

CLUB AEROMODELISME SAGUENAY INC (180)
VILLE DE SAINTCHARLESDEBOURGET
2026

MAAC Approved July 22, 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

Site Operator Name: **CLUB AEROMODELISME SAGUENAY INC (180, Zone N)**

Site Name: VILLE DE SAINT CHARLES DE BOURGET

Location: 306 Chem. de Val Menaud, Saint-Charles-de-Bourget, QC G0V 1G0

Pilot Station Coordinates: 48° 29' 20.3"N 71° 23' 56.9"W
(48.48896159798629, -71.39913740798791)

Site Contact(s): Dany Levesque, MAAC 86366, Club President
1danylevesque@gmail.com, 418-812-8195

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

1. be MAAC members in good standing.
2. be members of **CLUB AEROMODELISME SAGUENAY INC**, 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. Float Aircraft (combustion/electric), and Drones
2. Spectators and visitors are not allowed in the pits area or at the pilot flight stations.
3. Aerobatic maneuvers and stunts of any kind are prohibited.
4. A proud club member picks up their own trash (plugs, elastics, propellers, etc.) as well as anything lying around before leaving the field. The cleaner it is, the harder it is to pollute!
5. A pilot must not consume or be under the influence of alcohol or drugs while flying.
6. Safety and responsibility: These two go hand in hand, and the rules governing them are dictated by caution and common sense.
7. These rules will be reviewed at least annually by the club.

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:

**306 Chem. de Val Menaud, Saint-Charles-de-Bourget, QC G0V 1G0.
(Advise first responders site is located on directly on lake shore, near Pumping station).**

1. A fire extinguisher must be present for all powered model operations, along with a first-aid kit. Fire extinguisher and first aid kit are pilot responsibilities to have them handy while 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	Approved Weight/Power Limits	Approved Altitude/operating limits
mRPAS (<250g)	Less than 250 grams	400'AGL
SRPAS (250g-25kg)	250g or less than 25kg	400'AGL
MRPAS (25kg - 35kg)	Not approved	
Tethered (Control-Line)		
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
RPAS Weight (25-35kg)	Not approved	
RPAS Altitude		
RPAS Altitude and Weight >25kg		
RPIC	List any that apply	400'agl

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: All internal combustion engines must be equipped with a muffler and Propeller spinners are mandatory
4. MAAC Add-on requirements – None.

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
4. MAAC Add-on 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 – None.
4. MAAC Add-on 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 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

These are the options for any MAAC member to provide RPAS Pilot in Command (RPIC) direct supervision to another person at this site. **THESE RULES ARE SPECIFIC TO THIS SITE.**

1. **Basic RPAS Certificate Holder - Direct Supervision options** – any MAAC member with a current and valid Basic RPAS certificate may perform RPIC duties as follows:
 - a. supervise a **single** non-certificate holder at a Basic site
 - b. Shall not supervise a group of other people regardless of any certificates.
 - c. Shall not supervise any other member in any “advanced scenario”.
2. **Advanced RPAS Certificate Holder - Direct Supervision options** – any MAAC member with a current and valid Advanced RPAS Certificate may perform RPIC duties as follows:
 - a. supervise a **single** non-certificate holder at **any site** or Basic scenario,
 - b. supervise up to 5 “Basic” Certificate holders in **uncontrolled airspace** advanced scenarios.
3. **PPL+ with no RPAS Certificate - Direct Supervision options** - any MAAC member with a current or expired PPL, may perform RPIC duties as follows:
 - a. supervise a **single** non-certificate holder at any Basic site,
 - b. supervise up to 5 Basic Certificate holders in **uncontrolled airspace** advanced scenario.

Notes:

 - c. PPL+ only holders may not independently operate an RPAS in basic or advanced scenarios unless supervised by an appropriately rated RPAS Certificate holder
 - d. If the PPL+ has a valid and current RPAS operators certificate, then the higher of either provisions apply.
4. **RPAS Flight Reviewer – Direct Supervision options** – any MAAC member with a current and valid Flight reviewer Certification may perform all the duties of an Advanced RPAS Certificate holder. RPIC does not affect the Transport Canada flight reviewer program or CAR regulations associated with it.

NOTE - While able to provide direct supervision (only), RPIC members cannot operate an RPAS on their own, unless meeting the CAR RPAS Pilot certification level (Basic or Advanced). Meaning a member with a PPL **only** cannot legally fly an RPAS in Canada, unless supervised by a Basic or Advanced RPAS Certificate holder. Equally, two PPL holders do not equal one RPAS Certificate holder and cannot supervise one another – one of them must have a valid RPAS certificate for the airspace/scenario being conducted.

See RPIC Add-on Section below for rules, procedures and details

Instructors/Demo flights

A person without any accreditation or experience who wishes to fly a model aircraft must be directly supervised by a club instructor. Use of a buddy box is recommended.

A student pilot must not fly without the supervision of an instructor or a person duly authorized by the chief instructor.

Spotters

Spotters are not usually required at this site but are recommended.

Spotters should stand with which pilot they are spotting for.

Duties include:

- Observing air traffic
- Advising pilot of other pilot instructions
- Looking out for bystanders

Airspace requirements or permissions

This site is in uncontrolled Class G airspace.

The nearest controlled airspace vertically is Bagotville QC TCA Class E based at 700 AGL.

The nearest controlled airspace laterally is CYR651 ALMA, QC Class F Floor SFC at 9.69NM W.

Site elevation is 30' ASL.

Adjacent Aerodrome Procedures (within 3nm)

This site operates within 3nm of an aerodrome as listed in the CFS or CWAS and is required to provide all members with the following information:

1. The aerodrome's name is ST-CHARLES-DE-BOURGET (CSA5 -WATERDROME -Reg) and it is located 2.85 nautical miles northwest of the modelling site.
2. CSA5 is a seasonal registered water aerodrome operating from May to November on the Saguenay River. It has no fixed runways or published circuit pattern. Floatplane takeoffs, landings, arrivals and departures may therefore occur in different directions depending on wind, water and traffic conditions. The aerodrome uses ATF 123.4 MHz within 5 NM when outside the Alma MF area, up to 3,300 feet ASL. The CFS also warns of a heavy flight-training area north of the river.

Of particular importance, MAAC Field 5091 is located approximately 0.4 NM southeast of the published ST-CHARLES VFR reporting point (VCSTC) shown on the Alma VFR Terminal Procedures Chart. Full-scale aircraft travelling to or from Alma, CSA5 or the local training areas may therefore pass close to the MAAC field, potentially at lower altitudes while approaching, departing or reporting over ST-CHARLES.

Alma Airport (CYTF) is approximately 9.7 NM west of MAAC Field 5091 and has a 5,000-foot asphalt runway 13/31, VFR training activity and published IFR procedures. The MAAC field does not appear to be directly beneath the extended centreline of runway 13/31 or its published final-approach paths. Nevertheless, arriving, departing and training aircraft may transit east of Alma near ST-CHARLES and the Saguenay River.

Modellers must maintain a continuous visual lookout, particularly toward the west, northwest and along the Saguenay River. A dedicated visual observer is recommended whenever practical. All

model aircraft must immediately descend or land when a full-scale aircraft is observed approaching the area, and full-scale aircraft must always be given priority..

3. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
4. In the event of a “fly-away” towards CSA5, you may call the aerodrome operator at 418-487-4071 and advise them of the issue.
5. The club executive has contacted the operator (OPR), and they have expressed no issues with our RPAS site.

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 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. The MAAC mandated minimum weather conditions to commence or continue MAAC RPAS operations are:
 - e. 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
 - f. the RPA will be able to remain 500' vertically and 1 sm (statute mile) horizontally clear of any cloud, and
 - g. an **estimated** horizontal visibility of 3sm (5km) or more around the flying area, and
 - h. 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.

- 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 weather channel time to determine legal night.
- 6. Pilots may fly in formation provided they agree to do so. No more than 2 RPA are allowed at a time.
- 7. 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.
- 8. 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 when site maintenance is underway.
- 9. 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.
- 10. All models, including electric powered models, will be restrained before being tested, armed or started in the designated startup areas.

- a. All aircraft must have a programmed and functional fail-safe (throttle must close when the transmitter is turned off).
 - b. Engines must be shut down before removing the model from the water.
 - c. Engines must be started only on the dock and in the designated area.
 - d. Pilots wishing to fly must line up their models along the dock entrance in order to keep flights running smoothly and respect this sequence.
 - e. Propeller wash must always be directed toward the water surface.
11. Refer to the attached map for a depiction of the flying area, including no-fly zones, a description or depiction of the flight line, safety line, runways, taxiways, and any other pertinent flying area demarcation.
- a. Pilot stations are located on a dock along the shore line
 - b. No flying is permitted if there are people in the water or full size boats in the flying area.
 - c. Operation of model boats is not permitted during RPAS operations.
 - d. RPAS operations are not permitted during model boat operations.
 - e. No flights are permitted if the recovery boat is not available.
12. Safety Rules for the Use of the Recovery Boat
- a. A rescue boat must be available at all times.
 - b. The user must be able to operate the boat (operating permit).
 - c. The operator must wear a life jacket at all times.
 - d. Only one person may be on board.
 - e. Safety equipment must be on board (oars, etc.).
 - f. NO FLIGHT IS PERMITTED DURING A RECOVERY.
13. 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.

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'	ALMA Class F	9.69 NM W	448 ASL	Montreal Flight Information Centre - (514) 633-3365

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	Bagotville QC Class E TA	700'AGL		Montreal Flight Information Centre - (514) 633-3365



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

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)

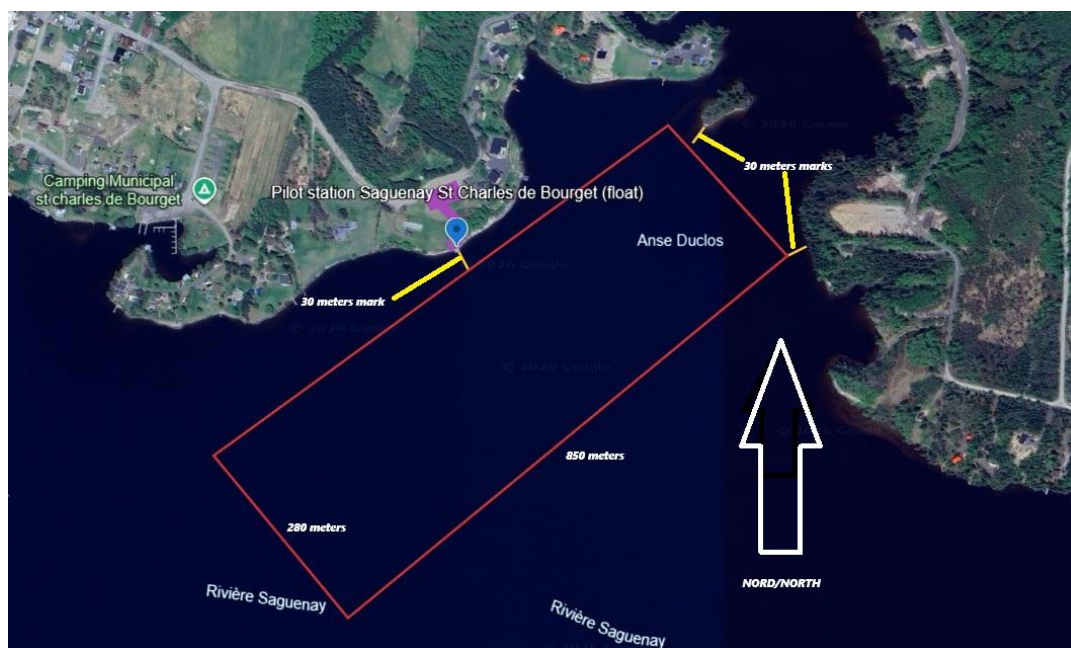
MAAC has already obtained Transport Canada approval for foreign RPAS pilots to operate RPAS at our MAAC sites and events (Policy approved July 2023). Foreign pilots must join MAAC and follow the provisions of MAAC policy (on the website). Also see the RPAS Wilco NOTAM (2024-02).

Diagrams/maps

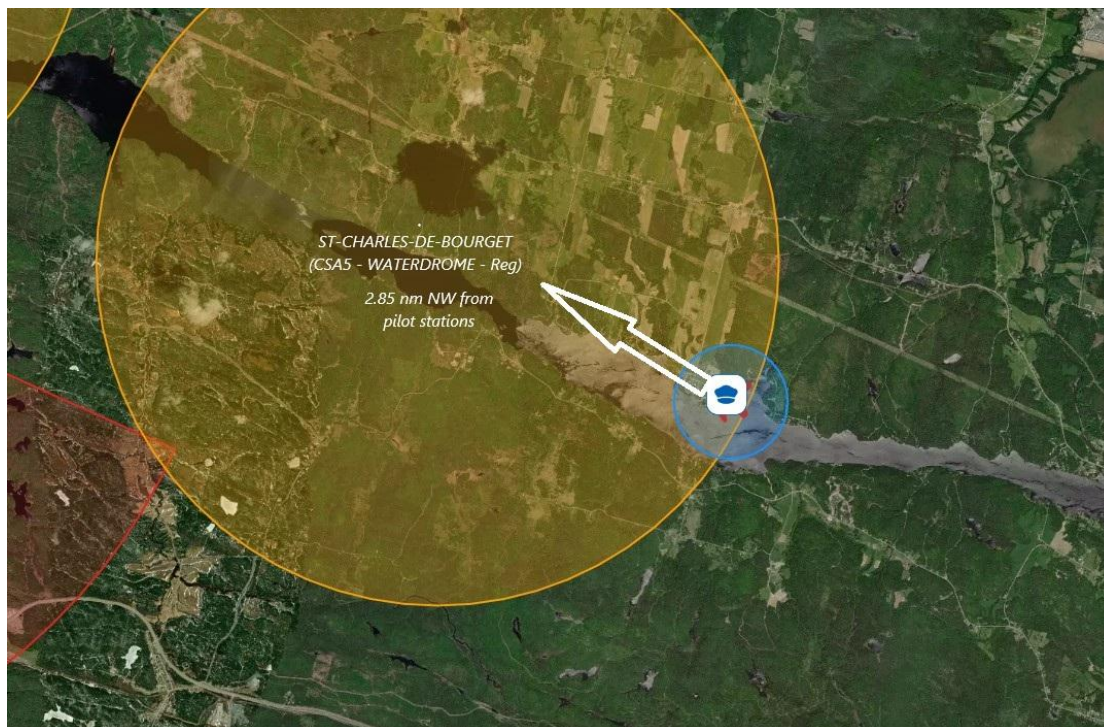
Site set-up diagram.



Site Flying area diagram.



Airspace MAP.



CSA8 CFS Page

SAGUENAY / ST-CHARLES-DE-BOURGET QC

CSA5

REF	N48 30 34 W71 27 50 5.8WNW St-Charles-de-Bourget 17°W (2014) UTC-5(4) Elev 230' A5010	
OPR	Michel Guay 418-487-4071 Reg PN	
PF	D-1,2,3,4,5,6	
FLT PLN	(bil) FIC Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)	
SERVICES	S 1,5,7	
A/D DATA	Open water May-Nov. Sand and rock bottom. Dock depth 5'.	
DOCKS	Ramp	
COMM	ATF tfc 123.4 5NM outside Alma MF area 3300 ASL VFR ADV Bagotville Tml 121.2	
CAUTION	Hvy tng zone N of river freq 123.4. Refer to Chicoutimi/St-Honoré VTPC.	

WARNING!



**AEROMODELING
MAY CAUSE
SERIOUS INJURY!**

**PROCEED AT
YOUR OWN RISK!**

AVERTISSEMENT!

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

**PROCÉDEZ À VOS PROPRES
RISQUES!**