Fredericton Model Aircraft Club
Durham 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: Fredericton Model Aircraft Club (#209, Zone B)
Field Name: Durham Field
Location: 1.5 km north of the intersection of Upper Durham Rd and Sweeny Rd, then 0.33 km east along the site dirt access road.

Pilot Station Coordinates: 46°09'36.15" N, 66°34'31.15" W

Contact(s): Michael Dick, 63295, President
michael.dick@me.com, 506-292-0183

Rick Kirkbride, 50296, Event Coordinator
rick.kirkbride@bellaliant.net, 506-260-4184

Conditions for Use - All persons using this modelling site must:
1. be MAAC members in good standing.
2. be members of FMAC, or an invited guest of FMAC 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. Guests and spectators must be accompanied by a member of FMAC when advancing beyond the parking barrier.
2. FMAC members are responsible for collecting and removing garbage from the site at the end of each flying day.
3. These rules will be provided to all pilots in electronic form at the following web address: https://www.maac.ca/en/clubs_details.php?club_id=209. The Site Operating Certificate and site diagrams for the field and the above web address must be posted on the notice board at the west side of the parking barrier.
4. These rules will be updated and reviewed annually by FMAC executive.

Site/event emergency response requirements

In the event of an emergency, call 911 - the site address to be provided to first responders is 1.5 km north of the intersection of Upper Durham Rd and Sweeny Rd, then 0.33 km east along the site dirt access road.

1. When present, emergency response items (fire extinguishers, first aid kits or similar) shall be located at the base of the notice board.
2. Gas turbine safe fire suppression must be present and adjacent to the model in the start-up area whenever operating gas turbine models. An ABC fire extinguisher and first aid kits must be present during any MAAC-sanctioned event.

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/**1200'agl**
Tethered (Control-Line)	4kg/.35ci	1 flying circle
Free flight	<2kgs	400'agl
Space Models	<3kg/F engines	1700'agl
Surface Vehicles	25kg/50cc	Approved areas only

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.

Approved Add-on	Weight/Power Limits	Altitude/operating limits
RPAS Weight	Not approved	
RPAS Altitude	Less than 25kg	**1200'agl*** **
RPAS Altitude and Weight	Not Approved	
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 for operation under 400'agl.
3. Club/Site/Event requirements - none.
4. MAAC Add-on requirements – RPAS pilots operating over 400' AGL must comply with the MAAC/SFOC RPAS requirements listed in the add on section. ALL event visitors must be briefed to ensure compliance with these requirements.

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 operating RPAS below 400'AGL must have BASIC RPAS certification.
3. Club/Site/Event requirements. There are no qualification requirements for any modelling categories.
4. MAAC Add-on requirements – RPAS pilots operating over 400' AGL must comply with the MAAC/SFOC pilot requirements listed in the add on section of this document.

CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not require crew under the CAR.
2. RPAS CAR requirements – Visual observers are optional for daily flying below 400'.
3. Club/Site/Event requirements - Spotters shall be used for FPV flights and for any events where non-club members are present. Helper and mechanic use are up to each individual member to decide.
4. MAAC Add-on requirements - RPAS pilots operating over 400' AGL must comply with the MAAC/SFOC CREW requirements listed in the add on section of this document.

Crew Rules

Visual Observers

1. Visual observers (VO) are **mandatory for RPAS operation over 400'agl or public events**. 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.
   f. The VO shall be assigned VHF radio monitoring duties for the Fredericton Practice Area on 122.75. Failure of radio monitoring for any reason shall result in immediate descent to below 400 and operations will not resume until the frequency is monitored.

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, 122.75 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. **IF ATC or their delegate, has given a stop flying order, guidance or similar, flying shall not resume until permission to do so is obtained from ATC.**
f. 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".
g. 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
Training flights must not exceed 400'AGL in altitude. The use of a buddy-box or equivalent system is recommended. The instructor may request exclusive use of the site airspace for the duration of the training mission. Agreement from other pilots for exclusive use must be reached **before** the initiation of the training mission.

Demo flights or introductory flights where the student is not a MAAC member **require** the use of a spotter, exclusive use of the airspace, and a buddy-box or equivalent system.

Spotters
Spotters are required for all FPV flights. Spotters are optional for all other flights.

Airspace requirements or permissions

This site is in uncontrolled Class G airspace – airspace permission is not required.
The nearest controlled airspace vertically is Class E (CAE and airways) at 2200'agl. Laterally the nearest controlled airspace is the Fredericton Class D Control Zone 12.5nm south.

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 CYFC 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 operating altitude is less than 400', or for operations above 400' no cloud ceiling (BKN or OVC) less than 1000' above the higher site approved altitude (2200'), 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 "The Weather Network" weather channel for Fredericton to determine legal night.

5. Pilots may fly in formation (which is where two or more pilots agree to fly the same flight path in proximity) provided they agree to do so. 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 pilot stations.

6. See the site set-up diagram below for layout of parking/spectator areas, pit/assembly areas, and start-up/run-up benches. The MAAC required buffer distances are, from the flight line, 7m to pilot stations, 10m to pits, 30m to spectator/parking.

7. For any operation relying on the MAAC manufacture declaration (SFOC – above 400'), confirm RPA fail-safe settings are active.

8. All models, including electric powered models, will be restrained before being armed or started in the designated startup areas.

9. See the Site Flying area diagram below. No flying is permitted outside the designated flying area, bounded by the white box on the diagram.
   a. No modeling activities are permitted while any field maintenance activities are underway.

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.
    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.

Non-RPAS Normal Modeling procedures

Tethered model operations

Public safety

1. This site is in a remote location where public interaction is nil – no special rules are required.
2. In all cases the pilot shall take all actions to prevent contact between a flying model and a person regardless of reason.

Member safety

1. The flying area/circle edge must be at least 3m north of the pilot station safety fence.
2. 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 must remain behind the pits safety fence.

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. 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 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. This site is in a remote location where public interaction is nil – no special rules are required.
2. All members shall ensure that the launching area is clear of all obstructions and persons except for mechanics and/or officials.

Member safety

1. Members shall ensure any free flight models are restrained in a start up area prior to tuning or other powered maintenance.
2. Members shall not launch a free flight RPAS if any other 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 must remain behind the parking barrier. Free flight RPAS must be launched 40m downwind from any spectators.

<u>Space model operations</u>

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 our "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. This site is in a remote location where public interaction is nil – no special rules are required.
2. All members shall ensure that the launching area is clear of all obstructions and persons except for mechanics and/or officials.

Member safety

Launch sites should 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.

Surface Vehicles (cars/boats) model operations

Public safety

This site is in a remote location where public interaction is nil – no special rules are required.
A spotter should be used when operating a surface vehicle when spectators are present.

Member safety

Under no circumstances are surface vehicles permitted on the runway. During RPAS operations, surface vehicles are not permitted within the flying area (see Site Flying area diagram, below) or in the pilots stations, pits area or parking area (see Site set-up diagram, below).

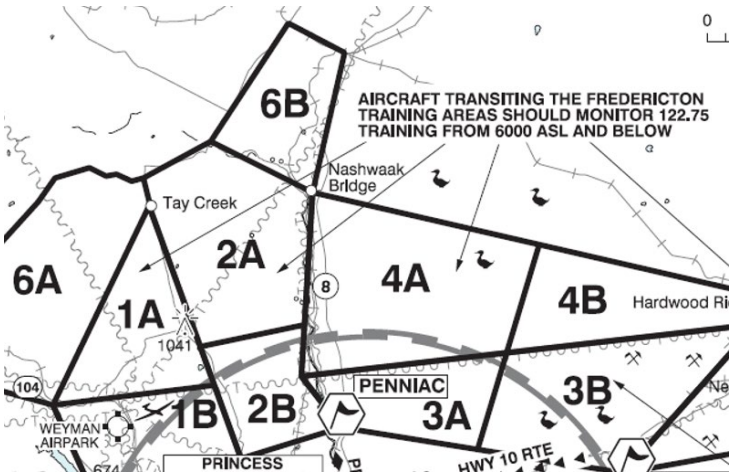
Spectator safety

Spectators should be advised to remain 5m back from surface vehicle operations.

Emergency procedures

Fly-away or lost link.

This site is wholly in uncontrolled airspace and does not require specific fly-away procedures, except as follows:



1. **For RPAS operations above 400'agl,** if you have a vertical fly-away and if in the opinion of the pilot the RPA has sufficient energy (fuel/battery/endurance) to pose a potential hazard to full scale aircraft operating in any of the adjacent practice areas, phone the **Fredericton Tower (ATC) Emergency phone number 506-446-3420** and advise them of the situation. **Your location is approximately the circled #8 on the above map.**

2. **IF there is no answer at the Tower,** and if the RPAS pilot believes the risk remains, phone the Saint John Flight Service Station (FSS/RDO) at their emergency number 506-646-7223 and request they make a broadcast on the assigned practice area frequency of 122.75 as follows:

Attention all aircraft in Fredericton Practice area Four Alpha – an RPAS is experiencing a fly-away – altitude (give you best estimate) last seen heading (give direction) and expected to fly for another (give estimate of time) – exercise caution.

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

MAAC Add-ons

RPAS Operations Above 400'AGL
MAAC has conducted an airspace and site review per the SFOC SORA (specific operations risk assessment) and determined the following requirements for members to operate an RPAS above 400' at this site.

Airspace Assessment
There are no controlled airspace volumes (based at the SFC or starting higher) within 2nm laterally of this site. The nearest controlled airspace laterally is Fredericton (CYFC) Class E Transition Area (TA) 2.73nm south (based at700'agl). The CYFC Class D control zone is 12.5nm south.
Controlled airspace vertically over this site starts at 2200'agl (CHARO Class E CAE).

1. MAAC RPA are required to remain 500' below the base of any overlying controlled airspace, therefore the highest altitude MAAC could legally approve is 1700' AGL (above ground level).
2. VFR Aircraft transiting or returning to CYFC from the North/training areas, via PENIAC, will pass over this RPAS site and are instructed to descend and fly at 1600'asl – which is approximately 1025'agl – pilots operating RPA at higher altitudes must exercise extreme caution and vigilance.
3. **Given the location and safety concerns, MAAC has approved RPAS operations up to 1200'AGL.**

Sufficient Communication requirements
There are no aerodromes within 3nm of this site. There are however depicted VFR air routes, or commonly used tracks near this site that require communication capabilities (PENIAC waypoint to training area 4A – arrivals descend to 1025'agl before entering CZ crossing PENIAC). Assessment of the normally expected traffic patterns yields the following:

1. While operating RPA above 400', the VO **shall** be equipped with a functioning VHF radio capable of monitoring (only) the training area VHF frequency of 122.75. Failure of radio monitoring ability requires immediate descent below 400' and no further operation until radio monitoring resumes.
2. ALL RPAS pilots **shall** be briefed that in addition to aircraft transiting over the RPAS site, VFR training aircraft may conduct low level training exercises immediately south of the RPAS site such as simulated engine failures, and they may not broadcast their intentions on the radio – **extreme visual vigilance is required**.

Visual Observer (VO) assessment
The location of the pilot stations, general assessment of the topography and direction of the flight line and flying area generate the following requirements for the VO:

1. At least one VO **shall** be positioned near the flight line, within earshot at normal conversational voice levels. If need be, equip the VO with a noise making device to supplement any aircraft warnings.

2. The VO **shall** be equipped a VHF radio/transceiver, per the above to monitor (only) the VFR Training area activity. Failure to be able to monitor the VHF frequency shall result in immediate cessation of RPAS operations above 400'.
3. The VO **shall** be briefed to be especially vigilant as follows:
    a. VFR Aircraft transiting or returning to CYFC from the North/training areas, via PENIAC, will pass over this RPAS site and are instructed to descend and fly at 1600'asl – which is approximately 1025'agl – pilots operating RPA at higher altitudes must exercise extreme caution and vigilance.
    b. VFR training aircraft may conduct low level training exercises such as simulated engine failures, in the area immediate south of this site, and they may not broadcast their intentions on the radio – **extreme visual vigilance is required**.
4. The VO **shall** be equipped with binoculars to assist in visual spotting – any brand, type of focal power is acceptable. The VO should also have any support equipment determined by the club to be relative to the duration of duties, such as water, a chair, or shade from the sun provided it does not interfere with VO duties.
5. When above 400' operations are occurring, non-essential ambient noise **shall** be kept to an absolute minimum (generators, music, etc.)

The Club/site/event shall:

1. The Club shall attempt to contact the Aerodrome Operator and flight schools to advise them of the details of RPAS operations above 400'agl at this site. Details shall include the location, dates, operational boundaries, club contact information and any other information deemed appropriate by either party. For clarity, RPAS operations do not need permission from these persons – this requirement is for meeting communication information only. Failure from bona-fide attempts to exchange information will not preclude RPAS operations, provided the club records any failed attempts in these rules (append to the end).
2. Ensure a copy of the MAAC SFOC #930433 and SFOC application form 26-0835 are present and available to all RPAS pilots when operations are occurring.
3. Ensure a copy of these rules, in their entirety are available to all RPAS pilots at the site.
4. Communicate to all Club members and mark this site as closed for RPA operations above 400'AGL, **if there are any substantial changes to the site survey criteria** (CAR901.27 a through h), unless or until MAAC has been advised, has conducted a new SORA, and issued new permission.

The RPA pilot shall:

1. Comply with MAAC policy.
2. Not operate an RPAS above 400'agl unless in possession of a valid and current Advanced RPAS operators certificate, or under the direct supervisions of an RPIC in accordance with MAAC policy.
3. Ensure all RPAS pilot CAR and SFOC paperwork requirements have been met and are available,
    a. Certificates of registration, pilot RPAS certification and recency proof,
    b. Govt issued photo identification,
    c. Manufacturer owner's declaration for each RPA,
    d. An altitude determination declaration as appropriate (pilot or each RPA) and
    e. RPAS Pilot has completed Crew training and fitness requirements and signed declaration.
4. Ensure a recent site survey and NOTAM check have been completed,

5. Ensure any crew declare themselves as properly trained in accordance MAAC policy. Verbal confirmation is sufficient.
6. Ensure the RPA meets the MAAC technical requirements, including the MAAC Manufacturer declaration, before flight commences, and terminate any flight if technical requirements are no longer met.
7. Ensure the RPA is operated VLOS only (**no FPV permitted** – including with a spotter) and that it remains within the site approved flying area at all times.
8. Ensure the RPA does not carry "cargo" or any other items onboard that are not required for flight. On board cameras and associate gear are permitted provided all components are securely affixed to the airframe, or housed in a compartment that cannot be easily opened in flight.

Any RPAS Crew shall:

1. Ensure all SFOC paperwork requirements have been met and are available (crew training declaration)
2. Comply with the instructions of the pilot in command
3. Perform their duties diligently and in accordance with MAAC policy and
4. Inform any responsible persons of any issue that prevents them from meeting their obligations.

The RPA shall be equipped with

1. Functional "fail- safe" type device(s) or design per the MAAC manufacture declaration.
2. Anti-collision beacon/light(s) per MAAC policy, **must meet the MAAC requirements – no exceptions.** This means if flying at 1200' the light must be visible to a minimum of 1200' in the sky conditions of the day.
3. Sufficient fuel/energy to complete the intended flight duration, plus 25% at the minimum throttle setting sufficient for controlled level flight and includes a MAAC required minimum reserve to enable one balked landing/missed approach and circuit back to a successful landing. Fuel/energy spent taxiing to the pits or any shut down procedures thereafter does not count in these calculations. Non-powered RPA (gliders) must have sufficient receiver battery power for the flight plus reserves as noted above, excluding a balked landing attempt.

MAAC Declared minimum fuel/energy guidelines 25%		
Intended flight duration	Required reserve (@25%)	Total Fuel/energy required
15 mins	3.75 mins	18.75 mins
10 mins	2.5 mins	12.5 mins
6 mins	1.5 mins	7.5 mins
5 mins	1.25 mins	6.25 mins
3 mins	45 seconds	3 mins 45 seconds

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).

Event Rules
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.

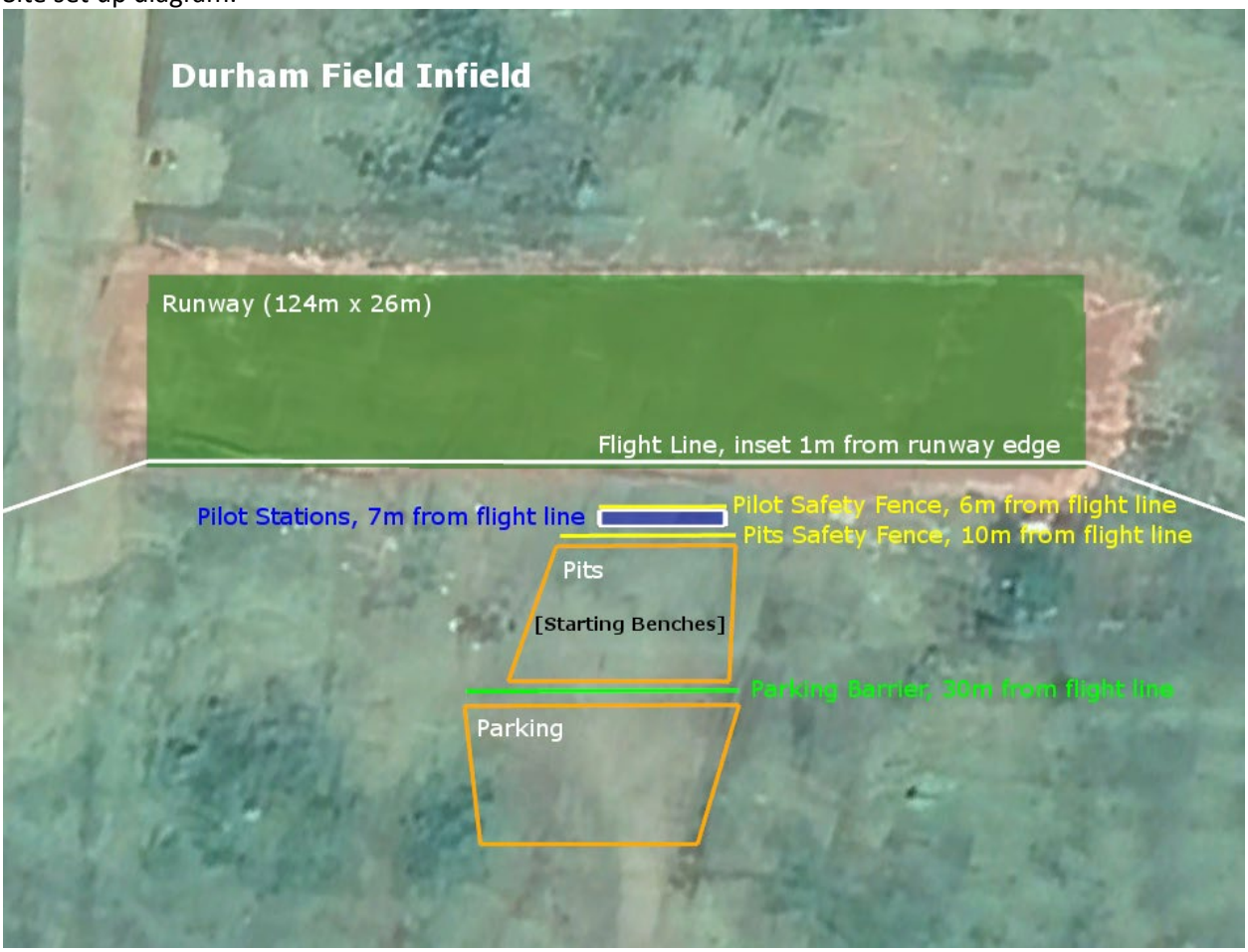
2. In addition to all the above and the club rules, at any event where the public is in attendance under the MAAC SFOC, the event organizers are responsible to ensure:

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.

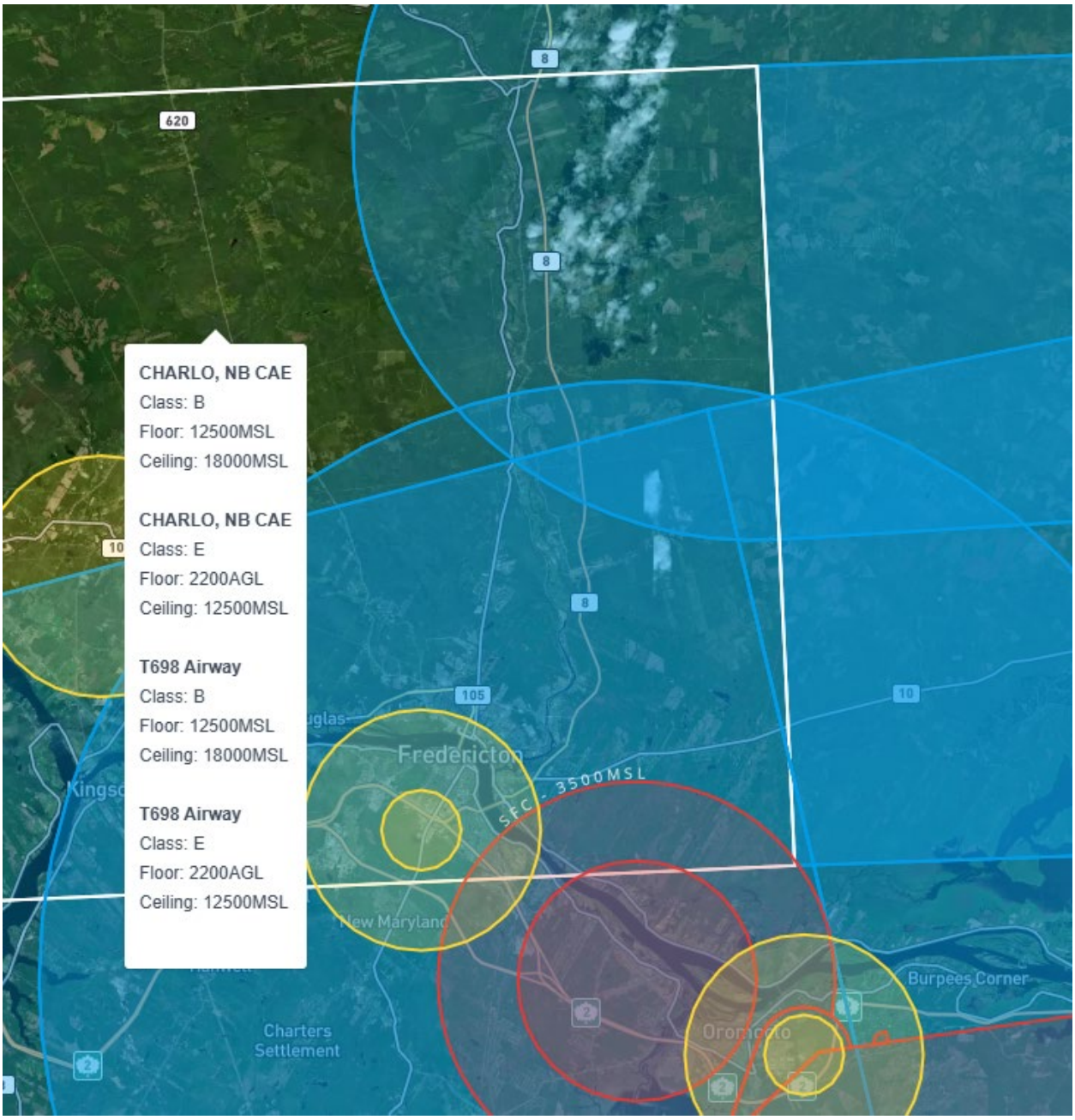
3. Any member attending an event shall
   a) Comply with all CAR, SFOC, MAAC and club/event rules as required.
   b) Not operate a model or RPAS unless they attend or obtain a pilot briefing.

Diagrams/maps

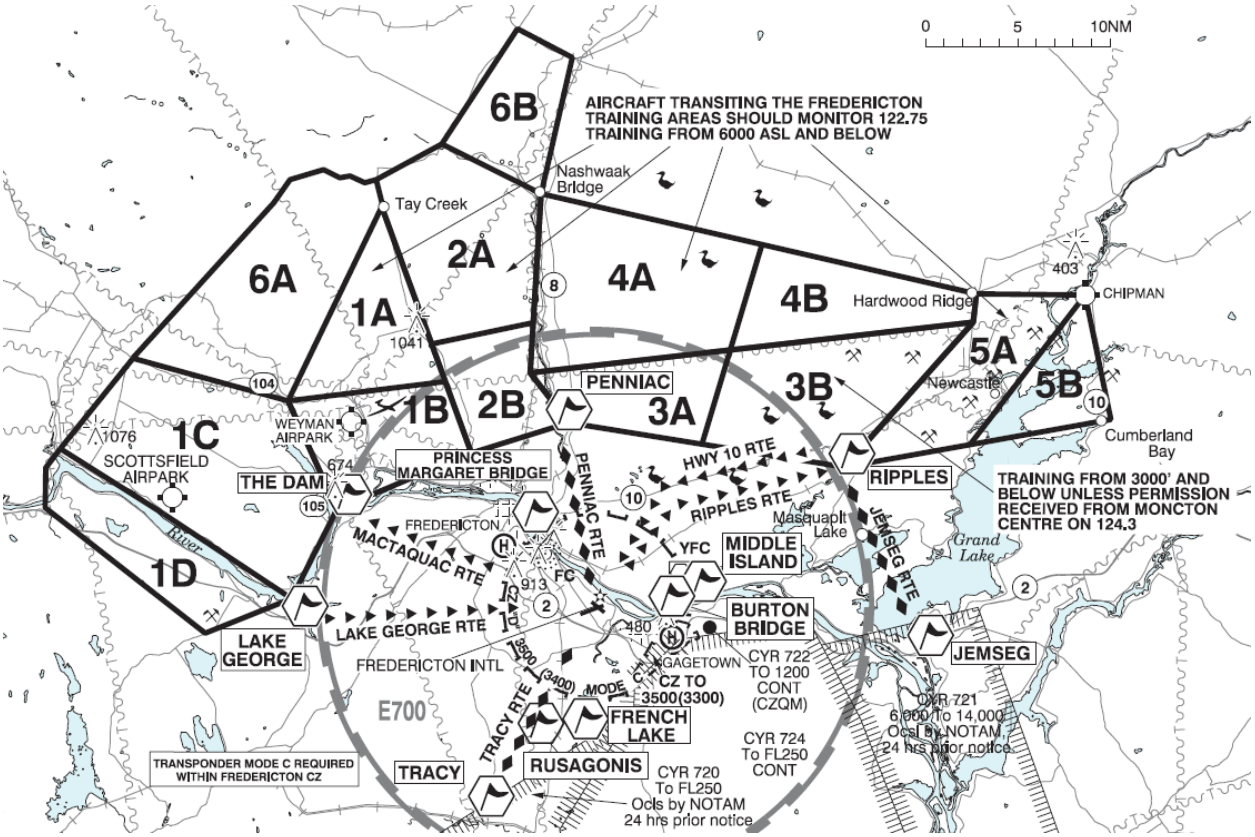
Site set-up diagram.



Site Flying area diagram.


CHARLO, NB CAE
Class: B
Floor: 12500MSL
Ceiling: 18000MSL
CHARLO, NB CAE
Class: E
Floor: 2200AGL
Ceiling: 12500MSL
T698 Airway
Class: B
Floor: 12500MSL
Ceiling: 18000MSL
T698 Airway
Class: E
Floor: 2200AGL
Ceiling: 12500MSL
620
8
8
8
10
105
10
Fredericton
SFC - 3500MSL
New Maryland
Burpees Corner
Charters
Settlement


Williamsburg
bldgs
662
564
bldg
Cross Creek
Stanley
Nashwaak R
1146
(400)
877
(345)
tank
Tay Creek
Nashwaak
Bridge
Tay R
Taymouth
554
14
1059
913
(300)
659
AN AIRPARK (R)
30A123.2
win maint)
826
1041
(229)
Durham
Bridge
FREDERICTON
113.0 YFC
DME Ch 77
326 FC
E700
670
(386)
896
(296)
Penniac
231
(192)
554
Keswick
Keswick
Ridge
524
560
(230)
636
(312)
439
105
Ripples
674
(300)
dam
Island
View
FREDERICTON
700
(325)
FRENN
CZ"D"3500(3400)MODE C
558
(410)
Maquapit
Lake
742
(353)
Lincoln
Portobello
FREDERICTON (RCMP) (R)
A123.2
225
(164)
Lakeville Corner
369
(299)
Kingsclear
289
(194)
Unlighted
Maugerville
CYR 722
TO 1200
CONT
(SERIES N)
272°
FREDERICTON INTL
ATIS
CZ 3500
(3300)
67
80
480


0
5
10NM
AIRCRAFT TRANSITING THE FREDERICTON TRAINING AREAS SHOULD MONITOR 122.75 TRAINING FROM 6000 ASL AND BELOW
6B
6A
1A
2A
4A
4B
5A
5B
1B
2B
3A
3B
1C
1D
Nashwaak Bridge
Tay Creek
Hardwood Ridge
CHIPMAN
403
1041
PENNIAC
Newcastle
Cumberland Bay
1076
SCOTTSFIELD AIRPARK
WEYMAN AIRPARK
674
THE DAM
PRINCESS MARGARET BRIDGE
HWY 10 RTE
RIPPLES RTE
RIPPLES
TRAINING FROM 3000' AND BELOW UNLESS PERMISSION RECEIVED FROM MONCTON CENTRE ON 124.3
Masquapit Lake
Grand Lake
JEMSEG RTE
PENNIAC RTE
FREDERICTON
MACTAQUAC RTE
913
FC
YFC
MIDDLE ISLAND
LAKE GEORGE RTE
LAKE GEORGE
480
BURTON BRIDGE
JEMSEG
FREDERICTON INTL
GAGETOWN CZ TO 3500(3300)
CYR 722 TO 1200 CONT (CZQM)
E700
TRACY RTE
MODE C
FRENCH LAKE
CYR 724 To FL250 CONT
CYR 721 6,000 To 14,000 Ocsl by NOTAM 24 hrs prior notice
TRANSPONDER MODE C REQUIRED WITHIN FREDERICTON CZ
TRACY
RUSAGONIS
CYR 720 To FL250 Ocsl by NOTAM 24 hrs prior notice

NAME	IDENT	LAT/LONG
BURTON BRIDGE	VCBTB	N45° 51' 54" W066° 27' 05"
FRENCH LAKE	VCFRL	N45° 46' 00" W066° 33' 47"
JEMSEG	VCJMS	N45° 49' 44" W066° 07' 00"
LAKE GEORGE	VCLKG	N45° 51' 19" W066° 55' 34"
MIDDLE ISLAND	VCMDI	N45° 52' 45" W066° 24' 58"
PENNIAC	VCPNC	N46° 02' 00" W066° 35' 04"
PRINCESS MARGARET BRIDGE	VCRMB	N45° 56' 29" W066° 37' 33"
RIPPLES	VCRPL	N46° 00' 00" W066° 13' 00"
RUSAGONIS	VCRUS	N45° 48' 00" W066° 37' 28"
THE DAM	VCDAM	N45° 57' 23" W066° 52' 13"
TRACY	VCTRC	N45° 41' 03" W066° 41' 05"

VFR ROUTE PROCEDURES

DEPARTURES:

MACTAQUAC (NW): Outbound clear circuit, direct MACTAQUAC Dam enroute. Altitude: Climb to and maintain 2600 ft until clear of CZ.

RIPPLES (ENE): Outbound clear circuit, direct RIPPLES enroute, maintain North of the VOR at all times. Altitude: Climb to and maintain 2600 ft until clear of CZ and then maintain 3000 ft until training area or at/abeam Grand Lake.

PENNIAC DEPARTURE (N): Outbound clear circuit direct PENNIAC enroute. Altitude: Climb to and maintain 2600 ft until clear of CZ.

JEMSEG (SE): Outbound: Follow RIPPLES DEPARTURE, then turn right (south) to JEMSEG enroute. Altitude: Climb to and maintain 3000 ft until at/abeam JEMSEG.

TRACY (SW): Outbound clear circuit, direct TRACY enroute. Altitude: Climb to and maintain 2600 ft until clear of CZ.

Departing aircraft must join the route as soon as practicable after departure (i.e. once clear of the circuit unless instructed by ATC to turn after departure), follow the routes as described and maintain 2,600 feet until they have departed the Fredericton CZ.

ARRIVALS:

HWY10 (ENE): Inbound direct RIPPLES, follow Hwy 10 until North of airport, then direct CYFC. Maintain North of VOR at all times. Altitude: If inbound from East, descend to 2500 ft before Grand Lake, then descend to and maintain 1600 ft prior to entering CZ.

LAKE GEORGE (NW): Inbound direct Hwy 2 and Hwy 3 intersection, direct CYFC, maintain North of apch Rwy 09 at all times. Altitude: Descend to and maintain 1600 ft prior to entering CZ.

PENNIAC (N): Inbound direct PENNIAC, direct CYFC. Altitude: Descend to and maintain 1600 ft prior to entering CZ.

JEMSEG (SE): Inbound direct JEMSEG, direct RIPPLES, then follow HWY10 ARRIVAL. Altitude: Descend to 2500 ft at/abeam JEMSEG, then descend to and maintain 1600 ft prior to entering CZ.

TRACY: Inbound direct TRACY, direct CYFC. Altitude: Descend to and maintain 1600 ft prior to entering CZ.

Arriving aircraft must enter the Zone at 1,600', once inside CZ, descend at pilot's discretion, unless otherwise instructed, cleared or requested to maintain a specific altitude.

W A R N I N G !

AEROMODELING MAY CAUSE SERIOUS INJURY!

PROCEED AT YOUR OWN RISK!

AVERTISSEMENT !

L'AÉROMODÉLISME PEUT CAUSER DES BLESSURES GRAVES!

PROCÉDEZ À VOS PROPRES RISQUES!