



**Flying rules  
Club Air Modéliste (MAAC #278)**

**Club Air Modeliste  
St. Apollinaire 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: Club Air Modeliste (#278, Zone N)

Field Name: St. Apollinaire

Location: 526 Rang des Bois Franc in St-Apollinaire  
46.631944, -71.546667

Pilot Station Coordinates: 46° 37' 55.8"N, 71° 32' 49.2"W

Contact(s): Stéphane Corriveau, maac # 47242, président  
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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 Club Air Modeliste, or an invited guest and
3. agree to follow the MAAC Safety code and all other site rules.

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 is responsible to take reasonable steps to ensure a modeller briefing occurs for each modeller using the site.

1. Guests or spectators must keep a minimum distance of 30.5 meters from the flight line.
2. No operation of Internal Combustion powered RPAS before 9 am.
3. Cleanliness is the order of the day on the site, we have to pick up our waste as we go along. The same applies if a crash occurs. Do not leave material on the site.
4. Do not drive in the fields
5. Members must ensure that the ground is dry enough not to cause damage.
6. Members must respect the farm workers' workplaces.

7. Park on the side of the farm road without blocking access to vehicles and tractors.
8. These rules are available on the Club's website in the "The Club" tab and the "Club documents" subsection. Members will be notified by email as soon as a modification is made. The Club will provide a hard copy on site to inform all visiting drivers.
9. The Club Executive will review these rules at least once a year.

**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:**
  - a. First, go to 526 Rang des Bois Franc in St-Apollinaire. This address is available from a vehicle's GPS;
  - b. Let them know that between 526 and 530 Rang des Bois Francs, there is a dirt road;
  - c. Take this road on the opposite side of the power lines and turn left at the end of this road;
  - d. From there, the Club is visible... They have arrived.
  - e. You can also give them our geo-location coordinates which are: Lat: 46.631944 Long: -71.546667
2. A fire extinguisher must be available on site for all powered model operation.
3. Please note that the first aid kit and fire extinguisher will be placed in a cabinet near the toilet.
4. Given the imposition of a parking space limit by our owner for this site, no official events can take place there. In the event of special permission from our owner, for the holding of an official event, applicable instructions will be given to all participants.

**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			
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 (>25kg)	Not Approved		
RPAS Altitude (>400')			
RPAS Altitude and Weight			
Permanent Event Approval			

**RPAS/Model technical specifications or requirements or restriction**

1. mRPAS Requirements – mRPAS cannot be registered with Transport Canada. mRPAS are, however, regulated under Subpart 900.06 of the CARs and Part VI of the CARs which states that no person shall operate a remotely piloted aircraft system in a reckless or negligent manner that constitutes or is likely to constitute a danger to aviation safety or the safety of people.
2. There are no MAAC or CAR age restrictions on mRPAS flying.
3. RPAS CAR requirements -There are no special CAR restrictions on RPAS models.
4. Club/Site/Event requirements -
  - a. mRPAS must operated in the same flying area as RPAS.
  - b. Mufflers are mandatory on all combustion engines.
  - c. Maximum noise levels are set at 92 decibels. This measurement is taken while standing in front of the RPA at a distance of approximately 6 meters (20 feet) with a tailwind.

**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 that all mRPAS/RPAS pilots have MAAC wings, but its use is not mandatory. There are no other qualification requirements for other categories of modeler.

**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. Unless the SOC/site rules state otherwise, any responsible person can be trained/briefed to be a VO. This includes spouses, children of appropriate maturity, or friends.
3. Club/Site/Event requirements -
  - a. Spotters shall be used:
    - i. at any time there appears to be full scale aircraft activity visible from the flightline
    - ii. When the Club organizes competitions or fun flies or other activies or members of other clubs are invited to participate.
    - iii. When member fly in "FPV". Each pilot must have his own spotter.

## Crew Rules

### Visual Observer

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. The VO must use the Club's portable receiver, if available, to monitor the frequency 132.3 of the St-Apollinaire aerodrome
  - e. 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.
  - f. 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 of any airplane that might pose a hazard with modeling activities, the VO or any other person 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

### RPIC – RPAS Pilot in command

Not approved

### Instructors/Demo flights

Only instructors authorized by the Club are authorized to provide pilot training to a member who does not have his MAAC membership and/or does not have his pilot certificate, basic operation. In all cases, the student pilot must use a student radio (buddy box) and the instructor uses the transmitter in control (Master)

### **Spotters**

Any person who wishes to act as a spotter must receive or have received instructions from the pilot regarding their role as observer.

### **Airspace requirements or permissions**

There are no airspace permission requirements at this site.

1. RPAS CAR requirements - This site is in uncontrolled Class G airspace. The nearest controlled airspace vertically starts at 1120' agl (1500'msl), and laterally is 4.45nm northeast (CYQB Class C CZ)

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

This site operates within 3nm of an aerodrome as listed in the CFS or CWAS and is required to provide all members with the following information.

1. The aerodrome's name is St. Apollinaire (Airpro) (CAA4) and it is located 2.77 nautical miles south of the modelling site.
2. The St-Apollinaire aerodrome has only one runway, 14 - 32. This aerodrome mainly uses paramotors, auto-gyros and a few single-engine Cessna-type aircraft. The approaches are always carried out in the "left hand" circuit and are not close to our flying area. The vast majority of flight circuits are carried out within a radius of approximately 1.4 MN from the center of the aerodrome, which means that the distance which separates us from their flight zone is approximately 1.3nm. According to aerodrome officials, it is unlikely for aircraft to fly over our flight site in such a way as to create a danger of collision after taking off or approaching for landing. This aerodrome does not have a published IFR approach. (Information obtained from an aerodrome manager on 2024-05-21)
3. There are no CFS RPA procedures and no other CFS PRO comments that affect our modeling site.
4. In the event of a "fly-away" towards St. Apollinaire aerodrome, you may call the aerodrome operator at (418) 580-8912 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
5. Members should check for St. Apollinaire related NOTAM either using the [NAV CANADA NOTAM](#) portal or using RPAS Wilco app or similar. If you are the first pilot of the day and have printed a RPAS Wilco site survey, please leave it at the site for fellow modelers to reference.
6. The club executive has contacted the operator (OPR) of St Apollinaire, and they have expressed no issues with our RPAS site.

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

1. Prior to daily operations, at least one member shall check the Aviation NOTAM for St. Apollinaire or CYQB (Quebec City Jean Lesage Airport) 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 for RPAS 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. Unless otherwise required by (a controlling agency agreement) or in the SOC, 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. Sites operating in controlled airspace must have a copy of the recent site survey with them (electronic or in print)
  - d. 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.
  - e. 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. Members shall use the Meteo Media weather channel time to determine legal night.
  - a. No Internal Combustion powered RPAS will be flown before 09:00 in the morning;
  - b. For electrically powered RPAS, all flights will start half an hour after sunrise;
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. See site diagram and description below for site set-up.
7. All pre-flight or assembly operations must be performed in the designated area.
  - a. All pilots using liquid fuel are required to use a method or container to avoid any spills that could contaminate the ground;

- b. Batteries Accumulators (battery) must not be connected to electric models unless the model is retained in the starting area – without exception.
8. All models, including electric powered models, will be restrained before being armed or started in the designated startup areas.
  - a. Internal combustion models must be retained and started in the starting stations or equivalent, located in the start area, and
  - b. Do not make prolonged adjustments if other pilots are flying.
9. See site diagram below 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.  
**Absolutely no flying with 30meters, regardless of altitude:**
  - a. The lessor's employee(s) performing work in the vicinity of our flight zone;
  - b. Members' vehicles;
  - c. Vehicles belonging to the lessor's employees or spectators.
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. No person shall proceed past abeam the pilot stations without permission of other pilots flying.
  - e. 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.

#### **MAAC Add-ons**

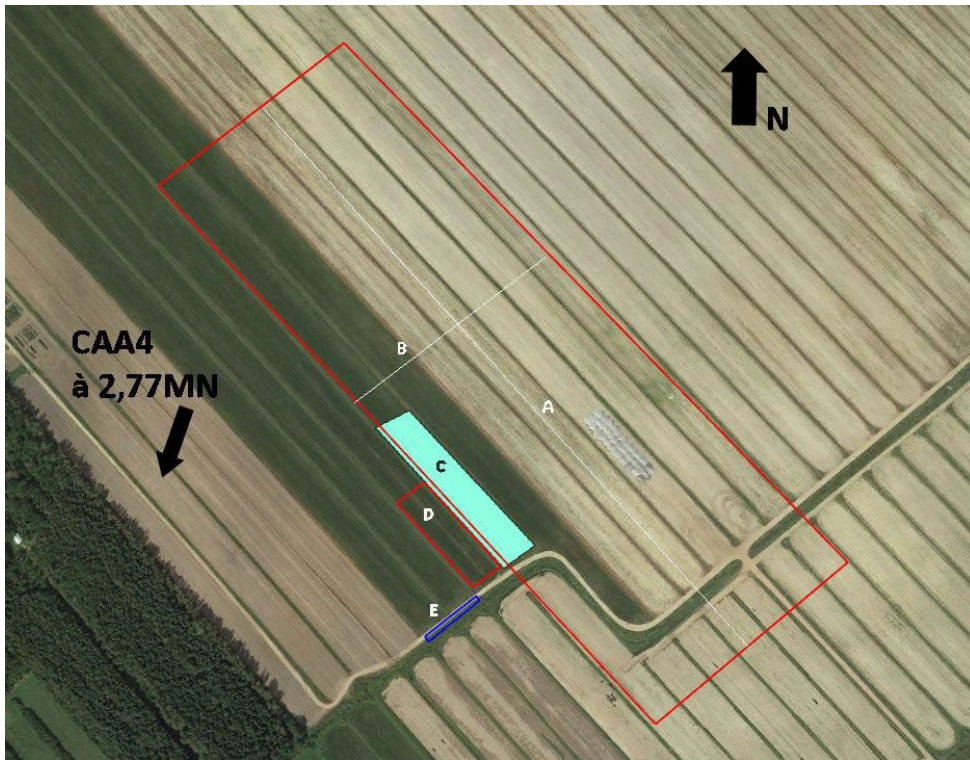
**RPAS Operations Above 400' AGL** - not approved

**RPAS Operations Above 25kg** - not approved

**RPAS Operations Above 400' AGL and Above 25kg** - not approved.

## Diagrams/maps

Site set-up diagram.



Flight Zone (Large Red Rectangle): Length (line A) = 600 meters, Width (line B) = 200 meters

Runway (pale blue rectangle) "C": Length = 152 meters, Width = 31.5 meters

Pilot Area (small red rectangle D): Length = 91 meters Width = 31.5 meters

- The pilot station coordinates are: 46° 37' 55.8" N, 71° 32' 49.2" W
- The pilot area is located 7.3 meters from the flight line
- The start-up area is located 11 meters from the flight line
- The spectator area is located 30.5 meters from the flight line.

Parking Area (E):

- This area is at the edge of the path. Length varies depending on the number of vehicles and the first vehicle is 31 meters from the flight zone.

The arrow on the left of our site indicates the direction for the St-Apollinaire aerodrome (ICAO = CAA4) which is 2.77 nautical miles at 191 degrees direction south/southwest.



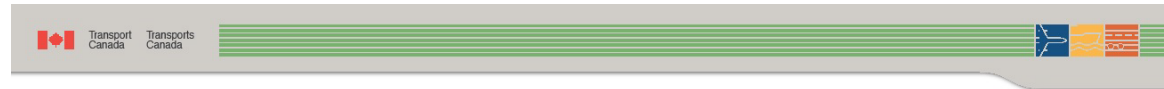
**QUEBEC**

**AERODROME/FACILITY DIRECTORY**

**ST-APOLLINAIRE (AIRPRO) QC**

**CAA4**

<b>REF</b>	N46 35 13 W71 33 40 2.6WSW 16°W (2016) UTC-5(4) Elev 380' aprx A5002	
<b>OPR</b>	AirProGyro 418-580-8912/881-1550 Reg PPR	
<b>PF</b>	C-1,2,3,4,5 D-6,7,8	
<b>FLT PLN</b>	(bil) <b>FIC</b> Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)	
<b>RWY DATA</b>	Rwy 14(143°)/32(323°) 2360x30 GRASS	
<b>RCR</b>	Opr Ltd win maint	
<b>COMM</b>	<b>ATF</b> tfc 123.2 4NM 1500 ASL excluding Québec TCA	
<b>CAUTION</b>	Trees aprx 60 AGL mid-field along either side of rwy. Possible paramotor activities SW of A/D (along Marigot side). Class C airspace from 1500 ASL, see Quebec VTTC. P-lines on apch Rwy 14.	



# VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

## Communications Requirements

Information can be exchanged with a flight service station (FSS), community aerodrome radio station (CARS), universal communications (UNICOM), or vehicle operators by directed transmissions, or with other aircraft by broadcast transmissions. See the *Transport Canada Aeronautical Information Manual (TC AIM) RAC 4.5* for the current requirements. It is essential that pilots be aware of other traffic and exchange information when approaching or departing an uncontrolled aerodrome, since some aircraft may be receiver only (RONLY) or no radio (NORDO).

## Standard Left-Hand Pattern

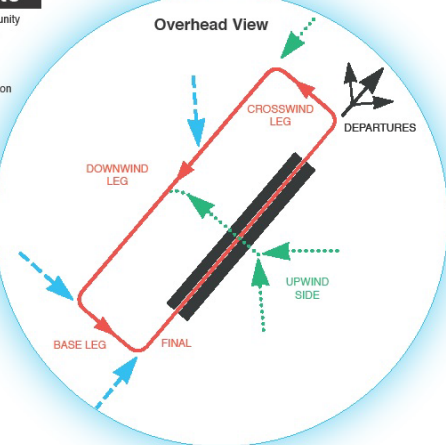
Before arriving at an uncontrolled aerodrome, plan your approach to the circuit. If it is necessary to cross over the aerodrome prior to joining the circuit, or after departure, it is recommended that the crossover be made at least 500 ft above the circuit altitude.

Where designated, a mandatory frequency (MF) or aerodrome traffic frequency (ATF) area is normally a circle with a 5-NM radius, capped at 3 000 ft above aerodrome elevation (AAE). All radio-equipped aircraft must monitor a common designated frequency. At aerodromes that have published instrument approaches, the MF area may be expanded to include the approach area. See the *Canada Flight Supplement (CFS)* for current information.

## Transiting Aircraft

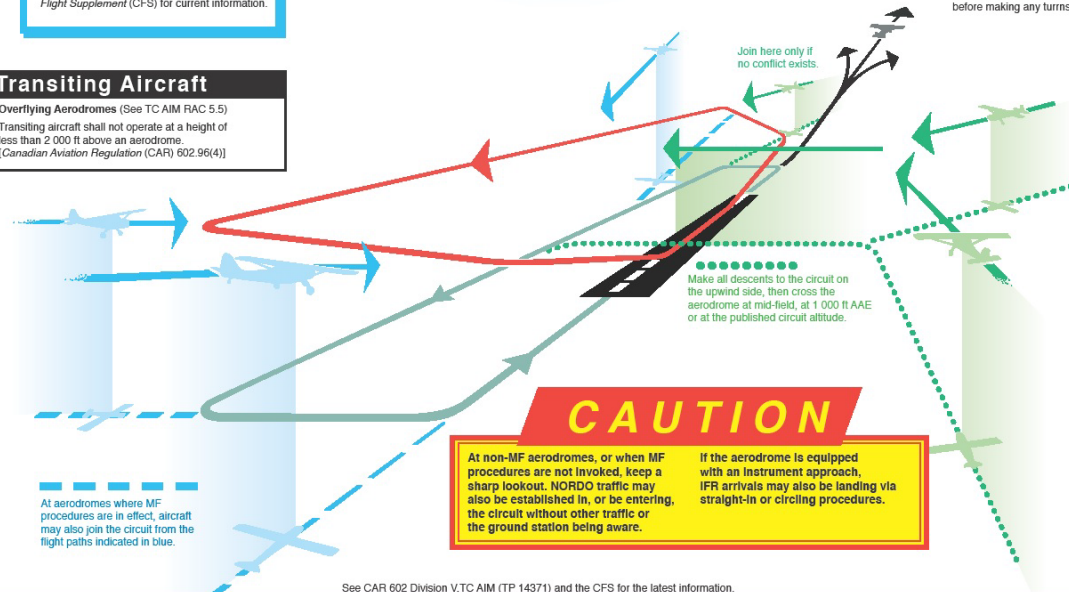
**Overtaking Aerodromes** (See TC AIM RAC 5.5)  
Transiting aircraft shall not operate at a height of less than 2 000 ft above an aerodrome.  
[Canadian Aviation Regulation (CAR) 602.96(4)]

At aerodromes where MF procedures are in effect, aircraft may also join the circuit from the flight paths indicated in blue.



- MF/ATF Communication Procedures** (see TC AIM 4.5.7)  
**Note:** If your aircraft is radio-equipped, it is recommended that the same calls be made at non-MF aerodromes.
- Arrival:** (CAR 602.101)
- Report position, altitude, arrival procedure intentions and estimated time of landing (ETL) at least 5 min prior to entering the area.
  - Maintain a listening watch on the designated frequency.
  - Report when joining the circuit, giving position in the pattern.
  - Report when on the downwind leg, if applicable.
  - Report when established on final.
  - Report when clear of the active runway after landing.
- Operations on manoeuvring area:** (CAR 602.99)
- Report intentions and maintain listening watch prior to entering the manoeuvring area.
- Departure:** (CAR 602.100)
- Report intentions before moving onto take-off surface.
  - Ascertain by radio and by visual observation that no conflict is likely during takeoff.
  - Report departure from aerodrome traffic circuit.
  - Monitor the designated frequency until well clear of the MF/ATF area.
- Circuits:** (CAR 602.102)
- Report when entering the downwind leg.
  - Report, with intentions, when established on final.
  - Report when clear of the active runway after the final landing.

**DEPARTURES**  
Climb to circuit altitude before making any turns.



**CAUTION**

At non-MF aerodromes, or when MF procedures are not invoked, keep a sharp lookout. NORDO traffic may also be established in, or be entering, the circuit without other traffic or the ground station being aware.

If the aerodrome is equipped with an instrument approach, IFR arrivals may also be landing via straight-in or circling procedures.

See CAR 602 Division V, TC AIM (TP 14371) and the CFS for the latest information.

### **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.**

**As mentioned in the "Site or Event Emergency Response Requirements" section, no official events can take place there due to the imposition of a parking space limit from our owner for this site.**

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!**