

**Aviates RC Flying Club
Grande-Digue Main RC Flying Field Rules
2026**

MAAC Approved May 19, 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

Club: Aviates RC Flying Club (#921, Zone B)

Field Name: Grande-Digue Main RC Flying Field

Location: 1191, Route 530, Grande-Digue, NB

Pilot Station Coordinates: 46° 18' 56.66"N, 64° 32' 09.61"W
(46.315750, -64.536000)

Contact(s): GILLES DAIGLE, 81694, President
Email: aviatesfly@gmail.com
Tel#: 506-576-7803

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

1. be MAAC members in good standing,
2. be members of Aviates RC Flying Club, or an invited guest of Aviates RC Flying Club 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. All guest will comply to club rules and be assigned a club member to assist in all operations. Spectators will be only allowed in the designated spectator area as specified on site map.
2. Visitors are restricted to spectator area Pets are to be attached and controlled by the owner at all times. Garbage cans are located at parking area, pilots tables and spectator seats.
3. Visitors to the club field, wanting to fly, will show proof of MAAC membership and given a copy of the club rules to review and question.
4. Site rules are to be revised yearly by the administration with considerations from membership supplying in writing, concerns, suggestions.

Site/event emergency response requirements

In the case of any type of emergency, the member responsible on site on that day will call 911 or the local emergency office at 506-533-5151. The address to provide to first responders is:

1091, Route 530, Grande-Digue, NB

The site is equipped with First Aid kits, air horn, red flag, 3' x 2' warning signs, no access sign and fire extinguisher.

Membership will be made aware of locations of the First Aid kits, air horn, red flag, 3' x 2' warning signs, no access sign and fire extinguisher. Each pilot is assigned a field table and must take all appropriate responsibilities to insure other pilots working on their aircraft are safe and any motor testing has to be made known to others when engaging.

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	<2kg	400' agl
Space Models	Not approved	
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. 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
3. Club/Site/Event requirements:
 - a. This site is in a noise sensitive area and all IC powered models must be muffled and checked for excessive loudness.
 - b. No model louder than 95db measured at 3ft, is permitted.

- c. No turbines allowed on site.

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. All RPAS pilots must have a Basic RPAS certificate.
2. RPAS Pilot CAR requirements. All RPAS pilots must have Basic RPAS Certification.
3. Club/Site/Event requirements. No events take place on the Aviates RC Flying Club site.

CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not normally require crew under the CAR.
2. RPAS CAR requirements - The VO may be any responsible person who has been briefed on the site procedures.
3. Club/Site/Event requirements: None

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 presence to full sized air traffic at this site 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. 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. 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

N/A

Spotters

Spotters are not required.

Airspace requirements or permissions

This site is in uncontrolled Class G airspace.

The nearest controlled airspace vertically is Moncton Class E Transition Area at 700'agl.

The nearest controlled airspace laterally is Moncton Class D Control Zone (SFC-3500') located 6.44 NM southwest of the site.

Site elevation is 29m/95' 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.

Note the presence of Moncton VFR training areas OVER TOP the site at altitudes as low as 500'.

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:

2026	2027	2028
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

2. 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 if the site approved altitude is less than 400’, or 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.

3. 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.
4. 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 Moncton weather channel time to determine legal night.
5. Formation Flying: Pilots may fly in formation provided they agree to do so. No more than 2 pilots are allowed to fly at a time.
6. See diagram below for normal site set-up areas such as parking, spectator areas, pit, or assembly areas, and start-up/run-up areas including confirmation of the MAAC required buffer distances are as follows:
 - a. The flight is 7m flight line from the pilot stations, 10m to pits, 30m to spectator and parking.
 - b. Free flight models are launched from the pilot station area.
7. MAAC required buffer distances 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. This section may include reference to other activities such as tethered circles, free flight, rocket areas or surface vehicle spots.
 - c. No flying is permitted during grass cutting, field maintenance when farm work is occurring in surrounding fields or if farm machinery is present.
8. 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 start up area.
 - a. RPA failsafe setting must be confirmed and active where equipped.
9. All models, including electric powered models, will be restrained before being armed or started in the designated startup areas.
10. 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 area are shown on the site map below.
 - a. RPAS operation is not permitted during Free activity
 - b. Free Flight is not permitted during RPAS operation
11. 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/dock.
 - 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.

Non-RPAS Normal Modeling procedures

Free Flight model operations

Aviation safety

1. No member shall launch a free flight model aircraft if a full-scale human carrying aircraft is in the immediate vicinity of the launch site.
 - a. Prior to launching/releasing any model, the modeler or their spotter shall scan the sky in a full 360 degrees for any approaching full-scale aircraft. The flight shall not occur until all involved are satisfied there is a safe launch window.
2. No free flying model aircraft operations will occur below the site 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, a horizontal visibility requirement of less than 3sm around the modeling area, and
 - b. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft.

Public safety

1. All members shall ensure that the launching area is clear of all obstructions and persons except for mechanics and/or officials.
2. MAAC "spotters" are optional at this site. The following are site procedures for ensuring by-stander safety:
 - a. When any member or other person spots a by-stander approaching the launch or recovery area that might present a safety concern, they are to yell out "BY-STANDER" in a loud voice.
 - b. ALL members must immediately stop any launch preparations and disarm the power/launch system.
 - c. If a model has already been launched, the spotter or modeler should endeavor to warn the bystander to remain clear of the launch/recovery area and outside the safety buffer distance. Yelling in a firm loud voice "STOP - stay back" and waving your arm(s) is suggested.

Member safety

1. Free flight models shall not be launched if any RPAS activities are occurring, without permission of the pilots present. Conversely, RPAS pilots shall not start or make flight ready any RPAS until the free flight models have finished their current flight. Any disagreements shall be referred to the most senior site member, but in any event RPAS have priority for field use.

Spectator safety

Free Flight aircraft must be launched 40 m downwind from any spectators.

Spectator area has benches set at 30 m from the pilot area.

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'	CYQM Class D CZ	8.27nm SW	SFC	Moncton Flight Information Region (506) 867-7173
Above 400'	CYQM 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 as soon as possible.

Nearest Controlled Airspace – Fly-away - Vertically				
Location	Name, Class Type	Based at	Other	Contact Info
Over site	CYQM Class E Transition Area	700'AGL		Moncton Flight Information Region (506) 867-7173



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

RPIC – RPAS Pilot in command - Not approved

Events

MAAC RPAS SAE – Event Rules

RPAS SAE Event Approval – clubs and sites must read and follow the MAAC event policy documentation. Some RPA events require careful **extra** Transport Canada rule compliance, while other member only events can occur meeting the standard site rules.

This site has been assessed as suitable for **potential** MAAC RPAS SAE approval

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. RPAS Special Aviation 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. 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.

All RPAS Special Aviation Events must be sanctioned and have an Event rules package in addition to the regular SOC rules package. The club will be required to submit a detailed plan in advance for approval. Contact your Zone Director for more information.

RPAS Operation of RPAS over 400'AGL is not permitted at public events.

The following are the normally expected process and rules for a MAAC member only event.

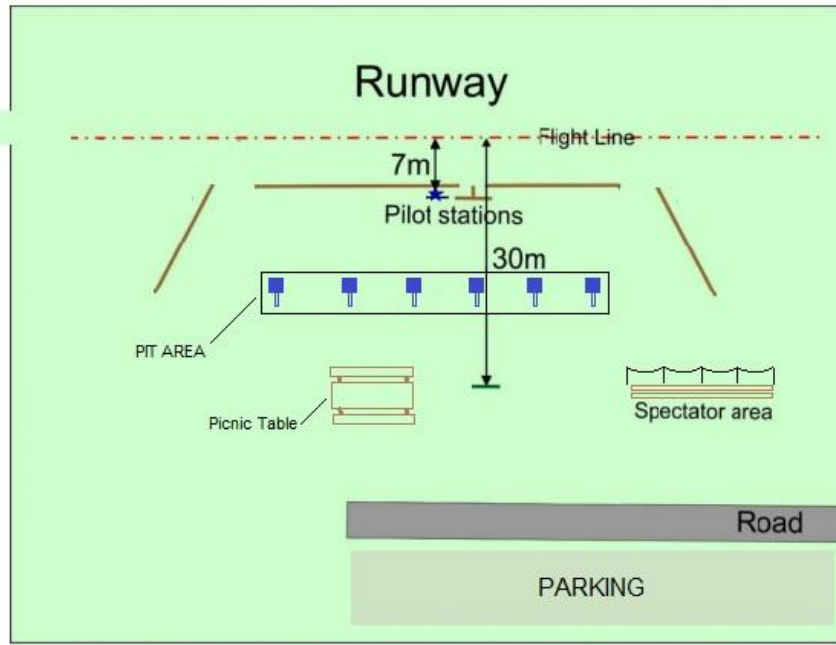
1. The club/event organizers shall:

- 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.

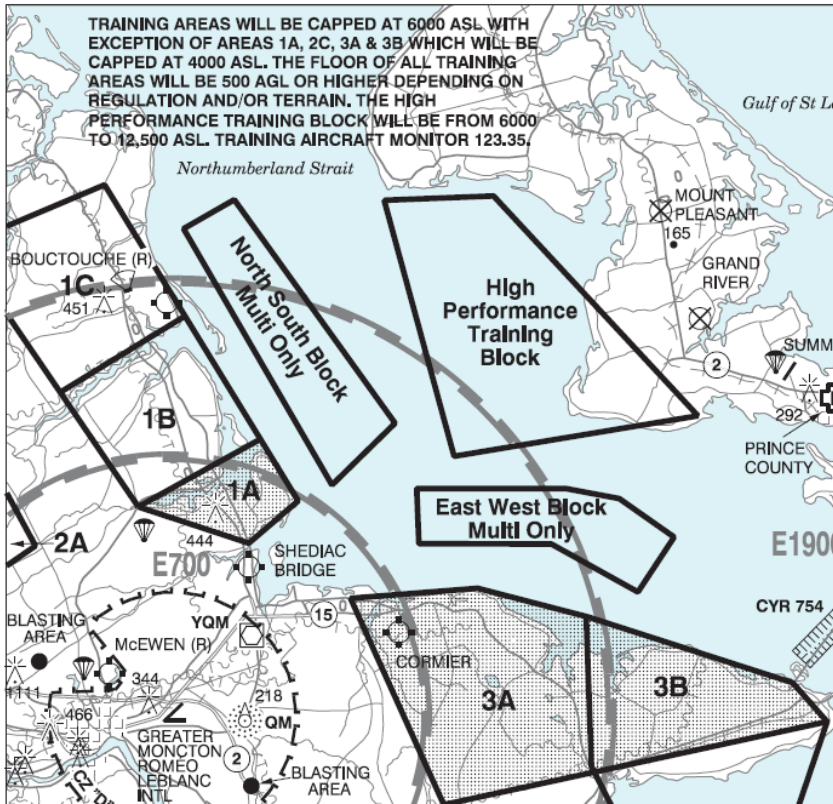
Foreign RPAS Pilots (US or other)

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).

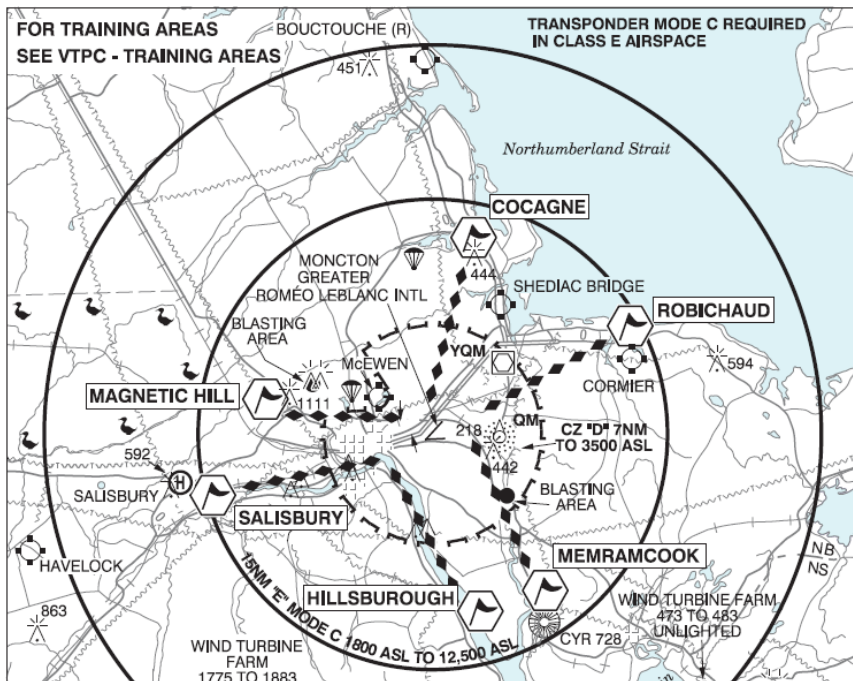
Diagrams/maps



**MONCTON VFR TERMINAL PROCEDURES CHART - TRAINING AREAS
MONCTON FLIGHT COLLEGE - EAST PORTION**



MONCTON VFR TERMINAL PROCEDURES CHART



CANADA FLIGHT SUPPLEMENT / GPH 205 Effective 0901Z 19 March 2026 to 0901Z 14 May 2026

NEW BRUNSWICK

AERODROME/FACILITY DIRECTORY

SHEDIAC BRIDGE NB

CSB5

REF	N46 15 17 W64 34 36 1S 18°W (2015) UTC-4(3) Elev 25' A5003
OPR	Maurice R. Hébert 506-866-7222 Reg PPR
PF	C-1,2,3,4,5 D-6
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
RWY DATA	Rwy 09/27 2750x75 gravel
RCR	Opr No win maint
COMM	
ATF	tfc 123.2 5NM 3100 ASL
CAUTION	Rwy may be soft when wet. Unmarked power lines on apch to Rwy 27. Training areas around A/D, see Moncton VTTC - Training areas.



WARNING!



**AEROMODELING
MAY CAUSE
SERIOUS INJURY!**

**PROCEED AT
YOUR OWN RISK!**

AVERTISSEMENT!

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

**PROCÉDEZ À VOS PROPRES
RISQUES!**