Fredericton Model Aircraft Club
Killarney Field Rules
2026

MAAC Approved June 2, 2026

Administrative Rules

Site Operator Name: Fredericton Model Aircraft Club (#209, Zone B)

Site Operator Website: https://flyFMAC.ca

Site Name: Killarney Field

Location: 500 m along access road that intersects with Canada Street between civic address 1684 and 1688.

Pilot Station Coordinates: 46° 5' 2.9'' N, 66° 36' 17.4'' W
(46.084137 -66.604827)

Site Contact(s): Lance Redbourne, 78214, President
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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 site operator is responsible to take reasonable steps to ensure a modeller briefing occurs for each modeller using the site.

Site Administrative rules

1. Guests and spectators must be accompanied by a member of FMAC when advancing beyond the parking barrier.
2. FMAC members are responsible for collecting and removing garbage from the site at the end of each flying day.
3. These rules will be updated and reviewed annually by FMAC executive.

Site/event emergency response requirements

In the event of an emergency, call 911 - the site address to be provided to first responders is 500 m along access road that intersects with Canada Street between civic address 1684 and 1688.

1. When present, emergency response items (fire extinguishers, first aid kits or similar) shall be located at the base of the notice board.
2. Gas turbine safe fire suppression must be present and adjacent to the model in the start-up area whenever operating gas turbine models. An ABC fire extinguisher and first aid kits must be present during any MAAC-sanctioned event.

Modelling Rules

MAAC Approved Modelling Categories

The following categories of MAAC modelling that can be approved at this site/event. In addition to the MAAC Safety Code, there may be site specific rules contained in this document.

Approved Category	Approved Weight/Power Limits	Approved Altitude/operating limits
mRPAS	Less than 250 grams	400'AGL
SRPAS	250g or less than 25kg	400'AG
MRPAS	Not approved	
Tethered (Control-Line)	3kg/.25ci	1 flying circle
Free flight	<2kgs	
Space Models	Not approved	
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 >400'		
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. Club/Site/Event requirements - None

3. 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, **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 - None

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. MAAC members are preferred.
3. Club/Site/Event requirements – Spotters shall be used for FPV flights and for any events where non-club members are present. Helper and mechanic use are up to each individual member to decide.MAAC Add-on requirements - RPAS Pilots operating over 400'agl must comply with the MAAC/SFOC pilot requirements listed in the add on section of this document

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 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

The use of a buddy-box or equivalent system is recommended. The instructor may request exclusive use of the site airspace for the duration of the training mission. Agreement from other pilots for exclusive use must be reached **before** the initiation of the training mission.

Demo flights or introductory flights where the student is not a MAAC member **require** the use of a spotter, exclusive use of the airspace, and a buddy-box or equivalent system.

Spotters
Spotters shall be used for FPV flights and for any events where non-club members are present. A spotter should stand at the pilot station next to the pilot for whom they are spotting.

Airspace requirements or permissions

This site is in **Class G uncontrolled airspace**.

The nearest controlled airspace vertically is Class E Fredericton, NB [TA] 700AGL.

The nearest controlled airspace laterally is Class D Fredericton [CZ] at 8.25 nm.

Site Elevation: 49 ft MSL

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 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 print a current copy of the site survey from the MAAC database under your club profile as per the schedule below.

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 (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.

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 "The Weather Network" weather channel for Fredericton to determine legal night.

5. Pilots may fly in formation (which is where two or more pilots agree to fly the same flight path in proximity) provided they agree to do so. There is no maximum limit on the number of airborne RPAS permitted, provided all pilots agree to any additional airborne RPAS that exceed available pilot stations, and those pilots stand near the pilot stations.

6. See the site set-up diagram below for layout of parking/spectator areas, pit/assembly areas, and start-up/run-up benches.

7. MAAC required buffer distances are fixed and at this site are:
   a. 7m from flight line to pilot stations
   b. 10m from flight line to pits
   c. 30m from flight line to spectator and parking.

8. All models will be assembled in the pit area. Unpowered testing of controls and failsafe may occur here as well. All powered testing must occur on a startup bench or on the ground next to the startup benches.

9. All models, including electric powered models, will be restrained before being tested, armed or started in the designated startup areas.

10. See the Site Flying area diagram below. No flying is permitted outside the designated flying area, bounded by the yellow shaded box on the diagram. No modeling activities are permitted while any field maintenance activities are underway.

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.
    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

Tethered model operations

Aviation safety

This site is in a remote location where public interaction is nil – no special rules are required.

Public safety

1. Should any non-flying person (spotter) observe a person moving towards the circle they will move towards the individual while raising their hand and yelling - **STOP!** - repeatedly until the person has stopped. The spotter will counsel the person as to where it is safe to stand. Understand some people may not speak English.
    a. The pilot will upon hearing - STOP! - will climb the model to a 30-degree high level flight altitude immediately and monitor the situation until it is resolved by the spotter.
    b. If the person continues their approach, the spotter SHALL continue to try to establish communications/visually warn with the individual. The pilot SHALL continue high level flight at 30 degrees and evaluate the situation.
    c. If the pilot can walk with model over to another area they should do so, or as a last resort ground the model.

2. In all cases the pilot shall take all actions to prevent contact between a flying model and a person regardless of reason.

Member safety

1. The flying area/circle edge must be at least 3m north of the pilot station safety fence.
2. Members shall ensure any control line models are restrained in a start up area prior to tuning or other powered maintenance.
3. Prior to operating a tethered model, the operator shall ensure all other members/crew/spectators are aware of the flying area/control-line circle dimensions, either verbally or with surface markings.
4. Members shall not use the control line circle 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 control line circle has 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

Spectators must remain behind the pits safety fence.

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 (above max free flight expected altitude)
b. a horizontal visibility requirement of less than 3sm around the modeling area, and
c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft or bystanders difficult.

Public safety

1. This site is in a remote location where public interaction is nil – no special rules are required.
2. All members shall ensure that the launching area is clear of all obstructions and persons except for mechanics and/or officials.
3. 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. Members shall ensure any free flight models are restrained in a start up area prior to tuning or other powered maintenance.
2. Members shall not launch a free flight RPAS if any other RPAS activities are occurring, without permission of the pilots present. Conversely, RPAS pilots shall not start or make flight ready any RPAS until the control line circle has 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

Spectators must remain behind the parking barrier. Free flight RPAS must be launched 40m downwind from any spectators.

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' Above 400'	Class D Fredericton, NB [CZ]	8.25 nm south	SFC to 3500	(506) 867-7173 Moncton Flight Information Region

   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	Class E Fredericton, NB [TA]	700AGL.		(506) 867-7173 Moncton Flight Information Region

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 deem 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

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.

ALL "MAAC Members Only" and "RPAS Special Aviation Event (SAE) Compliant" (Public) events are approved separately through the MAAC website.

It is the club's responsibility to ensure they adhere to MPPD25 (Events Rules) and comply with the information package [MAAC Outdoor Special Aviation Event (SAE) RPAS Events Package 2026] that will be provided for any SAE SFOC compliant Public Events.

It is the club's responsibility to ensure when requesting "MAAC Members Only" events that the description on the MAAC website includes 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.**

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.***

Operation of any RPAS over 400'AGL or over 25kg is not permitted at any public event.

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)

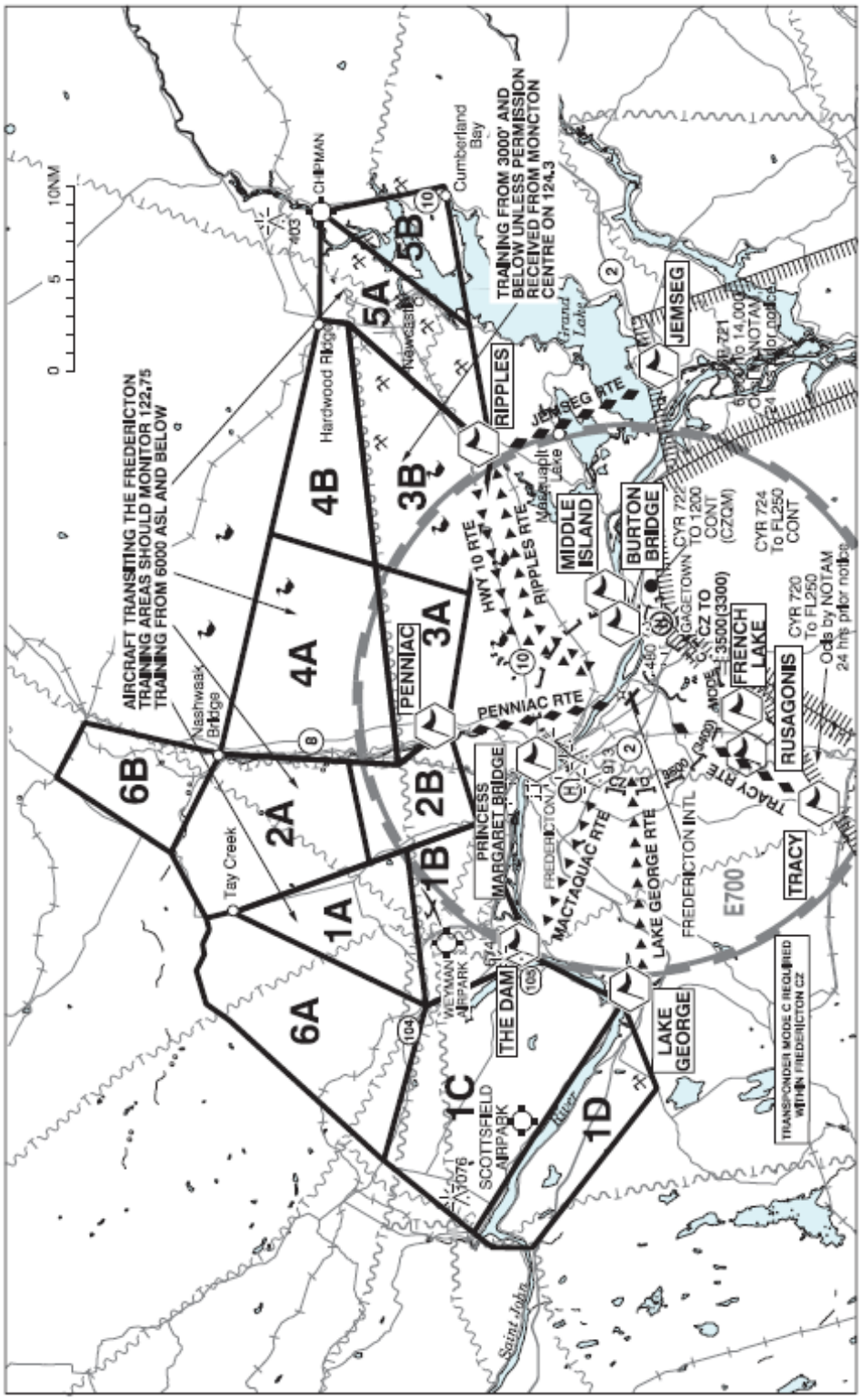
MAAC has already obtained Transport Canada approval for foreign RPAS pilots to operate RPAS at our MAAC sites and events (Policy approved July 2023). Foreign pilots must join MAAC and follow the provisions of MAAC policy (on the website). Also see the RPAS Wilco NOTAM (2024-02).

Diagrams/Maps

Site Layout

Site Flying Area

FREDERICTON VFR TERMINAL PROCEDURES CHART - TRAINING AREAS



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!