CLUB MINI-AIR 2014 (368)
CHEMIN DE L'AEROPORT Thetford Mines
Site Rules 2025

MAAC Approved April 22, 2025

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 MINI-AIR 2014 (#368 Zone N)

Field Name: CHEMIN DE L'AEROPORT THETFORD MINES

Location: 3415 Chem. de l'Aéroport, Thetford Mines, QC G6G 5R7

Pilot Station Coordinates: 46°03'04.4"N, 71°15'48.5"W

Contact(s): JEAN-FRANCOIS NADEAU (35411), Club Vice Président
nadeaujeanf@gmail.com, 418-332-9869

Conditions for Use - All persons using this modelling site must:
1. be MAAC members in good standing.
2. be members of CLUB MINI-AIR 2014 in good standing or an invited guest of CLUB MINI-AIR 2014
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 are to remain in the parking area or guided by a club member.
2. It is to every user to appropriately dispose their own garbage and leave the field clean
3. Rules, actual and updated, are to be distributed by email to all members
4. It is to each site user to have the proper rules version handy while on site
5. Update are distributed by the club president
6. These rules will be reviewed annually and updated by the club.

Site/event emergency response requirements

In the event of an emergency, call (9-1-1 or phone number) - the site address to be provided to first responders is:

Near Thetford Mines's Airport, 3415 Chem. de l'Aéroport, Thetford Mines, QC, G6G 5R7
GPS 46°03'04.4"N 71°15'48.5"W (46.051216, -71.263464)

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)	Not Approved	
Free flight		
Space Models		
Surface Vehicles		

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		
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.
2. RPAS CAR requirements –There are no special CAR restrictions on RPAS models
3. Club/Site/Event requirements - no restrictions.

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. Also see airspace requirements.
3. Club/Site/Event requirements. - This site recommends all mRPAS/RPAS Pilots have MAAC Wings. There are no other qualification requirements for other modelling categories.

CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not normally require crew under the CAR.
2. RPAS CAR requirements - Visual observors are mandatory at this site for daily flying.
3. Club/Site/Event requirements - Spotters, helpers or mechanic use are up to each individual member to decide.

Crew Rules

Visual Observers

1. Visual observers (VO) are mandatory 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 monitor the Aviation Radio, frequency 122.8, for approaching air traffic, paying particular attention to the direction of incoming traffic. If an approaching aircraft announces it is landing, it should do a circuit of the airfield. Should chatter of any kind be heard on the Radio assume that there is an aircraft in the area even if not visually or audibly located and immediately take appropriate action.

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 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 the THETFORD-MINES (CSM3) or Grondair, a Transport Canada official, the Program Director or of their delegate, has given a stop flying order, guidance or similar, flying shall not resume until permission to do so is obtained from the person who issued the stop flying order.**
   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.

Program Director, Air Boss – ATC Coordinator

This site is in uncontrolled airspace - a Program Director is not required at this site.

RPIC – RPAS Pilot in command

Not approved

Instructors/Demo flights

Demo or training flight are accepted as follows:

- If the student has no RPAS fixed wing experience must have a pilot/instructor with a buddy box
- Ongoing training until ready to solo flying as per instructor, with buddy box
- Ready for solo, under supervision with an instructor.
  - Instructor to be present on field
  - Instructor to supervise student operation
- Returning pilot after 12 months of absence, with an instructor direct supervision. Buddy box might be use if it enhance safety

Spotters

Spotter is not mandatory at this site, but encouraged if more then one RPAS/mRPAS are flying simultanously

Airspace requirements or permissions

1. This site is in uncontrolled Class G airspace – airspace permission is not required. The nearest airspace vertically is Class E airways at 2200' agl. Site elevation is 1408'asl.

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.

The Club Mini-Air 2014 site is located immediately north of Thetford Mines Airport (CSM3) on adjacent land. The pilot stations are located 0.31nm west of the aerodrome.

There are no other aerodromes within 3nm of this site.

1. Thetford Mines (CSM3) aerodrome is a supramunicipal infrastructure funded by all the municipalities of the MRC des Appalaches. The overall management of the aerodrome is entrusted to the City of Thetford Mines, while operational management has been assigned to the company Grondair Aviation.

   The aerodrome is located at 3415 Airport Road, 3.5 nautical miles southeast of the City of Thetford Mines, and located within Class G uncontrolled airspace.

   The aerodrome has a 4,500-foot-long, 100-foot-wide asphalt runway, oriented 06/24, at an elevation of 1,408 feet ASL. The Unicom radio frequency is 122.8 MHz. An ARCAL type J system for remote activation of the lighting system is activated via the 122.5 MHz frequency.

   The aerodrome has an NDB approach system and RNAV GNSS GPS approaches for both runways, 06 and 24.

   The aerodrome vast majority of traffic consists of light aircraft such as the Cessna 150 and 172 or the Piper Cherokee.

The average annual number of movements (landings and takeoffs) is 3,000.

2. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.

3. In the event of a “fly-away” towards CSM3, you may call the aerodrome operator, Grondair Aviation 418-335-3121 and advise them of the issue.

4. The club executive has contacted the operator (OPR) of the aerodrome and they have an agreement with the aerodrome operator. The aerodrome operator has no issues with our RPAS site.

   The Club will request the airport operator to have the information regarding RPAS model aircraft activities (SATP) included in the CAUTION section of the CFS.

MAAC Safety rules for operations adjacent to an Aerodrome

Thetford Mines (CSM3) is an active aerodrome. MAAC members conducting modeling activities on or adjacent to an aerodrome shall give way or otherwise immediately get out of the way of all full-scale aircraft and any support equipment or persons – no exceptions.

If using an aviation radio capable of transmitting, no member shall:

1. Operate such radio except in compliance with ROC-A and aviation phraseology,
2. Make any transmission other than for information purposes.
3. Make any transmission indicating permission or guidance in the operation of a full-scale aircraft.
4. Activate or deactivate any aerodrome lighting system such as ARCAL.

The Club Mini-Air 2014 site is located north of Thetford Mines Airport on adjacent land. The modeling site runway & flying area is parallel to the aerodrome runway.

There is no manned aircraft traffic on the Club Mini-Air 2014 site, and no model aircraft traffic on the aerodrome site. SATP models are not operated on the aerodrome site. On the ground, there is no possible traffic between the aerodrome facilities and infrastructure and the Club Mini-Air 2014 operation site. See the diagram below.

1. There is a significant blind spot from the RC pilot stations towards the start of runway 24, which limits direct visibility during final approaches. Any manned aircraft using the circuit at 1000 feet AGL is both visible and audible. The startup of manned aircraft on the ground is audible but may not always be visible due to the position and orientation of the hangars that separate the aerodrome from the Club Mini-Air 2014 site. The hangar doors are parallel to the main runway.

2. On direct approach to runway 24, the landing zone is located between 0.5 and 0.62 NM from the RC pilot stations and falls within the blind spot area. On final approach, at less than 1000 feet AGL, direct visibility is not possible but the aircraft is audible. A direct approach from the opposite direction is both visible and audible.

   Visual Observers are mandatory at this site to watch for full size traffic. Monitoring of aerodrome frequencies is mandatory as the VO is unable to observe the complete approach.

3. By flying RPAS at this site, members agree they may need to intentionally land/crash their model away from full-scale aircraft movements in order to assure their safety. The area to the (direction/description) has been assessed as a safer option.

4. The requirement and process to report any damage to aerodrome property or infrastructure.
   a. If any member damages or sees damage to any aerodrome property or infrastructure, they must report it immediately to Grondair Aviation 418-335-3121.
   b. If there is damage to a full-scale airplane, this must be reported to MAAC National Office and the involved member(s) must complete a Transport Canada occurrence reporting form.

Normal mRPAS/RPAS/model operating procedures

1. Prior to daily operations, at least one member shall check the Aviation NOTAM forCSM3 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 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 or lower, 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 CSM3 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. No flights will start until half an hour after sunrise and will end half an hour before sunset, the time of which is available on the Weather Network app for the city of Thetford Mines. Night flying is not permitted at the this site.

5. Pilots may fly in formation provided they agree to do so. There is no limit to the number of RPAS in flight.

6. Refer to the attached diagram for the normal site set-up areas such as parking, spectator areas, pit, or assembly areas, and start-up/run-up areas. The minimum MAAC required buffer distances are 7m flight line to pilot stations, 10m to pits, 30m to spectator and parking.

7. All pre-flight or assembly operations must be performed in the designated area.

8. All models, including electric powered models, will be restrained before being armed or started in the designated startup areas. Internal combustion models must be retained and started in the starting stations or equivalent, located in the starting area. Do not perform extended adjustments if other pilots are flying.

9. Refere to the attached map for the normal 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.

10. The following are the site take-off, approach, landing and recovery procedures:
    a. The direction of take-off and landing and the traffic pattern will be determined by the prevailing winds. If there is no wind, all take-offs, etc. must be done safely.
    b. Manual launch and bungee launch must be performed in agreement with all pilots in flight - normally on one side of the cockpit.
    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 RPAS that land/crash off the runway but within the flight zone will be carried out in agreement with all pilots in flight.

Emergency procedures

Fly-away or lost link.

1. This site and flying area is located on Thetford Mines (CSM3) west of the runway within the circuit.
2. In the event of a fly-away, where in the opinion of the pilot the RPA might interfere with areodrome traffic pattern or the aerodrome itself, contact the aerodrome opeartor and advise them of the situation:
    a. Grondair, Thetford Mines Qc, CSM3, 418-335-3121

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.

<u>Service Difficulties</u>

A service difficulty is defined as any condition that affects or that if not corrected, is likely to affect the safety of aircraft or any othe person. As MAAC has made a safety assurance declaration to Transport Canada that is used in many of our RPAS flying privileges, it is critical and a regulatory requirement MAAC is informed of any issues related to our safety assurance declaration. Bear in mind MAAC has fully adopted a Just Culture and will not penalize or discipline members for reporting safety concerns, not matter how large or small, when done in good faith.

1. If a mRPAS or an RPAS is being operated under any manufacturer declaration (MAAC or other), the RPAS pilot shall ensure, without delay, a report is filed with the manufacturer if they encounter any of the following:
   a. Any inability to meet the position determination standards (Standard 622) associated with the manufacturer declaration, related to equipment or the performance of equipment.
   b. Any failure of a critical command and control component not attributable to normal wear and tear or obvious misuse (example dead/low battery), and
   c. any other aspect of RPAS operation where the safety assurance declaration was not met.

<u>MAAC Add-ons</u>

RPAS Operations Above 400’AGL - not approved.

RPAS Operations Above 25kg - not approved

<u>Events</u>

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 <u>**current MAAC members**</u>.
   f. Take reasonable steps to ensure all attending modellers/RPAS pilots <u>**receive a briefing**</u> 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.

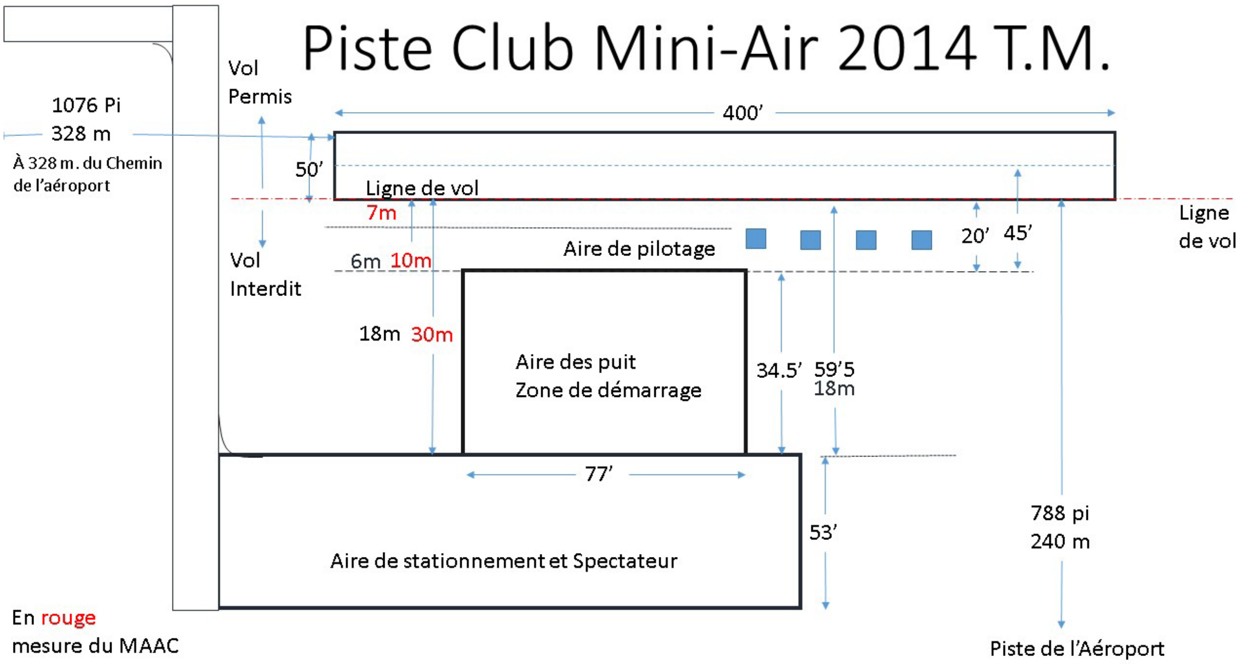
2. In addition to all the above and the club rules, at any event where the public is in attendance under the MAAC SFOC, the event organizers are responsible to ensure:
   a. MAAC warning signs are posted at all public entry points.
   b. A copy of the MAAC SFOC and application are on site and available 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.

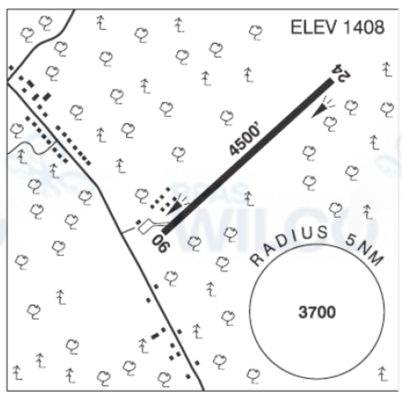
Diagrams/maps

Site set-up diagram.



Site Flying area diagram.

THETFORD MINES QC — CSM3



REF	N46 03 08 W71 15 27 3.5SE 16°W (2012) UTC-5(4) Elev 1408´ A5002 LO6 LO8 CAP
OPR	Grondair Aviation 418-335-3121 Reg
PF	A-1,7,8 C-2,3,4,5,6
FLT PLN	(bil)
FIC	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	14-22Z O/T Call out chg
FUEL	100LL, JA-1
OIL	W100, 15W50
S	4,6
RWY DATA	Rwy 06(062°)/24(242°) 4500x100 ASPH Rwy 06 down 0.49%
RCR	Opr Ltd win maint
LIGHTING	06-(TE LO), 24-(TE LO) ARCAL-122.5 type J
COMM	
ATF	UNICOM ltd hrs O/T tfc 122.8 5NM 4500 ASL
CAUTION	Rwy 06 tfc ptn, twr 1.1NM NW of A/D 2075 ASL. Fur farm aprx 9NM NNE of A/D Feb 1st - June 15 (see TC AIM RAC 1.14.1). Possible NORDO win maint eqpt on rwy.

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!