

MAAC Wings of Wellington Club Rules

Middle Dyke Road Site

– MAAC RPAS operations within 3nm of DND Aerodrome –
uncontrolled airspace

Administrative

These rules are available in print or online. A copy of this **entire** rule package **must be available to any member who is operating an RPAS**. The club will endeavor to keep a copy at the flying site – individual members are responsible for ensuring document compliance.

1. These rules are for the Wings of Wellington RC Club operating RPAS at the main flying field located at 514 Middle Dyke Road, Kings County, N.S.
2. This site is located 1.84nm east of Kentville (Camp Aldershot – CKM9 Military Heliport) operated by Army Reserve Training Center, Camp Aldershot (902)678-7930 Ext 130, (CSN) 568-5355 and the controlling agency is 14 Wing Greenwood (902) 765-1494 Ext 5457 (CSN) 568-5457.
 - a. Otherwise, this site is wholly in uncontrolled airspace.
3. The DND have not imposed any date or time limitations on modeling operations.
 - a. WOW does not permit nitro or gas aircraft before 9:00am Monday to Saturday and 10:30am Sunday.
4. Before flying from the club field all pilots must meet certain basic conditions:
 - a. Hold a current MAAC membership.
 - b. Belong to the Wings of Wellington RC Club or have an invitation to fly by a member of the Wings of Wellington.
5. Parking is allowed only in designated areas. All vehicles must be returned to the parking area after unloading and loading of aircraft and equipment.

6. ALL visitors and spectators must remain behind the spectator fence unless authorized by a club member to be on the flying field or pit area.
7. Small children and pets must be always in the company of adults.
8. Unless you are a qualified pilot, you may not fly alone. An approved Instructor must accompany all new flyers.
9. Each flyer is responsible for any damage he or she may cause with the specific exception of incidents where MAAC insurance coverage applies.
10. Any violation of these rules will be grounds for immediate temporary suspension of flying privileges by the Field Director. Penalties will be determined by the club officers.
- 11.** Members at the site shall ensure any visiting RPAS pilots (non-club members) are briefed on the entire rules package. A copy of this rules package must be made available to all RPAS pilots – **no exceptions.**

In the event of an emergency, phone (911) and the civic address for first responder is 514 Middle Dyke Road, Kings County, N.S.

Normal operating procedures and Club safety rules

This club allows the following modeling categories:

RPAS

The Club has no predefined special operational restrictions such as size, speed, or powerplant for aircraft flown at our site.

A fire extinguisher must be present for all powered model operations.

For members operating RPAS at this site:

1. All members shall follow the Canadian Aviation Regulations for RPAS.
2. A Basic RPAS Pilot certificate is required to operate RPAS at this site.
3. Per our agreement with the DND the following are their operational requirements:
 - Ensure that all RPAS operate within ½ NM and no higher than permitted by Transport Canada regulations when conducting

operations at 520 Middle Dyke Road. The restricted flying areas are depicted in the drawing attached and meet this requirement.

- Ensure the agreement is disseminated to all persons who will utilize WOW field at 514 Middle Dyke Road. The full agreement is appended to these rules.
 - Cease flying operations immediately if requested by Camp Aldershot. This may be a phone call or an in-person request. **If anyone says stop flying – stop flying and then sort out their credentials.**
 - Adhere to CARS specifically Part IX which pertains to RPAS operations in Canadian airspace.
 - Adhere to MAAC rules as they apply to the type of aircraft flown and follow the guidance of MAAC Safety Advisory Group.
 - Camp Aldershot shall be provided with contact information for 3 primary contacts for the club and the club must update the contact information when it changes.
4. Pilots must follow the normal site operating procedures for site set-up areas such as parking, spectator areas, pit, or assembly areas, and start-up/run-up areas. See the attached map.
5. The following are the general pre-flight assembly and daily testing requirements:
- Taxing aircraft in the pit area is not permitted.
 - When refueling a glow/gas powered aircraft a fuel recovery method must be used by means of a container or through recirculation.
 - A frequency pin (MAAC legal) must be in place on the frequency board before turning on your transmitter for all radios other than those utilizing spread spectrum technology (i.e. 2.4Ghz).
 - In addition to daily range tests, pilots of models equipped with fail-safe type devices shall ensure they are operable and set to terminate the flight with minimal delay in the event of a loss of control link.

6. The following are the start-up or arming restrictions and any take-off, landing approach, and recovery procedures.

- All models will be restrained before being armed or started in the designated startup areas. A helper or restraint device appropriate for the size and type of aircraft must be used. This includes small aircraft that are hand launched or electric powered models.
- Pilots shall not run up or adjust engines in the pit area or direct exhaust at other fliers, spectators or equipment. Run-ups may be completed in designated areas.
- After take-off aircraft shall be directed away from spectators and the pit/parking area.
- Pilots are responsible for managing the risks to others while operating their aircraft. They shall endeavor to avoid flying in close proximity to foot, horse, and vehicle traffic on the road and in the surrounding fields – but in no case closer than 30 meters.
- Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
- Pilots shall declare an active runway and related helicopter area based on wind direction or other circumstances (i.e. low sun). The active runway will not change unless all pilots using it agree and designate a new active.
- Pilots shall always stand at one of the pilot markers located on the field when flying their aircraft.
- “Formation flying” is permitted and a maximum of 4 pilots may fly at a time other than during special events monitored by the field director or their appointed representative.
- Pilots shall not fly over restricted areas or within 30m of bystanders or items of value.

- Pilots shall call their intention to land. Dead stick aircraft have right of way and may land on either clear runway after declaring their intention to do so.
 - After landing the aircraft shall be promptly removed from the runway and the pilot shall call "CLEAR" once the aircraft is removed.
 - Pilots shall limit their flight times to 15 minutes when others are waiting to fly.
 - 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.
7. All members shall refer to the attached map depicting the flying area, including any no-fly zones, the flight line, safety line, runways, taxiways, and any other pertinent flying area demarcation.
 8. RPAS shall not be flown at night unless brightly lit to determine position and orientation. Night is defined as one half hour after sunset to one half hour before sunrise. Sunset and sunrise times may be determined using the Weather Network info for the town of Kentville.
 9. All members shall ensure they have checked for any NOTAM for Camp Aldershot (CKM9), Kentville Vallery regional Heliport (CKV8) and Kings Aerodrome (CHL2) before flying each day. Members may use RPAS Wilco site survey results or the NAV CANADA NOTAM portal.
 10. The DND have not stipulated any weather limits other than following the MAAC mandated minimum weather conditions for RPAS which are:
 - no cloud is present below 1000' above the model flying area, and
 - a horizontal visibility requirement of 3sm (5km) or more around the flying area, and
 - no other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

11. In the event of a loss of control or orientation, activate the failsafe or otherwise attempt to terminate the flight as safely as possible.

- If there is a fly-away, our site is in uncontrolled airspace so there is no need to notify ATC. The nearest controlled airspace is CFB Greenwood Control Zone 17 miles west.
- See additional fly-away procedures for adjacent aerodromes below.

12. Visual observers are recommended but not mandatory at this site. When used the following applies:

- Visual observers must be 14 years of age and have a Basic RPAS certificate.
- The visual observer will use their voice to alert all active modellers. The visual observer must therefore be near the pilot stations with unobstructed sight lines to 360 degrees around the entire flying area. Pay extra attention to the west for transiting military helicopters from Camp Aldershot.
- Members must not generate any ambient noise during model operations, which could interfere with visual observer(s) aural notifications. This includes loud music or announcers, run-ups, engine tuning, loud generators near pilots or similar.

13. The response of any modeller/RPAS pilot upon detection or notification of an approaching full-scale aircraft in the air or on the ground, including conditions for suspension or resumption of flying activities are as follows.

- Lateral deconfliction maneuvers are prohibited above 60'AGL.
- When any member or other person spots a full-scale airplane that might come near the site, they are to yell out "AIRPLANE" in a loud voice.
- ALL Pilots must immediately descend to as low an altitude as possible (60') and then land as soon as safely able.
- When the full-scale airplane is no longer a threat, the person who gave the warning shall yell "ALL CLEAR", or the pilots may make that determination themselves, and resume flying.

14. The following is the process and procedures to follow in the event of any observed incident or accident, including involving full-scale aviation or injuries to persons requiring medical attention (as listed in CAR 901.49).

- Members must also report any reportable occurrences per MAAC Reportable occurrence policy for MAAC requirements.
- If there is any type of near miss or safety concern between a full-scale aircraft and our RPA, ALL FLYING SHALL cease immediately. The members involved should fill out a MAAC reportable occurrence report and submit that to MAAC and the Club executive and follow MAAC policy with the following exceptions:
- 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 MAAC and the club executive when able and recall you must keep this form for one year (CAR901.49 (2)). Resume flying when done.
- If the member or Club executive deems the event serious, flying will not resume until members are given permission by the Club executive – in writing.
- If there is actual contact between an aircraft and a MAAC RPAS – all flying will cease until MAAC confirms we may resume operations. See additional SFOC requirements below.
- This process is for your protection.

15. The following process shall be followed for any normally expected modeling “mishaps” which require maintenance activities before the resumption of flying activities.

- Models shall be disassembled to the extent necessary to inspect for internal or hidden structural damage.
- Field repairs shall only be made if the damage is minor in nature and the proper parts and tools are on hand, otherwise the model damage must be repaired at the modeler’s shop area, with appropriate logbook entries.

- Upon return to service, the model will be treated as a “maiden” flight and appropriate safety measures taken.

16. The following are our annual or recurring maintenance requirements over and above the MAAC Safety Code requirements.

- All members shall ensure they follow manufacturer recommendations for battery and engine storage.
- Members shall load/capacity test or conduct a simulated load/capacity test on all batteries used in the radio control link at least once prior to the flying season commencing.
- Glow/gas powered models will be “run up” to the extent necessary to ensure reliable operation each spring or after prolonged storage.

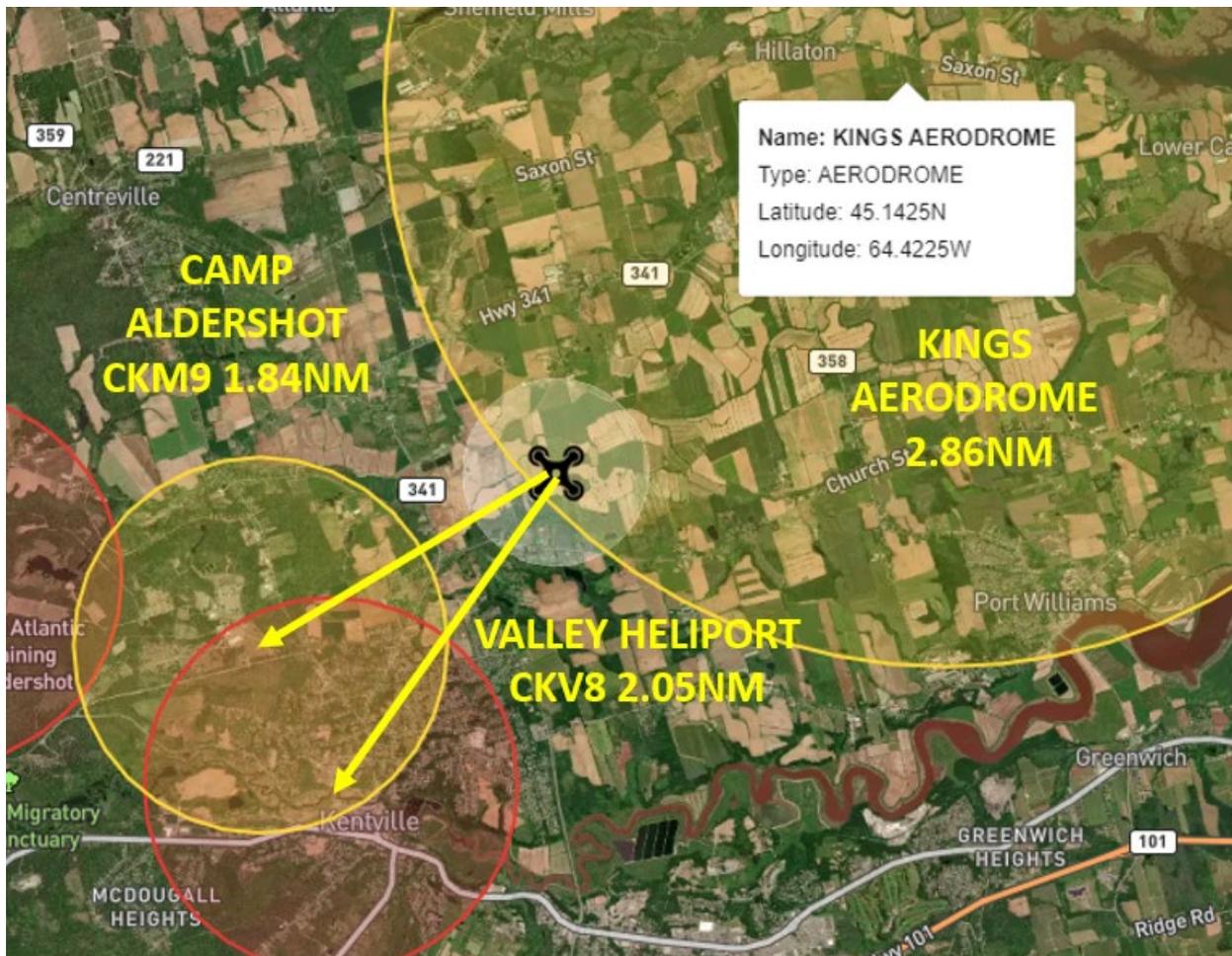
As this site is within 3nm of three aerodromes as listed in the Canada Flight Supplement the following required information must be kept up to date.

1. Kings Aerodrome is located 2.86nm northeast. The aerodrome has 2 runways (11/29 and 18/36). The traffic circuit for runway 11 could come over our flying site but aircraft would normally be well above our altitude limit (1000'). There are no CFS procedures or cautions related to RPAS operation.
2. Kentville Valley Regional Hospital helipad is located 2.05nm southwest. The arrival departure path is straight south and should not be affected by our RPAS operations. There are no CFS procedures or cautions related to RPAS operation.
3. Kentville Camp Aldershot Military helipad is located 1.84nm west of our site. The arrival departure path is northeast (track 075) – RPAS pilots must use caution for transiting low level military helicopters. There are no CFS procedures or cautions related to RPAS operation.

- In the event of a “fly-away” towards any of these aerodromes, contact the aerodrome operator at the listed number and advise them of the situation.

Aerodrome Name	Direction and distance	Contact Info
Kings Aerodrome CHL2	2.86nm northeast	CHL2 Aviation 902-365-7000
Kentville Valley Regional Hosp CKV8	2.05nm southwest	Valley Reg Hosp 902-678-7381
Kentville Camp Aldershot	1.84nm west	DND 902-678-7930 ext 2224

- The club executive has contacted the operators of each aerodrome and they have not requested any special RPAS procedures.
- These rules will be updated and reviewed by the Club executive annually.



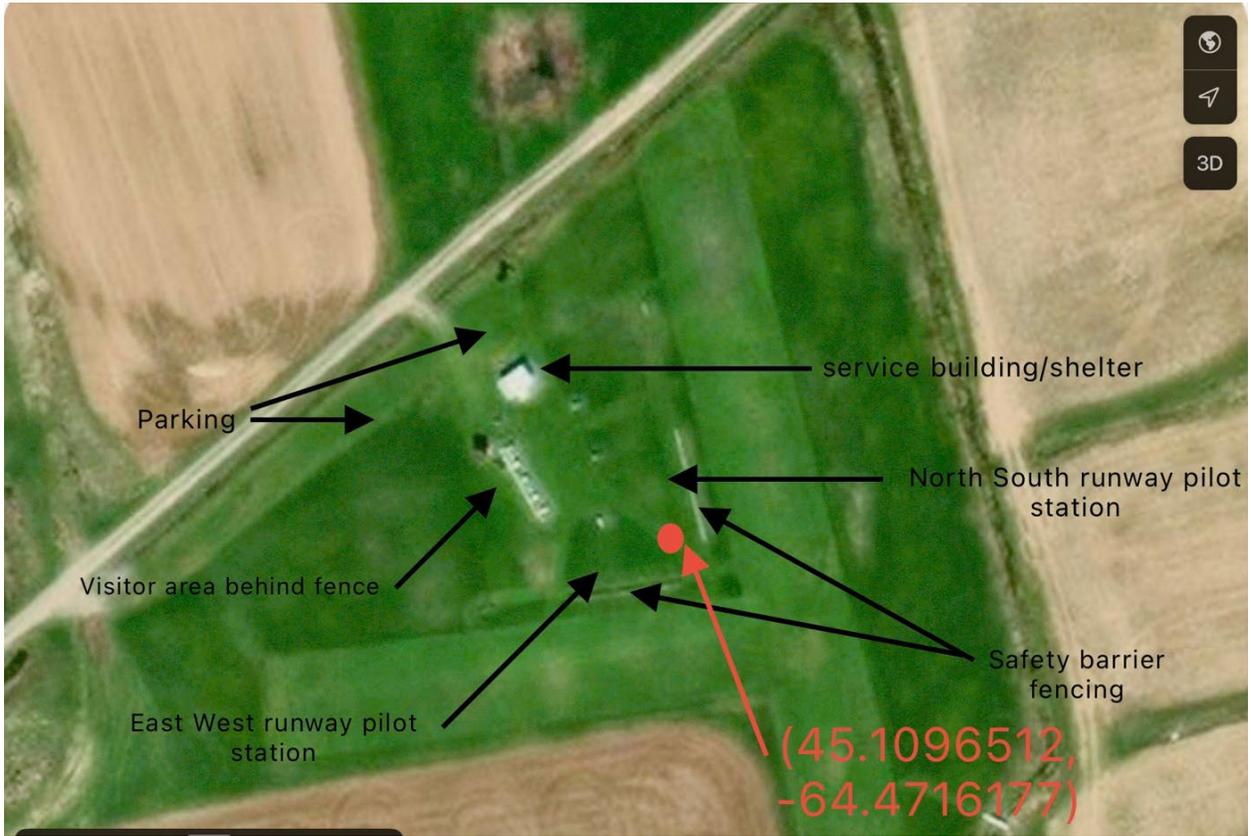
MAAC SFOC #930433 Requirements

No person shall operate an RPA within 3 nautical miles of an aerodrome operated under the authority of the Minister of National Defence, without written authorization from the Department of National Defence, and in accordance with any additional requirements, restrictions, or limitations imposed by the Base/Range Control Officer and/or the Base/Wing Commander and/or Department of National Defence Air Navigation Service Provider responsible for the area of operations.

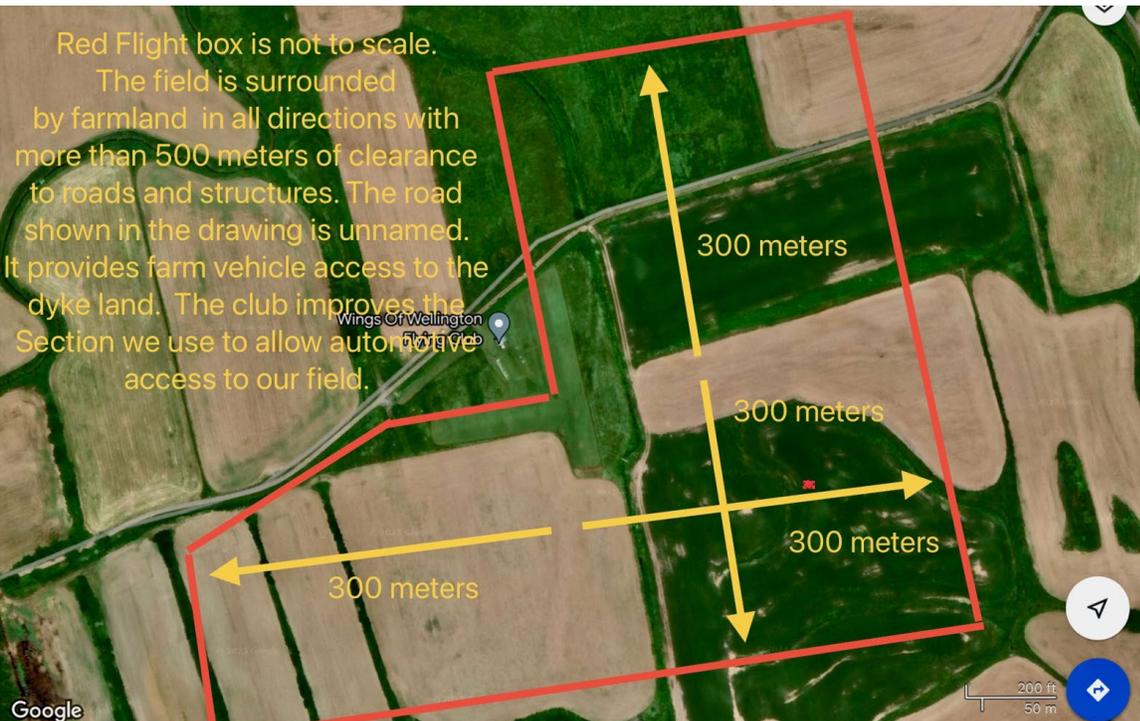
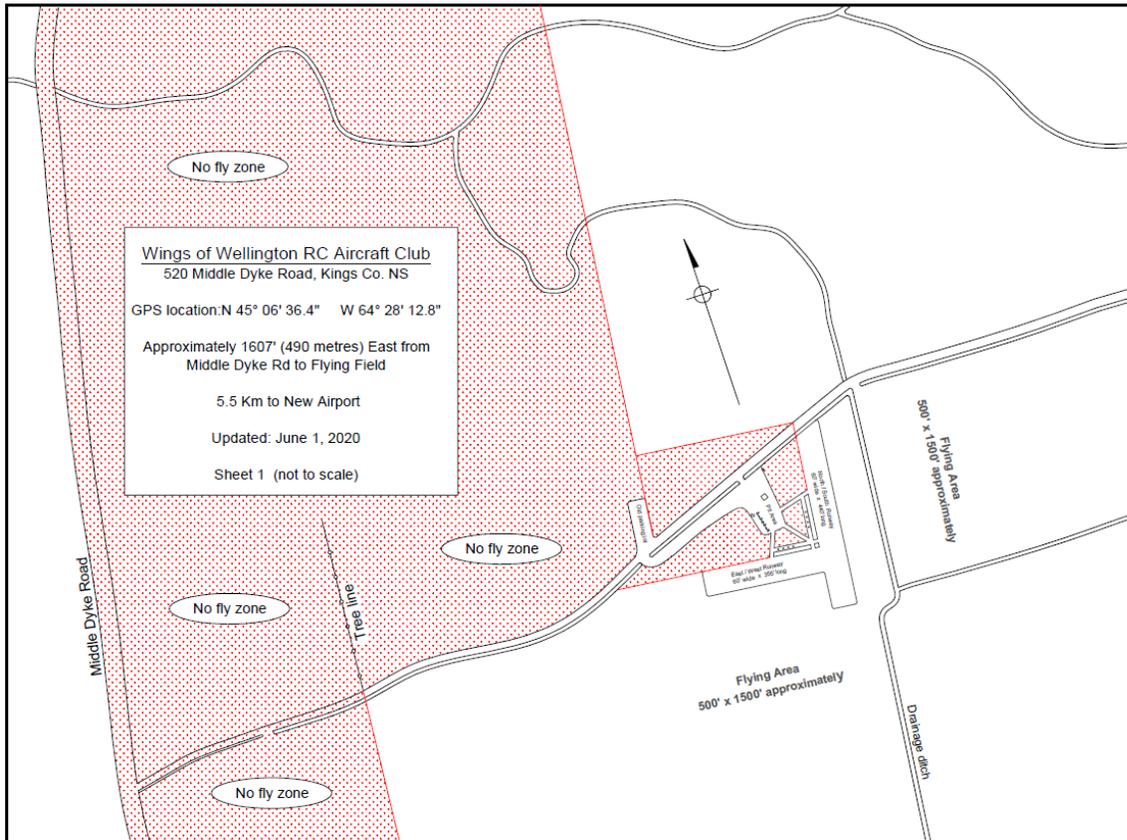
As this site is located within 3nm of an aerodrome operated by the DND, the following additional information must be provided and available to all RPAS pilots who will be operating RPAS at the site.

1. A copy of MAAC SFOC #930433 and the MAAC application form 26-0835 containing the required MAAC reference documents enabling the SFOC (Safety Code or MAAC Policy and Procedures documents (MPPD)).
 2. A copy of a recent site survey for the site/event. MAAC endorses the use of RPAS Wilco, provided a site survey is conducted at least once per flying session (once per day). A group site survey is permitted, provided the information is readily available to all RPAS pilots, including weather and NOTAM information.
- All RPAS pilots using the site/event **must have the following in their possession:**
 - Government issued photo ID.
 - RPA certificate of registration
 - RPA pilot certification, and where applicable documentation indicating recency requirements have been met.
 - In addition to MAAC reportable occurrence procedures, per condition #14 of the SFOC, members shall report to MAAC and to the Transportation Safety Board as soon as possible after the following occurrence:
 - Any person is killed or seriously injured because of coming into contact with an RPA or its parts or,
 - if a collision occurs between an RPA and a full-scale aircraft.

FIELD LAYOUT DIAGRAM



FLYING AREA DIAGRAM



CFS Entries

HILLATON / KINGS AERODROME NS

CHL2

REF	N45 08 34 W64 25 22 Adj SE 18°W (2015) UTC-4(3) Elev 98' A5003 LO8	
OPR	CHL2 Aviation Inc 902-365-7000 ext 390 www.KingsAero.com Reg PPR	
FLT PLN	FIC London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
RWY DATA	Rwy 11(106°)/29(286°) 3070x75 ASPH centre 1670x45, edges uneven ASPH/GRASS Thld 11 displ 900' night only Thld 29 displ 500' night only Rwy 18(178°)/36(358°) 2100x75 GRASS	
RCR	Opr Ltd win maint. Rwy 18/36 sfc ruf.	
LIGHTING	11-(TE LO), 29-(TE LO) ARCAL-123.2 type J Lgtd windsock avbl O/R.	
COMM	ATF tfc 123.2 5NM 3100 ASL	
CAUTION	Marked p-lines on apch to Rwy 29. Lgtd tower 272 ASL aprx 0.5NM NE of A/D. Migratory bird activity dur spring and fall.	

NOVA SCOTIA

AERODROME/FACILITY DIRECTORY

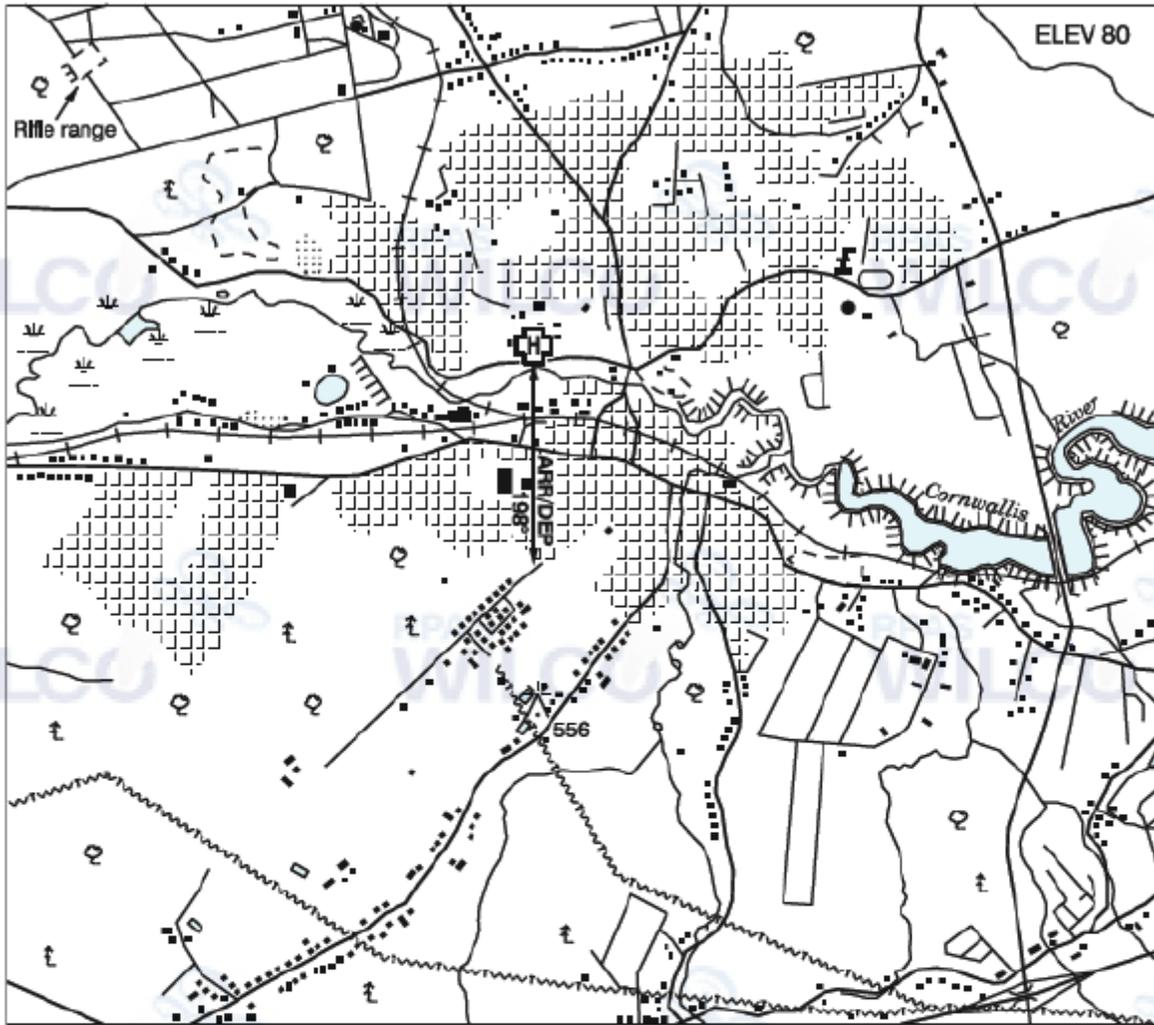
KENTVILLE (CAMP ALDERSHOT) NS (Heli)

CKM9

REF	N45 05 39 W64 30 32 0.5NMW 18°W (2013) UTC-4(3) Elev 100' A5003	
OPR	DND 902-678-7930 Ext 2224 CSN 319-568-2224 Mil PPR	
FLT PLN	PPR 24 hrs ntc. Ctc 902-678-7930 Ext 2224 or CSN 319-568-2224 12-20Z± Mon-Fri exc stat hols O/T ctc main gate Ext 2139	
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.	
HELI DATA	500' x 500' GRASS/GRVL. No win maint.	
COMM	ATF tfc 123.2 5NM 3100 ASL	
PRO	Arr/dep 075° fr heli	
CAUTION	CYR 706 (Aldershot) SFC-1000 0.8NM WNW. Valley Regional Hosp Heli (CKV8) 0.8NM SSE.	

KENTVILLE (VALLEY REGIONAL HOSP) NS (Heli)

CKV8



REF	N45 04 54 W64 30 00 Adj 18°W (2014) UTC-4(3) Elev 80' A5003
OPR	Valley Regional Hosp 902-678-7381 Cert PPR
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.
HELI DATA	82' dia ASPH (rstd to heli with max overall length of 52.5')
LIGHTING	RY(LO) ARCAL-123.0 type J
COMM	
ATF	tfc 123.2 5NM 3100 ASL
PRO	Arr/dep 198° fr heli, slope 12% (H2), day/night use.
CAUTION	CYR 706 (Aldershot) SFC-1000 1.4NM NW. Obstruction 556 ASL under arr/dep track - see sketch.

VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

Communications Requirements

Information can be exchanged with a flight service station (FSS), community aerodrome radio station (CARS), universal communications (UNCOM), or vehicle operators by direct transmissions, or with other aircraft by broadcast transmissions. See the *Transport Canada Aeronautical Information Manual (TC AIM) RAC 4.5* for the current requirements.

It is essential that pilots be aware of other traffic and exchange information when approaching or departing an uncontrolled aerodrome, since some aircraft may be receiver only (RONLY) or no radio (NORDO).

Standard Left-Hand Pattern

Before arriving at an uncontrolled aerodrome, plan your approach to the circuit.

If it is necessary to cross over the aerodrome prior to joining the circuit, or after departure, it is recommended that the crossover be made at least 500 ft above the circuit altitude.

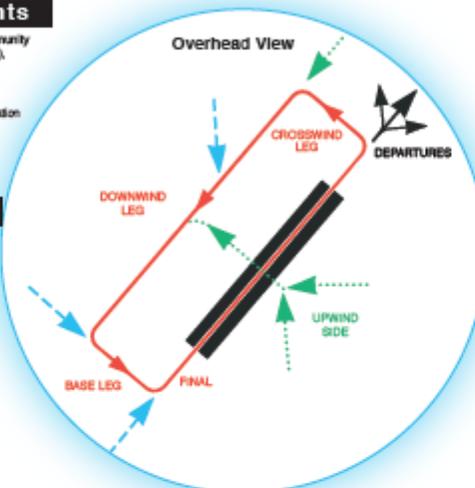
Where designated, a mandatory frequency (MF) or aerodrome traffic frequency (ATF) area is normally a circle with a 5-NM radius, capped at 3 000 ft above aerodrome elevation (AAE). All radio-equipped aircraft must monitor a common designated frequency.

At aerodromes that have published instrument approaches, the MF area may be expanded to include the approach area. See the *Canada Flight Supplement (CFS)* for current information.

Transiting Aircraft

Overflying Aerodromes (See TC AIM RAC 5.5)
Transiting aircraft shall not operate at a height of less than 2 000 ft above an aerodrome.
[Canadian Aviation Regulation (CAR) 602.96(4)]

At aerodromes where MF procedures are in effect, aircraft may also join the circuit from the flight paths indicated in blue.



MF/ATF Communication Procedure (see TC AIM 4.5.7)

Note: If your aircraft is radio-equipped, it is recommended that the same calls be made at non-MF aerodromes.

Arrival: (CAR 602.101)

- Report position, altitude, arrival procedure intentions and estimated time of landing (ETL) at least 5 min prior to entering the area.
- Maintain a listening watch on the designated frequency.
- Report when joining the circuit, giving position in the pattern.
- Report when on the downwind leg, if applicable.
- Report when established on final.
- Report when clear of the active runway after landing.

Operations on manoeuvring area: (CAR 602.99)

- Report intentions and maintain listening watch prior to entering the manoeuvring area.

Departure: (CAR 602.100)

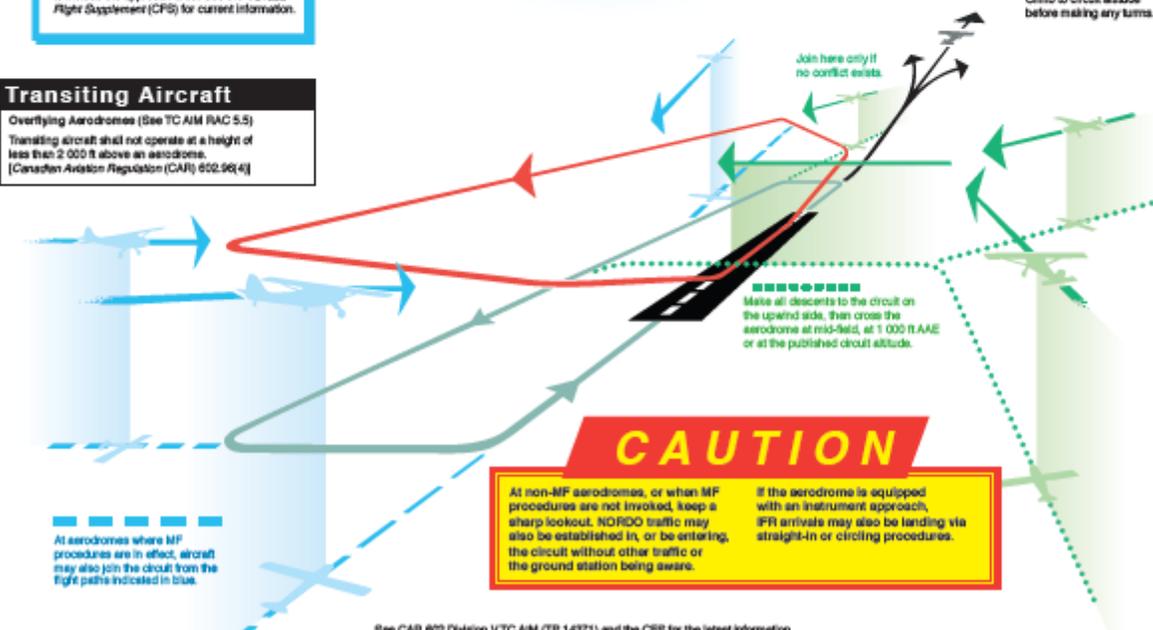
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

Circuit: (CAR 602.102)

- Report when entering the downwind leg.
- Report, with intentions, when established on final.
- Report when clear of the active runway after the final landing.

DEPARTURES

Climb to circuit altitude before making any turns.



See CAR 602 Division VTC AIM (TP 14371) and the CFS for the latest information.

MEMORANDUM OF UNDERSTANDING

BETWEEN: 5th Canadian Division Support Group Detachment Aldershot
AND: The Wings of Wellington Radio Controlled Flying Club
EFFECTIVE: 1 Aug 2023

1. PURPOSE

1.1. To establish responsibilities and procedures with respect to The Wings of Wellington Radio Controlled Flying Club operating within 3nm (2.8nm) of Camp Aldershot.

2. DEFINITIONS AND ACRONYMS

2.1. AGL	Above Ground Level
ASL	Above Sea Level
WOW	The Wings of Wellington Radio Controlled Flying Club
CZ	Control Zone
CARS	Canadian Aviation Regulations
CYR706	Camp Aldershot Heliport Aerodrome
MAAC	Model Aeronautics Association of Canada
RPAS	Remotely Piloted Aircraft Systems

3. DESCRIPTION OF AIRSPACE

3.1. CYR706 CAMP ALDERSHOT, NS

The airspace within the area bounded by a circle of:

1 mile radius centred on N45°06'00.00" W064°33'00.00"

Designated Altitude – Surface to 1000'

Time of Designation – Cont

User Agency – Army Reserve Training Centre, Camp Aldershot
(902)678-7930 Ext 130, (CSN) 568-5355

Controlling Agency – 14 Wg Greenwood (902) 765-1494 Ext 5457,
(CSN) 568-5457

Operating Procedures – No person shall operate an aircraft within the area described unless the flight has been authorized by the User/Controlling Agency.

3.2. The Wings of Wellington Radio Controlled Flying Club operate at 520 Middle Dyke Road, N45°06'34.79" W064°28'17.80". Which is outside the Aldershot CZ (2.8NM E CYR706)

4. RESPONSIBILITIES

4.1. Camp Aldershot

4.1.1. Acknowledge agreement of WOW to conduct R/C flying activities at 520 Middle Dyke Road.

4.2. Aeromodellers Club Owner / Operators

4.2.1. Ensure that all RPAS operate within ½ NM and no higher than permitted by Transport Canada regulations when conduction operations at 520 Middle Dyke Road.

4.2.2. Ensure this agreement is disseminated to all persons who will utilize WOW field at 520 Middle Dyke Road.

4.2.3. Cease flying operations immediately if requested by Camp Aldershot.

4.2.4. Adhere to CARS specifically Part IX which pertains to RPAS operations in Canadian airspace.

4.2.5. Adhere to MAAC rules as they apply to the type of aircraft flown and follow the guidance of MAAC Safety Advisory Group.

4.2.6. Provide Camp Aldershot with contact information for 3 primary contacts for WOW and update the contact information when it changes.

5. AMENDMENTS

5.1. This Agreement shall be reviewed periodically and may be amended with the mutual consent of the parties. Such agreement shall take the form of a new Agreement which shall cancel this agreement.

5.2. This Agreement may be terminated by either party upon 30 days prior written notice.

5.3. The party giving notice shall fulfill all responsibilities up until the effective date of termination.

SIGNATURES

**The Wings of Wellington Radio Controlled
Flying Club**

Department of National Defence

**GARVIN,
DAVID 149** Digitally signed by
GARVIN, DAVID 149
Date: 2023.08.15
13:09:46 -03'00'

Don MacPhee
President WOW

Maj David Garvin
Commanding Officer, 5th CDSG, Detachment
Aldershot

Canadian Aviation Document / Document d'aviation canadien Special Flight Operations Certificate – Remotely Piloted Aircraft System / Certificat d'opérations aériennes spécialisées – Système d'aéronef télépilote

	Canada		Transport Canada	Transports Canada
SFOC - RPAS No. / COAS - SATP n°: 930433	Name of Responsible Person / Nom de la personne responsable : Mike Anderson Legal Name (if applicable) / Dénomination sociale (si applicable): Model Aeronautics Association of Canada / MAAC		Address / Adresse : Unit 9, 5100 South Service Road, Burlington, Ontario, L7L 6A5	
Expiry Date / Date d'expiration : 2024-04-01	Telephone / Téléphone : 905-632-9808 E-mail / Courriel : office@maac.ca		Valid until expired, suspended or cancelled / Valide jusqu'à expiré, suspendu ou annulé	
<p>Pursuant to section 903.03 of the <i>Canadian Aviation Regulations (CARs)</i>, this constitutes a Special Flight Operations Certificate (SFOC), for the operation of a Remotely Piloted Aircraft System (RPAS), issued under the authority of the Minister pursuant to the <i>Aeronautics Act</i>. / Conformément aux dispositions de l'article 903.03 du <i>Règlement de l'aviation canadien (RAC)</i>, le présent document constitue votre certificat d'opérations aériennes spécialisées (COAS) en vue d'utiliser un système d'aéronef télépilote (SATP), délivré en vertu de l'autorité du ministre, conformément à la <i>Loi sur l'aéronautique</i>.</p> <p>Nothing in this Certificate shall be held to relieve the Certificate holder from requirements to comply with the provisions of such Canadian Aviation Documents as may have been issued pursuant to the <i>Aeronautics Act</i> or the <i>Canadian Aviation Regulations (CARs)</i>. / Aucun élément du présent certificat ne peut servir à exempter le titulaire du certificat de son obligation de satisfaire aux exigences des Documents d'aviation canadiens produits conformément aux dispositions de la <i>Loi sur l'aéronautique</i> ou du <i>Règlement de l'aviation canadien (RAC)</i>.</p> <p>Nothing in this Certificate shall be held to relieve the Certificate holder from the requirements to comply with the provisions of any other Acts, Regulations or laws from any level of government. / Rien dans le présent certificat n'est tenu pour dispenser le titulaire du certificat des exigences de conformité aux dispositions de toute autre loi, règlement ou de tout ordre de gouvernement.</p> <p>Pursuant to the <i>Aeronautics Act</i>, this Certificate may be suspended or cancelled at any time by the Minister for cause, including failure on the part of the Certificate holder, its servants or agents to comply with the provisions of the <i>Aeronautics Act</i> or the <i>Canadian Aviation Regulations (CARs)</i>. This Certificate is not transferable. / Conformément à la <i>Loi sur l'aéronautique</i>, le ministre peut, en tout temps, suspendre ou annuler le présent certificat pour tout motif valable, y compris le non-respect de la part du titulaire du certificat, de ses employés ou de ses agents des dispositions de la <i>Loi sur l'aéronautique</i> ou du <i>Règlement de l'aviation canadien (RAC)</i>. Le présent certificat ne peut être transféré.</p>				
Date of Issue / Date de délivrance : 2023-07-13	Name and Signature / Nom et signature : Jason Rule Civil Aviation Safety Inspector / Inspecteur de la sécurité de l'aviation civile jason.rule@tc.gc.ca <div style="text-align: center;">  <div style="display: inline-block; vertical-align: middle;"> 2023.07.13 12:16:16 -07'00' </div> </div> _____ On behalf of the Minister of Transport – Au nom du ministre des Transports			
<p>I hereby certify that the attached document is a true copy of the Special Flight Operations Certificate (SFOC - RPAS) of MAAC - Mike Anderson. Transport Canada Civil Aviation last revised this document in Ottawa, Ontario, Canada on July 13, 2023.</p> <p>Je certifie que le document ci-joint est une copie conforme du certificat d'opérations aériennes spécialisées (COAS - SATP) de MAAC - Mike Anderson. Transports Canada aviation civile a effectué la dernière révision du présent document à Ottawa, Ontario, Canada le 13 juillet 2023.</p> <p>Dated at Ottawa, Ontario, Canada on July 13, 2023 on behalf of the Minister of Transport. / Fait à Ottawa, Ontario Canada, le 13 juillet 2023, au nom du ministre des Transports.</p> <div style="text-align: center;">  <div style="display: inline-block; vertical-align: middle;"> 2023.07.13 12:16:58 -07'00' </div> </div> _____ On behalf of the Minister of Transport – Au nom du ministre des Transports				

General Conditions

The holder of this *Canadian Aviation Document* shall comply with the conditions in this special flight operations certificate.

This Certificate holder is subject to the following general conditions:

- 1 - A copy of these documents shall be readily available during RPAS operations:
 - (a) a copy of this Certificate;
 - (b) a copy of the completed SFOC - RPAS application form 26-0835 for the operation underway and any documents required therein;
 - (c) a copy of the site survey conducted under CAR section 901.27;
 - (d) a government issued photo I.D.;
 - (e) RPA Certificate of Registration, if applicable;
 - (f) pilot Certificate – Small RPA (VLOS) and documentation demonstrating that the pilot meets the recency requirements set out in CAR section 901.56 or 901.65; and
 - (g) proof of pilot competency as determined by the Specific Operational Risk Assessment (SORA), if applicable.
- 2 - The Certificate holder shall employ crew members who are qualified for the area of RPAS operation and the type of operation.
- 3 - The Certificate holder shall conduct training in accordance with its training program.
- 4 - The Certificate holder shall maintain remotely piloted aircraft (RPAs) that are properly equipped for the area of operation and the type of operation.
- 5 - The Certificate holder shall maintain an adequate organizational structure.
- 6 - The Certificate holder shall maintain an operational control system.
- 7 - No person shall create a hazard to persons or property on the surface by dropping an object from an RPA in flight.
- 8 - No person shall transport air-cargo unless authorized by the Canadian Transportation Agency and in accordance with the *Canadian Transportation Agency Rules*, as applicable.
- 9 - The RPA shall only be operated in Class C D E F-CYR F-CYA G airspace.
- 10 - No person shall operate an RPA within controlled airspace unless it is operated in accordance with an air traffic control authorization/clearance, as applicable.
- 11 - No Person shall operate an RPA in restricted airspace unless the flight has been authorized by the User Agency listed in the DAH.
- 12 - Before taking off from, landing at or otherwise operating an RPA at an aerodrome, the pilot-in-command of the aircraft shall be satisfied that:
 - (a) there is no likelihood of collision with another aircraft or a vehicle; and
 - (b) the aerodrome is suitable for the intended RPA operation.
- 13 - The Certificate holder shall notify this office within ten (10) working days after:
 - (a) changing its legal name, trade name, main base or any contact information; and
 - (b) ceasing to operate a type of RPAS authorized under this Certificate.
- 14 - 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 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>

Conditions générales

Le titulaire de ce *Document d'aviation canadien* doit se conformer aux conditions de ce certificat d'opérations aériennes spécialisées.

Ce titulaire du certificat est assujéti aux conditions générales suivantes :

- 1 – Une copie des documents suivants doit être disponible lors des opérations SATP :
 - a) une copie de ce certificat;
 - b) une copie du formulaire 26-0835 de demande de COAS - SATP dûment remplie pour l'opération en cours et tous les documents qui y sont requis;
 - c) une copie de l'examen des lieux effectué en vertu de l'article 901.27 du RAC;
 - d) une pièce d'identité gouvernementale avec photo;
 - e) certificat d'immatriculation de l'ATP, le cas échéant;
 - f) certificat de pilote – Petit ATP (VLOS) et la documentation démontrant que le pilote respecte les exigences relatives à la mise à jour des connaissances prévue à l'article 901.56 ou 901.65 du RAC; et
 - g) une preuve de compétence du pilote telle que déterminée par l'Évaluation des risques opérationnels spécifique (EROS), le cas échéant.
- 2 - Le titulaire du certificat a à son service des membres d'équipage qui sont qualifiés pour la région d'utilisation du SATP et le type d'exploitation.
- 3 - Le titulaire du certificat doit dispenser la formation conformément à son programme de formation.
- 4 - Le titulaire du certificat doit disposer d'aéronefs télépilote (ATP) qui sont munis d'équipement approprié pour la région d'exploitation et le type d'utilisation.
- 5 - Le titulaire du certificat doit maintenir une structure organisationnelle convenable.
- 6 - Le titulaire du certificat doit maintenir un système de contrôle d'exploitation.
- 7 - Il est interdit de mettre en danger des personnes ou des biens à la surface en laissant tomber un objet d'un ATP en vol.
- 8 - Il est interdit de transporter du fret aérien sans l'autorisation de l'Office des transports du Canada et conformément aux *Règles de l'Office des transports du Canada*, selon le cas.
- 9 - L'ATP ne peut être utilisé que dans l'espace aérien de classe C D E F-CYR F-CYA G.
- 10 - Il est interdit d'utiliser un ATP dans l'espace aérien contrôlé à moins que l'il ne soit utilisé conformément à une autorisation du contrôle de la circulation aérienne.
- 11 - Pour l'espace aérien réglementé, le pilote d'ATP doit obtenir l'autorisation de l'organisme utilisateur figurant dans le Manuel des espaces aériens désignés (DAH).
- 12 - Le commandant de bord d'un ATP doit, avant d'effectuer un décollage, un atterrissage ou toute autre utilisation à un aérodrome, s'assurer que :
 - a) il n'y a pas de risque de collision avec un autre aéronef ou un véhicule; et
 - b) l'aérodrome convient à l'utilisation d'ATP prévue.
- 13 - Le titulaire du certificat doit informer TC dans un délai de dix jours ouvrables après :
 - a) avoir changé sa dénomination sociale, son nom commercial, sa base principale ou ses coordonnées; et
 - b) avoir cessé d'exploiter un type de SATP autorisé en vertu du présent certificat.
- 14 - Selon le règlement et la politique du BST, certains événements impliquant un SATP doivent être signalés au BST dès que possible après l'événement via le 819-994-3741 ou le 1-800-387-3557 :
 - a) si un ATP dont la MTOW est supérieure à 25 kg est impliqué dans un accident, selon la définition donnée à l'alinéa 2(1)a) du Règlement sur le BST;
 - b) si une personne subit une blessure grave ou décède du fait d'être en contact direct avec un élément d'un ATP, y compris les éléments qui s'en sont détachés; et
 - c) si une collision se produit entre n'importe quel ATP et un aéronef traditionnel.

Un rapport complet doit être envoyé au BST dans les 30 jours suivant l'événement : <https://www.tsb.gc.ca/eng/incidents-occurrence/aviation/index.html>

Name of SFOC - RPAS holder / Nom du titulaire du COAS - SATP : MAAC - Mike Anderson	
SFOC - RPAS No. / COAS - SATP n°: 930433	Date of Issue / Date de délivrance : 2023-07-13
Approval of this Certificate is based on the information provided in the SFOC application and accompanying documentation, detailed in / L'approbation du présent certificat est basée sur l'information fournie dans la demande de COAS et la documentation d'accompagnement, détaillée dans	
ATS-23-24-00015046	
CAR Subpart / Sous-partie du RAC	903
Remotely Piloted Aircraft/ Aéronef télépilote	Any small RPA (250 g to 25 kg) with CAR 901.69 relevant safety assurance declaration, as applicable / Tout petit ATP (250 g à 25 kg) avec déclaration d'assurance de la sécurité appropriée selon le RAC 901.69, le cas échéant
Area(s) of Operation / Zone(s) d'utilisation	CANADA, at MAAC Sanctioned Locations / aux emplacements approuvés de MAAC - CANADA
Date(s) of Operation / Date(s) d'utilisation	From / Du: 2023-07-13 To / Au: 2024-04-01

Special Authorizations / Autorisations spéciales	CAR subsection / Paragraphe du RAC	Authorized / Autorisé	Remarks / Observations
Operation of an RPA within three nautical miles of an aerodrome operated under the authority of the Minister of National Defence / Utilisation d'un ATP à moins de 3 milles marins du centre d'un aéroport exploité sous l'autorité du ministre de la Défense nationale	903.01(h)	Yes / Oui	NIL/ Aucun

Special Conditions	Conditions spéciales
h-1 - No person shall operate an RPA within 3 nautical miles of an aerodrome operated under the authority of the Minister of National Defence, without written authorization from the Department of National Defence, and in accordance with any additional requirements, restrictions, or limitations imposed by the Base/Range Control Officer and/or the Base/Wing Commander and/or Department of National Defence Air Navigation Service Provider responsible for the area of operations.	h-1 - Il est interdit d'utiliser un ATP à moins de 3 milles marins d'un aéroport exploité sous l'autorité du ministre de la Défense nationale sans l'autorisation écrite du ministère de la Défense nationale et conformément à toute exigence, restriction ou limitation supplémentaire imposée par l'officier responsable de la base / du champ de tir et / ou le commandant de la base / de l'escadron et / ou le fournisseur de services de navigation aérienne du ministère de la Défense nationale responsable de la zone des opérations.



Compliance Checklist for SFOC – RPAS – CAR 903.01(h) - Operation of an RPA within three nautical miles of an aerodrome operated under the authority of the Minister of National Defence, as referred to in subsection 901.47(3)

Responsible person:	Randall Hepner		2023-07-11
Company name:	Model Aeronautics Association of Canada	ATS-23-34-00015046	

“Disclaimer – This Compliance Checklist may be updated from time to time and may not be conform to the requirements at the time of processing the SFOC-RPAS. The most current and applicable version will be sent to the applicant(s) upon the receipt of their SFOC application.”

REQUIREMENTS

A – Complete the SFOC-RPAS Application Form 26-0835			YES	NO	
Completed, properly filled out and signed as per CAR 903.02 and AC 903-002 - Application Guidelines for a SFOC-RPAS. (TC AIM - RPA 3.6.2)			<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<p>Note: The application will only be deemed accepted once all the information has been received by RPAS Center of Expertise (RCE) office.</p> <ul style="list-style-type: none"> • Please provide the reference document name and page number to indicate where relevant information can be confirmed. • If the SFOC-RPAS application form and support documentation is incomplete, it will be returned to the applicant. • Once an application is completed and accepted, the applicant will be informed by RCE office email. • Once a complete application is accepted, the SFOC will be issued in 30 working days. However, this could be longer if the application is complex. • Complete applications will not be accepted if it submitted less than 30 working days before the proposed operation (CAR 903.02). 					
B - To be detailed in the attached RPAS Operations Procedures			YES	NO	Reference Document Name / PAGE#
1.	Provide confirmation the pilot is qualified and holds an RPA pilot certificate VLOS for Basic or advanced operations and meet recency requirements as per CAR 901.54(1)(b) , 901.56 , 901.63(1)(b) and 901.65 , as applicable.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2.	As per 903.02 (d), describe the purpose of the RPAS operations. (TC AIM - RPA 3.6.2)		<input checked="" type="checkbox"/>	<input type="checkbox"/>	MPPD21 2.0 and 4
3.	As per 903.02 (f), provide the RPA Certificate of Registration (CofR) issued containing manufacturer and model information. Also provide relevant manufacturer Safety Assurance Declaration to operate the RPAS in an advanced environment, if applicable. (CAR 901.05 , 901.69 and TC AIM - RPA 3.1, 3.4.4, 3.4.6 and 3.4.7).		<input checked="" type="checkbox"/>	<input type="checkbox"/>	MPPD21 5.3 (e)
4.	As per CARs 901.70 confirm the RPAS has not been modified from manufacturer’s safety assurance declaration, if applicable. (TC AIM - RPA 3.4.8). *** If it has been modified or if the RPAS is ‘Home-Built’, provide the manufacturer and model of the RPAS, including three-view drawings or photographs of the aircraft and a complete description of the aircraft and its control system, including performance, operating limitations. (TC AIM - RPA 3.4.8)		<input checked="" type="checkbox"/>	<input type="checkbox"/>	MPPD 21 5.3 (e)
5.	As per 903.02 (g), provide a Safety Plan for the proposed area of operation in compliance with CAR 901.16 . Detail how you will proactively ensure that the area of operation will be secure from the public and not endanger Aviation Safety or any person. (TC AIM - RPA 3.2.4)		<input checked="" type="checkbox"/>	<input type="checkbox"/>	MPPD 21 Pg 4-6
6.	As per 903.02 (h), provide a description of the emergency contingency plan for the RPAS operation, an emergency response plan, etc.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	MPPD 21 Pg 4-6
7.	As per 903.02 (i), provide a detailed plan describing how the operation is to be carried out. Provide either the site survey for the intended RPAS operation or an example thereof that meets the requirements of 901.27 .		<input checked="" type="checkbox"/>	<input type="checkbox"/>	MPPD 21 Pg 4-6
8.	As per 903.02 (j), provide names, certificates, licenses, permits and qualifications of all crew members, as applicable.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	MPPD 21 5.3 (e)
9.	As per 903.02 (k), provide details of the instructions regarding the maintenance of the system and a description of how that maintenance and serviceability will be performed before flight in compliance with CAR 901.29 and 901.48(1)(b) . (TC AIM - RPA 3.2.17 and 3.2.36)		<input checked="" type="checkbox"/>	<input type="checkbox"/>	MSD06 5.4
10.	As per 903.02 (l), provide a description of weather minima for the VLOS operation and how minimum weather conditions can be ensured during operations onsite. (CAR 901.34 and TC AIM – RPA 3.2.22)		<input checked="" type="checkbox"/>	<input type="checkbox"/>	MPPD21 5.3 L
11.	As per 903.02 (m), provide description of separation and collision avoidance capability and procedures as per CAR 901.17 , 901.17 and 901.20 . (TC AIM - RPA 3.2.5 and 3.2.6)		<input checked="" type="checkbox"/>	<input type="checkbox"/>	MPPD 21 5.3 N, O, MSD3 – 5.15
12.	As per 903.02 (n), provide Normal and Emergency Procedures (in SOPs) as detailed in CAR 901.23(1)(a) , and (b). (TC AIM – RPA 3.2.11)		<input checked="" type="checkbox"/>	<input type="checkbox"/>	MPPD21 5.3 I, PG 4- 6
13.	As per 903.02 (o), provide a description of air traffic control services coordination, if applicable. (TC AIM – RPA 3.4.4)		<input checked="" type="checkbox"/>	<input type="checkbox"/>	MPPD21 5.3 A, B, C, MSD3 – 5.14

Applicant Notes:	See MAAC document titled 2306300841E MPPD21 MAAC SOC Process – Outdoor RPAS Operation in DND Airspace
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	MAAC document MSD03 – MAAC Safety Code – All Model Categories MAAC document MSD06 – General Category RC Model Aircraft	
	Signature:	Randall Hepner

2023-07-11

FOR TRANSPORT CANADA USE ONLY:

SFOC-RPAS Issued by:		Position:		Date
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Inspector Notes:	
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Flight Plan & Site Survey

Created using **RPAS Wilco**[®]

Operation Name:	WOW
Pilot Name:	[REDACTED]
Pilot Certificate:	[REDACTED]
Flight Start:	August 29, 2023 4:12 PM
Flight End:	August 29, 2023 6:12 PM
Flight Area (Latitude):	45° 6' 34.70" N (45.11)
Flight Area (Longitude):	64° 28' 17.80" W (-64.472)
Altitude - Radius:	Alt: 400 ft - Rad: 926.0 m (0.5 nm)
Airspace:	UNCONTROLLED
FIR - Contact:	CZQM - 506-867-7173

Please ensure you received all required authorizations prior to flight.

Disclaimer

This Site Survey was created using RPAS Wilco by AIM Robotics. The flight plan contained is intended only for RPAS flights on the date/time and location specified. The user accepts all responsibility for the accuracy and completeness of the information contained.

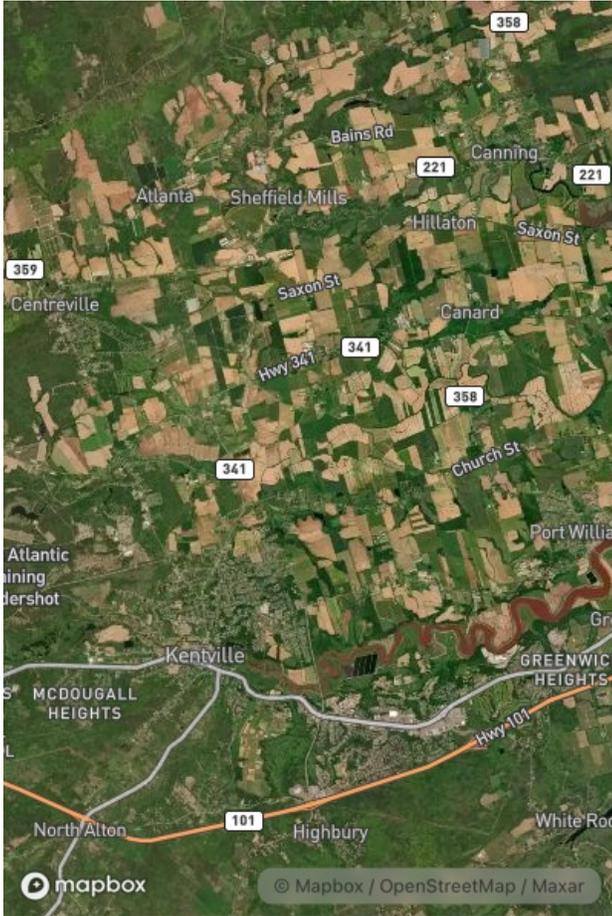
For the complete Terms & Conditions, see

<https://rpswilco.com/#/tnc>

Included

- Site Survey
- Obstacles (if available)
- Nearby Aerodromes
- Canadian Aviation Regulations
- GFA
- Aerodrome Supplements
 - METAR & TAF (if available)
 - NOTAMS
 - CFS

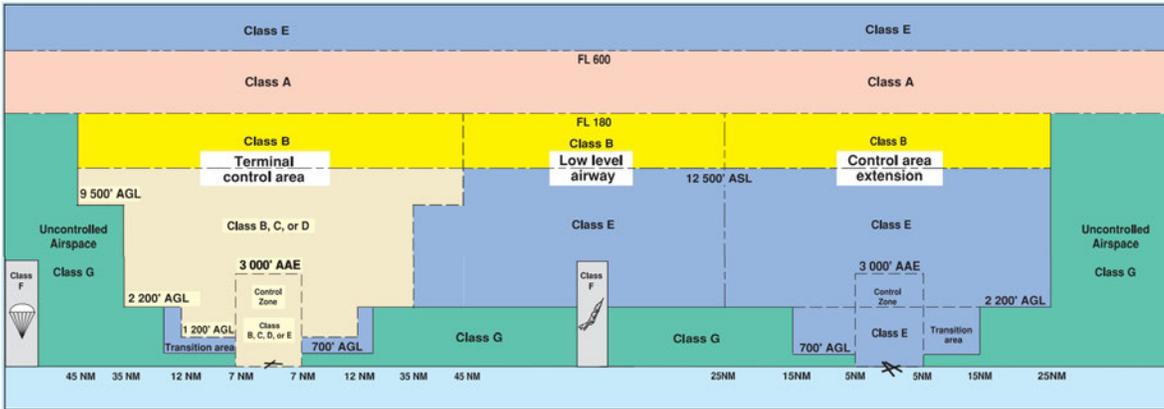
Flight Map



MAP Details

	Latitude	Longitude
 MODEL	45° 6' 34.70" N (45.11)	64° 28' 17.80" W (-64.472)
 Pilot	45° 6' 38.30" N (45.1106)	64° 28' 21.40" W (-64.4726)

Airspace Classification



Overlying Airspaces

Class	Name	Floor	Ceiling
E	Greenwood, NS TCA	700AGL	9000MSL
E	Greenwood, NS TCA	700AGL	9000MSL
E	V310 Airway	2200AGL	12500MSL
B	V310 Airway	12500MSL	18000MSL
E	CHARLO, NB CAE	2200AGL	12500MSL
B	CHARLO, NB CAE	12500MSL	18000MSL

Nearest Aerodromes & Distance from Operation

KINGS AERODROME (CHL2 AERODROME Reg)	Lat: 45.142	Long: 64.422	5.301 KM	2.86 NM
KENTVILLE (CAMP ALDERSHOT) (CKM9 HELIPORT DND)	Lat: 45.094	Long: 64.509	3.411 KM	1.84 NM
KENTVILLE (VALLEY REGIONAL HOSPITAL) (CKV8 HELIPORT Cert)	Lat: 45.082	Long: 64.5	3.796 KM	2.05 NM
GREENWOOD (CYZX AERODROME/HELIPORT DND)	Lat: 44.984	Long: 64.918	37.75 KM	20.38 NM

Canadian Aviation Regulations

Division III — General Operating and Flight Rules

For full listing please visit <https://laws-lois.justice.gc.ca/eng/regulations/SOR-96-433/FullText.html#s-901.27>

Visual Line-of-sight

- **901.11 (1)** Subject to subsection (2) no pilot shall operate a remotely piloted aircraft system unless the pilot or a visual observer has the aircraft in visual line-of-sight at all times during flight.
- **(2)** A pilot may operate a remotely piloted aircraft system without the pilot or a visual observer having the aircraft in visual line-of-sight if the operation is conducted in accordance with a special flight operations certificate — RPAS issued under section 903.03.

Procedures

- **901.23 (1)** No pilot shall operate a remotely piloted aircraft system unless the following procedures are established:
 - **(a)** normal operating procedures, including pre-flight, take-off, launch, approach, landing and recovery procedures; and
 - **(b)** emergency procedures, including with respect to
 - **(i)** a control station failure,
 - **(ii)** an equipment failure,
 - **(iii)** a failure of the remotely piloted aircraft,
 - **(iv)** a loss of the command and control link,
 - **(v)** a fly-away, and
 - **(vi)** flight termination.
- **(2)** If the manufacturer of the remotely piloted aircraft system provides instructions with respect to the topics referred to in paragraphs (1)(a) and (b), the procedures established under subsection (1) shall reflect those instructions.
- **(3)** No pilot shall conduct the take-off or launch of a remotely piloted aircraft unless the procedures referred to in subsection (1) are reviewed before the flight by, and are immediately available to, each crew member.
- **(4)** No pilot shall operate a remotely piloted aircraft system unless the operation is conducted in accordance with the procedures referred to in subsection (1).

Site Survey

901.27 No pilot shall operate a remotely piloted aircraft system unless, before commencing operations, they determine that the site for take-off, launch, landing or recovery is suitable for the proposed operation by conducting a site survey that takes into account the following factors:

- **(a)** the boundaries of the area of operation;
- **(b)** the type of airspace and the applicable regulatory requirements;
- **(c)** the altitudes and routes to be used on the approach to and departure from the area of operation;
- **(d)** the proximity of manned aircraft operations;
- **(e)** the proximity of aerodromes, airports and heliports;
- **(f)** the location and height of obstacles, including wires, masts, buildings, cell phone towers and wind turbines;
- **(g)** the predominant weather and environmental conditions for the area of operation; and
- **(h)** the horizontal distances from persons not involved in the operation.

Operations at or in the Vicinity of an Aerodrome, Airport or Heliport

- **901.47 (1)** No pilot shall operate a remotely piloted aircraft at or near an aerodrome that is listed in the *Canada Flight Supplement* or the *Water Aerodrome Supplement* in a manner that could interfere with an aircraft operating in the established traffic pattern.
- **(2)** Subject to section 901.73 no pilot shall operate a remotely piloted aircraft at a distance of less than
 - **(a)** three nautical miles from the centre of an airport; and
 - **(b)** one nautical mile from the centre of a heliport.
- **(3)** No pilot shall operate a remotely piloted aircraft at a distance of less than three nautical miles from the centre of an aerodrome operated under the authority of the Minister of National Defence unless the operation is conducted in accordance with a special flight operations certificate — RPAS issued under section 903.03.

Records

- **901.48 (1)** Every owner of a remotely piloted aircraft system shall keep the following records:
 - **(a)** a record containing the names of the pilots and other crew members who are involved in each flight and, in respect of the system, the time of each flight or series of flights and
 - **(b)** a record containing the particulars of any mandatory action and any other maintenance action, modification or repair performed on the system, including
 - **(i)** the names of the persons who performed them,
 - **(ii)** the dates they were undertaken,
 - **(iii)** in the case of a modification, the manufacturer, model and a description of the part or equipment installed to modify the system, and
 - **(iv)** if applicable any instructions provided to complete the work.
- **(2)** Every owner of a remotely piloted aircraft system shall ensure that the records referred to in subsection (1) are made available to the Minister on request and are retained for a period of
 - **(a)** in the case of the records referred to in paragraph (1)(a), 12 months after the day on which they are created; and
 - **(b)** in the case of the records referred to in paragraph (1)(b), 24 months after the day on which they are created.
- **(3)** Every owner of a remotely piloted aircraft system who transfers ownership of the system to another person shall, at the time of transfer, also deliver to that person all of the records referred to in paragraph (1)(b).