



**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**

Hespeler Model Aviators Inc. Rules

2400 Hespeler Rd Cambridge Site

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. **A copy of Hespeler Model Aviators rules package will be kept in the storage shed.**

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”)
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 2400 Hespeler Rd, Cambridge, Ontario, pilot station coordinates are 43 27 45.10N, 80 18 38.00W.
2. This site is in NAV CANADA Kitchner/Waterloo International Airport (CYKF) Class C Control Zone designated transponder mandatory controlled airspace. CYKF airport is located 2.98nm to the west. Unless stated otherwise in a NAV DRONE approval – transponder is **not required** for RPAS operations.
3. This site open for flying activities all year during daytime, ½ hour before sunrise till ½ hour after sun set. Nighttime flying is permitted, electric models only, and with the use of navigation/position lights. No nitro/gas power aircraft before 9 a.m. Monday to Saturday and 10 a.m. on Sunday. Nitro/gas power aircraft restricted during nighttime.
4. Parking of vehicles only in designated parking areas. Non RPAS licensed spectators **MUST** remain in the designated spectator area. In the winter you may need to walk into the site.
5. Membership fees and applications must be submitted and approved before flying activities can commence. Proof of MAAC must be provided in application.
6. All members wishing to fly aircraft must have MAAC Wings and current Advanced RPAS. This includes all fixed wing aircraft, and helicopters be they hand launch, bungee launch, or take off under their own power.
 - a. Student pilots who are members must fly under the direction of a Flight Instructor.

7. Guests are welcome, must receive pilot briefing explaining club rules, policies, no fly zones etc.
 - a. Guest must sign waiver acknowledging club rules.
 - b. The Club Executive is responsible to ensure there are procedures in place to brief all visiting RPAS pilots at any event this site may hold.
8. Spectators are welcome and will remain in the designated spectator area.
9. No children under 12 can be left unattended anywhere on the property. Flying your plane while your kids are running around in the pits is considered leaving them unattended.
10. The Johnny on the spot is maintained and should be used. The barbeque is provided for the benefit of all members. The Club fills the propane tanks for our fun fly and corn roast and that is usually adequate.
11. The front gate is to be left unlocked once you arrive at the field. Should an emergency vehicle have to come, they must be able to get in. The front gate is to be locked by the last person leaving.
12. The sod farm is our neighbour. We only rent the main field, pits and parking area. We have permission to cross on to the sod farm to retrieve airplanes. Under no conditions, are markings of any kind to be placed on our neighbour's property. Our landlord, the game warden and the sod farm people are out there on a regular basis.
13. Please take your own garbage home, including any broken parts. As well, please retrieve all broken parts as well as broken propellers from the field.
14. Only mRPAS and RPAS (R/C model aircraft) may be flown at the field. Free flight, Control Line, space models and surface vehicles are prohibited. RPAS powered by gas turbines are also prohibited.

In the event of an Emergency phone 9 1 1 and provide the following address for first responders - 2400 Hespeler Rd, Cambridge, Ontario.

Normal Operating Procedures and Club Safety Rules

mRPAS rules - NAV CANADA airspace

1. Per the CAR, mRPAS do not require an RPAS operators' 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 an SOC that determines CAR900.06 has been met. This Hespeler meets those requirements per the below.

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:
 - All mRPAS must be flown in direct control mode only. “Drones” are prohibited.
 - Members are responsible to ensure the RPA weight is below 250 grams ready to fly. Violations will not be tolerated.
 - There are no age restrictions on mRPAS flight.
 - mRPAS do not require a MAAC “manufacturer operations manual” or similar.
 - Visual observers are optional for mRPAS.
 - mRPAS will be operated in accordance with all site and MAAC rules such as honouring the flight line **and any altitude restrictions**. 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 an 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. Any pilot responsible for RPAS operation must have Advanced RPAS pilot certification.
2. Conformance to MAAC RPAS Manufacturer Declaration is mandatory for all RPAS pilots. The MAAC RPAS Manufacturer Declaration policy items are attached. The registered

owner (which may or may not be the same as the pilot) of each RPAS intended to be operated in controlled airspace, must register the RPAS with Transport Canada as a MAAC declared RPAS. The owner must also complete an “operators manual” per MPPD27 outlining the minimum requirements. This form along with the other listed documents must always be kept with the RPAS and available to the Pilot when operating in controlled airspace.

3. The **NAV DRONE** app shall be used by every pilot to obtain airspace access permission for each model 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. For clarity, unless specified in the NAV DRONE approval, MAAC declared model aircraft do not require a “transponder” or any other onboard ATC identification equipment to operate in CYKF Class C transponder airspace.
 - d. Please refer to the NAV CANADA website for more information and instruction on the use of NAV DRONE.
 - e. Please direct all NAV DRONE usage questions to NAV CANADA via their feedback channels.
4. **The flying altitude limit at the field is 200 ft (61 m). MAAC is in the process of negotiating higher altitudes – Hespeler members shall not make requests for altitudes above 200’, either electronically using NAV DRONE or otherwise, until given permission to do so by MAAC – in writing.**
5. A site survey shall be conducted each day prior to each flying session and must be available during flying session. Members are encouraged to use MAAC RPAS Wilco as it meets all CAR requirements and contains weather and NOTAMs. There only needs to be one site survey completed for multiple pilots so long as the Site Survey is accessible. Aviation weather and NOTAM for CYKF must be checked daily.
6. The Hespeler flying areas are as depicted in the attached diagrams. The No-Fly Zone is behind the flight line and includes flying over Hespeler Road. If you have ANY questions at all about the No-Fly Zone, please ask a member of the executive for clarification. Members are encouraged to remind other pilots who compromise the No-Fly Zone to stay out of the No-Fly Zone. Flying over the pits or parking area is never allowed and is a direct contravention of MAAC Rules.
7. 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). mRPAS pilots must confirm that their models weight less than 250 g.

8. The following start-up, take-off, landing approach, and recovery procedures are to be followed:
 - a. All models shall be restrained before starting or arming of the power system.
 - b. Circuit direction to be determined by prevailing winds, or agreement of pilots flying. Takeoffs and landings should be facilitated into the wind. Proper procedure is to taxi to the downwind side of the field and turn your plane into the wind. After coming to a stop and checking the surrounding airspace, pilots will announce out loud "taking off" to indicate his intentions to the other pilots. Upon takeoff the first turn should always be away from the flight stations after which the aircraft will then join the circuit.
 - c. Hand or bungee launching will be done with the agreement of pilots already flying. In these cases, if it is necessary to do so from the field, then the launcher shall announce, "on the field to hand launch". When completed the launcher will announce, "off the field".
 - d. We also require loud announcements for "landing". Communication between pilots at the flight line is always encouraged so people are aware of what is going on. Dead stick landings have priority in all situations. Upon landing, all pilots will taxi back from the runway to the area between each flight station. The movement of the plane shall stop before it is past the front fence of the pilot station and the plane shall be promptly walked back to the pilot's work area.
 - e. Recovery of downed aircraft within flying area shall be done with agreement of pilots flying. No new models may be launched until the area is clear. No flying over recovery crew. In the event of a dead stick landing or a stalled motor, the plane can remain on the field until it is established that it is safe to recover. Before entering the field to recover the plane the person shall announce in a loud voice, "on the field" and upon recovery of the plane shall announce, "off the field" so the other pilots can continue in a safe manner. After announcing "on the field" you should always wait for flying pilots to acknowledge before proceeding onto the flight line. Please be cautious and alert when retrieving planes from an active runway. Also please do not dawdle! Retrieve the aircraft as quickly as possible or alternatively wait until it is safe to do so.
 - f. For multiple RPAS, inquire with active pilot(s) direction of circuit prior to take off.
9. The weather minimum is 1000' ceiling and 3 miles visibility. No other obscuring factors, ie: fog, haze, dust. For weather information, pilots may use either the Weather Network or NAV CANADA Aviation Weather Service for CYKF.
10. Visual Observer usage (VO) is mandatory during RPAS flight operations.

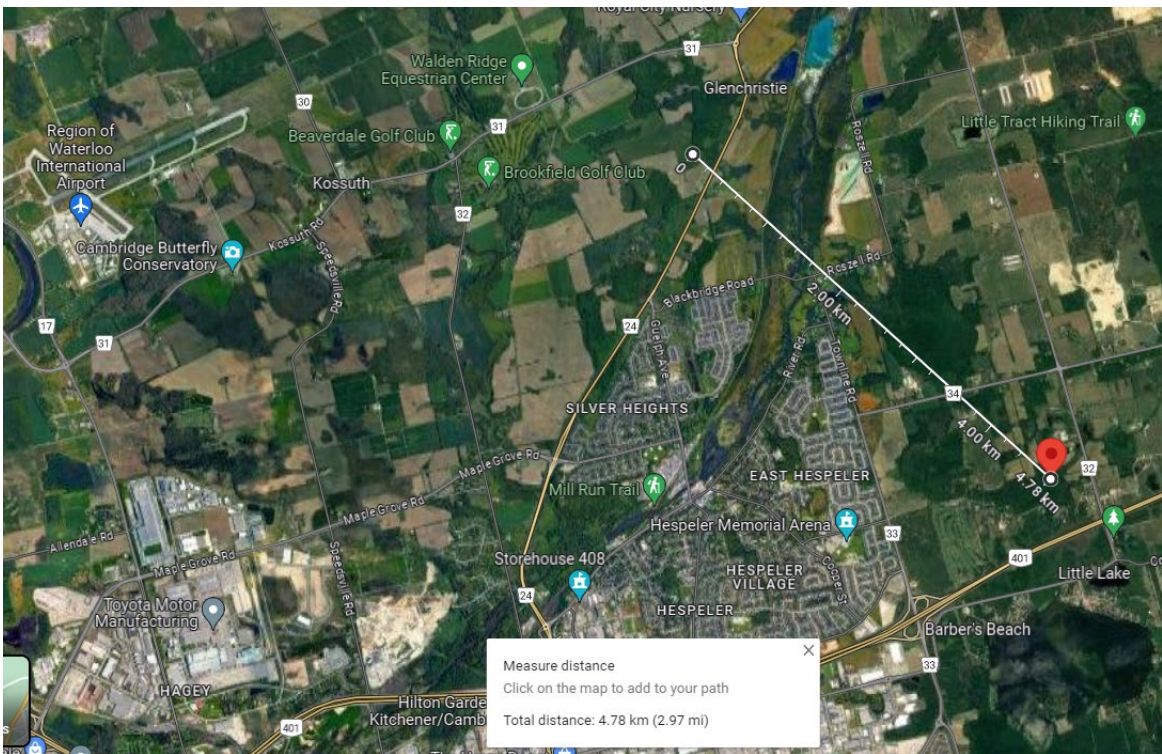
- a. We do not monitor ATC radio frequencies at this site.
- b. The visual observer (or other non-flying pilot/delegate) should be assigned responsibility for ensuring “communication capability” is maintained with Air Traffic Control per the approval notice.
- c. Visual observers (VO) will be briefed on this rules package before assuming the role of VO. The sole role is to scan the sky for approaching full scale aircraft – do not watch the RPA. Pay particular attention to the southwest “HWY401” published route.
- d. VO should have Basic or Advanced RPAS license.
- e. The visual observer should stand close to any pilots flying so they can be heard, that their view of the sky must be unobstructed, and free from the sun’s glare.
- f. When any VO or any other pilot/person spots a potential conflict – yell AIRPLANE in a clear loud voice. All pilots flying will descend as low as possible – aiming for 60’agl – and if need be, land as soon as safely able.
- g. When the VO believes, or the pilots flying observe the airplane is no longer a problem yell – ALL CLEAR. Flying may resume as normal.
- h. Visual Observers will also alert to any ground vehicle or people movement that may create a conflict.
- i. Members must not make any ambient noise generation during model operations, which could interfere with visual observer(s) aural notifications. This includes loud music, run-ups, engine tuning, loud generators near pilots or similar.

Adjacent Aerodromes

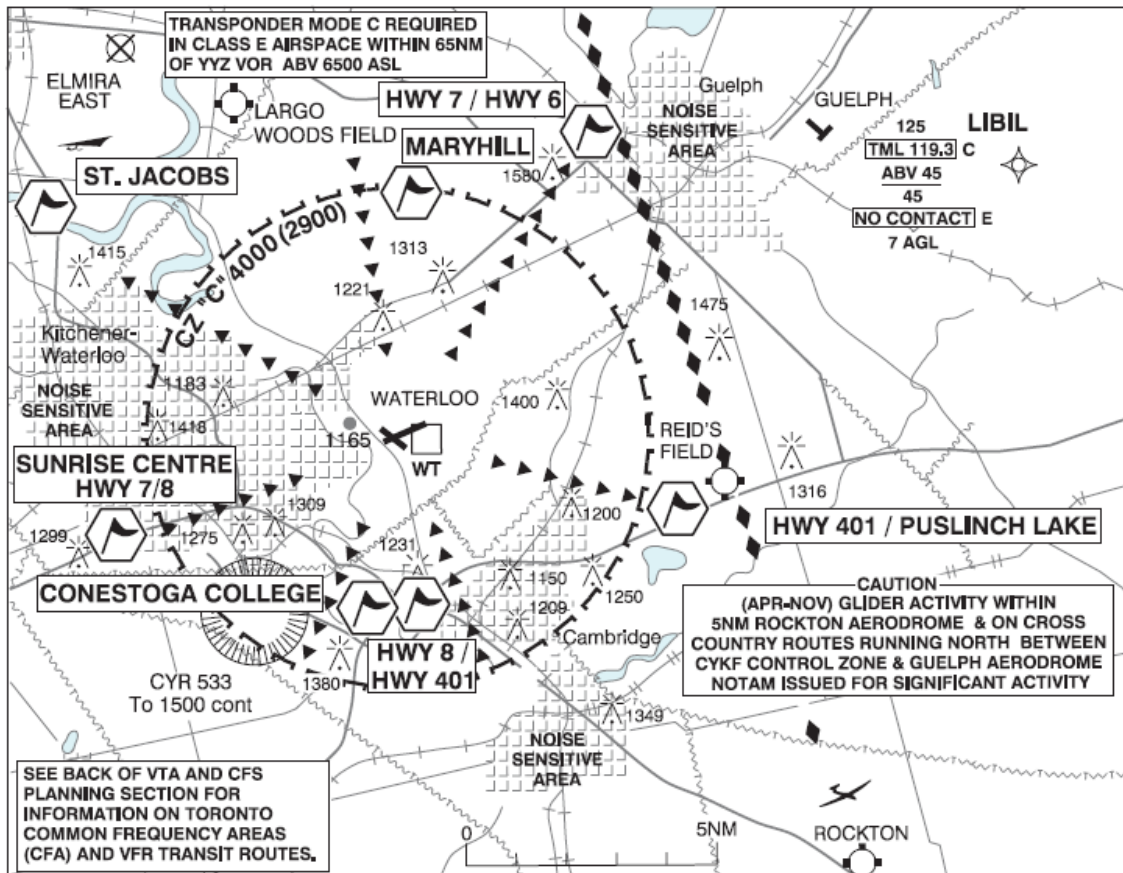
This site is located within 3nm of the Kitchener Waterloo Airport (CYKF) (CERT) and is required to meet the following requirements.

1. The operators name (OPR) is Regional Muni of Waterloo, and their contact information is 1-519-648-2256.
2. The airport is located 2.98nm west of our modeling site.
3. The aerodrome has two runways (08/26 and 14/32), full aircraft services and is used by scheduled regional airlines as well as charter and private aircraft. The aerodrome can also be frequented by aerial fire suppression aircraft, airshow practice aircraft and jet or propellor flight training aircraft.
4. There are no CFS RPA procedures in the CFS PRO or CAUTION sections however there are published air routes that affect our flying site. The “HWY401/Puslinch Lake” route and reporting point pass immediately south of our site. ATC may restrict training aircraft to low altitudes for airline traffic landing or departing Toronto (CYYZ). Members must be **especially vigilant** and consult the air route map below.

5. The Club executive has contacted the Airport operator and they have expressed no issues with our RPAS site.
6. As we are operating within 3nm of a certified aerodrome (Airport), all pilots responsible for RPAS operation must have advanced RPAS certification (CAR901.47(2)).



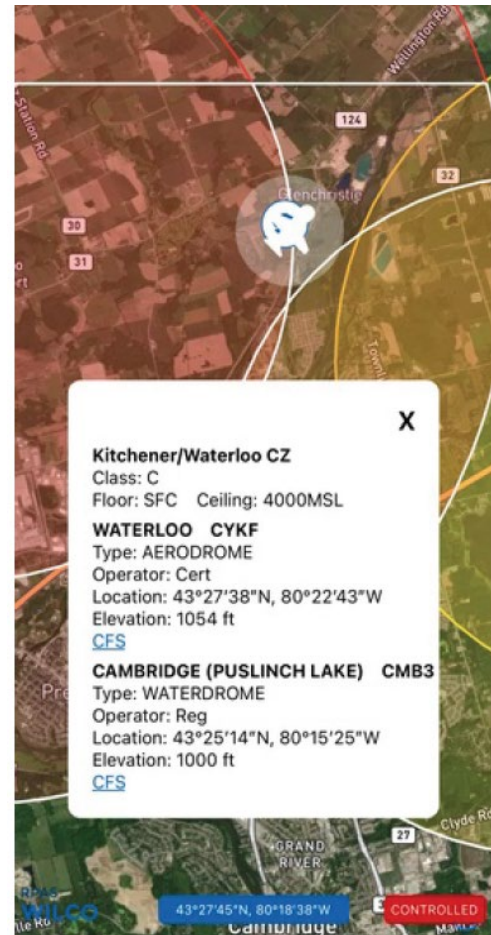
KITCHENER / WATERLOO VFR TERMINAL PROCEDURES CHART



NAME	IDENT	LAT/LONG
CONESTOGA COLLEGE	VCCOL	N43° 23' 22" W080° 24' 38"
HWY 7 / HWY 6	VCHWE	N43° 33' 00" W080° 18' 00"
HWY 8 / HWY 401	VCAYT	N43° 24' 00" W080° 22' 30"
HWY 401 / PUSLINCH LAKE	VCFOR	N43° 26' 00" W080° 16' 00"
MARYHILL	VCMYH	N43° 32' 04" W080° 23' 27"
ST. JACOBS	VCJCB	N43° 32' 00" W080° 33' 00"
SUNRISE CENTRE HWY 7/8	VCSRS	N43° 25' 01" W080° 31' 02"

Emergency Procedures

1. In the event of any of uncontrolled and sustained RPAS movement (fly-away or uncontrolled flight) **outside our flying area**, immediately contact Kitchner Waterloo ATC Tower at **(519-648-3055)** and advise them of the scenario. Also see instructions on the NAV DRONE Approval form.
 - 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 and recall 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.
3. 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 modellers/owners shop or other repair facility. Ensure logbook entries are made.

This document will be reviewed and updated annually by the Hespeler Club Executive

Diagrams





FLYING AREA

**RESTRICTED TO NOT
ABOVE 200' AGL
UNTIL ADVISED BY
MAAC**

Hespeler Model Aviators

Hespeler Model Aviators Flying Field
Temporarily closed

Hespeler Rd

🔍 Search for locations...

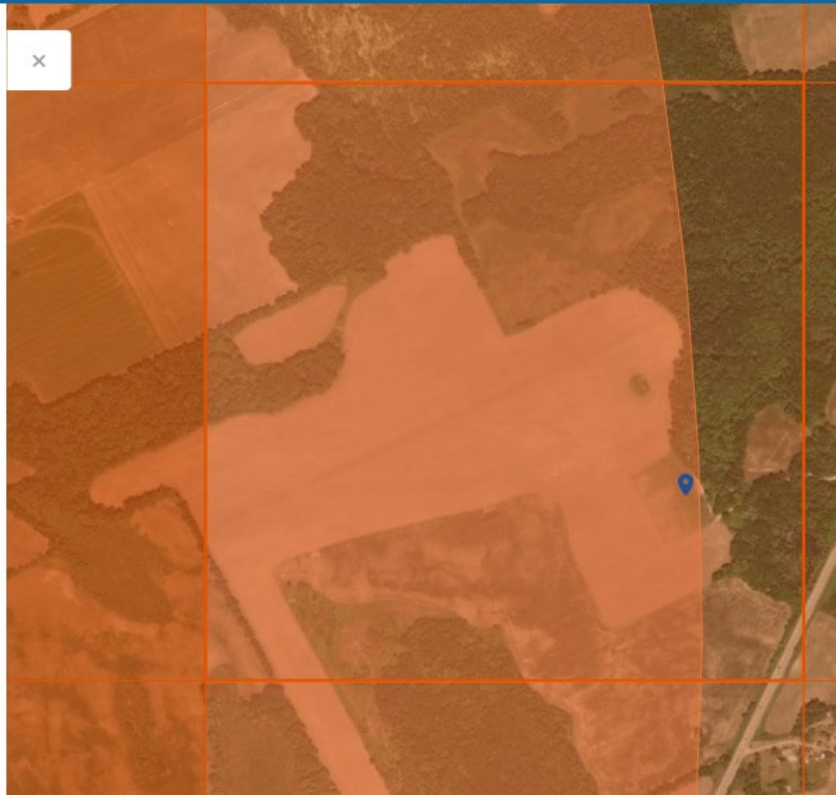


CYKF (CYKF)

Lower limit	Upper limit
GND	200 ft AGL

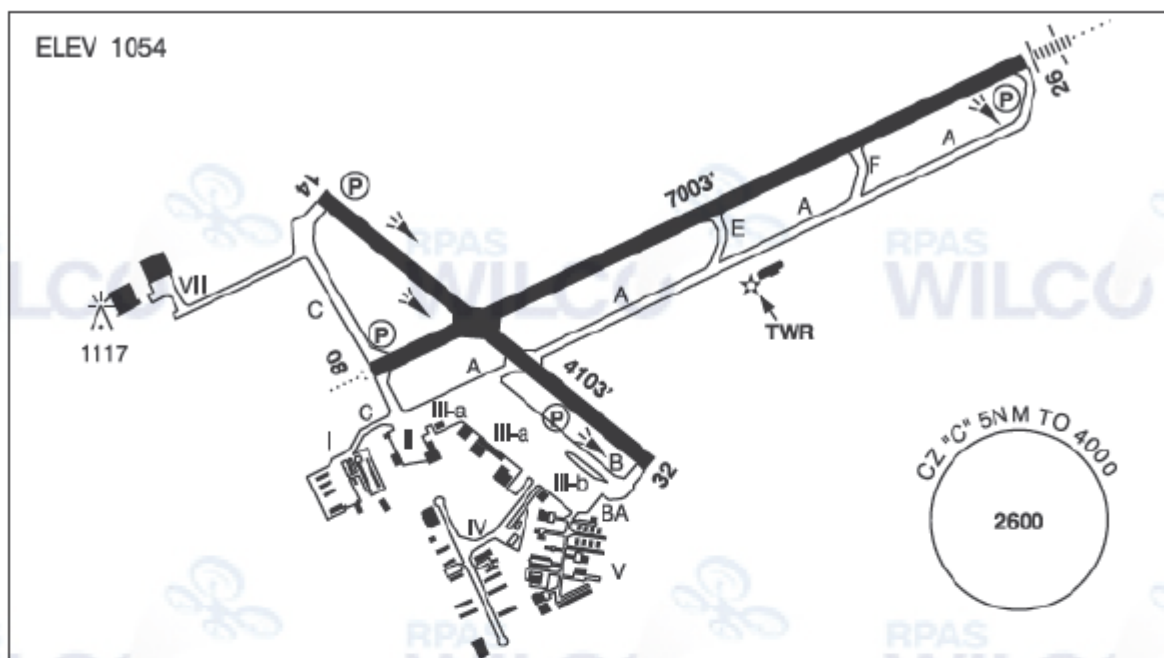
Contact

Last name
NAV CANADA



KITCHENER / WATERLOO ON

CYKF



REF	N43 27 39 W80 22 43 1E 10°W UTC-5(4) Elev 1054' VTA A5000 LO6 HI5 CAP OC
OPR	Regional Muni of Waterloo 519-648-2256 H24 Cert Ldg fees are applied to all acft above 2500 Kg max tkof wt
PF	A-1,3,6,7,8 B-2 avbl 13-20Z† Mon-Sat C-4,5
CUST	AOE/15 888-226-7277 Gen Avn only AOE/180 12-04Z† 519-648-3858/519-465-7723 2hrs PN
FLT PLN	<p>FIC London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)</p> <p>WX METAR AUTO H24 (see COMM) WxCam TAF H24, issue times: 0140, 0740, 1340, 1940Z.</p>
SERVICES	<p>FUEL 100LL, JA (FSII avbl), JA-1 (FSII avbl)</p> <p>OIL 80, 100</p> <p>S 1,2,3,4,5,6</p> <p>ARFF PARTICIPATING CAT 7 3 hr PN</p> <p>JASU Air Start</p> <p>PVT ADV Chartright 129.475 905-671-4674 11-23Z† O/T call out chg. Flite Line svc 130.5 519-514-0530 11-01Z† O/T call out chg. Summit Fuel Services 123.5 519-497-8091 12-02Z† O/T call out chg.</p> <p>MIL CON Flite Line Services Inc. 519-541-0530</p>

KITCHENER / WATERLOO ON (Cont'd)

CYKF

<p>PRO</p>	<p>Pursuant to CAR 602.105, the following procedures are in effect. Noise Abatement pro in effect for all acft. See CAP or VTPC. Pilots flying an inst apch pro to Rwy 26 take note: The pro turn overflies Guelph Aprt (circuit hgt 2100 ASL). Pilots flying an inst apch pro to Rwy 26 can anticipate delays and/or restrictions when Rwy 05 & 06R are in use at Toronto/Lester B. Pearson. IFR tng flts are to ctc National Traffic Management Unit (FLOW CTL) 800-268-4831 2 hrs prior to ETD or possible delays. VFR tfc outside CZ watch for apch acft oprg in vic of extended Rwy 26 centreline. VFR dep avoid noise sensitive areas at an operationally safe alt.</p> <p>Pursuant to CAR 602.105, the following procedures are in effect. Rgt hand circuits Rwy 32 (CAR 602.96).</p> <p>No VFR or IFR tng on Rwy 08 btwn 02-12Z†</p> <p>REDUCED VISIBILITY OPERATING PROCEDURES (RVOP): One acft permitted on manoeuvring area at a time dur RVOP. RVOP avbl 12-04Z† only.</p> <p>VFR ARR/DEP ROUTES – ARRIVALS: NOT BELOW 2600 ASL until advised by ATC. All routes end approximately 2 miles from airport then join circuit as per Tower clearance.</p> <ul style="list-style-type: none"> • Hwy 8/Hwy 401: From the West remain south of Hwy 401 until passing Hwy 8/Hwy 401 flyover. From the east remain South of 401 until 1 mile east of Hwy8/401 • Maryhill: pass one mile west of Maryhill • Sunrise Centre- Hwy 7/8: Arrivals from the northwest avoid flight over noise sensitive areas denoted on VTPC until reaching Sunrise centre/Hwy7-8. <p>VFR ARR/DEP ROUTES – DEPARTURES: NOT ABOVE 2100 ASL until advised by ATC. All routes begin approximately 2 miles from airport.</p> <ul style="list-style-type: none"> • Puslinch Lake: Remain North of Hwy 401 until clear of control zone. • Conestoga College: Remain North of 401 until clear of control zone. <p>All VFR aircraft should anticipate arrival and departure instructions from air traffic control (ATC).</p>
<p>CAUTION</p>	<p>Winch-launched hang gliders, cable to 2000 AGL N43 33 18 W080 31 31 near St. Jacobs aprx 8.5NM NW of A/D.</p>



Violation of Rules, Regulations, and Procedures

Violation of any of the following Rules, Regulations, and Procedures, or behaviour unacceptable to Club members as deemed by a majority of the Executive, or a majority of members at a regular or special Club meeting, will result in one (1) written warning from the Club Executive on behalf of the Club. Should another violation or offence occur, the violating or offending member's record will be reviewed for termination. Attending members at a regular or special meeting have the right, by majority vote, to waive the written warning and proceed to immediate dismissal in writing, with the promise of the return of the member's membership fee, upon receipt of any Club property.

APPENDIX 1

MAAC Manufacturer Declaration requirements

Please refer to the full policy (MPPD 27) for additional information. The following are the core requirements of the policy that enables 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.