

# Raymond Forget - Personal Flying Site (PFS) Rules

## **Administrative**

Raymond Forget operates RPAS from his personal property located on Lake of Two Mountains, Sainte-Marthe-sur-le-lac, Qc.

All persons using this modeling site must:

1. be MAAC members in good standing.
2. Be an invited guest of Raymond Forget, and
3. agree to follow the MAAC Safety code and all other PFS rules.

In the event of an emergency, phone (9-11) and the civic address for first responder is address #1, 43e avenue, Sainte-Marthe-sur-le-lac.

## **Normal operating procedures and PFS safety rules**

These rules are available in print or online. A copy of these rules must be available to any member who is operating an RPAS. The owner will endeavor to keep at copy at the flying site.

This site is in uncontrolled airspace and is more than 3 nautical miles from an aerodrome. No special requirements are needed to operate model aircraft other than the MAAC Safety Code and if flying RPAS, follow the Canadian Aviation Regulations.

For members operating RPAS at this site:

1. All members shall follow the Canadian Aviation Regulations for RPAS.
2. All pre-flight inspections or assembly shall be done in the designated area.
3. Batteries shall not be connected to electric powered models unless the model is restrained in the start-up area – no exceptions.
4. Gas/glow models must be restrained and started in the start-up stands or similar, located in the start-up area.
5. The direction of take-off landing, and traffic pattern will be determined by the prevailing winds. If there is no wind, all take-offs etc. shall be up to the pilots to determine.
6. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations or dock.

7. The flying area is defined by an area 1500' square over the water in front of the docks – see attached diagram. Do not fly within 30 meters of any boat, shoreline, swimmer, or person while using this site.
8. Recovery of RPA that land/crash in the water in the flying area will be done in agreement with any pilots flying.
9. Pilots may fly in formation provided they agree to do so. There is no limit on the number of airborne RPA.
10. No flying will commence until half an hour after sunrise and will end a half hour before sunset, the time of which is available on the Weather Network App for the town of Montreal. Night flying is not allowed.
11. Visual observers and MAAC “spotters” are optional at our site. The following are procedures for ensuring full scale aviation safety:
  - a. When any member or other person spots a full-scale airplane that might come near the site, they are to yell out “AIRPLANE” in a loud voice.
  - b. ALL Pilots must immediately descend to as low an altitude as possible and then land as soon as safely able.
  - c. When the full-scale airplane is no longer a threat, the person who gave the warning shall yell “ALL CLEAR”, or the pilots may make that determination themselves, and resume flying.
12. If there is any type of near miss or safety concern between a full-scale aircraft and our RPA, ALL FLYING SHALL cease immediately. The members involved should fill out a MAAC reportable occurrence report and submit that to MAAC with the following exceptions:
  - 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 MAAC or Raymond Forget when able and recall you must keep this form for one year (CAR901.49 (2)). Resume flying when done.
  - b. If the member deems the event serious, flying will not resume until members are given permission by Raymond Forget.
  - c. If there is actual contact between an aircraft and a MAAC RPAS – all flying will cease until MAAC confirms we may resume operations.
  - d. This process is for your protection.

- 13.No RPA or other model aircraft flying will occur below the 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
  - b. a horizontal visibility requirement of less than 3nm around the flying area, and
  - c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.
- 14.There are no other risk mitigating strategies required at this PFS. The MAAC “see and avoid” technique has been determined to be adequate to ensure aviation safety.
- 15.Raymond Forget will review these rules at least once a year.

FLYING AREA DIAGRAM

