

**Fredericton Model Aircraft Club
Mactaquac Provincial Park, Campers Beach**

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)

Location: Mactaquac Provincial Park, Campers Beach
1265 Route 105, Mactaquac, NB E6L 1B5

Pilot Station Coordinates: 45°57'02.14" N 66°52'49.27" W

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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 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. Upon entering the site, parking is on the left of the entrance.
2. These rules are available on the MAAC website associated with the club/event and will be briefed to all pilots attending the event. Printed copies of these rules are available from the event staff at the site and on the day of the event.
3. A notice board/warning sign shall be posted at all spectator points of entry detailing the risks and associated hazards of RPA operations. The MAAC "Warning aeromodelling may cause serious injury!" is sufficient. Copies are available from the Zone Director (also attached to these rules).
4. These rules will be updated and reviewed by FMAC executive at least once per year.

Site/event emergency response requirements

1. For emergency services, dial 911. Provide the following address to first responders:

1265 NB-105, Mactaquac, NB E6L 1B5 – Campers Beach

2. Emergency response equipment (fire extinguisher, first aid kit) is located on the steps of the hut.

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	Rules
mRPAS	Less than 250g	400' AGL	Site Rules
RPAS	25kg or less	400' AGL	Site rules
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	Rules
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 specific CAR restrictions on RPAS models at this site/event.
3. Club/Site/Event requirements – No maiden flights are permitted at this site/event.

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.
3. Club/Site/Event requirements. None.

CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not require crew.

2. RPAS CAR requirements - **This event requires a VO for all RPAS operations.** The VO can be any trained/briefed person, including spouses, children of appropriate maturity, or friends,
3. Club/Site/Event requirements – None.

Visual Observers

1. Visual observers (VO) are **mandatory**. No member shall operate an RPAS unless:
 - a. A visual observer(s) is present who has been briefed or trained on the 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 is important – 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.

Instructors/Demo flights

No instructor or demo flights are permitted at this site/event.

RPIC – RPAS Pilot in command

Not Approved.

Spotters

Spotters are required for FPV flights, optional for line-of-sight flights. The RPAS pilot assumes all spotter duties if not present.

Airspace requirements or permissions

1. mRPAS requirements - None.
2. RPAS CAR requirements - This site is in uncontrolled Class G airspace. There are no special permissions or requirements.
3. Club/Site/Event requirements - none.

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 determined for CYFC and are:
 - a. no cloud ceiling (BKN or OVC) 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
 - c. a horizontal reported visibility of 3sm (5km) or more around the flying area, and
 - d. no other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

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. There must be a copy of the recent site survey available on site (electronic or in print)
 - d. 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.
 - e. 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 at this site/event. Members shall use the Fredericton weather channel time to determine legal night.
5. There is no maximum limit on the number of airborne RPAS permitted, provided all pilots agree to any additional airborne RPAS. Pilots may fly in formation provided they agree to do so.
6. Normal site set-up areas such as parking, spectator areas, pit, and pilot stations are detailed in figure 1, below. Space is at a premium and pilots must be positioned at the shoreline when flying.
7. No maiden flights are permitted at this site/event, including post-repair maiden flights.
8. All models, including electric powered models, will be restrained before being armed or started in the pit areas.
9. The flying area is detailed in figure 2, below. This is a temporary flying site. The barrier between spectator and pits area must extend to the shoreline to prevent bystanders from wandering into the pits or flying stations. Since bystanders are often present at the shoreline, RPAS must remain 30m from shore while in flight.
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.

Emergency procedures

Fly-away or lost link.

In the event of a fly-away, if the model is flying or likely to fly to the east and is likely to fly to an altitude of 700' AGL or higher, contact the Fredericton International Air Traffic Control Tower at 506-446-3420. The Fredericton, NB Transition Area [TA] (Class E) is approximately 1000' east of the pilot stations and extends upward from 700' AGL to overlying airspace. See figure 3, below.

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. 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 bystander, 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. Note that maiden flights are not permitted at this site/event. Ensure RPAS logbook entries are made.
 - b) Any repair that cannot be fixed at the field, shall only be repaired at the modeller’s/owner’s shop or other repair facility. Ensure RPAS logbook entries are made.

MAAC Add-ons

No MAAC add-ons are approved for this site/event.

Event Approval (Permanent or individual)

This rules package provides the rules framework for the annual Mactaquac Float Fly event hosted by FMAC.

1. The club/event organizers shall:

- a) 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 (see the pilot sign in sheet notice).

2. 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.

WARNING!



**AEROMODELING
MAY CAUSE
SERIOUS INJURY!**

**PROCEED AT
YOUR OWN RISK!**

AVERTISSEMENT !

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

PROCÉDEZ À VOS PROPRES RISQUES!

PILOT/OPERATOR DAILY BRIEFING CHECKLIST
EVENT NAME/SITE HERE

Completed by _____

Date _____

Once completed, keep a copy of this checklist for one year. MAAC also encourages clubs to scan the completed form and send to their Zone Director. If an item is not pertinent, please tick the “no” box and record the reason or simply write “N/A” in comments.

Administrative			
ITEM	YES	NO	COMMENTS
Welcoming comments and introductions <ul style="list-style-type: none"> • Name of hosting Club and Event • Names and in person introductions of any/all responsible persons. <ul style="list-style-type: none"> ○ Event/Contest Director ○ Safety officers ○ Others Please ensure all pilots understand who oversees the event or is in charge.	<input type="checkbox"/>	<input type="checkbox"/>	
ALL Pilots/Operators <ul style="list-style-type: none"> • Must be MAAC Members – Clubs/Event organizers should use online member validation tool if need be. • Explain Pilot/operator event Registration process. • Explain Pilot/operator briefing process (latecomers and if multiple day event). • Reminder – CAR compliance is up to each member/pilot – ensure they have been briefed on how to meet all Site requirements. If they are not sure – ASK for help. 	<input type="checkbox"/>	<input type="checkbox"/>	
Visiting Foreign Pilots <ul style="list-style-type: none"> • ALL must be MAAC Members – join online if need be. • Other RPAS process explained below 	<input type="checkbox"/>	<input type="checkbox"/>	
Housekeeping, guests, and spectators <ul style="list-style-type: none"> • Parking • Limits for guests and spectators. • Washroom/rest facilities • First Aid provisions • Pets/children • Garbage • Weather events and monitoring (wind, approaching storms, etc.) • Any other issues necessary 	<input type="checkbox"/>	<input type="checkbox"/>	
Event Schedule <ul style="list-style-type: none"> • General schedule of the event • When open flying occurs, etc. • Any awards or closing ceremonies 	<input type="checkbox"/>	<input type="checkbox"/>	
Event Emergency provisions <ul style="list-style-type: none"> • On site emergency tools (first aid/fire response) 	<input type="checkbox"/>	<input type="checkbox"/>	

<ul style="list-style-type: none"> Who is responsible to initiate response (Fire/Ambulance/Police) Number to call in case of emergency (911 or #) Address to use for First Responders. 			
Airspace Requirements/Permissions			
Airspace type – describe airspace including owner. <ul style="list-style-type: none"> If Class G uncontrolled = no further action required. 	<input type="checkbox"/>	<input type="checkbox"/>	
Permitted/prohibited Modelling Categories			
List the model categories allowed at the event. <ul style="list-style-type: none"> mRPAS and RPAS 	<input type="checkbox"/>	<input type="checkbox"/>	
If an RPAS event, which of the following RPAS “ADD-ONS” are approved for this event. IF not approved , clearly state the limits and above/exceeding is not approved. <ul style="list-style-type: none"> RPAS Altitude (>400’) RPAS Weight (>25KG, <35KG) RPAS Weight and Altitude (>400’ and (>25KG, <35KG) RPIC (RPAS Pilot in Command – see SOC) Briefly explain what rules are applicable to the above – or where to find them for the event 	<input type="checkbox"/>	<input type="checkbox"/>	
RPAS/Model Technical Specifications/Restrictions			
<ul style="list-style-type: none"> No maiden flights permitted. 	<input type="checkbox"/>	<input type="checkbox"/>	
RPAS Pilot/Operator Qualifications			
All modellers MUST be MAAC Members	<input type="checkbox"/>	<input type="checkbox"/>	
This site requires RPAS Basic rules	<input type="checkbox"/>	<input type="checkbox"/>	
Foreign pilots <ul style="list-style-type: none"> MAAC membership Transport Canada Basic RPAS is the minimum (RPIC is site specific in the SOC) – TRUST is not recognized by TC/MAAC Registration marking requirements – cover any AMA markings – replace with MAAC # and 930433 Clubs and event organizers shall not request or demand to see proof of any TC required Pilot/owner documentation.	<input type="checkbox"/>	<input type="checkbox"/>	
Crew Qualifications and Procedures			
Spotters/helpers/mechanics <ul style="list-style-type: none"> When to use Pilots’ responsibility to provide training/briefing. Responsibilities Go no-go zones 	<input type="checkbox"/>	<input type="checkbox"/>	
Normal RPAS/Model Operating Procedures			
RPAS WILCO Site Survey location/provision <ul style="list-style-type: none"> Event NOTAM briefing – daily and by who. Weather minima determination and briefing for event. Local obstructions/restrictions briefing for event 	<input type="checkbox"/>	<input type="checkbox"/>	

<p>Formation flying:</p> <ul style="list-style-type: none"> List any additional procedures for formation flying. List any limits on number of airborne models 	<input type="checkbox"/>	<input type="checkbox"/>	
<p>Fail-Safe settings on Transmitters</p> <ul style="list-style-type: none"> Range checks and other checks reminder 	<input type="checkbox"/>	<input type="checkbox"/>	
<p>Pits, set up and start up areas.</p> <ul style="list-style-type: none"> Describe all rules for set up, the pits and start up areas 	<input type="checkbox"/>	<input type="checkbox"/>	
<p>Flight line – Flying area – NO FLY Zones – other local concerns</p> <ul style="list-style-type: none"> Describe the flight line/flying area set up. Clearly discuss any no-fly zones 	<input type="checkbox"/>	<input type="checkbox"/>	
<p>Model operation rules - Describe the club/event rules.</p> <ul style="list-style-type: none"> taxi out, take off, hand launching, bungees, circuits, flight priority, mixed types of models, call outs, recovery of downed models, taxi in and shutdown and any other flying rules 	<input type="checkbox"/>	<input type="checkbox"/>	
Emergency RPAS/Model Operating Procedures			
<p>Procedures for lost link or fly away models.</p> <ul style="list-style-type: none"> Who is responsible for reporting to Airspace Operator? Any phone numbers to call 	<input type="checkbox"/>	<input type="checkbox"/>	
<p>Incident and Accident prevention</p> <ul style="list-style-type: none"> NO test flying at events. If model is “questionable” – do not fly! If airborne and control is in doubt (any reason) intentionally put model down away from people. 	<input type="checkbox"/>	<input type="checkbox"/>	
<p>Procedures to follow in case of a reportable incident/accident.</p> <ul style="list-style-type: none"> What you need to report to whom Serious accidents – <ul style="list-style-type: none"> First response – fire and first aid Who calls emergency services? Flying cessation Witness statement collection/ photos/ prohibition on statements. COMPLETE Transport Canada or Transportation Safety Board Occurrence Reports as required 	<input type="checkbox"/>	<input type="checkbox"/>	
<p>Damage/field repairs.</p> <ul style="list-style-type: none"> Use good judgement – no maiden flights at this event. 	<input type="checkbox"/>	<input type="checkbox"/>	
Diagrams/Maps			
<p>Explain where the following are located as required.</p> <ul style="list-style-type: none"> Site Set up diagram. Site Flying Area 	<input type="checkbox"/>	<input type="checkbox"/>	

POST EVENT FOLLOW UP			
<ul style="list-style-type: none">• Event Organizers• Ensure any TC SFOC forms or requirements are submitted properly and on time.• Seek any feedback from participants.• Forward any relevant feedback to MAAC.	<input type="checkbox"/>	<input type="checkbox"/>	

RPAS Event sign in sheet: This is only required for events operating under the MAAC Event SFOC.

**PARTICIPANT'S STATEMENT/DÉCLARATION DU PARTICIPANT
ATS-23-24-00050858V2**

DATE of Event / Date de l'événement: _____

LOCATION of Event / Lieu de l'événement: _____

This is to certify that I have read and thoroughly understand and will comply with all the Conditions of Authorization contained in the SFOC-RPAS - Special Aviation Event issued for : / La présente atteste que j'ai lu, que je comprends bien et que je m'engage à respecter toutes les conditions d'autorisation contenues dans le COAS-SATP - manifestation aéronautique spéciale émis pour :

NAME of Event / Nom de l'événement: _____

Pilot Name and TC PC Number/ Nom du pilote et Numéro du PC de TC	MAAC No.	Pilot Signature and date/ Signature du pilote et date
1.		
2.		
3.		
4.		
5.		
6.		
7.		
8.		
8.		
10.		
11.		
12.		
13.		
14.		
15.		
Local Special Aviation Event SFOC-RPAS Holder – Responsible person / Event Director Titulaire du COAS-SATP de la Manifestation aéronautique spéciale - Personne responsable / Directeur de l'événement local		
Name/Nom :		Signature :

Use the form multiple times as needed to capture all the participants / Utilisez le formulaire plusieurs fois au besoin pour saisir tous les participants.

The Certificate holder / Responsible Person shall complete a Special Aviation Event Participant's Statement and send it to TC.SATPCentredexpertise-RPASExpertisecenter.TC@tc.gc.ca, within 5 business days following the Special Aviation Event. / Le titulaire du certificat / personne responsable doit remplir une Déclaration des participants à la manifestation aéronautique spéciale, et l'envoyer à l'adresse TC.SATPCentredexpertise-RPASExpertisecenter.TC@tc.gc.ca, dans les 5 jours ouvrables suivant la manifestation

Diagrams/maps

Figure 1. Site set-up diagram.

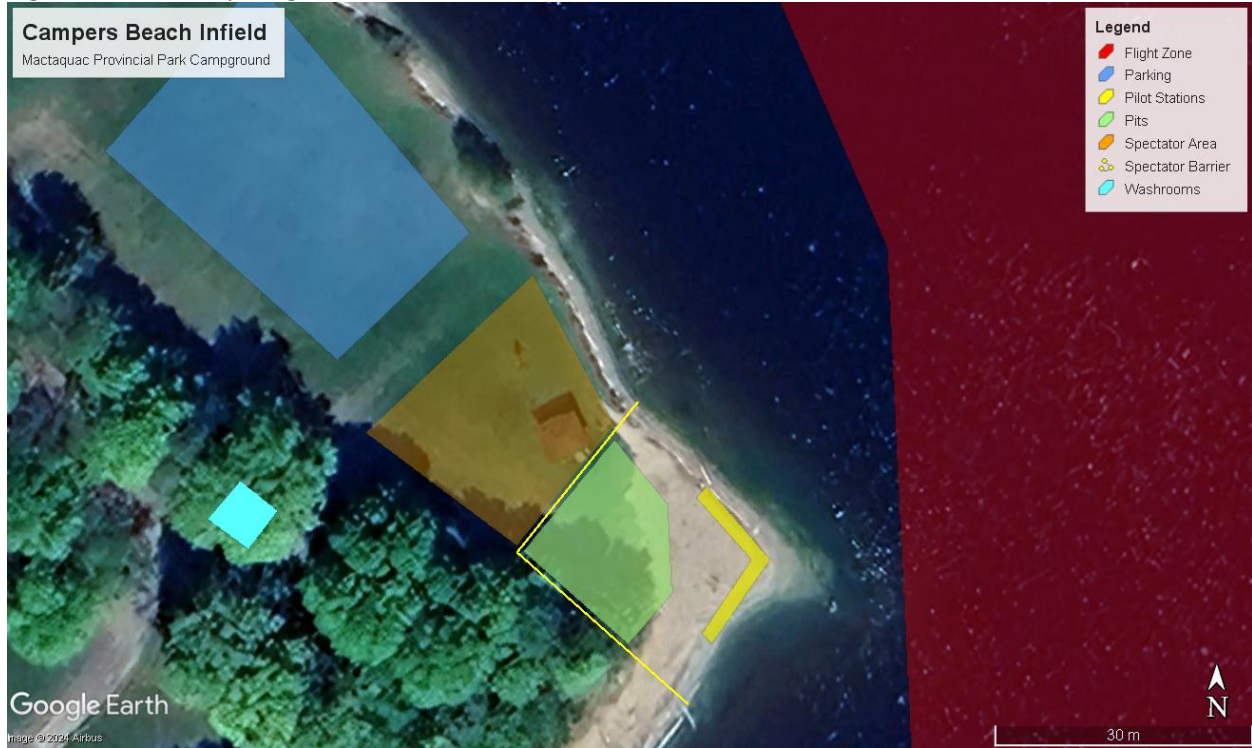


Figure 2. Site Flying area diagram.



Figure 3. Airspace Map

