

NOTICE TO ALL MEMBERS



2021-02

Update and Clarification of MSD25 RPAS Competence Demonstration Requirements

MAAC members have given substantial feedback on the July 2020 issuance of [MSD25](#). The Safety Advisory Group has crafted a revised version of MSD25, which has been approved by the MAAC Board of Directors, that addresses the concerns raised. The key clarification and changes to MSD25 and the processes are as follows:

1. **MSD25 serves one purpose** – meeting the Transport Canada(TC) MAAC Exemption #10 requirements. No more – no less. As such this is NOT a pilot training or skills building program (like WINGS). The intent is to meet the safety requirements, which in the TC Exemption, focus is more on knowledge of MAAC rules and airspace procedures, than “RPAS piloting skills”.
2. **Club options for “additional competence”**. Perhaps the single biggest source of confusion, was the original MSD25 option for Clubs to “add” to MSD25. The intent of this option, was not extra piloting skill demonstration, but Club specific knowledge. This approach was quickly proved unworkable on a national scale. Club specific knowledge is part of the Club process and has no bearing on a National competency program. There is a very real need to keep it uniform, because whatever process MAAC makes, TC can audit to ensure was followed. For example, if a Club were found to not follow Club "additional competence" rules, it potentially exposes individual members, Clubs and MAAC to significant fines. We need to keep this simple. This was not the place for club specific add-ons.
3. **Pilot flying skills clarified** – Only a **basic demonstration** is required. For comparison, a TC Part IX basic RPAS license doesn't have a flight demonstration requirement. The TC exemption recognizes MAAC's exemplary safety record. Based on questions we received, we added points of clarity, including a LEFT and RIGHT 360 turn.
4. **RPAS Categories**. While there are various RPAS categories (types) and disciplines such as fixed wing, helicopter etc there are **only 2 pilot categories - Student and Pilot**. There was never any intent in the Exemption, to prove competence on every type of RPAS – that would be unworkable. That is now clearly stated in MSD25 – one demonstration on any type allows you to fly any other type. The web page and membership card options were a placeholder for Wings program that got confused in the process – the Safety Advisory Group and Flight Training committee have been tasked with reviewing that program.
5. **No requirement for Clubs to create programs or track anything MSD25 related**. From day one we wanted this as simple as possible – National office will track items that need to be tracked. Clubs are not required to retain completed forms once submitted. Clubs will be informed if that changes.
6. **Fair play**. The MAAC constitution and general member feedback allows for MAAC members to NOT belong to Clubs. Members are 100% within their rights to fly from a safe personal flying field

and not join a Club – ever. We saw some things that suggested some clubs might be trying to use Pilot competency testing to “oblige” club membership. This is not allowed. MAAC wants all members to enjoy the hobby – whether in a Club or not.

The Safety Advisory Group concludes this update by thanking those members who came forward with questions and concerns. We must stress that getting into compliance with PART IX and the Exemption is a work in progress. When ALL of us work together and point out issues in a respectful and constructive manner, we can achieve what we all want – a fun relaxing hobby. We will get there together.

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