

PENMAC Pyramid (Kickininee) Provincial Park /Cam Ruess Memorial Float Fly and Weekly Float Flying

The following rules package must be available to all RPAS Pilots while operating RPAS at this site, either electronically or in print. Nothing in these rules relieves the RPAS pilot of their individual CAR compliance requirements. Any MAAC member attending an Event at this site must agree to attend any modeller briefing, or otherwise read and follow all site rules.

Administrative rules.

Club name – Penticton Model Airplane Club (PENMAAC) Zone C Club ID 230

Site - Pyramid (Kickininee) Provincial Park southwest Okanagan Lake

GPS 49.5144 -119.63255 (Pilot stations 49 33 3.6N 119 37 56.10W)

Contact persons: Don Maxted - 250 488 0097 28224, President.

Conditions for use

1. All persons using Pyramid (Kickininee)Provincial Park modeling site must:
 - i. be MAAC members in good standing.
 - ii. be members of PENMAC, or an invited guest of PENMAC and
 - iii. agree to follow the MAAC Safety code and all other site rules.
2. Per park rules, any event must be non-profit with no commercial sales of services or products other than for the purpose of fundraising. Must have our own general liability Insurance of \$2,000,000.00 and must identify the Province as co-insured.
3. Guests and spectators must comply with the following.
 - a. Park in designated area.
 - b. spectators to adhere to posted areas for safety.
 - c. Not more than 100 people may be involved in any event within the park. Activity must be one day or less.
 - d. No natural resources or cultural heritage resources may be removed, destroyed, damaged, disturbed, or exploited.
 - e. No disturbance to park values or public experience.
 - f. Minimal set- up of tents or displays and no use of loud speakers or other sound systems. No exclusive use of park land or facilities (other than the pilot area).
 - g. Access to the park and all facilities must not be impeded or restricted in any way.
 - h. No disruption of park visitors or other permit holders. Park Operators are notified of activity if required.
4. These rules will be updated and reviewed by PENMAC executive yearly or as required.

Site/event emergency response requirements

1. A fire extinguisher is located at the centre pilot station, and a first aid kit and cell phone are located at registration tent.
2. There is a retrieval boat on shore west of pilot stations. Life jackets are an individual responsibility.

In the event of an emergency, call 9-1-1 - the address for first responders is Pyramid (Kickininee) Provincial Park GPS 49.5144 – 119.63255

MAAC Approved Modelling Categories

The following categories of MAAC modeling are approved at this site/event. In addition to the MAAC Safety Code, there may be site specific rules contained in this document.

Approved Category	Weight/Power Limits	Altitude/operating limits	Rules
mRPAS or RPAS	<i>25kg or less</i>	<i>400'agl</i>	<i>Site rules</i>
Control-Line	<i>Not approved</i>		
Free flight			
Space Models			
Surface Vehicles			

MAAC Approved Site Add-ons

The site has not been approved for any MAAC “add-ons”. All relevant MAAC rules, policy and SFOC conditions must be adhered to by the site and its users.

Approved Add-on	Weight/Power Limits	Altitude/operating limits	Rules
<i>RPAS Weight</i>	<i>25 kg</i>	<i>400'agl</i>	<i>SITE RULES</i>
<i>RPAS Altitude</i>	<i>25kg</i>	<i>400'agl</i>	<i>SITE RULES</i>
<i>Permanent Event Approval</i>	<i>NOT APPROVED</i>		

RPAS technical specifications/requirements/restriction

1. mRPAS requirements – mRPAS cannot be registered with Transport Canada. mRPAS are however regulated under CAR900.06 and part VI of the CAR. Compliance with MAAC safety code and these site rules meets those requirements.
2. There are no special CAR restrictions on RPAS models at this site.

RPAS Pilot/operator qualifications or requirements

1. mRPAS requirements – mRPAS do not require an RPAS operators' certificate. **There are no MAAC or CAR age restrictions for mRPAS flight.** Compliance with MAAC safety code and these site rules is mandatory.
2. All RPAS pilots using this site must have BASIC RPAS certification. **The Club will not police or enforce member CAR compliance as it is an individual legal responsibility.**

3. This site recommends all RPAS Pilots have MAAC Wings, however its use is not mandatory. There are no other pilot qualification requirements.

CREW qualifications or requirements.

1. The Club has determined Visual Observers are mandatory at this site for all RPAS operations.
2. Spotters shall be used at all times. Helper and mechanic use are up to each individual member to decide.

Crew Rules

Visual Observers

1. Visual observers (VO) are **mandatory**, and no member shall operate an mRPAS/RPAS at this site unless:
 - a. A visual observer(s) is present who has been briefed or trained on the site/event procedures upon spotting a potential conflict with full-scale aircraft.
 - b. A minimum of one visual observer per flight line is required.
 - c. VO must not watch the models – their sole role is to scan the **surrounding area and sky** for approaching full-scale aircraft.
 - d. Position the VO where they have unobstructed sight lines – sitting in the shade beside a camper/structure is not acceptable. Equally they must be situated to have a reasonable communication ability with all pilots/modellers.
 - e. Use visual aids as required – sunglasses, wide brim hats, sunshades, binoculars or similar. If positioned far from pilot stations, the club will provide suitable notification means such as air horns, lights, radios etc.
2. These rules ensure a clear command/response protocol is in place – there is no time for debates or confusion. MAAC has adopted the following minimum:
 - a. **MAAC models/RPA shall give way/get out of the way of full-scale aircraft in all circumstances – no exceptions. There is never any onus on full-scale pilots to yield to models – ever.**
 - b. Upon spotting/hearing or being advised (VO or otherwise) of any airplane that might pose a hazard with modeling activities, the VO or any other person shall yell in a loud clear voice “AIRPLANE”. **If in doubt, issue the warning.**
 - c. Upon hearing those commands, all pilots shall descend to as low as altitude as safely possible, and if required land. The goal is to vacate the airspace vertically and then determine if RPA can continue to operate safely.
 - d. **Lateral deconfliction maneuvers are prohibited above 60’AGL.** Descending to 60’agl (tree top level) is the accepted Transport Canada initial response.
 - e. Upon determining the full-scale aircraft is no longer a threat, the VO or other persons shall yell in a loud clear voice “ALL CLEAR”.
 - f. Thereafter modeling activities may resume as normal.

Air Boss – ATC Coordinator

This site has not been approved for and does not require an Air Boss.

RPIC – RPAS Pilot in command

This site has not been approved for and does not require RPIC provisions.

Instructors/Demo flights

There will be no instructor or demo flights undertaken at this site.

Spotters

Spotters is a person assigned the role of coordinating model movements with other modellers, for member and model safety. Normally a single spotter is assigned to each modeller, however a single spotter per flight line or modelling station is acceptable. The spotter watches the models and cannot normally be assigned the role of Visual Observer (VO). A spotter **can** be assigned the role of watching for approaching bystanders. The more common spotter duties are as follows:

- a. Assisting the pilot with pre-flight or start up duties.
- b. Carrying or helping taxi the model from startup area to flight line area.
- c. Calling out permission to taxi on to the flight line area.
- d. Calling out/coordinating take off with other pilots flying/hand launching or similar.
- e. Monitoring the flight, calling out potential collision risks, calling out/coordinating maneuvers with other pilots.
- f. Calling out emergencies such as DEAD STICK
- g. Coordinating or calling out landing and clear of runway
- h. Recovering the model, sometimes from on the flying area, sometimes to help taxi/carry the model back to the pits.
- i. Any other duties as requested by the pilot flying.

Airspace requirements or permissions

1. This site is in uncontrolled Class G airspace. **However, there is Penticton airport (CYYF) class E controlled airspace 2200' immediately south of the site.** Additional pilot procedures are required and addressed later in these rules.
2. No special/other airspace permission is required at this site.

Normal RPAS/model operating procedures

1. Prior to daily operations, at least one member shall check the Aviation NOTAM for CYYF using either the NAV CANADA website or RPAS Wilco. They may share the results with other site users either verbally, electronically or in print. Every member is still responsible to ensure they have the latest NOTAM information in some fashion.
2. The MAAC mandated minimum weather conditions for RPAS are:
 - a. no cloud ceiling (BKN or OVC) **estimated** less than 1000' above the site approved altitude, and
 - b. the RPA will be able to remain 500' vertically and 1 sm (statute mile) horizontally clear of any cloud, and
 - c. an **estimated** horizontal visibility of 3sm (5km) or more around the flying area, and

- d. no other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

NOTE – there is no aviation weather available for CYYF so RPAS pilots may estimate cloud ceilings and visibility, provided they do so in good faith understanding the purpose of weather limits is to ensure we can see approaching full-scale aircraft.

3. MAAC endorses the use of a single shared RPAS Wilco site survey provided:
 - a. A new site survey is conducted/checked at least once every 56 days (NAV CANADA schedule), and if there are changes the updated site survey is made available to all members.
 - b. All site survey information is readily available to all RPAS pilots on site (electronically or in print).
 - c. Prior to each flying session, members must check Aviation NOTAM for critical flight safety information, or changes to airspace or aerodromes. Members may share NOTAM information verbally or in print with other members at the site.
 - d. Members must each visually confirm no changes to site obstructions, local obstacles and that weather conditions stipulated in any MAAC requirements are met.
4. Members shall not operate an RPAS at night. Members shall use the local time for Penticton (CYYF) to determine when legal night begins and ends.
5. There is a normal maximum limit of 3 airborne RPAS permitted. More is permissible provided all pilots agree to any additional airborne RPAS that exceed available pilot stations, and those pilots stand near the pilots stations. Pilots may fly in formation provided they agree to do so.
6. Refer to the attached maps for a depiction of site set-up areas such as parking, spectator areas, pit, or assembly areas, and start-up/run-up areas including the MAAC required buffer distances.
 - a. The MAAC minimums should normally be respected – 7m from flight line to pilot stations, 10m to pits, 30m to spectator and parking.
 - b. The pit area is roped off with safety signs stating authorized personal only.
7. The following start-up/arming procedures are to be followed:
 - a. All models, including electric powered models, will be restrained before being armed or started in the designated startup areas.
 - b. All aircraft are to be restrained for run up and (range check once daily) in pit area only.
8. The following are the site take-off, approach, landing and recovery procedures:
 - a. **NO flying shall commence if swimmers or boaters are present in the flying area or buffer zone.**
 - b. There is **no flying south** of designated flight area due to proximity of CYYF Control Zone (.3nm – 2200')
 - c. **Once flying commences, ALL pilots must yield the right of way to approaching people and watercraft** - 100m lateral clearance is required. Do not fly such that any person or watercraft is directly between the pilot and their aircraft.
 - d. All pilots shall stand in one of the designated pilot stations and use a spotter.
 - e. Pilots, or their spotter, shall call out all model movements.
 - f. No person shall proceed past abeam the pilot stations without permission of other pilots flying.

- g. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations/dock.
 - h. Take-offs and landings shall be executed with prevailing traffic pattern. Changes in the direction should occur only when all flight stations agree. All take-offs and landings to be executed beyond taxi marked area.
 - i. Landing aircraft have unconditional right of way. Landed aircraft to clear take-off and Landing area as soon as possible.
 - j. Announce take-offs, Landings, and dead sticks so others may clear the way.
9. The recovery of downed models in the flying area shall be done with retrieval boat and notify all pilots flying to give way . Thereafter no new models may take-off until the downed model is recovered. No flying directly over the recovery crew.

Adjacent Aerodrome Procedures (within 3nm)

There are no aerodromes within 3nm of this site, therefore MAAC see and avoid procedures are deemed adequate for aviation safety.

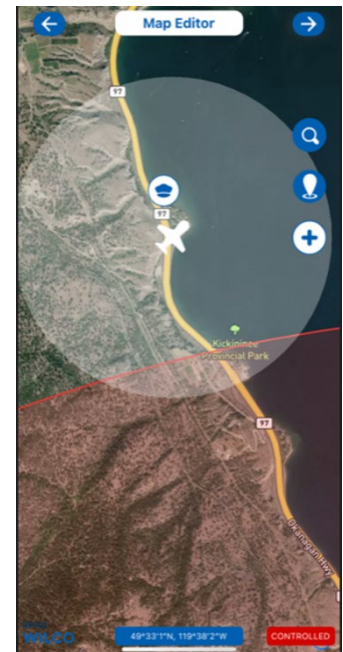
Emergency procedures

Fly-away or lost link.

1. IF you have a **fly-away model heading south**, call NAV CANADA Flight Services located at Penticton airport at **250-492-3001** and advise them of the situation.
2. Your location is Pyramid (Kickininee) Provincial Park South Okanagan Lake GPS 49.5144 119.63255. They will want to know what direction the model is headed and approximately the duration and distance you expect it to travel.

Incident or Accident

1. If there is any type of near miss or safety concern between a full-scale aircraft, bystander and our RPA/models, **ALL FLYING/MODELLING SHALL** cease immediately. The members involved should fill out a MAAC reportable occurrence report and submit that to MAAC and the 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 self declaration or risk assessment using the MAAC form. Submit a copy of the form to the Site/Event when able and recall if this involved RPAS you must keep this form for one year (CAR901.49 (2)). Resume flying/modelling when done.
 - b. If the member or Site/Event operators deems the event serious, flying/modeling will not resume until members are given permission by the Site/Event organizers – in writing.



- c. If there is physical contact between a full-scale aircraft, a bystander, a spectator and a MAAC RPAS/model – all flying/modelling will cease until MAAC confirms you may resume operations.
- d. This process is for **your** protection.

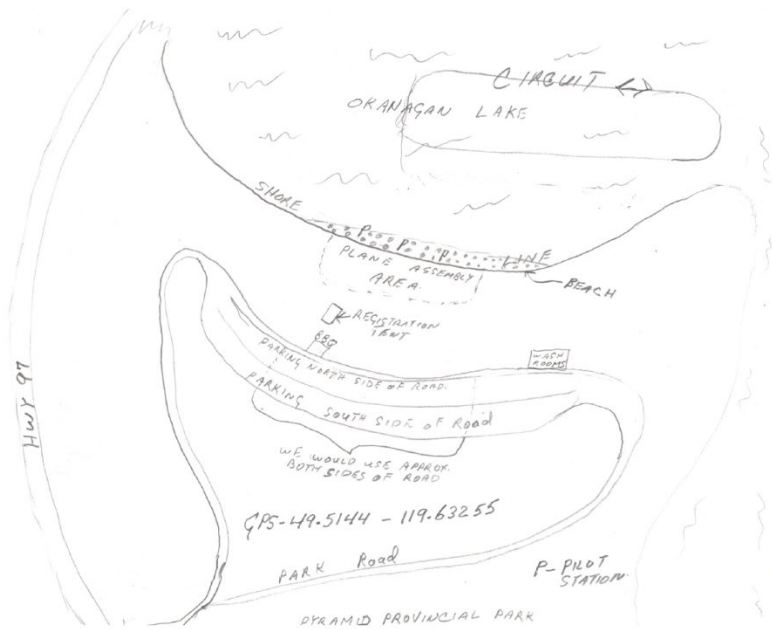
Model damage/repair protocol.

1. 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.
 - i. Any repair other than minor (replacing broken propeller etc.) shall be treated as a maiden flight/operation. Ensure RPAS logbook entries are made.
 - ii. Any repair that cannot be fixed at the field, shall only be repaired at the modellers/owners shop or other repair facility. Ensure RPAS logbook entries are made.

Diagrams/maps



Site Flying area diagram.





MAAC Add-ons

RPAS Operations Above 400'AGL

Not approved

RPAS Operations Above 25kg

Not approved

RPAS Operations Above 400'AGL and Above 25kg

Not approved

Event Rules are the same as Club Rules for this site.

This site has not been approved for permanent event approval – all events must be processed per below. If you have any doubts about your event, contact your Zone Director or the SAG directly.

1. ALL MAAC events that require approval or want MAAC insurance must occur at SOC sites and be approved by MAAC. All outdoor events with operable RPAS must be approved by MAAC.

2. **Outdoor events that are clearly listed as “member-only” events** regardless of reason such as competitions, fun-fly’s, fly-in’s, airshows, air racing, demonstrations or any other organized gatherings do **not** require MAAC Event SFOC compliance. **All advertising/notice including internal to MAAC must include the following phrase:**

This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised.

3. **“Advertised events”** - regardless of what you “named” your event, if your outdoor event includes operable (flying) RPAS **and** is open/advertised to the general public in any fashion, you **must** meet the MAAC SFOC requirements (the SAG will work with clubs on the rules required). All advertising/notice, including internal to MAAC **must** include the following phrase:

This event is open to the public and all MAAC members, crew, and their invited guests. MAAC Event SFOC compliance is required.

Foreign RPAS Pilots (US or other)

MAAC has already obtained Transport Canada approval for foreign RPAS pilots to operate RPAS at our MAAC sites and events (MPPD14 approved July 2023). Foreign pilots simply join MAAC and follow the provisions of MPPD14 (on the website). Also see the RPAS Wilco NOTAM (2024-02).

Over 400'agl and above 25kg

MAAC is aware of which clubs/sites qualify for above 400'agl and will soon begin to issue approvals site by site, with conditions specified in the rule’s packages. Where there are events requesting over 400’ or over 25kg, the Event SFOC rules listed above also apply, as well as the “higher and heavier” SFOC requirements.

The following are the normally expected process and rules for an event.

1. The club/event organizers shall:
 - a) Prior to submitting an event approval application, ensure they have read all MAAC policy and have submitted an event package indicating they have complied as best as possible.
 - b) Ensure the site meets all MAAC event organizational and logistic requirements such as signage, parking control, spectator safety barriers, washroom and food provisions, and fire/medical safety requirements commensurate with the expected attendance.
 - c) Ensure the event complies with MAAC event policy and any CAR or SFOC requirements.
 - d) Ensure the MAAC events warning sign is posted for the event.
 - e) Ensure all attending modellers/RPAS pilot are **current MAAC members**.
 - f) Take reasonable steps to ensure all attending modellers/RPAS pilots **receive a briefing** on site or event rules using the MAAC minimum checklist (attached).
 - g) Ensure all follow up actions are completed after the event, most notably any Transport Canada

paperwork.

2. Any member attending an event shall

- a) Comply with all CAR, SFOC, MAAC and club/event rules as required.
- b)** Not operate a model or RPAS unless they attend or obtain a pilot briefing.

PILOT/OPERATOR DAILY BRIEFING CHECKLIST
EVENT NAME/SITE HERE

Completed by _____

Date _____

Once completed, keep a copy of this checklist for one year. MAAC also encourages clubs to scan the completed form and send to their Zone Director. If an item is not pertinent, please tick the “no” box and record the reason or simply write “N/A” in comments.

Administrative			
ITEM	YES	NO	COMMENTS
<p>Welcoming comments and introductions</p> <ul style="list-style-type: none"> • Name of hosting Club and Event • Names and in person introductions of any/all responsible persons. <ul style="list-style-type: none"> ○ Event/Contest Director ○ Air Boss etc ○ Safety officers ○ Others <p>Please ensure all pilots understand who oversees the event or is in charge.</p>	<input type="checkbox"/>	<input type="checkbox"/>	
<p>IF the Event is operating under the MAAC Event SFOC</p> <ul style="list-style-type: none"> • Explain the Transport Canada RPAS pilot sign in sheet. • Provide the location of SFOC copies. • Provide Pilot reminder - CAR compliance is up to each member/pilot – remind them to ensure they met their requirements – the following must be readily available: <ul style="list-style-type: none"> ○ Gov issued photo ID. ○ RPA certificate of registration ○ Pilot certificate and recency docs ○ MAAC Safety assurance declarations for each RPA if required. <p>Clubs and event organizers shall not request or demand to see proof of any TC required Pilot/owner documentation.</p>	<input type="checkbox"/>	<input type="checkbox"/>	
<p>ALL Pilots/Operators</p> <ul style="list-style-type: none"> • Must be MAAC Members – Clubs/Event organizers should use online member validation tool if need be. • Explain Pilot/operator event Registration process. • Explain Pilot/operator briefing process (latecomers and if multiple day event). • Reminder – CAR compliance is up to each member/pilot – ensure they have been briefed on how to meet all Site requirements. If they are not sure – ASK for help. 	<input type="checkbox"/>	<input type="checkbox"/>	
<p>Visiting Foreign Pilots</p> <ul style="list-style-type: none"> • ALL must be MAAC Members – join online if need be. • Other RPAS process explained below 	<input type="checkbox"/>	<input type="checkbox"/>	

<p>Housekeeping, guests, and spectators</p> <ul style="list-style-type: none"> • Parking • Limits for guests and spectators. • Washroom/rest facilities • First Aid provisions • Pets/children • Garbage • Weather events and monitoring (wind, approaching storms etc) • Any other issues necessary 	<input type="checkbox"/>	<input type="checkbox"/>	
<p>Event Schedule</p> <ul style="list-style-type: none"> • General schedule of the event • When open flying occurs etc • If multi-day, follow up or wind-up schedule. • Any awards or closing ceremonies 	<input type="checkbox"/>	<input type="checkbox"/>	
<p>Event Emergency provisions</p> <ul style="list-style-type: none"> • On site emergency tools (first aid/fire response) • Who is responsible to initiate response (Fire/Ambulance/Police) • Number to call in case of emergency (911 or #) • Address to use for First Responders. 	<input type="checkbox"/>	<input type="checkbox"/>	
Airspace Requirements/Permissions			
<p>Airspace type – describe airspace including owner.</p> <ul style="list-style-type: none"> • If Class G uncontrolled = no further action required. • If controlled/restricted airspace <ul style="list-style-type: none"> ○ Who/How to obtain permission from Air Space Authority. ○ ATC suspension/shut down protocols. <ul style="list-style-type: none"> • ED/CD or Air Boss? • Visual Observer call out – if they say stop flying, we stop flying. 	<input type="checkbox"/>	<input type="checkbox"/>	
Permitted/prohibited Modelling Categories			
<p>List the model categories allowed at the event.</p> <ul style="list-style-type: none"> • mRPAS and/or RPAS • Tethered/Control Line • Free Flight • Space • Surface (cars/trucks/boats) 	<input type="checkbox"/>	<input type="checkbox"/>	
<p>If an RPAS event, which of the following RPAS “ADD-ONS” are approved for this event. IF not approved, clearly state the limits and above/exceeding is not approved.</p> <ul style="list-style-type: none"> • RPAS Altitude (>400’) • RPAS Weight (>25KG, <35KG) • RPAS Weight and Altitude (>400’ and (>25KG, <35KG) • RPIC (RPAS Pilot in Command – see SOC) • Briefly explain what rules are applicable to the above 	<input type="checkbox"/>	<input type="checkbox"/>	

– or where to find them for the event			
RPAS/Model Technical Specifications/Restrictions			
Describe any CAR/MAAC/Club specs or restrictions on the type of RPAS/Model to be operated at this event? <ul style="list-style-type: none"> • Size weight propulsion limits/restrictions • Manufacturer declaration as required (controlled/restricted airspace) 	<input type="checkbox"/>	<input type="checkbox"/>	
RPAS Pilot/Operator Qualifications			
All modellers MUST be MAAC Members	<input type="checkbox"/>	<input type="checkbox"/>	
This site requires RPAS Basic/Advanced/RPIC rules (explain as required)	<input type="checkbox"/>	<input type="checkbox"/>	
Describe any Club/Event/SOC specific pilot qualifications (wings, club check-outs etc.)	<input type="checkbox"/>	<input type="checkbox"/>	
Explain Direct supervision/instruction of students for site	<input type="checkbox"/>	<input type="checkbox"/>	
Explain Guests/non-MAAC hands on demonstration flights (buddy-box etc.)	<input type="checkbox"/>	<input type="checkbox"/>	
Foreign pilots <ul style="list-style-type: none"> • MAAC membership • Transport Canada Basic RPAS is the minimum (RPIC is site specific in the SOC) – TRUST is not recognized by TC/MAAC • Registration marking requirements – cover any AMA markings – replace with MAAC # and 930433 Clubs and event organizers shall not request or demand to see proof of any TC required Pilot/owner documentation.	<input type="checkbox"/>	<input type="checkbox"/>	
Crew Qualifications and Procedures			
Visual Observer rules for the site/event <ul style="list-style-type: none"> • Qualifications • Training/briefing • Position and any aids. • Responsibilities • Authority and PILOT MANDATORY responses 	<input type="checkbox"/>	<input type="checkbox"/>	
AIR BOSS rules for the site/event <ul style="list-style-type: none"> • Introductions as required. • Responsibilities • Authority and pilot MANDATORY responses 	<input type="checkbox"/>	<input type="checkbox"/>	
Spotters/helpers/mechanics <ul style="list-style-type: none"> • When to use • Pilots' responsibility to provide training/briefing. • Responsibilities • Go no-go zones 	<input type="checkbox"/>	<input type="checkbox"/>	
Adjacent Aerodrome Procedures (Within 3NM)			
List and describe procedures for all Aerodromes within 3NM of the event? <ul style="list-style-type: none"> • Describe any additional event rules concerning these 	<input type="checkbox"/>	<input type="checkbox"/>	

aerodromes.			
Provide any local full scale flight path information not included in the site survey or readily apparent.	<input type="checkbox"/>	<input type="checkbox"/>	
If this event is on an aerodrome:	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> Describe any additional event rules concerning this aerodrome. (anything not in club rules) 			
Normal RPAS/Model Operating Procedures			
RPAS WILCO Site Survey location/provision	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> Event NOTAM briefing – daily and by who. Weather minima determination and briefing for event. Local obstructions/restrictions briefing for event 			
If night flying is allowed during the event:	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> How/where “night” is defined. Are there additional procedures for night flying? 			
Formation flying:	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> List any additional procedures for formation flying. List any limits on number of airborne models 			
Fail-Safe settings on Transmitters	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> If in controlled/restricted airspace fail safe must be functional – remind pilots of settings. Range checks and other checks reminder 			
Pits, set up and start up areas.	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> Describe all rules for set up, the pits and start up areas 			
Flight line – Flying area – NO FLY Zones – other local concerns	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> Describe the flight line/flying area set up. Clearly discuss any no-fly zones 			
Model operation rules - Describe the club/event rules.	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> taxi out, take off, hand launching, bungees, circuits, flight priority, mixed types of models, call outs, recovery of downed models, taxi in and shutdown and any other flying rules 			
Emergency RPAS/Model Operating Procedures			
Procedures for lost link or fly away models.	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> Who is responsible for reporting to Airspace Operator? Any phone numbers to call 			
Incident and Accident prevention	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> NO test flying at events. If model is “questionable” – do not fly! If airborne and control is in doubt (any reason) intentionally put model down away from people. 			
Procedures to follow in case of a reportable incident/accident.	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> What you need to report to whom 			

<ul style="list-style-type: none"> • Serious accidents – <ul style="list-style-type: none"> ○ First response – fire and first aid ○ Who calls emergency services? ○ Flying cessation ○ Witness statement collection/ photos/ prohibition on statements. • COMPLETE Transport Canada or Transportation Safety Board Occurrence Reports as required 			
<p>Damage/field repairs.</p> <ul style="list-style-type: none"> • Reminder – if RPAS are operating under the MAAC Safety Assurance Declaration (controlled airspace, above 400', 25kg+) field repairs require special procedures. • Otherwise use good judgement – no maiden flights at advertised events. 	<input type="checkbox"/>	<input type="checkbox"/>	
Non-RPAS Normal operating procedures			
<p>Are there any procedures for Non-RPAS models and explain as need be?</p> <ul style="list-style-type: none"> • Tethered/Control Line • Free Flight • Space • Surface 	<input type="checkbox"/>	<input type="checkbox"/>	
Diagrams/Maps			
<p>Explain where the following are located as required.</p> <ul style="list-style-type: none"> • Site Set up diagram. • Site Flying Area • Airspace Map • Adjacent aerodrome map • CFS entries as required. • Any other diagrams/maps • TC traffic pattern map 	<input type="checkbox"/>	<input type="checkbox"/>	
POST EVENT FOLLOW UP			
<ul style="list-style-type: none"> • Event Organizers • Ensure any TC SFOC forms or requirements are submitted properly and on time. • Seek any feedback from participants. • Forward any relevant feedback to MAAC. 	<input type="checkbox"/>	<input type="checkbox"/>	

RPAS Event sign in sheet: This is only required for events operating under the MAAC Event SFOC.

**PARTICIPANT'S STATEMENT/DÉCLARATION DU PARTICIPANT
ATS-23-24-00050858V2**

DATE of Event / Date de l'événement: _____

LOCATION of Event / Lieu de l'événement: _____

This is to certify that I have read and thoroughly understand and will comply with all the Conditions of Authorization contained in the SFOC-RPAS - Special Aviation Event issued for : / La présente atteste que j'ai lu, que je comprends bien et que je m'engage à respecter toutes les conditions d'autorisation contenues dans le COAS-SATP - manifestation aéronautique spéciale émis pour :

NAME of Event / Nom de l'événement: _____

Pilot Name and TC PC Number/ Nom du pilote et Numéro du PC de TC	MAAC No.	Pilot Signature and date/ Signature du pilote et date
1.		
2.		
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15.		
Local Special Aviation Event SFOC-RPAS Holder – Responsible person / Event Director Titulaire du COAS-SATP de la Manifestation aéronautique spéciale - Personne responsable / Directeur de l'événement local		
Name/Nom :		Signature :

Use the form multiple times as needed to capture all the participants / Utilisez le formulaire plusieurs fois au besoin pour saisir tous les participants.

The Certificate holder / Responsible Person shall complete a Special Aviation Event Participant's Statement and send it to TC.SATPCentreexpertise-RPASExpertisecenter.TC@tc.gc.ca, within 5 business days following the Special Aviation Event. / Le titulaire du certificat / personne responsable doit remplir une Déclaration des participants à la manifestation aéronautique spéciale, et l'envoyer à l'adresse TC.SATPCentreexpertise-RPASExpertisecenter.TC@tc.gc.ca, dans les 5 jours ouvrables suivant la manifestation

WARNING!



**AEROMODELING
MAY CAUSE
SERIOUS INJURY!**

**PROCEED AT
YOUR OWN RISK!**

AVERTISSEMENT!

**L'AÉROMODÉLISME
PEUT CAUSER
DES BLESSURES GRAVES!**

**PROCÉDEZ À VOS PROPRES
RISQUES!**