanent event approval – all events must be processed per below. If you have any doubts about your event, contact your Zone Director or the SAG directly.

1. ALL MAAC events that require approval or want MAAC insurance must occur at SOC sites and be approved by MAAC. All outdoor events with operable RPAS must be approved by MAAC.
2. **Outdoor events that are clearly listed as “member-only” events** regardless of reason such as competitions, fun-fly’s, fly-in’s, airshows, air racing, demonstrations or any other organized gatherings do **not** require MAAC Event SFOC compliance. **All advertising/notice including internal to MAAC must include the following phrase:**

This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised.

3. **“Advertised events”** - regardless of what you “named” your event, if your outdoor event includes operable (flying) RPAS **and** is open/advertised to the general public in any fashion, you **must** meet the MAAC SFOC requirements (the SAG will work with clubs on the rules required). All advertising/notice, including internal to MAAC **must** include the following phrase:

This event is open to the public and all MAAC members, crew, and their invited guests. MAAC Event SFOC compliance is required.

Foreign RPAS Pilots (US or other)

MAAC has already obtained Transport Canada approval for foreign RPAS pilots to operate RPAS at our MAAC sites and events (MPPD14 approved July 2023). Foreign pilots simply join MAAC and follow the provisions of MPPD14 (on the website). Also see the RPAS Wilco NOTAM (2024-02).

Over 400'agl and above 25kg

MAAC is aware of which clubs/sites qualify for above 400'agl and will soon begin to issue approvals site

by site, with conditions specified in the rule's packages. Where there are events requesting over 400' or over 25kg, the Event SFOC rules listed above also apply, as well as the "higher and heavier" SFOC requirements.

The following are the normally expected process and rules for an event.

1. The club/event organizers shall:
 - a) Prior to submitting an event approval application, ensure they have read all MAAC policy and have submitted an event package indicating they have complied as best as possible.
 - b) Ensure the site meets all MAAC event organizational and logistic requirements such as signage, parking control, spectator safety barriers, washroom and food provisions, and fire/medical safety requirements commensurate with the expected attendance.
 - c) Ensure the event complies with MAAC event policy and any CAR or SFOC requirements.
 - d) Ensure the MAAC events warning sign is posted for the event.
 - e) Ensure all attending modellers/RPAS pilot are **current MAAC members**.
 - f) Take reasonable steps to ensure all attending modellers/RPAS pilots **receive a briefing** on site or event rules using the MAAC minimum checklist (attached).
 - g) Ensure all follow up actions are completed after the event, most notably any Transport Canada paperwork.

2. Any member attending an event shall.
 - a) Comply with all CAR, SFOC, MAAC and club/event rules as required.
 - b) Not operate a model or RPAS unless they attend or obtain a pilot briefing.