

**Brockville Model Aeronautics Club (BMAC)  
Maitland Field  
Rules 2024**

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: Brockville Model Aeronautics Club (#261, Zone G)

Field Name: Maitland Field

Location: 1 Melbourne Lane, Prescott, Ontario, K0E 1T0

Pilot Station Coordinates: 44° 42' 15.75"N, 75° 37' 45.83"W

Contact(s): Claude Melbourne , MAAC # 58082L, President,  
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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 BMAC, or an invited guest of BMAC 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 or site operator is responsible to take reasonable steps to ensure a modeller briefing occurs for each modeller using the site.

1. Spectators at an event must remain behind the signs and spectator line that runs parallel to the front of the clubhouse (30m behind the flight line).
2. Cars must be parked behind a line created by the back wall of the clubhouse extending to the tree lines in both directions.
3. Dogs are welcome but must be on leash at all times.
4. Washroom facilities are provided.
5. No flying of gas or nitro models before 9am (10am on Sundays) or after 8:30pm at night.
6. New flyers at our club will be given a summary of the rules as well as shown the location of our print rules before they fly. In the case of an event, a pilots meeting will occur prior to the start of flying at the event.
7. At club events there will be no flying until after the pilot briefing.
8. Club rules and bylaws are updated as and when needed and are reviewed on an annual basis by at least 2 members of the club executive.

### Site/event emergency response requirements

**In the event of an emergency, call (9-1-1) - the site address to be provided to first responders is 1 Melbourne Lane, Prescott, Ontario, K0E 1T0.**

1. Emergency response items such as fire extinguisher and first aid kit are found in the clubhouse . The first member to arrive for flying opens the club house.

### Modelling Rules

#### 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
mRPAS	Less than 250 grams	400'agl
RPAS	25kg or less	400'agl
Tethered (Control-Line)	<3kg/.40ci	1 flying circle
Free flight	<1kg - rubber power only	400'agl
Space Models	<1kg/D engines	1700'agl
Surface Vehicles	Not Approved	

#### 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
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 - none

#### 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 at least a BASIC RPAS certification.
3. Club/Site/Event requirements. All mRPAS/RPAS Pilots must have MAAC Wings, unless the pilot is undergoing training with a club flight instructor.

### 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. 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 - Spotters shall be used at any time there are 4 or more pilots stations in operation. At an event all pilots must have a spotter while flying. 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. Position the VO where they have unobstructed sight lines – 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

### **RPIC – RPAS Pilot in command**

Not Approved

### **Instructors/Demo flights**

1. During demonstration flights, no other RPAS shall be in the air.
2. When an instructor is teaching a student, all other pilots already flying will be notified and give consent before the student RPAS takes to the air. If a pilot advises that they would like to take off, they must be notified before they take off that an instructor and student are flying.
3. Anytime an instructor has a student in the air, all pilots must follow the agreed upon circuit pattern.

### **Spotters**

During any sanctioned event or at any time 4 pilot stations are in operation, each pilot must have a spotter.

### **Airspace requirements or permissions**

1. mRPAS requirements – none.
2. RPAS/CAR requirements - This site is in uncontrolled Class G airspace. The nearest airspace vertically starts at is at 2200'agl (Class E airways).

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

**There are no aerodromes within 3nm of this site, therefore 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 CNL3 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.

We will have a chalk board on the club house that says NOTAMS CHECKED and a space to write the date so that anyone could put the date there and if you don't see today's date, you know it needs to be checked. **IF there is a NOTAM of consequence – write the name/number on the chalkboard.**

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 Maitland Field 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. Night is determined to be the time from dusk til dawn as determined by the Weather network.
5. We have no set procedures regarding formation flying but we expect pilots involved to discuss their flight and manoeuvres preflight and communicate while flying. The maximum number of pilots allowed in the air is 4 at a time and each pilot must have a spotter. Pilots may fly in formation provided they agree to do so.
6. See site map below for normal site set-up areas such as parking, spectator areas, pit, or assembly areas, and start-up/run-up areas.
  - a. Control line as one circle on the main runway. Space vehicles and free flight launch from the runway.
  - b. No extra requirements for special events.
7. Preflight inspection including control surface check and range check completed before the first flight of an aircraft.
8. All models, including electric powered models, will be restrained before being armed or started in the designated startup areas.
9. See site fly area map for the flying area, any no-fly zones, the flight line, safety line, runways, taxiways, and any other pertinent flying area demarcation.
  - a. Grass cutting and field maintenance is usually performed on Monday mornings. No flying is permitted during this time.

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 the flight stations without consent from the 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.

### **Non-RPAS Normal Modeling procedures**

#### **Tethered model operations**

##### **Aviation safety**

Tethered flight occurs on our runway. No other flying occurs if there is tethered flight occurring.

##### **Public safety**

1. The flying area/circle edge nearest the pilot stations must be beyond the flight line. A spotter may be placed near this area to monitor for by-standers.
2. Should any non-flying person (spotter) observe a person moving towards the circle they will move towards the individual while raising their hand and yelling - STOP! - repeatedly until the person has stopped. The spotter will counsel the person as to where it is safe to stand. Understand some people using the park may not speak English.
  - a. The pilot will upon hearing - STOP! - will climb the model to a 30-degree high level flight altitude immediately and monitor the situation until it is resolved by the spotter.
  - b. If the person continues their approach, the spotter SHALL continue to try to establish communications/visually warn with the individual. The pilot SHALL continue high level flight at 30 degrees and evaluate the situation.
  - c. If the pilot can walk with model over to another area they should do so, or as a last resort ground the model.

In all cases the pilot shall take all actions to prevent contact between a flying model and a person regardless of reason.

##### **Member safety**

There shall be no flying of RPAS and control line at the same time.

1. Members shall ensure any control line models are restrained in a start up area prior to tuning or other powered maintenance.
3. Prior to operating a tethered model, the operator shall ensure all other members/crew/spectators are aware of the flying area/control-line circle dimensions, either verbally or with surface markings.

4. Members shall not use the control line circle if any RPAS activities are occurring, without permission of the pilots present. Conversely, RPAS pilots shall not start or make flight ready any RPAS until the control line circle has finished their current flight. Any disagreements shall be referred to the most senior site member, but in any event RPAS have priority for field use.

### **Spectator safety**

Spectators will be a minimum of 10 m from control line flight. The MAAC Safety code allows a much closer proximity to spectators so care must be taken, especially for children. Control line models are not toys and are capable of inflicting severe injuries.

### **Free Flight model operations**

#### **Aviation safety**

Free-flight operations are limited to lightweight rubber band powered models only. There will be no glow or electric powered FF aircraft at this site.

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. The aerodrome's name is CNL3 and is located 6.47nm of our 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 modeler 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 3nm 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. If a model has already been launched, the spotter or modeler 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**

No free flight and RPAS will fly at the same time.

### **Spectator safety**

The MAAC safety code requires FF aircraft to be launched 40m downwind from any spectators.

### **Space model operations**

#### **Aviation safety**

1. No space model launches 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 rocket 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.
2. No member may launch a rocket unless 10 seconds before launch and again immediately before ignition they conduct a 360-degree scan of the sky for any full-scale aircraft which may enter the rocket flight envelope during ascent or descent.
  - a. If prior to launch, any member spots an approaching full-scale airplane they are to yell out "AIRPLANE" in a loud clear voice.
  - b. Upon hearing this, any persons controlling the launch shall immediately render the launch system inoperative (remove launch key, remove power etc.) and stop all launch activities.
  - c. The involved members shall then monitor the full-scale aircraft and not resume launch activities until they are assured there is no safety risk.

#### **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. If a model has already been launched, the spotter or modeler 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

Launch sites must be roped-off with hi visibility tape and/or marker pylons and rope to restrict access into the launch area and keep guests and spectators a safe distance back from the launch site.

## Emergency procedures

### Fly-away or lost link.

The nearest towns are Prescott (8km) and Brockville (9km). If a fly-away occurs in the direction of a population center and could potentially reach a populated area notify the town, fire department or police detachment as appropriate.

### 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.
  - 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

**RPAS Operations Above 400’AGL** - Not approved

**RPAS Operations Above 25kg** - Not approved.

**RPAS Operations Above 400’AGL and Above 25kg** - Not approved

### **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.

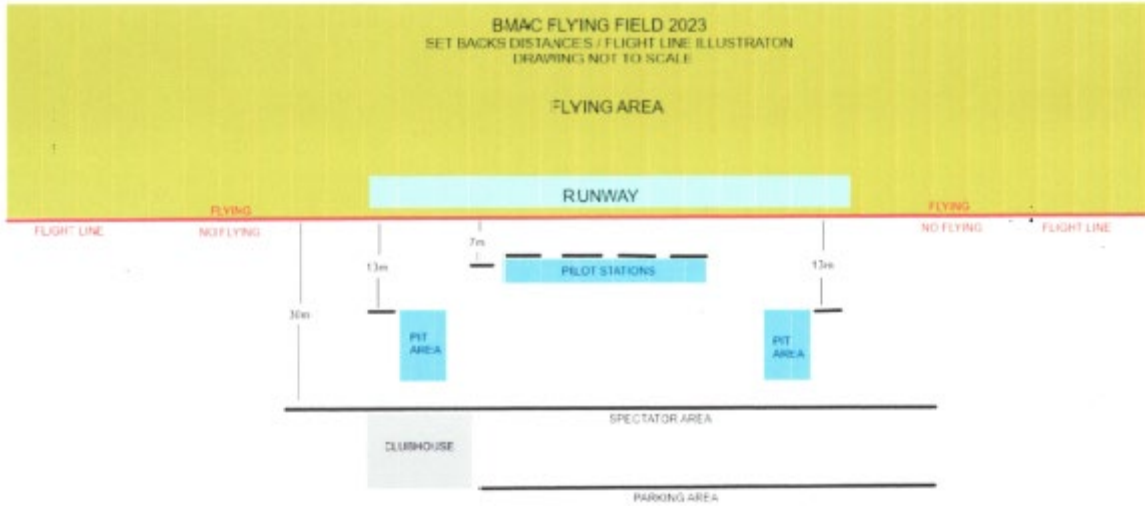
The following are the normally expected process and rules for an event.

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).

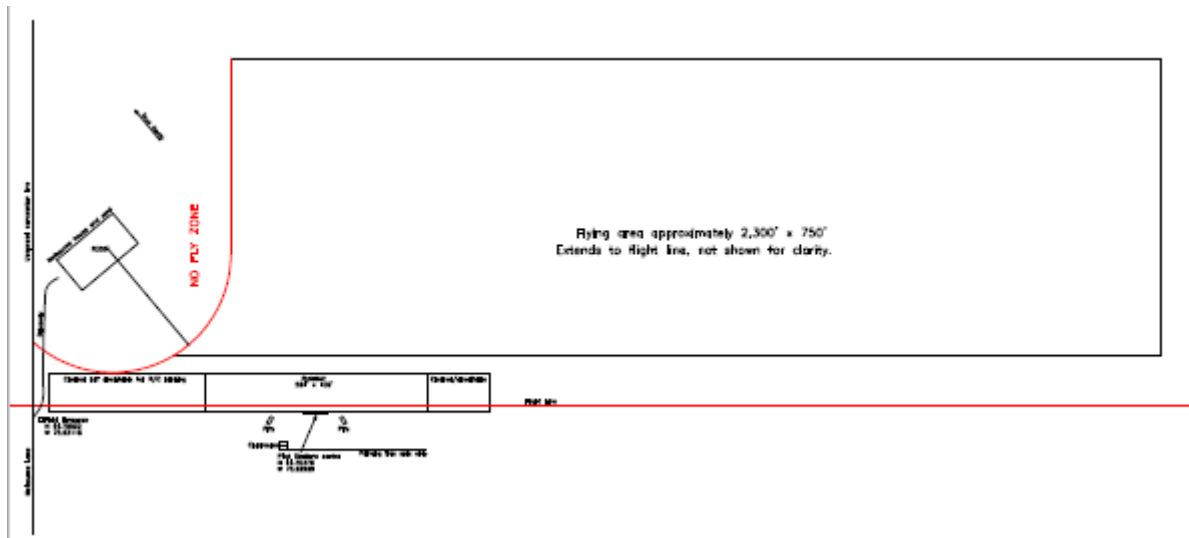
- g) Ensure all follow up actions are completed after the event, most notably any Transport Canada paperwork.
2. In addition to all the above and the club rules, at any event where the public is in attendance under the MAAC SFOC, the event organizers are responsible to ensure:
- a) MAAC warning signs 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.

## Diagrams/maps

### Site set-up diagram



### Site Flying area diagram





**WARNING!**



**AEROMODELING  
MAY CAUSE  
SERIOUS INJURY!**

**PROCEED AT  
YOUR OWN RISK!**

**AVERTISSEMENT!**

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

**PROCÉDEZ À VOS PROPRES  
RISQUES!**