THIS SITE IS RESERVED

FOR MODEL AIRCRAFT OPERATION ONLY

NO

UNAUTHORIZED DRONE PERMITTED

MODEL AIRCRAFT OPERATION MAY BE HAZARDOUS – PROCEED AT OWN RISK

PLEASE CONTACT WWW.MAAC.CA FOR ADDITIONAL INFORMATION

Whitby Aero Modellers (WAM)

This site is in controlled airspace – strict compliance with these rules is required. The following rules package must be available to all RPAS Pilots while operating mRPAS and RPAS at this site, either electronically or in print. In addition to the following club rules, the following concepts must be met by all members.

1. Each RPAS must be registered with a Manufacturer Safety Assurance Declaration, either under the MAAC declaration (Model Aircraft, Rotary wing, or Hybrid) or with another established manufacturer (DJI etc.) and each RPAS must have the required documentation available (owners user/maintenance "manual") and,
2. All RPAS pilots must have an Advanced RPAS Certificate, or be operating under the direct supervision of an Advanced RPAS Certificate holder and,
3. Each individual pilot's RPAS flying session must have permission from the controlling agency via NAV DRONE. There is no group permission ability to date.

Administrative rules

1. This site is located at Heber Down Conservation Area, 5000 Cochrane Street, Whitby, ON
2. This site is in NAV CANADA Oshawa Executive Airport (CYOO) Class D Control Zone Controlled Airspace. CYOO airport is located 3.94 nautical miles southeast of WAM. Our site is under the arrival and departure path for runway 12/30 – **see additional precautions in normal operating rules**.
3. This site is open year-round, subject to time-of-day restriction per normal operating procedures and club safety rules, item number 10.
4. Noise level restriction of 88dB at 3 meters is always in effect.
5. Be aware of the Dog Park location and never fly within 30 meters.
6. Guest use will be limited and requires executive pre-approval.
7. All youth (under 18) must be accompanied by an adult.
8. Vehicles to be parked in designated parking area only.
9. Vehicles are not permitted on the field at any time, except for field maintenance.
10. All flying must cease during field maintenance.
11. No person shall fly any RPAS while under the influence of drugs, alcohol, or cannabis. Cannabis use is not permitted at our field. Violation will result in immediate expulsion from WAM.
12. Bullying, intimidation, foul Language, or other non-sportsmanlike behaviour will not be tolerated and will result in disciplinary action.
13. All members are required to regularly review and understand their responsibilities under the MAAC Safety Codes and Guidelines. It is your personal responsibility to know how and where to locate them.
14. Every WAM member must ensure their MAAC Account Profile, Club Membership section, lists Whitby Aeromodellers. This is required to verify Pilot Qualifications.

15. Members are expected to speak up whenever they see individuals operating outside the MAAC safety code and guidelines.
16. Please join the Whitby Aeromodellers Facebook group for most up to date WAM communications. Kindly respect the Facebook guidelines for posting.
17. Please review email messages from WAM, as may be sent out from time to time.
18. Members are expected to relinquish their MAAC Pilot Qualification if/when they can no longer fly safely. Indicators are frequent crashing, frequent loss of orientation or inability to program transmitters/receivers.
19. All persons using this site or for event participation must be:
    a. A current fully paid WAM member.
    b. A current fully paid MAAC member, or.
    c. Guests must be accompanied by a fully paid member.
20. RPAS pilot proficiency or competency requirements
    a. MAAC Pilot Qualification (Wings) is required for all members.
    b. An Advanced RPAS operators certificate is required for all persons responsible for the operation of an RPAS.
21. Visiting RPAS pilot's rules:
    a. Visiting pilots must be active members of MAAC, must have their wings, and must posses an Advanced RPAS Pilot certification, and comply with the MAAC Manufacturer Declaration requirements.
    b. The visiting pilot's host is responsible to review all club rules with their guest.
    c. The organizer of a fun-fly or swap-meet is required to brief attendees of all club rules. This responsibility can be shared with other club members.

In the event of an emergency, call 911 – the WAM address is: Heber Down Conservation Area, 5000 Cochrane Street, Whitby Ontario

Normal operating procedures and club safety rules

mRPAS rules - NAV CANADA airspace

1. Per the CAR, mRPAS do not require an RPAS operator's certificate and cannot be registered with Transport Canada. mRPAS are however regulated under CAR900.06 and part VI of the CAR.
2. mRPAS operation inside controlled airspace cannot use and do not need NAV DRONE for permission.
3. Per MAAC policy, operating mRPAS inside controlled airspace is only permitted where MAAC has issued a SOC that determines CAR900.06 has been met. This site meets MAAC requirements.

NOTE – The MAAC Manufacturer Declaration policy does not permit "drone" operation in controlled airspace. A "drone" is not defined by propulsion system (i.e., multi-rotor) but rather whether there is any type of onboard semi-autonomous flight control systems such as "return to home". All MAAC mRPAS must be flown by the pilot – basic stability gyros or simple stability systems like SAFE are allowed. Please read MAAC policy or contact MAAC for additional information.

4. Therefore, members may operate mRPAS at this site without any RPAS pilot certification, registration or additional airspace permission provided the following conditions are met:
    a. All mRPAS must be flown in direct control mode only. "Drones" are prohibited.
    b. mRPAS are only permitted to fly in the Heli & small RPAS field to the west of the pit area. Please do not encroach on the main flight line. With agreement of other present members or when flying alone at WAM, the main flying area may also be used for mRPAS flight.
    c. There are no age restrictions on mRPAS flight.
    d. mRPAS do not require a MAAC "manufacturer operations manual" or similar.
    e. Visual observer is optional for mRPAS.
    f. mRPAS will be operated in accordance with all site and MAAC rules such as honouring the flight line. Spotters are at member discretion.

5. NOTE - if a member has obtained NAV DRONE permission to operate an RPAS for a given day/session, they may also fly a mRPAS at any time during or outside the NAV DRONE permission time limits without any further permission.

6. MAAC members conducting mRPAS activities shall give way or otherwise immediately get out of the way of all full-scale aircraft – no exceptions.

RPAS

1. Electric, Gas, and Nitro powered Airplane and Helicopter RC Models are welcome at WAM. Gas Turbine models are strictly prohibited. Quadcopter models by special executive team permission only, please. First Person View (FPV) flying is strictly prohibited. Visual Line of sight (VLOS) only.

2. Advanced RPAS Pilot certification is required to operate any RPAS at the Whitby Aeromodeller flying field.

3. Conformance to MAAC RPAS Manufacturer Declaration is mandatory for all RPAS pilots. The MAAC RPAS Manufacturer Declaration policy items are append to this rules package.

4. The NAV DRONE app shall be used by every pilot to obtain airspace access permission for each day flying at the field.
    a. Please refer to the MAAC tutorial on what values to enter in NAV DRONE for a MAAC SOC flying site.
    b. There is no group ability or sharing of a NAV DRONE approval or similar – every pilot must submit their own individual request for each flying session.
    c. Please refer to the NAV CANADA website for more information and instruction on the use of NAV DRONE.
    d. Please direct all NAV DRONE usage questions to NAV CANADA via their feedback channels.

5. **Because our site is directly under the arrival and departure path for CYOO runway 12/30, the altitude limit at WAM is 300 ft (91 m). MAAC is in the process of negotiating higher altitudes – WAM members shall not make requests for altitudes above 300', either electronically using NAV DRONE or otherwise, until given permission to do so by MAAC – in writing.**

6. Before flying an RPAS, members must create and have on hand, an RPAS Wilco Site Survey for every flying session. A session cannot be longer than 24 hours. A group site survey is permitted, provided the information is readily available to all RPAS pilots, including CYOO weather and NOTAM information.

7. The WAM flying area is depicted in the attached diagrams. All RPAS flights are limited to the Whitby Aero Modellers flying field confines. The western boundary is the tree line, the northern boundary is the tree line, the eastern boundary is Cochrane Street, the southern boundary is the imaginary line formed east and west of the flight line fence. Please refer to the WAM detailed site map posted in the field box.

8. The field box must be opened before anyone starts their engines or flies. The last club member to leave the field shall lock the field box, portable toilet, and the entrance gate.

9. Gas or Nitro RPAS generating more than 88dB of noise, are not permitted to fly at the WAM field. Sound level will be checked by an executive team member.
    a. Maximum 88dB as measured from the rear of the aircraft, 3 meters from the leading edge of the aircraft wing, at full throttle. The dB meter is held 2 feet off the ground.
    b. Full throttle will be the max throttle setting configured through mechanical limiters or transmitter limit programming.

10. The hours of RC Flight operations at the WAM Heber Down field shall be as follows. Navigation lights are required if flying in the ½ hour before or after sunset timeframe.:
    a. Electric Aircraft – ½ hour before Sunrise to ½ hour after Sunset.
    b. Glow/Gas Aircraft – ½ hour after sunrise to ½ hour before sunset.
    c. Daily Sunrise and/or Sunset times will be based on a reliable weather service such as The Weather Network, for example. Night rules apply to the time between sunset and sunrise (Navigation Lights required).

11. Pilots and students shall perform a thorough pre-flight check of their equipment at the beginning of each flying day which must include a range check and confirmation that fail-safe settings are active (as per MAAC manufacturer declaration). A fully functioning failsafe systems is mandatory for all RPAS to be flown at the WAM field. This system must at a minimum cut the throttle to idle any time the Transmitter to Receiver signal is lost. It is highly recommended that a gentle circular glide path is also programmed as part of fail safe.

12. Daily preflight assembly and testing rules are as follows:
    a. Assemble RPAS per manufacturers instructions.
    b. Inspect all Servos and linkages.
    c. Inspect motor mounts and tighten screws if required.
    d. Check propellor or rotor blades for damage and tightness.
    e. During and after assembly check all RPAS components for damage.
    f. Inspect all control surface hinges.
    g. On Helicopter models, ensure tightness of all screws and proper lubrication of moving components.
    h. Ensure aircraft is appropriately restrained.
    i. Always turn on transmitter first. Conversely always turn transmitter off last, after flight completion.
    j. Ensure throttle cut is engaged on the transmitter.
    k. Install and connect battery.

l. Verify aircraft is properly bound and all control surfaces, including throttle control are fully functional and operation in the correct direction.
m. Perform range check per transmitter manufacturer's instructions.
n. Perform Fail Safe test by temporarily disabling transmitter signal. If failsafe does not function, troubleshoot, and take corrective action before flying.
o. Do not fly without a properly functioning Failsafe system.

13. Internal combustion engine testing or run-up is not to be conducted when one or more pilots are flying their RPAS.

14. Start-up, arming, take-off, landing, and recovery procedures.
    a. All models will be restrained before being armed or started in the designated startup areas.
    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. RPAS shall never be flown directly at or over the pit area.
    e. No one shall taxi into or out of the pit area.
    f. Flyers shall stand in a designated Pilot Station while maneuvering their aircraft, except when taking off or hand launching.
    g. Loudly call out "Taking Off", before taking off.
    h. The pilot must be able to shut off the RPAS engine by radio control, with the plane in any position, (e.g., a servo dedicated to throttle control or a kill switch
    i. 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.
    j. Loudly call out "Landing", before attempting a landing. Loudly call out "Going Around" if another landing attempt is required.
    k. Giant scale aircraft (wingspan 84+ inches) must be started in the designated areas, to the far east and west sides of the pits, then taxied into the field.

15. A maximum of 6 qualified RPAS Pilots can fly from the main WAM flight line simultaneously, providing they're all in agreement and fly the same circuit pattern. A spotter is required as always. "Taking Off", "Landing", "Going Around" shout outs must be loud and clear, for all pilots to hear. In addition, a single qualified RPAS Pilot can fly a helicopter or small plane simultaneously in the dedicated west field. There must be no infringements into the main field airspace.

16. 3D flight or hovering will NOT be conducted within the perimeter of the runway unless you are the only one flying.

17. If you need to fly over the runway for IMAC or other aerobatic patterns practice, you must communicate your intentions to the other members present. All must agree, prior to flight.

18. Minimum weather conditions for RPAS operation at WAM are:
    a. no cloud present below 1000' above the model flying area.
    b. horizontal visibility of 3 miles (5km) or more around the flying area.
    c. no other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

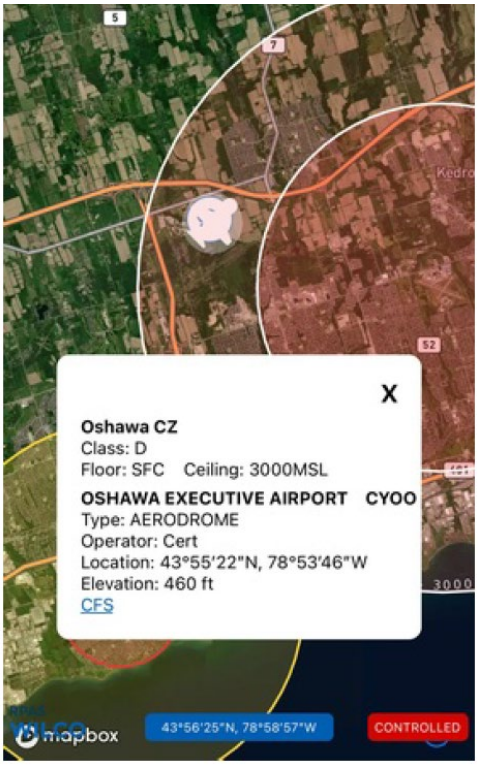
19. Visual Observer Rules are as follows:
    a. We do not monitor ATC radio frequencies at this site.
    b. The visual observer (or other non-flying pilot/delegate) should be assigned responsibility for ensuring "communication capability" is maintained with Air Traffic Control per the approval notice.
    c. VO should have Basic or Advanced RPAS license.
    d. Any WAM Advanced Certified Pilot member can be a visual observer.
    e. Visual Observers are required to review a WAM site survey, to familiarize themselves with nearby aerodrome locations and their respective Runway approaches. At WAM, particular attention is required for the landing and takeoffs on runway 12 and 30 of the Oshawa Airport.
    f. WAM Visual Observer(s) should be located behind and central to the flight line in the pit area, within audible distance of all pilots.
    g. The sole role of the Visual Observer is to scan the sky for approaching full scale aircraft – do not watch the RPA. **Pay particular attention to aircraft departing CYOO on runway 30 (northwest winds) overflying our site - especially if the temperature is above 20C (high density altitude = low aircraft climb rate).**
    h. When a Visual Observer spots a full-sized aircraft (except higher altitude airliners) about to overfly the WAM field, the observer must clearly and loudly yell **"AIRPLANE"**. This is the command requiring all in air pilots to immediately descend to just above the treeline (60'agl).
    i. When the Visual Observer believes, or the pilots flying observe the airplane is no longer a problem yell – **"ALL CLEAR"**. Flying may resume as normal.

Adjacent Aerodromes

There are no adjacent aerodromes to the WAM site that require special procedures per the CAR or TC AIM. However, Oshawa Executive Airport (CYOO) is 3.88nm southeast of our site, and our site is directly under the arrival and departure path for runway 12/30. The following procedures apply:

1. Departures off CYOO runway 30 (northwest bound) are not permitted to turn off the departure path until reaching 1000'agl. On days where the wind is from the northwest, and the temperature is above 20C, all WAM members and VO will pay closer attention to the possibility of CYOO training aircraft overflying our site at low altitudes.
2. In the event of a fly-away **towards** CYOO where in the opinion of the pilot the RPAS has sufficient fuel/battery and the conditions are such that air traffic at CYOO could be affected, in addition to notifying CYOO ATC (see below) you may notify the aerodrome operator (City of Oshawa) at 905-576-8146. **This process is 100% optional**.

Emergency Procedures



1. In the event of **any** uncontrolled **and sustained** RPAS movement (fly-away or uncontrolled flight) outside our flying area, the pilot of the RPAS must immediately contact the **Oshawa Air Traffic Control Tower** at (905) 576-2398 to explain the situation and direction the flyway RPAS is heading.
   a. NOTE – this process is **not required** for crashes or minor deviations immediately outside the flying area – see reporting requirements or CAR901.49.

2. 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:
   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 club executive when able. You must keep this form for one year (CAR901.49 (2)). Resume flying when done.
   b. 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.
   c. If there is actual contact between an aircraft and a MAAC RPAS – all flying will cease until MAAC confirms we may resume operations.

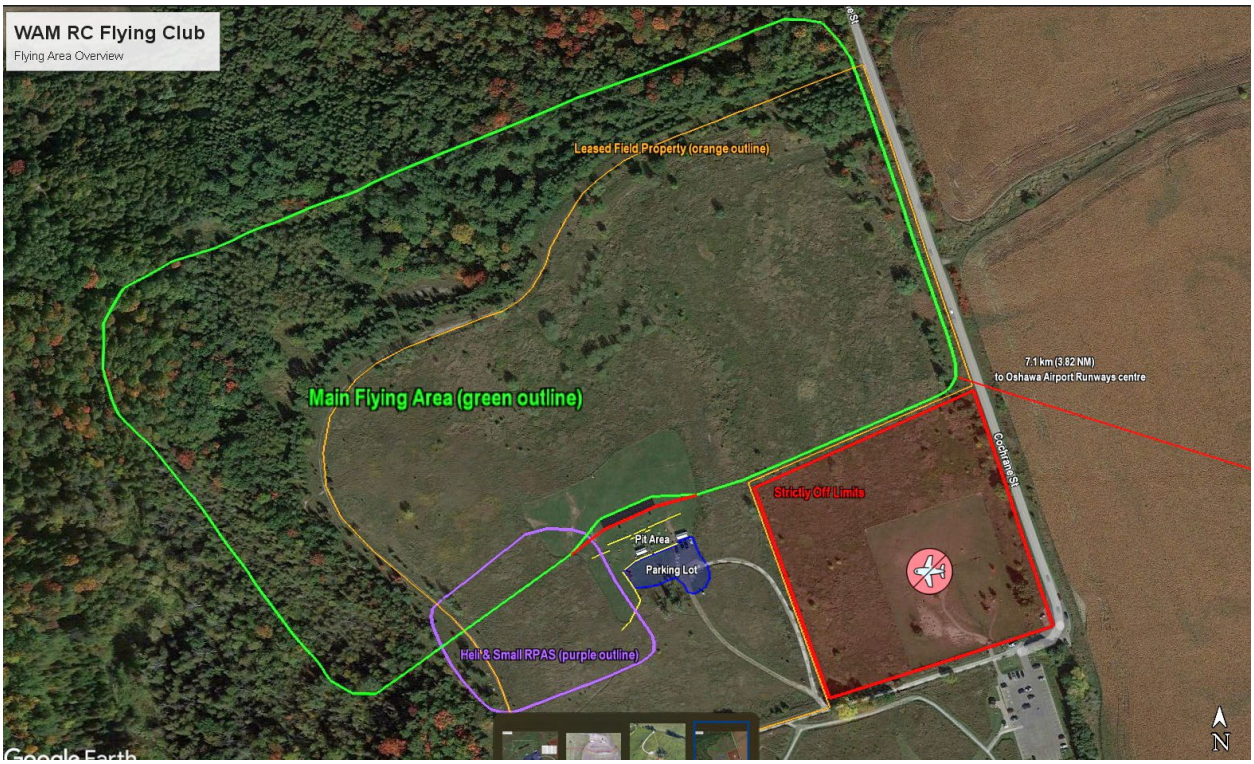
d. This process is for **your** protection.

20. 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. Ensure logbook entries are made.
    b. Any repair that cannot be fixed at the field, shall only be repaired at the modeller's/owner's shop or other repair facility. Ensure logbook entries are made.

21. Club site safety rules shall be reviewed and updated once per year, prior to the annual membership application process. Rules may have to be updated ad-hoc, in the event of regulatory changes. These ad-hoc changes will be communicated to all members via email.

Diagrams and maps

	Latitude	Longitude
Pilot Station #1	43°56'25.18"N	78°58'57.19"W
Pilot Station #2	43°56'25.27"N	78°58'56.90"W
Pilot Station #3	43°56'25.35"N	78°58'56.64"W
Pilot Station #4	43°56'25.45"N	78°58'56.40"W
Pilot Station #5	43°56'25.53"N	78°58'56.15"W
Pilot Station #6	43°56'25.64"N	78°58'55.79"W
Pilot Station #7	43°56'24.24"N	78°58'57.03"W



NAV Drone

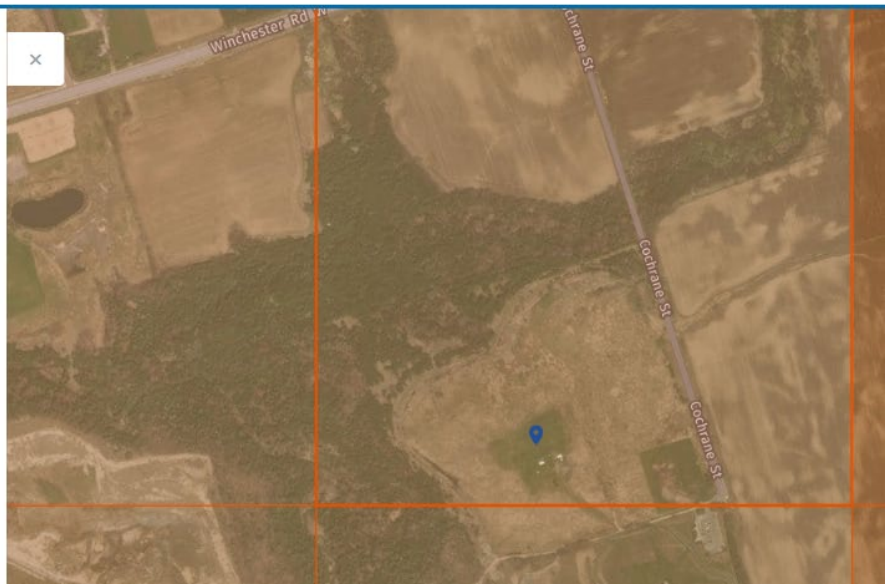
Search for locations...

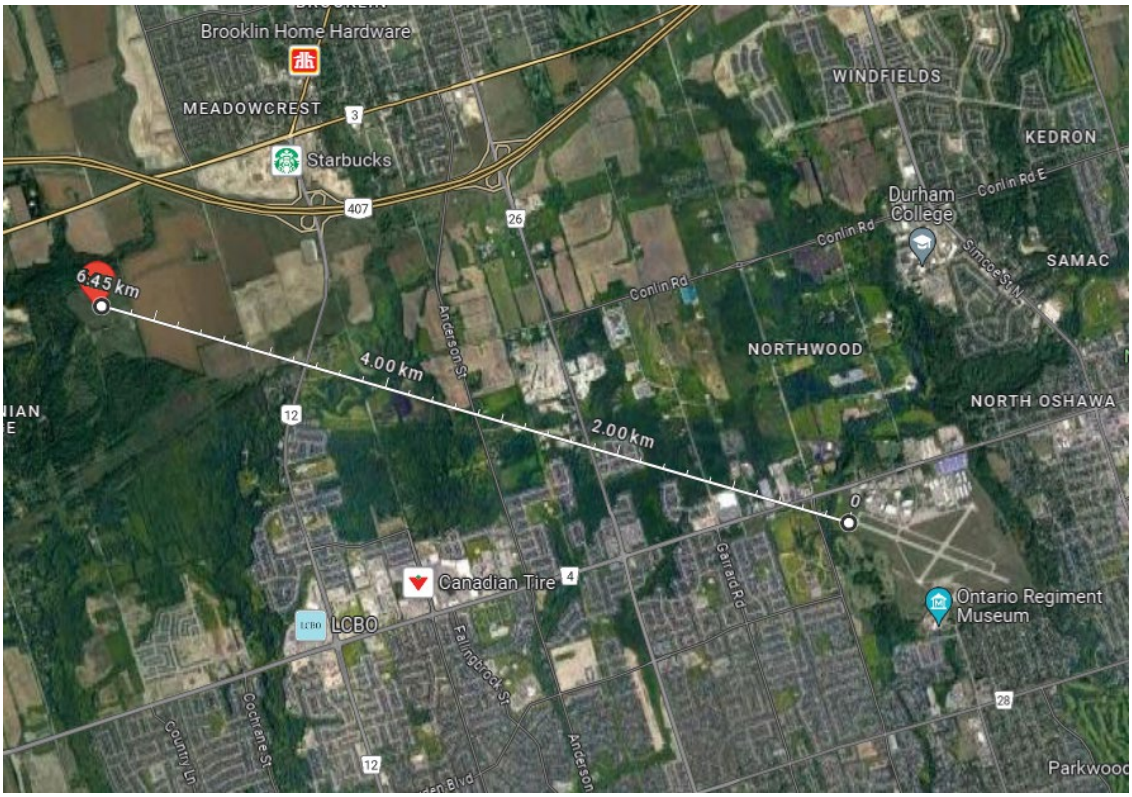
CYOO (CYOO)

Lower limit	Upper limit
GND	300 ft AGL

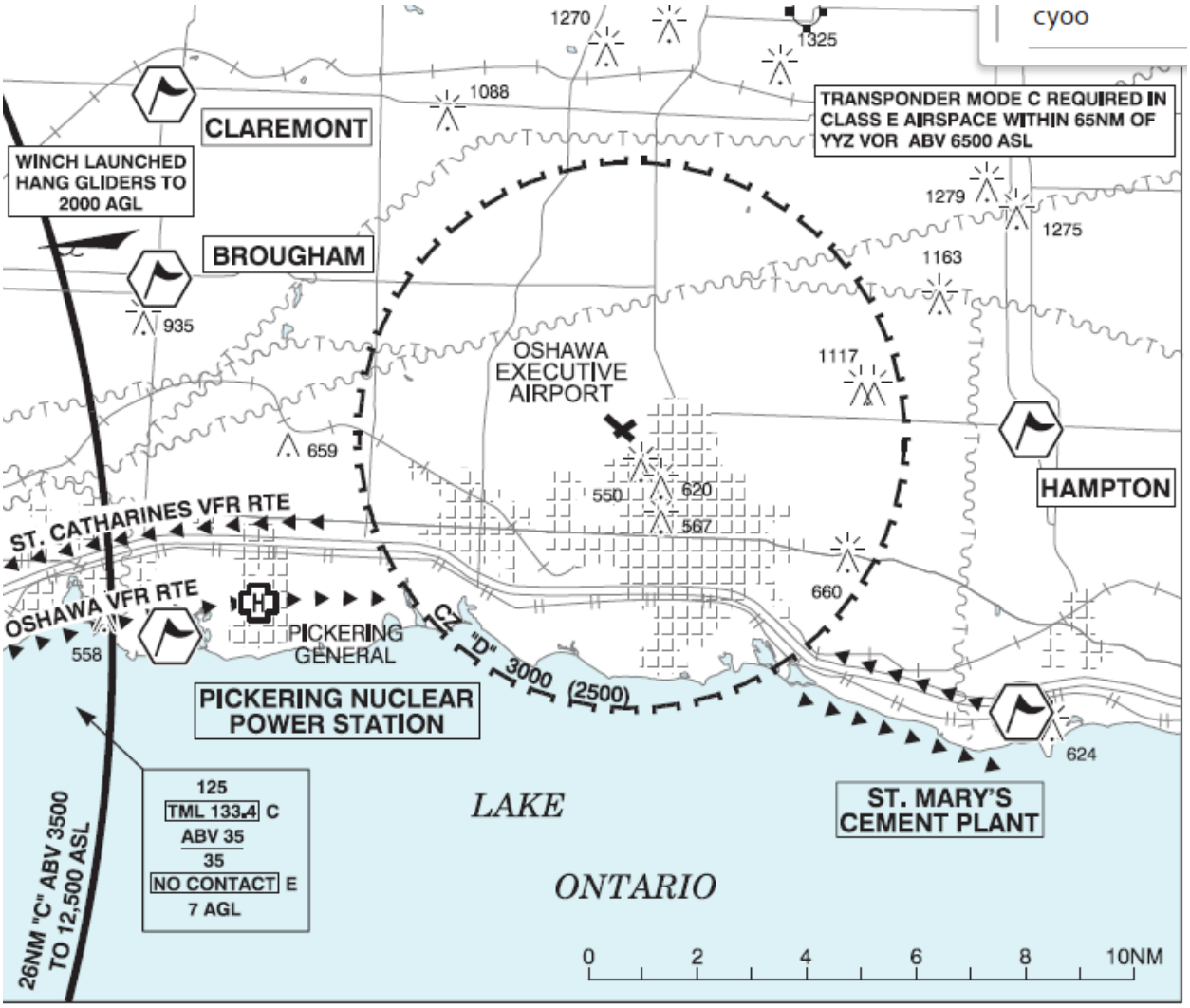
Contact

Last name
NAV CANADA




Brooklin Home Hardware
MEADOWCREST
Starbucks
WINDFIELDS
KEDRON
Durham College
Conlin Rd E
Conlin Rd
SAMAC
Simcoe St N
6.45 km
4.00 km
2.00 km
0
NORTHWOOD
NORTH OSHAWA
Anderson St
Canadian Tire
LCBO
Ontario Regiment Museum
Garrard Rd
Farmbrook St
Cochrane St
Parkwood

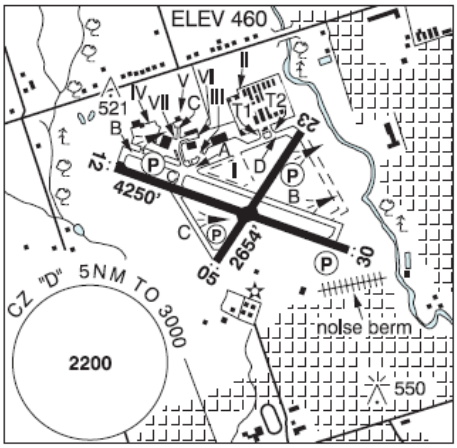

Dagmar
Myrtle
Ashburn
Columbus
951
tank
1163
(340)
OSHAWA
EXECUTIVE AIRPORT
ATIS
1117
(417)
460
L
42
Mitchell's Corners
Coronation Gardens
Brooklin
Audley
620
(210)
Unlighted
660
(230)
550
(110)
567
(197)
OSHAWA
WHITBY
659
(354)
464
(201)
Unlighted
621
(288)
CZ "D" 3000 (2500)



NAME	IDENT	LAT/LONG
BLACKSTOCK	VCBLS	N44° 06' 34" W78° 49' 18"
BROUGHAM	VCBRH	N43° 55' 07" W79° 06' 23"
CLAREMONT	VCCLM	N43° 58' 19" W79° 07' 49"
HAMPTON	VCHMP	N43° 57' 57" W78° 44' 13"
PICKERING NUCLEAR POWER STATION	VCPKR	N43° 49' 00" W79° 03' 00"
PORT PERRY	VCPRY	N44° 06' 00" W78° 56' 42"
ST. MARY'S CEMENT	VCSMC	N43° 53' 00" W78° 42' 00"

TORONTO / OSHAWA EXECUTIVE AIRPORT ON — CYOO

REF	N43 55 22 W78 53 47 Adj N 11°W (2015) UTC-5(4) Elev 460´ VTA A5000 LO6 T2 CAP
OPR	Corporation of the City of Oshawa 905-576-8146 11-04Z‡ O/T PN Cert
PF	A-2,7 B-6 C-1,3,4,5
CUST	AOE/50 1330-2130Z‡ Mon-Fri exc hols. 888-226-7277; AOE/15 1330-0500Z‡
FLT PLN	Pilots to open/close VFR flt pln with London rdo 123.15 or by phone.
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	METAR AUTO H24 (see COMM) TAF H24, issue times: 02, 08, 14 and 20Z WxCam



SERVICES	
FUEL	100LL (cardlock on Apron I), JA-1
OIL	All
S	1,2,3,4,5,6
PVT ADV	Enterprise Air Inc 131.05 905-721-0054
RWY DATA	Rwy 12(122°)/30(302°) 4250x100 ASPH Rwy 12 down 0.31% Rwy 05(046°)/23(226°) 2654x100 ASPH Rwy 23 down 0.6%
RWY CERT	Rwy 12 RVR 1200(1/4sm)/Rwy 30 RVR 1200(1/4sm) AGN IIIA Rwy 05/23 AGN II
TWY CERT	Twy C: AGN I fr Apron V to Twy B & AGN IIIA fr Twy B to Rwy 12/30 & AGN I fr Rwy 12/30 to Rwy 05/23
TWY	Normal Rwy 30 deps are from Twy B. Acft requiring full length must notify gnd ctl on initial contact.
RCR	Twr 905-576-2398 RSC/CRFI avbl 1130-0330Z‡ OPR 905-576-8146 RSC/CRFI avbl 0330-1130Z‡ PLR/PCN.

COMM	
ATIS	125.675 1130-0330Z‡
GND	118.4 1130-0330Z‡
TWR	120.1 (V) 1130-0330Z‡ (emerg only 905-576-2398)
MF	tfc 120.1 0330-1130Z‡ 5NM 3000 ASL (CAR 602.98)
ARR	Toronto tml 133.4
DEP	Toronto tml 133.4
AWOS	125.675 0330-1130Z‡
PRO	Rgt hand circuits Rwy 23 & 30 (CAR 602.96). On dep no turns below 1000 ASL. Arr turns to final apch will be made at or above 1000 ASL. **Flts proh btwn 2230 & 0630 lcl unless appr by APM. Ctc opr for details.** Pilots are requested to maintain 2000 ASL or above over Metropolitan Toronto Zoo (N43 49 05 W79 11 15). Tng flt prohibited at all times unless approved by APM. Ctc OPR for details.
CAUTION	Winch launched hang gliders, cable up to 2000 AGL fr N43 55 W79 08 aprx 11NM W of A/D. Wildlife frequently on rwys.

MAAC Manufacturer Declaration requirements

Please refer to the full policy for additional information. The following are the core requirements of the policy that enable MAAC operation in controlled airspace.

To be eligible to be classified as meeting the “MAAC RPAS Manufacturer Declaration”, the RPAS must meet the following technical requirements:

a) The RPA must not weigh more than 25kg ready to fly (SFOC are not permitted),

b) The RPA must be of a type, quality and construction or assembly method consistent with the commonly accepted definition of “model aircraft” in North America, wherein the MAAC member, using the MAAC safety code and processes, is responsible for any portion of construction or final flight ready assembly. See MAAC policy for a detailed description of the types of acceptable MAAC RPAS/model aircraft and their classifications.

c) The control system and components must be of a type, and quality meeting Industry Canada approval and otherwise meet MAAC Safety Code and commonly accepted modeling and model industry standards for radio control installation and operation.

d) The RPAS must not contain any type of “Human-on-the-loop” or other computer control in the control system. For clarity, deactivation, or temporary disabling of any such system is not acceptable – these types of control systems must not be present in the system.

f) RPA operating in controlled airspace up to 400’AGL, MAAC VLOS meets CAR922.04 requirements provided the RPAS pilot operates in accordance with MAAC VLOS.

g) The RPA must have performance capability to descend from the maximum altitude approved by the controlling agency to 60’AGL at a rate of 700 feet per minute or greater.

h) The RPA or RPAS must have an operable “flight termination” system or design criteria that can be reasonably expected to terminate the flight with minimal delay in the event of a control link failure.

i) If intended to be flown at night, or if required by the controlling agency during the day, the RPA must have a functioning lighting system to ensure MAAC VLOS requirements are met or to provide enhanced visual detection for full-scale pilots.

Prior to RPAS operation under the “MAAC RPAS Manufacturer Declaration”, the **RPAS pilot shall ensure the RPAS owner** has documentation available at the site/event for each RPA which contains the following information. This may be in electronic or printed format however MAAC highly recommends this information be included in the RPA logbook, either as a separate page entry, an addendum, or as a package of info

a) RPA Make or manufacturer name,

b) Model – the specific RPA model designation including the bound/used transmitter.

c) The RPA category (MAAC Model Aircraft, MAAC Rotary Wing, MAAC Hybrid)
d) The RPA maintenance program that includes:
    i. instructions related to servicing and maintaining the RPA and control system,
    ii. An inspection program to maintain system readiness.
e) Any weight limits or center of gravity concerns or related special requirements.
f) Any RPA design features such as limitations on speed, altitude, or operational restrictions,
g) Any foreseeable weather conditions or limitations affecting RPAS operation,
h) Any special or unique features of the system that could result in severe injury to crew members during operation.
i) Any special or unique design features of the system, and the operating procedures, that are intended to protect against injury any person not involved in the operation,
j) Any warning information provided to the pilot notifying any degraded system performance,
k) Any special or procedures for operating in normal or emergency conditions,
l) Any special assembly, adjustment, or post flight inspection requirements, and
m) Any available manuals or component operating instructions.
n) The above records shall be kept by the owner, and any subsequent MAAC owner for the life of the RPAS, or until two years after the RPAS is withdrawn from service and de-registered.

To operate a RPAS under the "MAAC RPAS Manufacturer Declaration", the **RPAS pilot shall** ensure the following requirements are met:
a) All other relevant sections of the CAR are met,
b) The RPAS is operated in compliance with the MAAC Safety Code and any category specific rules or requirements.
c) The RPAS meets the technical requirements of MAAC policy,
e) The RPAS shall not be operated in any mode other than "direct manual control"
f) The pilot shall not operate more than one RPAS at a time.
g) The pilot shall not operate the RPA unless any equipped onboard flight termination system is operable,
h) The RPA shall not be operated within 30 meters of any bystander or spectator, under any circumstances and **regardless of altitude**.
i) The pilot shall not operate an RPAS unless at least one visual observer is present Note, unless required by the controlling agency or stipulated in the site SOC, mRPAS do not require a visual observer.
j) The RPAS shall not be operated in any weather condition, near terrain or any other condition which could:
    i. reduce or negate visual detection of approaching full scale aircraft or bystanders,
    ii. interfere with radio control link range or clarity of reception or
    iii. negatively affect the performance of the RPA or the control system where safety of operation could be compromised.

k) The pilot shall only operate a RPA of a type, size or performance capability that can realistically be expected to maintain controlled flight within the lateral and vertical flying area confines specified in the SOC or by the controlling agency,

l) The RPAS pilot shall report to MAAC without delay any defect, flaw or equipment performance issue that negatively affected meeting any of the technical or operational requirements of this policy.

i. The RPAS **shall not** be operated again under this declaration until both MAAC and the RPAS pilot/owner have investigated and agree the noted deficiency has been rectified.

ii. Members shall use the MAAC Reportable Occurrence form and MAAC shall respond in writing. Any such record shall be kept for two years from the date of the agreement to cause and remedy.

iii. The above records shall be kept by the owner, and any subsequent MAAC owner for the life of the RPAS, or until two years after the RPAS is withdrawn from service and de-registered.