



# Flight Plan & Site Survey

Created using **RPAS Wilco®**

Reference No:	417151
Title:	Mission 04-17-2025
Pilot Name:	Michel Roy
Pilot Certificate:	PC2314828735
Flight Start:	April 17, 2025 12:00 PM
Flight End:	April 17, 2025 12:30 PM
Flight Area (Latitude):	48° 46' 50.18" N ( 48.781 )
Flight Area (Longitude):	67° 29' 26.76" W ( -67.491 )
Altitude - Radius:	<b>Alt:</b> 400 ft - <b>Rad:</b> 400 m ( 0.22 nm )
Classification:	UNCONTROLLED
FIR - Contact:	CZUL - 506-867-7173

Please ensure you received all required authorizations prior to flight.

## Disclaimer

This Site Survey was created using RPAS Wilco by AIM Robotics. The flight plan contained is intended only for RPAS flights on the date/time and location specified. The user accepts all responsibility for the accuracy and completeness of the information contained.

For the complete Terms & Conditions, see

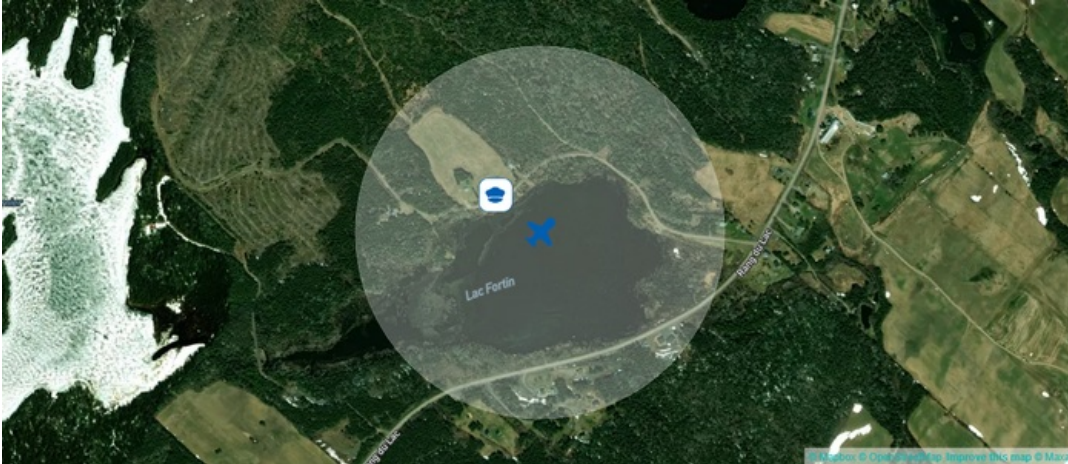
<https://rpaswilco.com/#/tnc>

## Included

- Site Survey
- Obstacles (if available)
- Nearby Aerodromes
- Canadian Aviation Regulations
- GFA
- Aerodrome Supplements
  - METAR & TAF (if available)
  - NOTAMs
  - CFS



## Flight Map



## RPAS Specification

- **Manufacturer:**  
Flyzone
- **Model:**  
DHC-2 Beaver (DHC-2 Beaver)
- **Registration Number:**  
C-2315025108
- **Eligible for advanced operations:**  
No
- **Manufacturer RPAS safety assurance:**
  - Controlled Airspace: N/A
  - Near People: N/A
  - Over People: N/A

## MAP Details



**MODEL**

**Latitude**

48° 46' 50.18" N  
( 48.781 )

**Longitude**

67° 29' 26.76" W  
( -67.491 )



**Pilot**  
Michel Roy

48° 46' 52.81" N  
( 48.7813 )

67° 29' 31.48" W  
( -67.4921 )



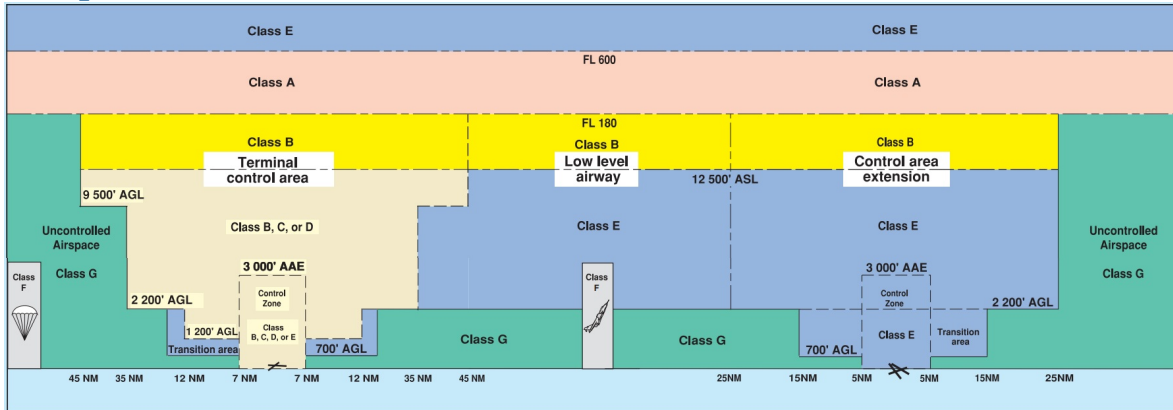
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## Airspace Classification



## Overlying Airspaces

Class	Name	Floor	Ceiling
E	Montreal FIR CAE	6000MSL	12500MSL
B	Montreal FIR CAE	12500MSL	18000MSL
E	T693 Airway	2200AGL	12500MSL
B	T693 Airway	12500MSL	18000MSL

## Nearest Aerodromes & Distance from Operation

RUSSELL-BURNETT (CYME - AERODROME - Reg)

Lat: 48.856 Long: -67.452 8.851KM 4.78NM N

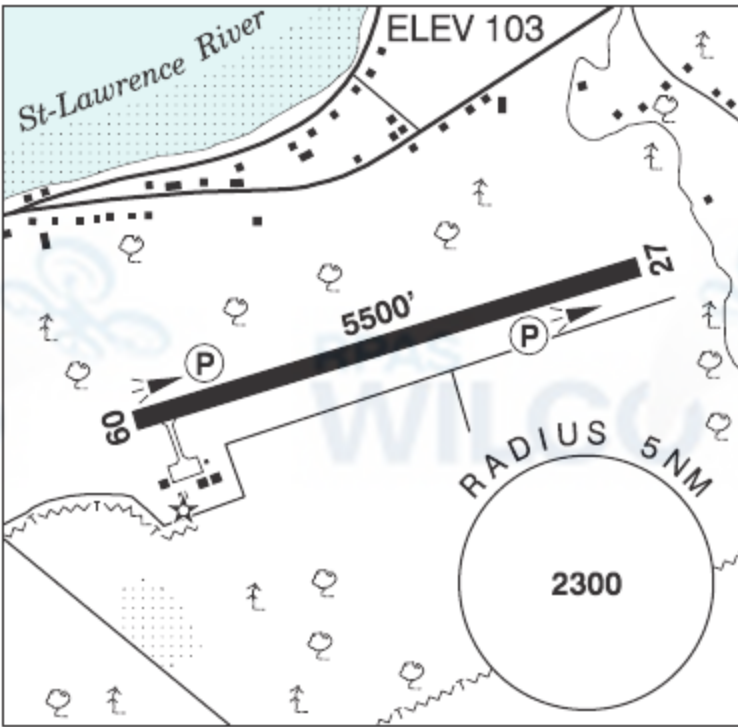


QUEBEC

AERODROME/FACILITY DIRECTORY

MATANE / RUSSELL-BURNETT QC

CYME

REF	N48 51 23 W67 27 08 2.5E 19°W (2013) UTC-5(4) Elev 103' A5010 LO7 HI6 CAP	
OPR	Ville 418-562-2333 or 418-560-2271 (Supervisor) Reg	
PF	A-7,8 C-1,2,3,4,5,6	
FLT PLN FIC	(bil Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) ACC Montréal 800-633-1353	
SERVICES FUEL OIL S	Possible call out chg 1 hr PN Avjet 581-232-9970 100LL, JA-1 (FSII avbl) SP 15W50 4,5,6	
RWY DATA RCR	Rwy 09(090°)/27(270°) 5500x150 ASPH AGN IIIA Opr (Supervisor) Ltd win maint PCN	
LIGHTING	09-(TE ME) P2, 27-(TE ME) P2 ARCAL-122.8 type K	
COMM ATF	(bil) UNICOM ltd hrs O/T tfc 122.8 5NM 3200 ASL	
CAUTION	<b>Wind Turbines:</b> Wind turbine group 5NM SW of A/D, max alt 998 ASL. <b>Paramotors:</b> Activities between St-Fabien, Rimouski, Mont-Joli and Matane, sfc up to 500 ASL ocsl 1200 ASL.	

# Canadian Aviation Regulations

## Division III — General Operating and Flight Rules

For full listing please visit : <https://laws-lois.justice.gc.ca/eng/regulations/SOR-96-433/FullText.html#s-901.27>

### Visual Line-of-sight

- **901.11 (1)** Subject to subsection (2), no pilot shall operate a remotely piloted aircraft system unless the pilot or a visual observer has the aircraft in visual line-of-sight at all times during flight.
- **(2)** A pilot may operate a remotely piloted aircraft system without the pilot or a visual observer having the aircraft in visual line-of-sight if the operation is conducted in accordance with a special flight operations certificate — RPAS issued under section 903.03.

### Procedures

- **901.23 (1)** No pilot shall operate a remotely piloted aircraft system unless the following procedures are established:
  - **(a)** normal operating procedures, including pre-flight, take-off, launch, approach, landing and recovery procedures; and
  - **(b)** emergency procedures, including with respect to
    - **(i)** a control station failure,
    - **(ii)** an equipment failure,
    - **(iii)** a failure of the remotely piloted aircraft,
    - **(iv)** a loss of the command and control link,
    - **(v)** a fly-away, and
    - **(vi)** flight termination.
- **(2)** If the manufacturer of the remotely piloted aircraft system provides instructions with respect to the topics referred to in paragraphs (1)(a) and (b), the procedures established under subsection (1) shall reflect those instructions.
- **(3)** No pilot shall conduct the take-off or launch of a remotely piloted aircraft unless the procedures referred to in subsection (1) are reviewed before the flight by, and are immediately available to, each crew member.
- **(4)** No pilot shall operate a remotely piloted aircraft system unless the operation is conducted in accordance with the procedures referred to in subsection (1).

### Site Survey

**901.27** No pilot shall operate a remotely piloted aircraft system unless, before commencing operations, they determine that the site for take-off, launch, landing or recovery is suitable for the proposed operation by conducting a site survey that takes into account the following factors:

- **(a)** the boundaries of the area of operation;
- **(b)** the type of airspace and the applicable regulatory requirements;
- **(c)** the altitudes and routes to be used on the approach to and departure from the area of operation;
- **(d)** the proximity of manned aircraft operations;
- **(e)** the proximity of aerodromes, airports and heliports;
- **(f)** the location and height of obstacles, including wires, masts, buildings, cell phone towers and wind turbines;
- **(g)** the predominant weather and environmental conditions for the area of operation; and
- **(h)** the horizontal distances from persons not involved in the operation.

### Operations at or in the Vicinity of an Aerodrome, Airport or Heliport

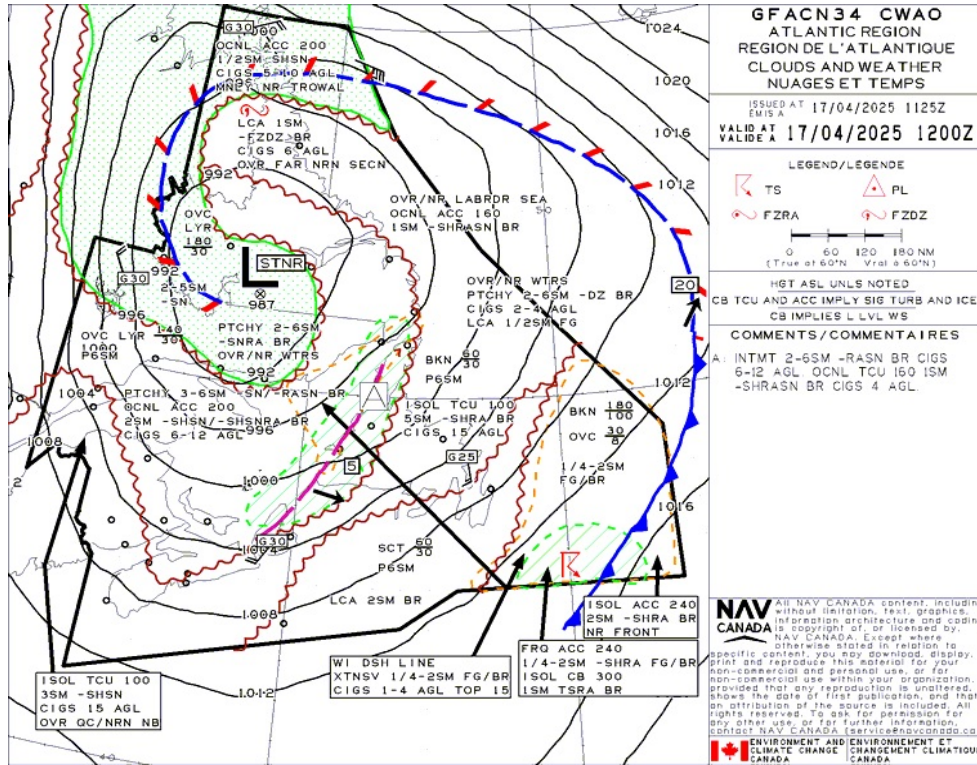
- **901.47 (1)** No pilot shall operate a remotely piloted aircraft at or near an aerodrome that is listed in the *Canada Flight Supplement* or the *Water Aerodrome Supplement* in a manner that could interfere with an aircraft operating in the established traffic pattern.
- **(2)** Subject to section 901.73, no pilot shall operate a remotely piloted aircraft at a distance of less than
  - **(a)** three nautical miles from the centre of an airport; and
  - **(b)** one nautical mile from the centre of a heliport.
- **(3)** No pilot shall operate a remotely piloted aircraft at a distance of less than three nautical miles from the centre of an aerodrome operated under the authority of the Minister of National Defence unless the operation is conducted in accordance with a special flight operations certificate — RPAS issued under section 903.03.

### Records

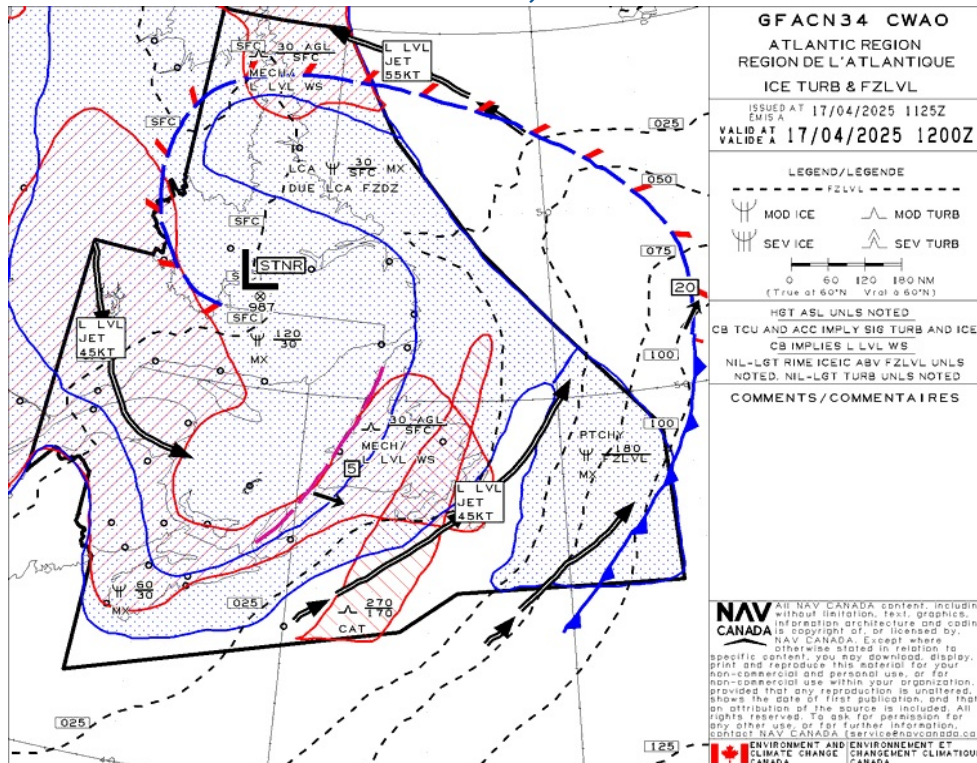
- **901.48 (1)** Every owner of a remotely piloted aircraft system shall keep the following records:
  - **(a)** a record containing the names of the pilots and other crew members who are involved in each flight and, in respect of the system, the time of each flight or series of flights; and
  - **(b)** a record containing the particulars of any mandatory action and any other maintenance action, modification or repair performed on the system, including
    - **(i)** the names of the persons who performed them,
    - **(ii)** the dates they were undertaken,
    - **(iii)** in the case of a modification, the manufacturer, model and a description of the part or equipment installed to modify the system, and
    - **(iv)** if applicable, any instructions provided to complete the work.
- **(2)** Every owner of a remotely piloted aircraft system shall ensure that the records referred to in subsection (1) are made available to the Minister on request and are retained for a period of
  - **(a)** in the case of the records referred to in paragraph (1)(a), 12 months after the day on which they are created; and
  - **(b)** in the case of the records referred to in paragraph (1)(b), 24 months after the day on which they are created.
- **(3)** Every owner of a remotely piloted aircraft system who transfers ownership of the system to another person shall, at the time of transfer, also deliver to that person all of the records referred to in paragraph (1)(b).



## GFA Issue time + 00 hr - CLOUDS AND WEATHER

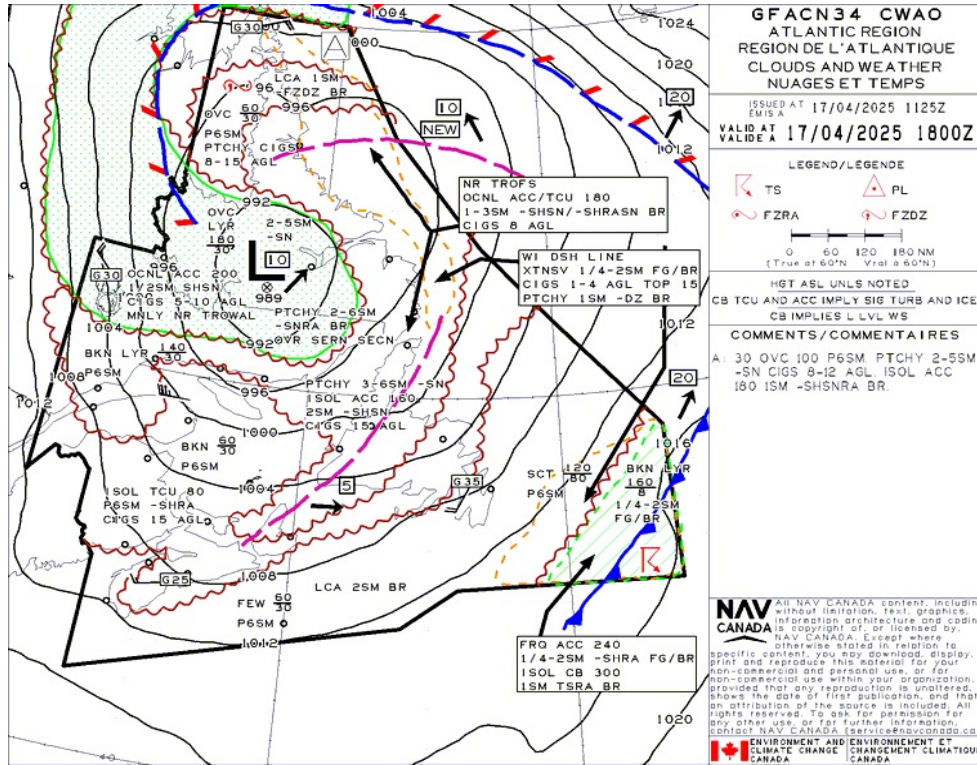


## GFA Issue time + 00 hr - TURBULENCE, ICING AND FREEZING LEVEL

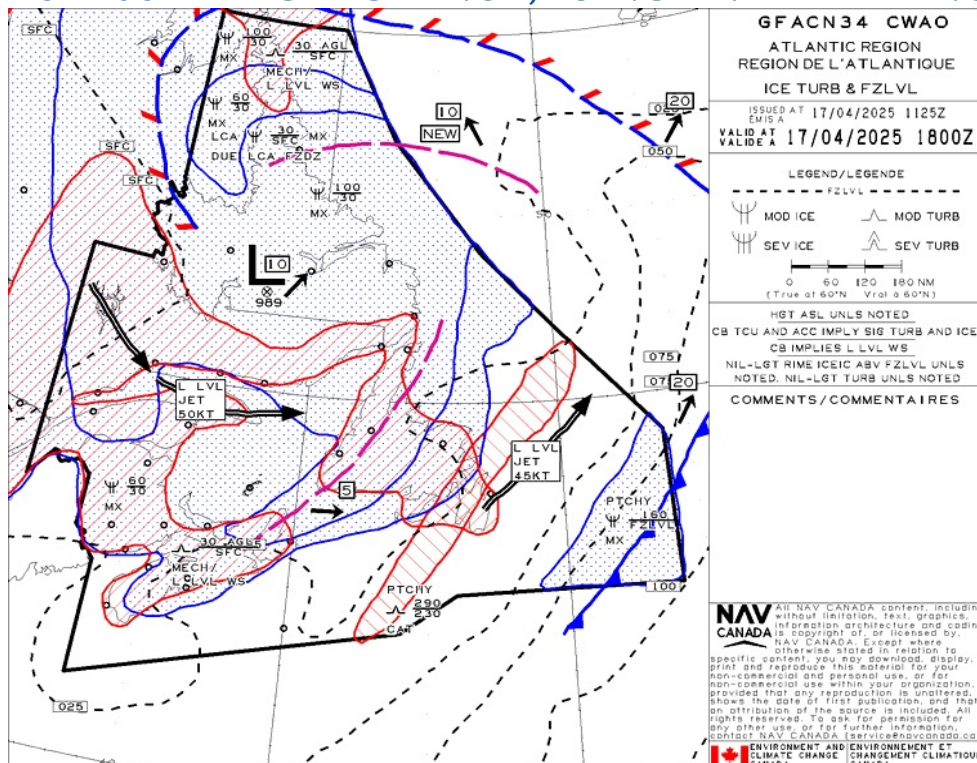




## GFA Issue time + 06 hr - CLOUDS AND WEATHER

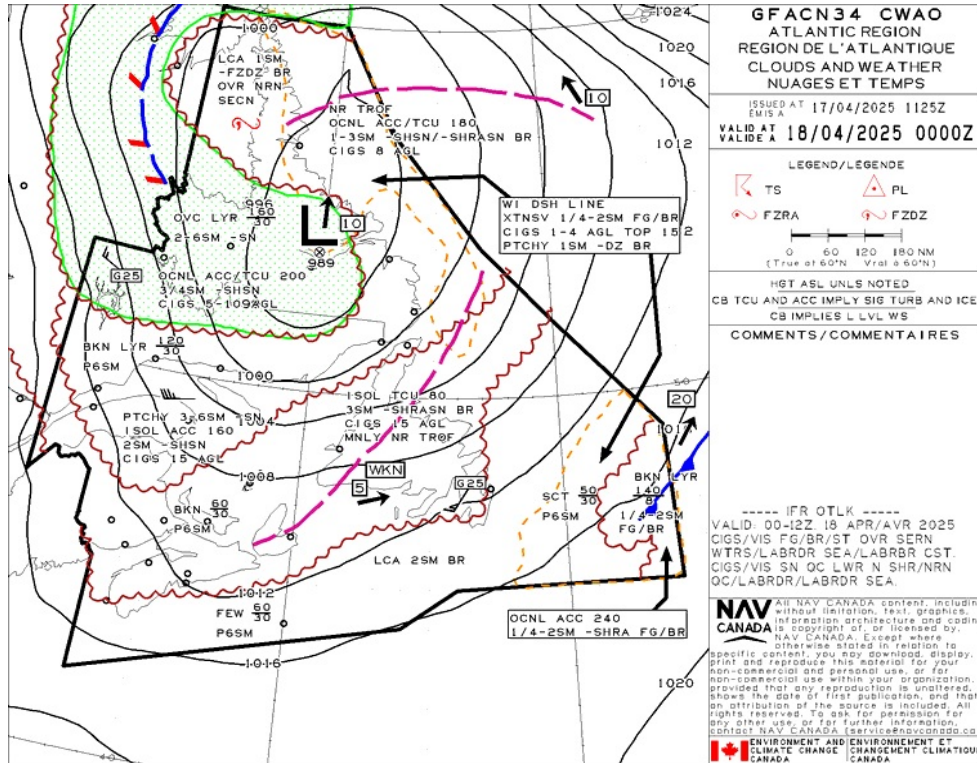


## GFA Issue time + 06 hr - TURBULENCE, ICING AND FREEZING LEVEL

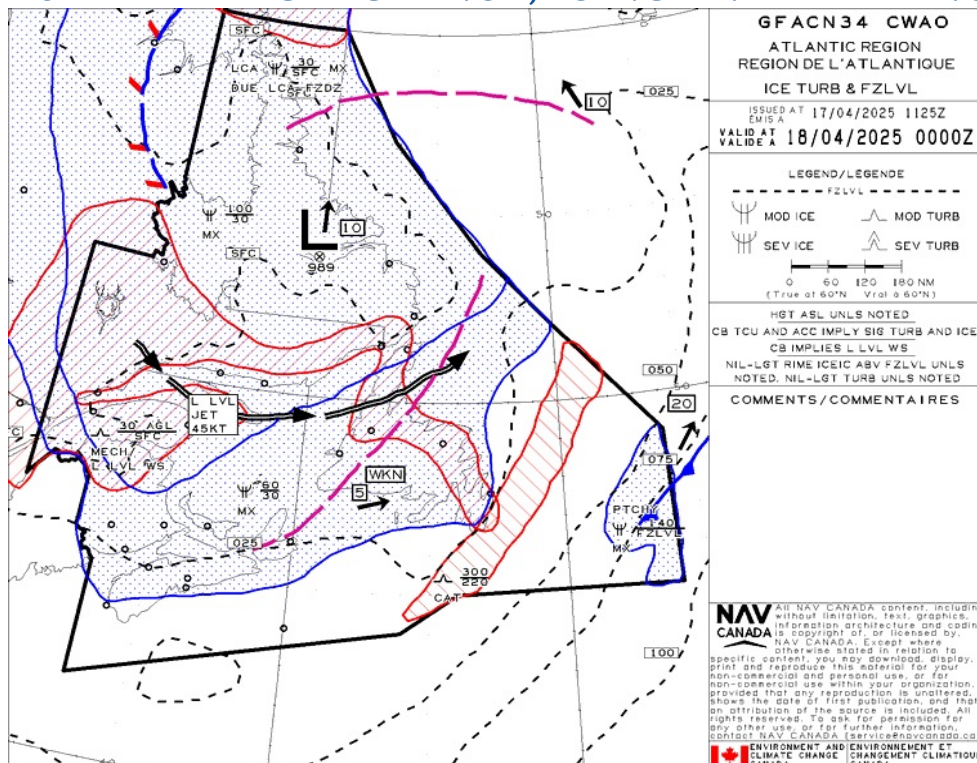




## GFA Issue time + 12 hr - CLOUDS AND WEATHER



## GFA Issue time + 12 hr - TURBULENCE, ICING AND FREEZING LEVEL







## RUSSELL-BURNETT - CYME - Reg

### NOTAM

(H1421/25 NOTAMN

Q) CZUL/QCEAS/II/B/E/000/999/4641N07123W251

A) CZUL B) 2504180330 C) 2504181000

E) QUEBEC RADAR U/S. FLT WITHIN 250NM RADIUS 464107N 0712309W MAY BE DENIED ROUTING AND/OR ALT REQUESTS

FR:

RADAR QUEBEC U/S. FLT DANS UN RAYON DE 250NM DE 464107N 0712309W PEUVENT ANTICIPER UN REFUS POUR DEMANDE DE ROUTE ET/OU ALT)

(K1096/25 NOTAMN

Q) CZUL/QLPAS/IV/BO/A/000/999/4851N06727W005

A) CYME B) 2503271808 C) 2504271800

E) PAPI 09 U/S

FR:

PAPI 09 U/S)

(H0574/25 NOTAMR H5908/24

Q) CZXX/QOEXX/IV/NBO/E/000/999/5243N05321W999

A) CZQX CZQM CZUL B) 2502121914 C) 2505151600EST

E) AIRSPACE SECURITY WARNING ISSUED BY THE DEPARTMENT OF TRANSPORT IN RESPONSE TO THE SECURITY SITUATION IN HAITI. CANADIAN AIR OPR AND OWNERS OF ACFT REGISTERED IN CANADA ARE RECOMMENDED TO NOT OPR BLW FL100 WITHIN HAITIAN AIRSPACE AND FIR PORT-AU-PRINCE (MTEG) DUE TO POTENTIAL RISK FROM GANG ACT.

FR:

AVERTISSEMENT RELATIF A LA SECURITE DE L'ESPACE AERIEN EMIS PAR LE MINISTERE DES TRANSPORTS EN REPONSE A LA SITUATION DE SECURITE EN HAITI. IL EST RECOMMANDE AUX EXPLOITANTS AERIENS CANADIENS ET PROPRIETAIRES D'ACFT IMMATRICULES AU CANADA DE NE PAS OPR A UN NIVEAU DE VOL INFERIEUR A FL100 DANS L'ESPACE AERIEN HAITIEN ET LA REGION D'INFORMATION DE VOL DE PORT-AU-PRINCE (MTEG), EN RAISON DU RISQUE POTENTIEL LIE A L'ACT DES GANGS.)

(H0401/25 NOTAMN

Q) CZUL/QOEXX/IV/NBO/E/000/999/5243N05321W999

A) CZUL B) 2501311448 C) 2504301400EST

E) AIRSPACE SECURITY WARNING ISSUED BY THE DEPARTMENT OF TRANSPORT IN RESPONSE TO THE SECURITY SITUATION IN THE DEMOCRATIC REPUBLIC OF CONGO. CANADIAN AIR OPR AND OWNERS OF ACFT REGISTERED IN CANADA ARE RECOMMENDED NOT TO ENTER FIR KINSHASA (FZZA) BELOW FL260 DUE TO RISK FROM ANTI-ACFT WEAPONRY.

FR:

AVERTISSEMENT RELATIF A LA SECURITE DE L'ESPACE AERIEN EMIS PAR LE MINISTERE DES TRANSPORTS EN REPONSE A LA SITUATION DE SECURITE DANS LA REPUBLIQUE DEMOCRATIQUE DU CONGO. IL EST RECOMMANDE AUX OPR AERIENS CANADIENS ET PROPRIETAIRES ACFT IMMATRICULES AU CANADA DE NE PAS PENETRER DANS LA FIR KINSHASA (FZZA) A UN NIVEAU DE VOL DE MOINS DE FL260 EN RAISON DES RISQUES LIES AUX ARMES ANTI-AERIENNES.)

(K0212/25 NOTAMN

Q) CZUL/QFUUAU/IV/NBO/A/000/999/4851N06727W005

A) CYME B) 2501201802 C) 2504201300

E) FUEL 100LL AND JA-1 NOT AVBL

FR:

CARBURANT 100LL ET JA-1 NON AVBL)