

**NIAGARA REGION MODEL FLYING CLUB  
FLOAT FLY EVENT SITE 2024 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. Any MAAC member attending an Event at this site must agree to attend any modeller briefing, or otherwise read and follow all site/Event rules. The Club or site operator is responsible to take reasonable steps to ensure a modeller briefing occurs for each modeller using the site.

### Administrative Rules

Club: *Niagara Region Model Flying Club (#8, Zone E)*

Location: *NRMFC FLOAT FLY EVENT SITE* 952 Foss Road Rr 4, Fenwick, ONT, L0S 1C0

Pilot Station Coordinates: 43°0' 41.60"N , 79°22' 49.60"W

Contacts: *Bill Mitchell, MAAC #6069, Club President*  
*nrmfc2023@gmail.com, 905-650-9981*

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

1. be MAAC members in good standing.
2. be members of *The Niagara Region Model Flying Club*, or an invited guest of *The Niagara Region Model Flying Club* and
3. agree to follow the MAAC Safety code and all other site rules.

### General site/event rules

1. All members operating models shall have proof of MAAC membership.
2. Pilots will be required to check in at Registration Area upon arrival where they will read and agree to the rules by signing a registration sheet.
3. Pilots will be briefed at a Pilots Meeting at the beginning of the event. Pilots arriving late will be briefed by Event Co-Ordinator or designate .
4. Accompany guests at all times, All guests must be accompanied by a NRMFC member.
5. Parking signs will direct people to park in designated areas behind fences. Spectators are permitted to park and observe from the west end of the parking area.
6. Signs will be posted around event site showing where Spectator Areas are located. All spectators must remain behind the installed fencing/barriers at all times.
7. Garbage and Recycle Bins will be provided.
8. Portable washroom will be onsite.
9. Pets are allowed and are to be kept on lease in spectator areas only behind fencing.
10. Any waste must be cleaned up and properly disposed of by the owner.
11. Members of the NRMFC will be available throughout the day to answer any questions.
12. Rules will be reviewed annually by NRMFC Executive Committee and updated as required.

### Site/event emergency response requirements

**In the event of an emergency, call 9-1-1 - the address to be provided to first responders is 952 Foss Road Rr 4, Fenwick, ONT .**

1. Fire extinguishers will be located at the flight line and at Registration Desk. Fire extinguishers are mandatory on standby, during start up and are to be available during any turbine activities.
2. First Aid Kit will be available at Registration Desk and under the permanent sun shelter on site.

### 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	<i>Less than 250 grams</i>	<i>400'agl</i>	<i>Site Rules</i>
RPAS	<i>25kg or less</i>	<i>400'agl</i>	<i>Site rules</i>
Tethered (Control-Line)	<i>Not Approved</i>		
Free flight			
Space Models			
Surface Vehicles			

### MAAC Approved Site Add-ons

The following “add-ons” have been approved at this site, provided all relevant MAAC rules, policy and SFOC conditions are adhered to by the site and its users. The rules are explained in each sub-section of this document.

Approved Add-on	Weight/Power Limits	Altitude/operating limits	Rules
RPAS Weight	<i>Not approved</i>		
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 RPAS CAR requirements at this site.
3. Club/Site/Event requirements - All internal combustion (IC) powered models must be muffled and checked for excessive loudness. No model louder than 95db measured at 3ft, is permitted – or similar. **NRMFC no longer supports the use of older base stations, members shall use 2.4 Ghz or newer radios systems.**

### **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. There are no other qualification requirements for other modelling categories. MAAC Membership required to fly at this site.

### **CREW qualifications or requirements.**

1. mRPAS requirements - mRPAS do not normally require crew under the CAR.
2. RPAS CAR requirements – the use of a **Visual observers is mandatory at any event** where the public is in attendance.
3. Club/Site/Event requirements - The use of Spotters, helper and mechanic are up to each individual member to decide.

### **Crew Rules**

#### **Visual Observers**

1. Visual observers (VO) are **mandatory during events where the public is in attendance**, and no member shall operate an RPAS unless:
  - a. A visual observer(s) must be present who has been briefed or trained on any site/event procedures upon spotting a potential conflict with full-scale aircraft. At this site any responsible person over the age of 14 may be briefed or trained on VO duties.
  - 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 maneuvers 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 for events

### **RPIC – RPAS Pilot in command**

This site is not approved for RPIC

### **Instructors/Demo flights**

Club members (instructors/others) may give demonstration flights/introductory flights to non-MAAC members provided they use a buddy-box type system where the RPAS pilot is able to assume immediate control. Physically transferring the transmitter back and forth is not permitted for these activities.

All other instruction is at member discretion, provided the instructor maintains direct supervision and oversight for the operation of the RPAS.

### **Spotters**

Spotter use is optional. Any spotter requirement will be included in the event briefing.

### **Airspace requirements or permissions**

This site is wholly in uncontrolled airspace – no permission is required.

### **Adjacent Aerodrome Procedures (within 3nm)**

There is one aerodromes within 3.05nm of this site, therefore MAAC requires this site to provide members the following:

1. The aerodrome name is Niagara Central Dorothy Rungleing (CNQ3) and is located 3.05nm southeast of our RPAS site.
2. The aerodrome has 2 paved runways (05/23 and 34/16) and one grass runway (11/29). The 05/23 is the main runway and runway 23 has right hand circuits which will place aircraft traffic



patterns north of the aerodrome towards, but not over our site.

3. There are some limited aviation services, and the aerodrome is home to Niagara Skydive center and an Air Cadet Squadron operating gliders. All skydive activities should occur well clear of our RPAS site.
4. RPAS pilots should exercise caution anytime they operate above 300' as the Glider operation may overfly our area, from time to time. Glider altitude should be over 800' however.
5. There are no CFS CAUTION or PRO related to RPAS operations.
6. The location of our site should not normally interfere with the established traffic patterns, and MAAC see and avoid process is deemed adequate per CAR901.47.

### **Normal mRPAS/RPAS/model operating procedures**

1. Prior to daily operations, at least one member shall check the Aviation NOTAM for CYSN (St Catherines) 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 010) **estimated** present less than 1000' above the site, and
  - b. the RPA will be able to remain 500' vertically and 1 sm (statute mile) horizontally clear of any cloud, and
  - c. an **estimated** horizontal visibility of 3sm (5km) or more around the flying area exists, and
  - d. no other local obscuring conditions (fog, smoke, haze etc.) exist which could make spotting full-scale aircraft difficult.

*NOTE – there is no aviation weather available for CNQ3 and due to lake effect weather variations, the aviation weather for CYSN may be drastically different. Therefore 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 CYSN 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.

6. Refer to the attached diagram for the 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:
  - a. The MAAC minimums should normally be respected – 7m flight line to pilot stations, 10m to pits, 30m to spectator and parking.
  - b. **For events, MAAC has approved a closer distance from the runway, provided once airborne all models fly at least 30m away from the spectator area.**
7. Members are responsible to conduct any pre-flight assembly and daily testing requirements:
8. All models, including electric powered models, will be restrained before being armed or started in the designated startup areas.
9. Refer to the attached map for a depiction of flying area, including any no-fly zones, the flight line, safety line, runways, taxiways, and any other pertinent flying area demarcation.
  - a. This site cannot normally install permanent markers to denote the various areas. Pilots must pay attention to the pilot briefing or consult the attached diagrams to determine where the areas are. The responsibility to comply with these areas rests with the RPAS pilot and **violations will not be tolerated.**
10. The following are the site take-off, approach, landing and recovery procedures:
  - a. Pilots, or their spotter, shall call out all model movements.
  - b. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations/dock.
  - c. Pilots shall take off into the prevailing winds, or otherwise in agreement with all pilots flying.
  - d. **Take-offs and landings will be permitted along the centerline of the lake (See diagram below). Once an aircraft is airborne it must be moved into a circuit within the flying area boundaries described above. Upon landing the aircraft may be moved from the established circuit in order to land on the centerline of the lake. This is required to meet MAAC set back distances from spectator areas.**
  - 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.

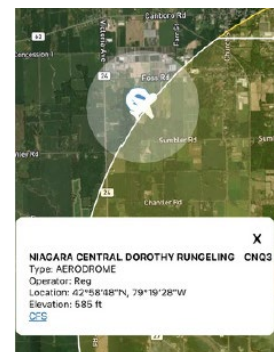
## Emergency procedures

### Fly-away or lost link.

This site is wholly in uncontrolled airspace and there are no specific fly-away provisions required.

In the event of a fly-away to the southeast in the direction of CNQ3, where in the opinion of the pilot the RPA may have enough fuel/battery to fly that far and pose a hazard to aviation, you may call the aerodrome operator and advise them of the situation.

**CNQ3 OPR – 905-714-1000**

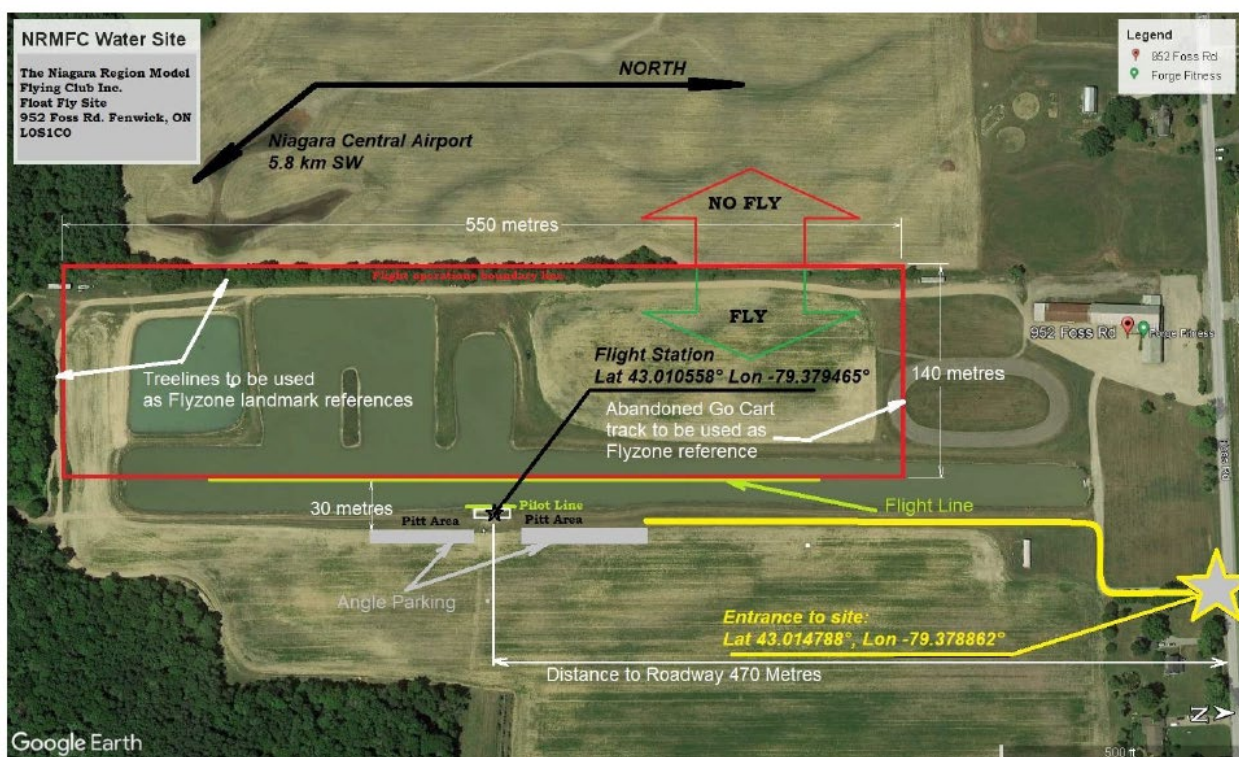


## Incident Accident

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/Event 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.
  - i. Any repair other than minor (replacing broken propeller etc.) shall be treated as a maiden flight/operation. Ensure RPAS logbook entries are made.
  - ii. 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.



**ONTARIO**

**AERODROME/FACILITY DIRECTORY**

**WELLAND / NIAGARA CENTRAL DOROTHY RUNGELING ON**

**CNQ3**

<b>REF</b>	N42 58 48 W79 19 29 3.5W 10°W (2014) UTC-5(4) Elev 585' A5000 LO6 CAP	
<b>OPR</b>	Niagara Central Airport Commission 905-714-1000 Reg	
<b>PF</b>	B-6 C-2,3,4,5	
<b>CUST</b>	AOE/CAN	
<b>FLT PLN</b>	<b>FIC</b> London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>SERVICES</b>	<b>FUEL</b> 100LL Self-serve H24 Visa, MasterCard & debit cards <b>OIL</b> All <b>S</b> 2,3,4,5	
<b>RWY DATA</b>	Rwy 05(048°)/23(228°) 3493x100 ASPH AGN II Rwy 16(156°)/34(336°) 2663x50 ASPH Rwy 11(110°)/29(290°) 2341x60 GRASS <b>RCR</b> Opr 14-22Z‡ Rwy 11/29 no win maint.	
<b>LIGHTING</b>	05-(TE ME) AP, 23-(TE ME) AP ARCAL-123.5 type K	
<b>COMM</b>	<b>ATF</b> UNICOM ltd hrs O/T tfc 123.5 5NM 3600 ASL	
<b>PRO</b>	Rgt hand circuits Rwy 23, 29, and 34 (CAR 602.96). Parachute activity, do not over-fly A/D; join circuit on downwind leg.	
<b>CAUTION</b>	Parajumps at A/D and within 2NM to 12500 ASL Mar-Dec. Glider activity Sat, Sun and hols Apr-Jun and Sep-Nov. Gliders may follow non-standard circuit. Canada Geese activity.	

**MAAC Add-ons**

This site is not approved for any MAAC add-ons.



### **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. In addition to all the above and the club rules, at any event where the public is in attendance under the MAAC SFOC, the event organizers are responsible to ensure:
- a) MAAC warning signs are posted at all public entry points.
  - b) A copy of the MAAC SFOC and application are on site and available to all RPAS pilots.
  - c) All RPAS pilots sign the Transport Canada sign in sheet.
  - d) All RPAS pilots receive a briefing on site rules and
  - e) A visual observer is always present RPAS are flying.
3. 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.

**WARNING!**



**AEROMODELING  
MAY CAUSE  
SERIOUS INJURY!**

**PROCEED AT  
YOUR OWN RISK!**

**AVERTISSEMENT!**

**L'AÉROMODÉLISME  
PEUT CAUSER  
DES BLESSURES GRAVES!**

**PROCÉDEZ À VOS PROPRES  
RISQUES!**