

**Beaver Bank Flyers Association (3)  
Beaver Bank Field Rules  
2026**

**MAAC Approved: May 7, 2026**

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**

Site Operator Name: Beaver Bank Flyers Association (#03, Zone B)

Site Name: Beaver Bank Field

Location: 4090 Beaver Bank Road, Hwy 354, Beaver Bank, NS

Pilot Station Coordinates: 44° 56' 50.7"N 63°43' 18.8"W  
44.947417, -63.721889

Site Contact(s): John Sands, MAAC #99219, Secretary,  
beaverbankflyers@gmail.com, (902)717-5094  
Edward Wood – 98829, President  
snowbase1@mac.com

Conditions for Use - All persons using this modelling site must:

1. be MAAC members in good standing.
2. be members of Beaver Bank Flyers Association, or an invited guest 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 site operator is responsible to take reasonable steps to ensure a modeller briefing occurs for each modeller using the site.

**Site Administrative rules**

1. A Port-o-Potty and Parking are available in designated areas for both members, guests and spectators.
2. Each pilot is responsible for any injury they may cause to people or property while they are on site. They are solely responsible for any guests that they have invited to the field, their safety and any injuries they may incur.
3. Before any flying, the orange windsock must be erected. The last pilot leaving the field will ensure that all equipment has been stored away and any garbage or wreckage is to be removed from the field.
4. Smoking is only permitted in designated areas.
5. All pilots are responsible for the airworthiness of their model.

6. Before any flying, the orange windssock must be erected. The last pilot leaving the field will ensure that all equipment has been stored away and any garbage or wreckage is to be removed from the field.
7. A new member must be approved to fly by one of our instructors or directors or carry a MAAC card.
8. Operation is a privilege and not a right. Membership may be cancelled because of actions deemed to be detrimental to the safety of other pilots and the interests of the Association. This can only be carried out after a unanimous decision by the Executive.
9. The association executive will review these rules at least once a year.

**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:**

**4090 Beaver Bank Road, Hwy 354, Beaver Bank, NS**

1. A fire extinguisher and First Aid kit must be present for all powered RPAS operations. They will be located in the metal strong box on site.

**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**

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 (25-35kg)	Not approved	
RPAS Altitude		
RPAS Altitude and Weight >25kg		
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. mRPAS at advertised events must comply with the MAAC Event SFOC.
2. RPAS CAR requirements –There are **no** special CAR restrictions on RPAS models operated under 400'AGL or weighing less than 25kg.
3. Club/Site/Event requirements - Turbine models are allowed if the pilot is capable of operating safely within the confines of the field and surrounding woodlands.
4. MAAC Add-on requirements – RPAS operated 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 CAR 900.06 and part VI of the CAR. Except for Advertised Events, where mRPAS at advertised events must comply with the MAAC Event SFOC. **There are no MAAC or CAR age restrictions on mRPAS flight.**
2. RPAS Pilot CAR requirements. All RPAS pilots using this site must have BASIC RPAS certification.
3. Club/Site/Event requirements - A new member must be approved to fly by one of our instructors or directors or carry a MAAC card with a pilot designation.
4. MAAC Add-on requirements – RPAS operated 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.

### **CREW qualifications or requirements.**

1. mRPAS requirements - mRPAS do not normally require crew under the CAR.
2. RPAS CAR requirements - Visual Observer(s) may be any responsible person who has been briefed on the site procedures. MAAC members are preferred.
3. Club/Site/Event requirements – Spotters are required for FPV operations.
4. MAAC Add-on requirements – RPAS operated 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.

### **Crew Rules**

#### **Visual Observers**

1. Visual observers (VO) are mandatory for RPAS operations in controlled airspace, above 400'agl, RPAS events open to the public or where specified by MAAC. However, the use of visual observers to alert pilots to the presence of full sized air traffic is strongly encouraged. 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.
2. Per CAR (901.23(vii)) each site must have rules to ensure a clear full-scale detection and avoidance 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 or any other person on site, 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.
  - 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. If any "official person" such as a peace officer, ATC or their delegate, has given a stop flying order, guidance or similar, all model flying **shall** stop immediately and shall not resume until permission to do so is obtained from person or body that issued the stop flying order.
  - g. Thereafter modeling activities may resume as normal.

### **Program Director, Air Boss, ATC Coordinator**

This site is in uncontrolled airspace – a Program Director or an Air Boss is not required

### **RPIC – RPAS Pilot in command**

Not approved

### **Instructors/Demo flights**

New members are paired to an existing member. The member will review with their student the Operating Procedures and Association Safety Rules.

A student must have an instructor with them every time they fly until they are signed off by an instructor.

### **Spotters**

Spotters are required for all FPV operations

**Airspace requirements or permissions**

This site is in uncontrolled Class G airspace.

The nearest controlled airspace vertically is Halifax Class E transition area based at 700'AGL.

The nearest controlled airspace laterally is Halifax Class D Control Zone (SFC-3500) located 4.9NM south.

Site Elevation: 114m/374'ASL

**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, an RPAS Wilco site survey shall be consulted. 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 confirm there are no changes to site layout affecting distances to unsheltered bystanders
  - e. Members must each visually confirm no changes to site obstructions, local obstacles and that weather conditions stipulated in any MAAC requirements are met.

NAV CANADA 56-Day Publication schedule - ensure you complete a new RPAS Wilco Site Survey on these dates:

<b>2026</b>	<b>2027</b>	<b>2028</b>
22-Jan-26	18-Feb-27	20-Jan-28
19-Mar-26	15-Apr-27	16-Mar-28
14-May-26	10-Jun-27	11-May-28
09-Jul-26	05-Aug-27	06-Jul-28
03-Sep-26	30-Sep-27	31-Aug-28
29-Oct-26	25-Nov-27	26-Oct-28
24-Dec-26		21-Dec-28

3. The MAAC mandated minimum weather conditions to commence or continue MAAC RPAS operations are:

- a. no cloud ceiling (broken or overcast sky) **estimated** lower than 1000'agl if the site approved altitude is less than 400', or no cloud ceiling **estimated** less than 1000' above any higher site approved altitude, and
- b. the RPA will be able to remain 500' vertically and 1 sm (statute mile) horizontally clear of any cloud, and
- c. an **estimated** horizontal 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.

NOTE – 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.

4. Each RPAS pilot is responsible to ensure the following MAAC procedures and requirements have been met prior to commencement of any RPAS operation:
  - a. Any required MAAC manufacturer declaration provisions have been met, including all RPAS technical specifications verified, pilot and crew requirements, and
  - b. All RPA and required equipment have been maintained and all mandatory actions completed before the flight, in accordance with the manufacturer declaration and
  - c. all paperwork such as pilot declarations, required operating manuals or similar is present, and
  - d. That any required crew members are properly qualified, have made any required declarations and are briefed on the operation.
5. 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 Halifax weather channel time to determine legal night.
6. Pilots are to fly from pilot stations. A maximum of five (5) pilots can fly at the same time.
7. When two or more Pilots are flying, especially when student Pilots are practicing, a circuit direction should be established based on wind direction and/or a general agreement. Pilots shall endeavour to cross the runway only in the direction of the circuit.
8. Provide a text description **or reference to a map**/diagram of the site. Refer to the attached map for normal site set-up areas such as spectator areas, pit, or assembly areas, and start-up/run-up areas.
9. MAAC required buffer distances are variable and at this site are:
  - a. 7m from flight line to pilot stations, 10m from flight line to pits, and 30m from flight line to spectator and parking.
  - b. No flying is allowed behind the pilot stations or over the roadway
  - c. Flying is not permitted during field maintenance and grass cutting.
10. All models will be assembled in the pit or designated assembly area. Unpowered testing of controls and failsafe may occur here as well. All powered testing must occur in a startup area.
11. All models, including electric powered models, will be restrained before being tested, armed or started in the designated startup areas.
  - a. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – no exceptions.

12. Refer to the attached map for a depiction of the flying area, a description or depiction of the flight line, safety line, runways, taxiways, and any other pertinent flying area demarcation.
  - a. No flying is allowed behind the pilot stations or over the roadway.
  - b. Beaver Bank road is a strict NO FLY ZONE. East end of runway requires immediate turns away from the road
  
13. The following are the site take-off, approach, landing and recovery procedures:
  - a. Pilots, or their spotter, shall call out all model movements. Pilots shall call their intentions when taking off, landing or they are physically on the runway. Dead stick Aircraft have the right of way
  - b. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations/dock.
  - c. Pilots shall take off into the prevailing winds, or otherwise in agreement with all pilots flying. The direction of the take-off landing, and traffic pattern will be determined by the prevailing winds.
  - d. After take-off, the aircraft shall be directed away from any spectators and the Pit/Parking area and not fly behind the designated flight line
  - e. No person shall proceed past abeam the pilot stations without permission of other pilots flying.
  - f. 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.**

RPAS pilots are required to know who to notify in the event of a RPAS fly-away outside our MAAC approved flying areas **which could reasonably enter** the nearest controlled airspace volume. Note this process is not required for temporary flight immediately outside the MAAC approved flying area, or for known crashes/off site “landing” outside the MAAC approved flying area.

1. If you experience a RPA fly-away, and in your judgement as the RPA pilot in command (including RPIC scenarios) the RPA has sufficient energy or capability to fly to and enter the identified controlled airspace volume (either laterally or vertically, or both), you are legally required to attempt contact with listed agencies below and advise them of the fly-away situation.
  
2. MAAC has assessed this site and determined the following:

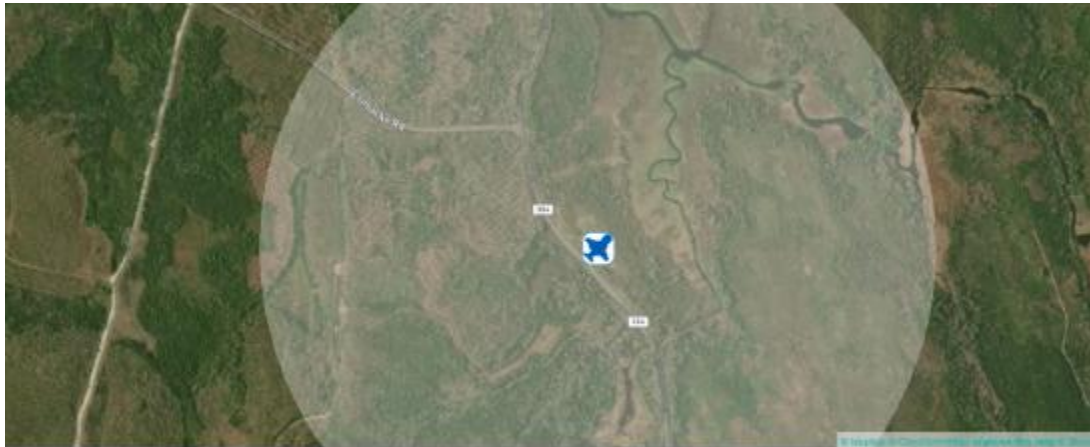
This site is wholly in uncontrolled airspace. The nearest controlled airspace volume is

- a. Laterally

Nearest Controlled Airspace – Fly-away - Laterally				
Altitude	Name, Class, Type	Distance and Direction	Altitude	Contact Info
Below 400'	CYHZ Class D CZ	4.9nm SE	SFC	Moncton Flight Information Region(506) 867-7173
Above 400'	CYHZ Class E TA	Over site	@700'agl	

- b. Vertically

If you experience a fly away while operating at higher altitudes (above 400'), or if the model is climbing uncontrollably and in the pilot in command's judgement may enter overlying or adjacent controlled airspace, contact the listed agency above as soon as possible.



### 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.

### Transportation Safety Board (TSB) Protocols

1. In addition to MAAC reporting requirements, according to TSB Regulations and policies, RPAS occurrences shall be reported to the TSB to 819-994-3741 or 1-800-387-3557 as soon as possible after the occurrence:
  - a. if an RPA with a MTOW (maximum take off weight) greater than 25 kg is involved in an accident as defined in 2(1)(a) of the TSB Regulation;
  - b. if a person is killed or sustains a serious injury as a result of coming into direct contact with any part of an RPA, including parts that have become detached from the RPA; and
  - c. if a collision occurs between any RPA and a traditional aircraft.

A full report shall be forwarded to the TSB within 30 days of the occurrence:

<https://www.tsb.gc.ca/eng/incidents-occurrence/aviation/index.html>

### **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.

### **Service Difficulties**

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 other 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.

## MAAC Add-ons

RPAS Operations Above 400' AGL - Not approved

RPAS Operations Above 25kg - Not approved

RPAS Operations Above 400' AGL and Above 25kg - Not approved

RPAS Pilot In Command - Not approved

## Event Approval

### MAAC RPAS SAE – Event Rules

**This site has been assessed and cannot hold an RPAS SAE event**

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.**

The following are the normally expected process and rules for a MAAC member only 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 all attending modellers/RPAS pilots are current MAAC members.
  - e. Ensure all attending modellers pilots receive a briefing on site or event rules.
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.

### 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 (Policy approved July 2023). Foreign pilots must join MAAC and follow the provisions of MAAC policy (on the website). Also see the RPAS Wilco NOTAM (2024-02).

Diagrams/maps

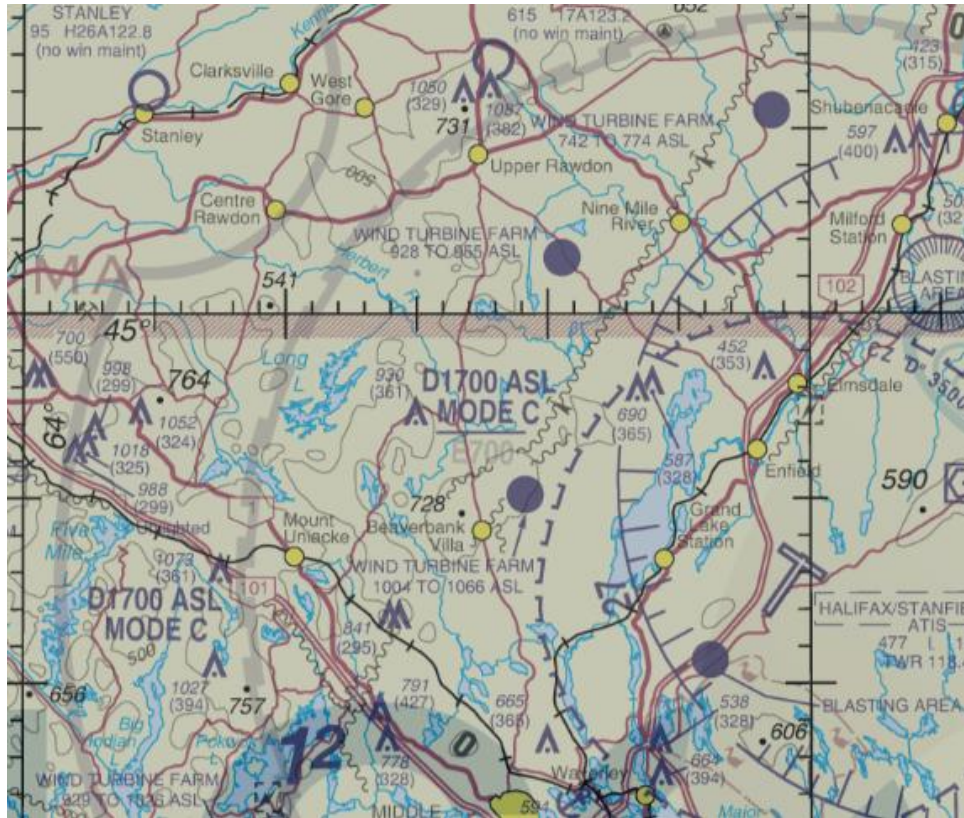
Site Setup



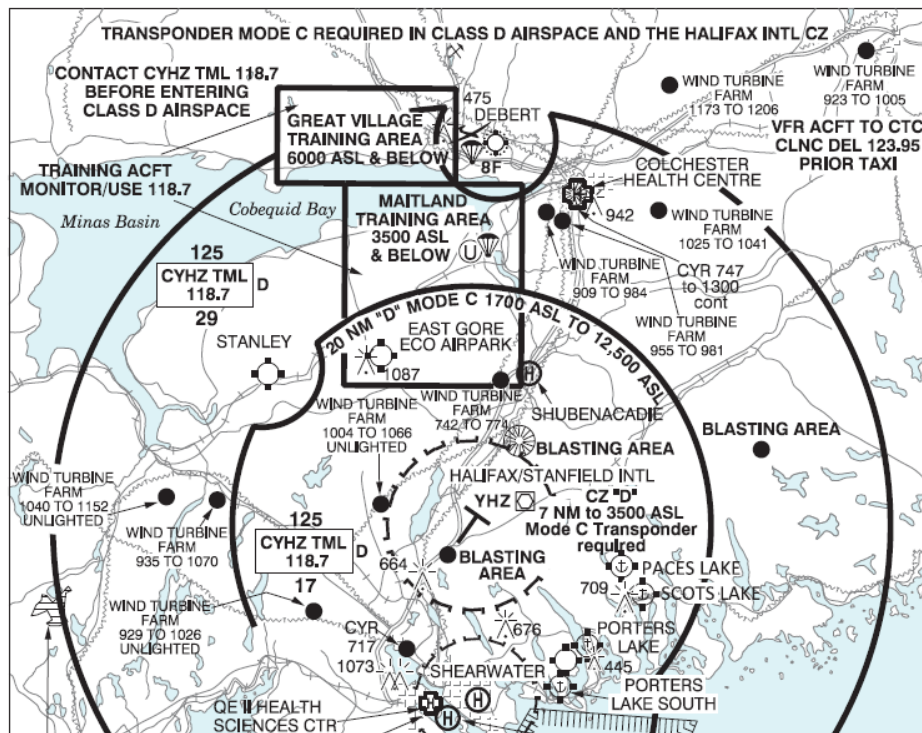
Flying Area







**HALIFAX / STANFIELD VFR TERMINAL PROCEDURES CHART**



**WARNING!**



**AEROMODELING  
MAY CAUSE  
SERIOUS INJURY!**

**PROCEED AT  
YOUR OWN RISK!**

**AVERTISSEMENT!**

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

**PROCÉDEZ À VOS PROPRES  
RISQUES!**