



# RIM Park Indoor Flying

Revised January 4/24

The K-W Flying Dutchmen have been given permission to conduct MAAC modelling activities indoors and fully understand and agree that any permission granted applies to indoor flying activities only, no exceptions.

## Administrative

Club: K-W Flying Dutchmen (#171, Zone E)

Location: RIM Park, Indoor Field 1 and Indoor Field 2  
2001 University Ave E, Waterloo, ON

Conditions for use – Anyone who uses this site must:

1. Be a member in good standing of MAAC
2. Be registered at RIM Park and paid admission fee, and
3. Comply with the MAAC Safety Code and all club regulations

RIM Park requirements:

1. No food in the room
2. Only indoor footwear is allowed (no boots)

A copy of these rules are available to any member who operates an RPAS. These rules are available online at MAAC.CA under the club's field profile. The club will endeavor to keep a copy at RIM Park.

**In case of emergency, call 911, the address to be provided to first responders:**

**RIM Park, Indoor Field 1 and Indoor Field 2  
2001 University Ave E, Waterloo, ON N2K 4K4**

GPS coordinates

**Latitude: 43° 31' 12.00" N**

**Longitude: -80° 30' 0.00" W**

Subsequently, notify:

Club official: Steve Bock, President

Tel: 519-827-4850 or by Email: f86-sabre@rogers.com

Emergency exits are marked on the flying diagram and by signs in the building. Pilots are responsible for knowing the location of the exits. Location of emergency equipment (defibrillator, fire extinguishers, etc) is marked by building signage

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## Normal Operating Procedures and Club Safety Rules

This club allows for the following categories of model: mRPAS

Fixed Wing – up to 250 grams  
Small Multi Rotor (less than 150 grams)  
Small or Nano Helicopters

Indoor flight only is permitted, no exceptions

1. Attendees should set up in the pits area only. All pre-flight or assembly operations must be performed in the designated pits area
2. Batters should not normally be charged on the premises, but should be charged off site with supervision. If batteries need to be charged on site, the charging shall be supervised at all times
3. Batteries shall not be connected to models unless the model is restrained in the pits area, no exceptions
4. The direction for take-off, landing and traffic patterns will be determined by the pilots' present
5. Hand launching shall be done in agreement with any pilots flying
6. Recovery of RPA that land/crash in the flying area will be done in agreement with other modelers/pilots flying. Do not fly/operate a model directly over/near other persons recovering a model
7. MAAC spotters are optional at this site. The following are the procedures for ensuring bystander safety. A bystander is defined as any person who is unaware of the modeling activities or has otherwise not consented to be near the modeling activity
  - When any member or other person spots a bystander that might come into the modeling area unsafely, they are to yell out "BYSTANDER" in a loud voice
  - ALL modelers must immediately stop modelling activities in that area and if possible, land/return to the pit area as soon as safely able
  - When the bystander's safety is no longer a threat, the person who gave the warning shall yell "ALL CLEAR", or the modelers/pilots may make that determination themselves, and resume modeling/flying

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## Emergency or Safety Procedures

8. If there is any type of near miss or safety concern between a model and bystander, ALL modelling SHALL cease immediately. The members involved should fill out a MAAC reportable occurrence report and submit that to MAAC and the club/site/event organizer 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 declaration or risk assessment using the MAAC form, and resume modelling
  - b. If the member or club/site/event organizer deems the event serious, modelling will not resume until members are given permission by the club/site/event organizer in writing
  - c. If there is actual contact between a model and a bystander – all modelling will cease until MAAC confirms we may resume operations
  - d. This process is for your own protection
9. There are no other risk mitigating strategies required at this site
10. The Club Executive(s) will review these rules at least once a year, or more frequently if prudent.

## Diagram of flying area:

