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

PRINCETON JET FLIERS (#630)
PRINCETON AIRPORT (CYDC) SITE RULES
2024

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 or obtain any modeller briefing, in group or individually (i.e. arriving late)

Administrative Rules

Club: Princeton Jet Fliers (#630, Zone C)

Location: PRINCETON AIRPORT, 41 AIRPARK ROAD, PRINCETON, BC

Pilot Station Coordinates: 49 28 10.5N, 120 30 30.7W

Contacts:

(1) **Paul Dries, 65385-L CM : Club President / treasurer**
princetonjets@shaw.ca, 604-786-5530

(2) Kelly Williams, 59082-L CM, VP
Kelly.williams@telus.net, 604-356-3659

(3) Amar Shan, 57241

Conditions for Use - All persons using this modelling site must:

- be MAAC members in good standing.
- be members of Princeton Jet Fliers, or an invited guest of the club.
- agree to follow the MAAC Safety code and all other site rules.

1. Administrative/housekeeping.
    a. We will 'leave the site cleaner than we found it.'
    b. Pets must be always on leash. Owners must clean up after their pets immediately.
    c. Portable washrooms available on site for pilots and guests
    d. Garbage cans will be available on site for events (they can fill up quickly if misused, so please take most of your trash with you. These are not intended for disposal of crashed models - for example…)
    e. Visors welcome at the event, but they must close the gate behind them after entry. A temporary welcome sign will indicate this.
    f. Guests must remain behind the rope barrier unless invited into the pit area by a club member temporarily. Ex, temporary assistance with moving something, inviting a guest in to look at a model or feature, arranged static demo between flying sessions. Guests must return to behind the rope barrier immediately afterwards.

2. These rules will be reviewed in a pilots' briefing each day, prior to the start of any flying.

3. Pilots who unintentionally break any rule shall be warned (and / or grounded if deemed necessary) by any one or more of the organizers / Club Executives.

4. This rule package shall be reviewed annually, or after any situation where any one or more of the club executives feels that a rule change may be necessary.

Site/event emergency response requirements

1. The club will ensure additional fire safety equipment including, C02, Water extinguishers, shovels, sand, and at least one dedicated fire response vehicle are available. This is in addition to the fire extinguisher required in the startup area.

2. Each pilot is responsible to maintain a fire extinguisher (Co2 or similar) and have it within 2m of their aircraft when starting and during any run up tests. A selection of fire extinguishers may be shared in the startup area.

3. There will be at least one first aid kit on site.

In the event of an emergency, call 9-1-1 - the address to be provided to first responders is South access road at **Princeton Airport, 41 AIRPARK ROAD, PRINCETON.**

MAAC Approved Modelling Categories

The following categories of MAAC modelling 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	*Less than 250grms*	*400'agl*	*Site rules*
RPAS	*25kg or less*	*400'agl***	*Site rules*
Tethered (Control-Line)	*Not approved*		
Free flight			
Space Models			
Surface Vehicles			

MAAC Approved Site Add-ons

This site has not been approved for any MAAC "add-ons". MAAC is aware of our request to operate at 400' AGL or greater.

Approved Add-on	Weight/Power Limits	Altitude/operating limits	Rules
RPAS Weight	*25kg*	*100/400'agl****	
RPAS Altitude	*25kg*	*100/400'agl****	
RPAS Altitude + weight	*25kg*	*100/400'agl****	

Permanent Event Approval	*Not approved*		
RPIC	*Not approved*		

RPAS technical specifications or 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 meets those requirements.
2. **All RPAS must conform to the MAAC Manufacturer Declaration/Safety Assurance provisions.** A copy of the declaration requirements and form are attached to these rules and available on the MAAC website. Each RPAS must be registered with Transport Canada 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")
3. There are no site limitations for speed, sound, etc. Priority for flying at this site shall be given to turbine and Electric Ducted Fan (EDF) models, over that of other R/C aircraft.
4. RPAS operating over 400'agl or RPAS weighing more than 25kg are not permitted at this site.

RPAS Pilot/operator qualifications or requirements

1. mRPAS do not require an RPAS operators' certificate, however, are regulated under CAR900.06 and part VI of the CAR. There are no MAAC or CAR age restrictions on mRPAS flights. Compliance with MAAC safety code meets all requirements.
2. All RPAS pilots using this site **must** have Advanced RPAS certification. RPAS owners/pilots must complete the owner's declaration per MAAC policy.
3. The Club recommends all RPAS Pilots have MAAC Wings, however its use is not mandatory.
    - Most R/C pilots who attend this site are mutually known to each other. In the case of new pilots, their building / flying skills may be assessed by any of the club executives. If concerns are valid, the pilot(s) will be asked not to fly or limited to 'buddy box' operation by a pilot to be selected by club executives.
    - Any pilot's flying capability / skills may be reassessed at any time, by club executive.
    - Any pilot's building / aircraft construction skills may be reassessed at any time, by the club executive.
    - Any aircraft may be refused if deemed not to be built to a reasonable level of quality as seen by the club executives.

CREW qualifications or requirements.

1. mRPAS operation does not require crew.
2. The use of a visual observer (VO) is **mandatory** at this site for all RPAS operations regardless of altitude or weight. VO must be a RPAS certificate holder (Basic **or** advanced) and trained/briefed on procedures listed below.
3. Spotters are **mandatory** for all airborne RPA, one spotter per pilot while flying. No flying of any kind without a spotter.

Crew Rules

Visual Observers

1. **Visual observers are mandatory**, and no member shall operate an RPAS unless a VO is present:
   a. A minimum of one visual observer per flight line is required.
   b. Visual observer(s) shall be briefed or trained on these site/event procedures to follow upon spotting a potential conflict with full-scale aircraft.
      i. CYDC has 2 IFR approaches – aircraft conducting an IFR approach will normally make a radio call about 5 minutes/5miles out before landing, and one more again on short final approach. These aircraft do not have to overfly the airport and may land "straight in".
      ii. IF YOU MISS the 5 minute/5mile call out from the pilot, the next radio call will give you very little time to notify RPAS pilots. This means you must pay very close attention to the radio and SCAN each end of the runway carefully for approaching aircraft.
   c. VO must not watch the models – their sole role is to scan the surrounding sky for approaching full-scale aircraft.
   d. The VO shall be positioned where they have unobstructed sight lines is important – 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, provide suitable notification means such as air horns, lights, radios etc.
   f. The VO may be assigned VHF radio monitoring duties as well as ATC communication responsibilities. The VO or other responsible person may monitor ALL cell phone numbers provided in the individual NAV DRONE approvals. **Under no circumstances shall pilots operating RPAS monitor their cell phones for ATC coordination.**

2. The following ensures 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 give way in all circumstances – no exceptions. There is never any onus on full-scale pilots to yield to models – ever.
   a. RPAS Pilots bear ultimate responsibility to avoid full scale aviation at all times. In the event of hearing or being advised or a radio call/communication from either arriving or departing aircraft,

the pilot must clear the active airspace and runway immediately and in a manner that does not pose additional risk to other pilots or full-scale aircraft.

b. The Visual observer, or any other member upon spotting/hearing/radio call from any airplane that might pose a hazard with modeling activities, shall yell in a loud clear voice "AIRPLANE". **If in doubt, chicken out and issue the warning**.
c. For operations in controlled airspace, if the VO or the person monitoring communications with ATC receives any communication from NAV CANADA indicating an airborne safety issue, they are to yell "AIRPLANE" and the response by RPA pilots is expected to be the same.
d. Upon hearing this command, **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. Descending to 60'agl (tree top level) is the accepted Transport Canada initial response. Lateral deconfliction maneuvers are prohibited above 60'AGL.
    i. Members operating CYDC aerodrome accept that they may need to intentionally land off field/sacrifice their model to ensure full scale safety.
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.

Princeton Jet Flyers have adopted additional requirements as follows.

a. Club executives will direct all model aircraft (RPA) in the air to land in a safely coordinated manner if a vehicle stops on the roadway (See risk assessment for details)
b. Pilots shall also halt flying operation if visitors are walking anywhere between the R/C area and the full-scale aircraft parking area.

Air Boss – ATC Coordinator

As of may 2024, this site has **not** been approved for an Air Boss to communicate with ATC (NAV CANADA). Each RPAS pilot must obtain a separate NAV DRONE approval.

Under no circumstances shall pilots flying RPAS accept responsibility for monitoring cell phones for calls from NAV CANADA. The VO or one other responsible person may be assigned responsibility to monitor ALL cell phone numbers provided to NAV CANADA.

RPIC – RPAS Pilot in command

Not approved – all RPAS pilots must hold an advanced RPAS operators certificate (CAR901.63)

Instructors/Demo flights

- MAAC allows club members to provide hands-on demonstration flights to non-members provided the members doing so has always complete control ability (buddy-box) of the RPA.
- Buddy box operations shall be allowed at the discretion of the club executive.

Spotters

- Spotters are mandatory - one per flying pilot, for all flying activity.
- Spotters must be briefed on the event and site rules.
- Spotters must be generally familiar with the operation of the model being flown, but not necessarily capable of flying it.

Airspace requirements or permissions

1. This site is in the Princeton aerodrome **Class E control Zone** (CYDC Class E CZ) and NAV CANADA permission is required for every RPAS session. There is no on-site ATC or other NAV personnel at CYDC – all fly-away and other NAV CANADA notification and communication procedures are listed in the NAV DRONE approval notice and later in these rules under "emergency procedures".

2. mRPAS operation inside controlled airspace cannot use and do not need NAV DRONE for permission.

3. **Prior to RPAS operation, each pilot/member must obtain individual airspace permission using NAV DRONE**.
    a. The default altitude approval grid for CYDC is 100'agl.
    b. IF 100' is acceptable for your daily session, do not request higher. Simply input 100' using the NAV DRONE automated tool.
    c. ***IF an **individual pilot** needs higher than 100'agl, **each individual pilot** must request higher using the NAV DRONE automated tool. The maximum permissible MAAC request is 400'AGL. This will result in a "manual approval process" where a representative of NAV CANADA might contact you requesting more information. **There may be delays of up to one week to receive approval**.
    d. IF someone from NAV contacts you directly about your altitude request inform them:
        i. You are with MAAC,
        ii. You have Transport Canada authorization to fly RPAS in controlled airspace and
        iii. You have been advised you may request up to 400'AGL at this site.
    e. If there are any issues/refusals, thank them for their assistance, delete/cancel your altitude request and **CONTACT your Zone Director with the details.**

4. RPAS Operations above 400'agl require additional permissions from MAAC. (Note: **MAAC will advise when this is possible.)**

5. **Until further advised, MAAC members using the MAAC manufacturer declaration shall not request altitudes higher than 400'AGL at this site. See MAAC Add-on requirements.**

MAAC Safety rules for operations on an Aerodrome.

Princeton (CYDC) is an active aerodrome. MAAC members conducting modeling activities on an aerodrome shall give way or otherwise immediately get out of the way of all full-scale aircraft and any support equipment or persons – no exceptions.

No member shall:
1. Operate any category of model at "night" on this aerodrome.
2. Add, alter, tamper or interfere in the operation or presence of any aerodrome equipment, including markings on maneuvering area surfaces, lights or markers, signage, windsocks or any other aerodrome infrastructure.
3. Operate on or park any type of motor vehicle within 30m of an aircraft maneuvering area.

4. Erect any permanent or semi-permanent obstruction, device or piece of modeling support gear/equipment or apparatus within 30m of any maneuvering surface, unless the object can be immediately removed by the RPAS pilot as he vacates the area.
5. Leave behind any debris, parts, or other objects on or within 30m of a maneuvering area, that could cause potential damage to an aircraft in operation, including but not limited to broken model propeller blades, crash damage or anything else that could damage an aircraft wheel, float or ski, or could otherwise be blown about by slipstream and create projectile damage possibilities.
6. Fail to immediately report to the aerodrome operator (Town 250-295-3135 or 250-273-0095) any damage to any aerodrome infrastructure or property caused by the modeling activity.

CYDC Aerodrome description

1. Princeton regional "Airport" is an uncertified registered aerodrome for general aviation usage. There are currently no scheduled airline carriers, nor are there scheduled GA activities. The aerodrome can support transient GA traffic with limited aviation services (automated Avgas and Jet A). There are currently no aircraft permanently based at CYDC.

2. The aerodrome has on runway (04/22 – 3932') and there are two IFR approaches (RNAV "Y" RWY 22 and NDB A all runways). All pilots and VO shall pay particular attention to the possibility of "straight in" IFR traffic appearing "suddenly" – explained in the VO rules section.

3. Aerodrome traffic study has shown a maximum of 3-6 full scale aircraft per day during peak seasons. At other times there may be days or weeks with no traffic movements. A "movement" includes a landing, takeoff, or practice approach (no landing – low IFR approaches) as individual events.
    a. Aircraft are typically single engine fixed wing (Ex: Cessna 172 or similar), or small helicopter. Occasional IFR small business jet/turboprop traffic may occur.
    b. The airport is also used as a hub for firefighting efforts, in which case we cancel any events that overlap with this activity.

4. A text description of our approved specific modeling site set up on the aerodrome in contained in the "diagrams and maps area'. This clearly describes the location of modelling flight area, startup and shutdown area, and pit area.

5. If any member damages or sees damage to any aerodrome property or infrastructure, they **must report it immediately** to the Aerodrome operator – the Town of Princeton at 250-295-3135 or 250-273-0095.

VHF Radio usage

Princeton Jet Flyers have an agreement to monitor aviation radio frequencies when RPAS operations are occurring. The following is mandatory - **no member shall**:
1. Operate any aviation radio except in compliance with an ROC-A and aviation phraseology,
2. Make any transmission other than for information purposes.
3. Make any transmission indicating permission or guidance in the operation of a full-scale aircraft.
4. Activate or deactivate any aerodrome lighting system such as ARCAL.

5. The Visual Observer, or other **non-flying responsible person** with a ROC-A shall be assigned responsibility for VHF radio monitoring.

6. **RPAS flying shall not commence** if an operable VHF radio is not present and monitored. Likewise, if the radio fails or no longer works/is monitored, all flying **will** cease, and all members and their equipment shall vacate the runway environment.

The Club or event organizer shall ensure at least **two** operational VHF radios are present for communication with full scale aircraft.

a. As a backup should one radio fail
b. To allow one radio to be charging while the other is in operation.
c. To allow radio checks at the beginning of each flying session by communicating between the two radios.

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.

RPAS Normal operating procedures.

1. Prior to daily operations, at least one member shall check the Aviation NOTAM for CYDC 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. Prior to commencing RPAS operations, and at any time an RPAS is airborne, **or** any persons are near the aerodrome runway, the MAAC mandated minimum weather conditions for RPAS **shall** be met or exceeded. Members shall use the official weather report for CYDC (METAR):
   a. no cloud is present below 1000' above the model flying area (minimum ceiling 1400' – no report of OVC or BKN lower than 014), and
   b. the RPA will be able to remain 500' vertically and 1 sm (statute mile) horizontally clear of any cloud, and
   c. a horizontal visibility requirement 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.

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. As this site is operating in controlled airspace, RPAS pilots **must have a copy** of the site survey available to them (electronic 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 CYDC aerodrome data or Princeton weather channel time to determine legal night.

5. Club and event organizers will limit the number of aircraft in the air to a maximum of 5, to avoid risk of rapid landing of all aircraft to avoid interaction with an oncoming full-scale. There is no other maximum limit on the number of airborne RPAS permitted. Pilots may fly in formation provided they agree to do so.

6. **Refer to the attached map**/diagram for normal site set-up areas such as parking, spectator areas, pit, or assembly areas, and start-up/run-up areas.
    a. Absolutely no other structure or heavy gear are allowed within 30m of the runway (no sunshades, start up stands, large tool kits etc. – every item must be easily and immediately able to be removed with the pilots)
    b. Absolutely no parking of vehicles, or other permanent objects within 30m of the runway.

7. The following are mandatory pre-flight assembly and daily testing requirements.
    a. All aircraft shall have a pre-flying inspection prior to 1st flight. Additional repeat inspections per day are the responsibility of the pilot, however the club executive may or may not require a repeat inspection after any mishap.
    b. All pilots **shall ensure models are equipped with a functional fail-safe system** and that system is in operating condition.
    c. A repeat/new inspection is mandatory after any mishap that requires repairs per the MAAC Manufacturer declaration. See additional procedures below.

8. The following are our start-up or arming restrictions at CYDC.
    a. Aircraft shall be started in the designated startup area.
    b. All models, including electric powered models, will be restrained before being armed or started in the designated startup areas.
    c. Stationary testing (i.e. an engine test) may occur in pit area, with a safe distance to onlookers and exhaust directed away from people, but not transitioning to any movement on ground and / or flight. The model must be shut down, moved to the startup area for re-start prior to be flown.
    d. **No person shall proceed outside the pit area towards the runway**, unless they have scanned and are otherwise assured there are no full-scale aircraft in the aerodrome vicinity that might be using the runway.
        a. Ensure you also scan for aircraft on the ground.
        b. This includes a visual scan as well as any radio monitoring as required. IFR aircraft can approach the airport to land “straight in” without any other circling or over airport landing procedure.
        c. EVERY RPAS pilot is responsible for scanning for full scale traffic before approaching the runway.
    e. When the model is ready for flight, it may be moved from the start up area to the runway (taxi or carried). Except for required support equipment (fuel bladders, fire extinguishers) no other support equipment is permitted within 30m of the runway environment.

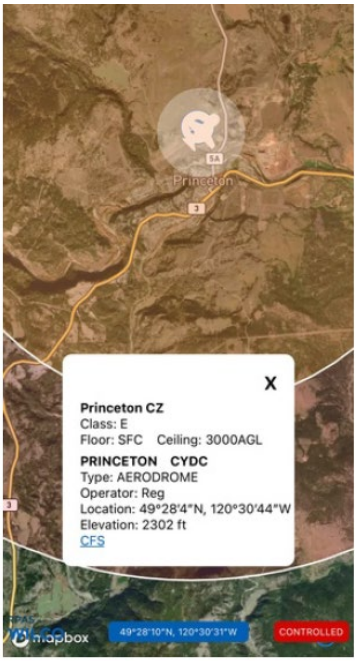
9. **Refer to the attached map** of the flying area, including any no-fly zones, a description or depiction of the flight line, safety line, runways, taxiways, and any other pertinent flying area demarcation.
        a. Red shaded area = No fly zone, strictly enforced, may result in a pilot being grounded if violated.

b. Flight boundary is 900m wide, 500m deep.
c. Normal flying area is ~700m wide by 300m deep. Most flying patterns are some sort of 'race track' of horizontal 'figure 8' within the normal flyover area.
d. The '*high speed low pass'* maneuver shall be no closer than the centerline of the runway, no minimum height.

10. The following are the site take-off, approach, landing and recovery procedures:
    a. Pilots, or their spotter, shall call out all model movements.
    b. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations/dock.
    c. Pilots shall take off into the prevailing winds, or otherwise in agreement with all pilots flying.
        i. Landing is also recommended to occur into the prevailing wind, but may occur with the wind in an emergency (ex, flame out event)
    d. No person shall proceed past abeam the pilot stations without permission of other pilots flying.
    e. 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.
        i. Prior to moving onto or crossing the active runway, visually scan to ensure no full-scale aircraft are in the vicinity. If you have crossed the runway, an airplane appears and you do not think you can get back across safely in time, move at least 30m farther away from the runway until the aircraft position allows you to safely cross back to the modelling area.

Non-RPAS Normal Modeling procedures

This site has not approved any non-RPAS modeling activities.



Emergency procedures

Fly-away or lost link.

In the event of any type of loss link on fly away event, immediately notify NAV CANADA at their contact phone number. As of May 2024, the number is Vancouver Area Control Center (ACC) Shift Manager – 604-586-4501. During events this responsibility may be transferred to event organizers – see event checklist/rules.

NOTE – this process is not required for crashes or minor deviations immediately outside the flying area – see reporting requirements or CAR901.49. If the transgression is of very short duration and the model returns to our flying area, do NOT call the Vancouver Shift Manager.

Incident Accident

1. If there is any type of near miss or safety concern between a full-scale aircraft, bystander and our RPA, **ALL FLYING SHALL CEASE IMMEDIATELY**. The members involved will be required to 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:

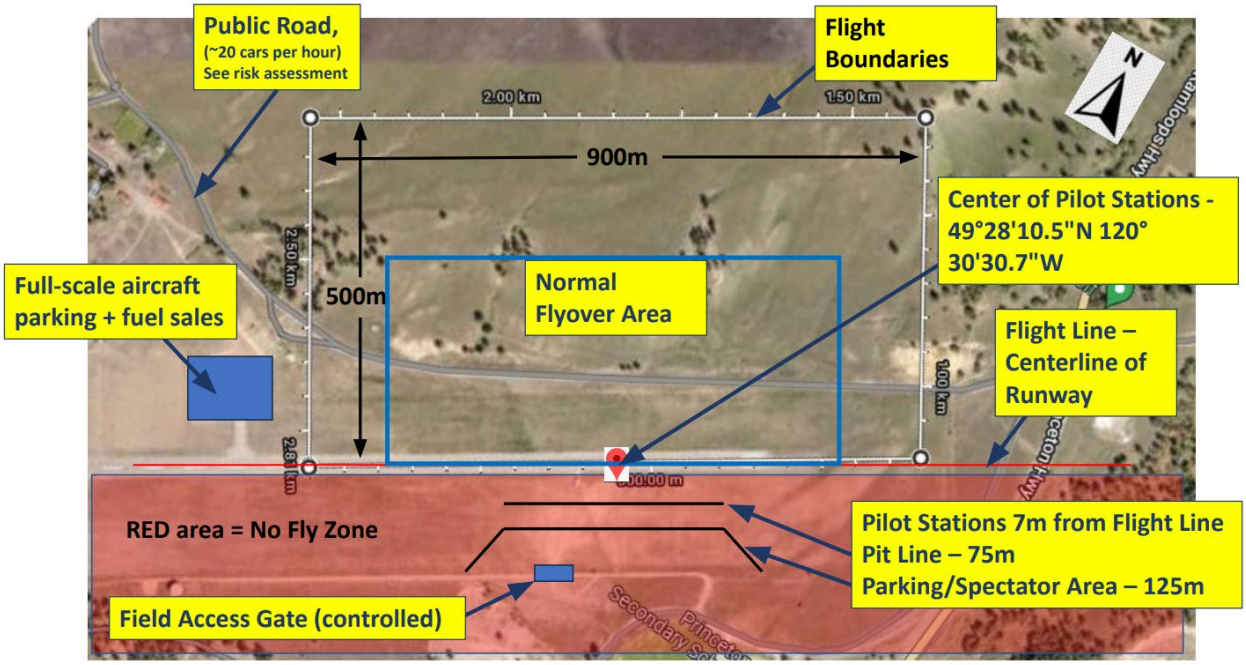
a. If the member(s) involved believe the risk was very minimal, they may complete their own self declaration or risk assessment using the MAAC form. Submit a copy of the form to MAAC and the Site/Event organizers when able and recall if this involved RPAS you must keep this form for one year (CAR901.49 (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.

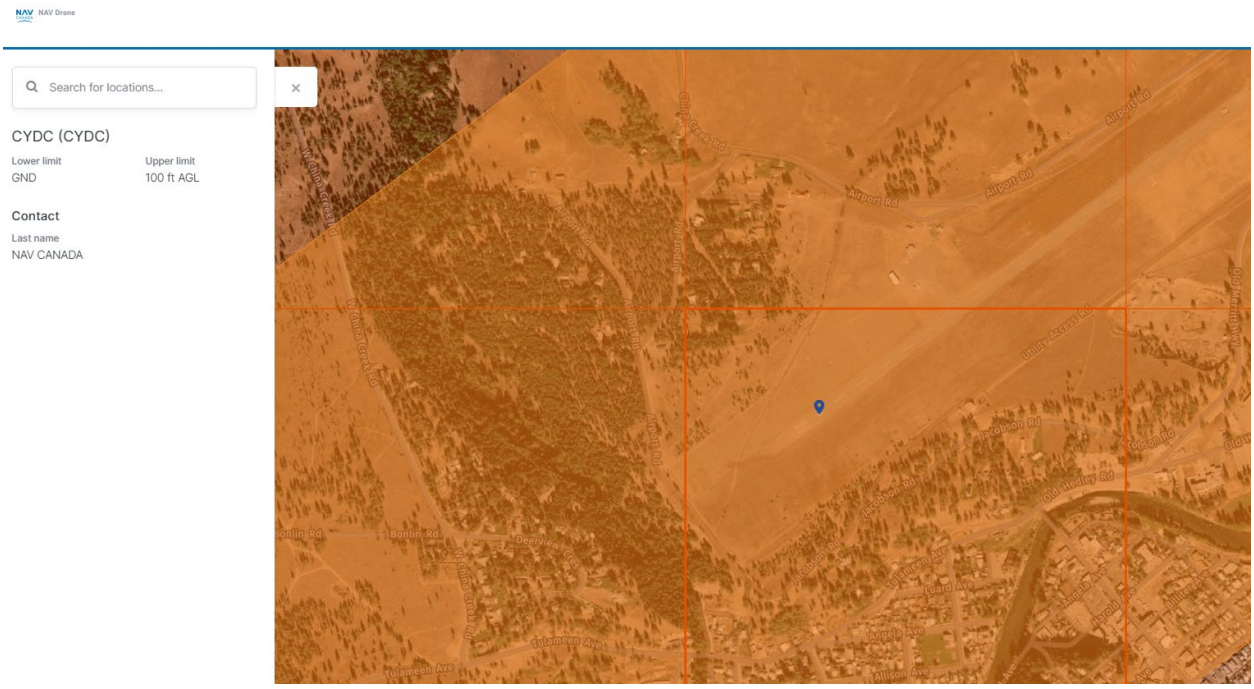
2. In the event of any normally expected modelling mishap which requires any degree of repair, the model may only be "field repaired" if all normal modelling supplies and tools are present and used in accordance with established modeling practices or manufacturer instructions.
    i. Any repair other 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.

Note: the club executive reserves the right to audit the quality of any field repair, possibly deeming an aircraft unfit for flying.

Site Diagrams

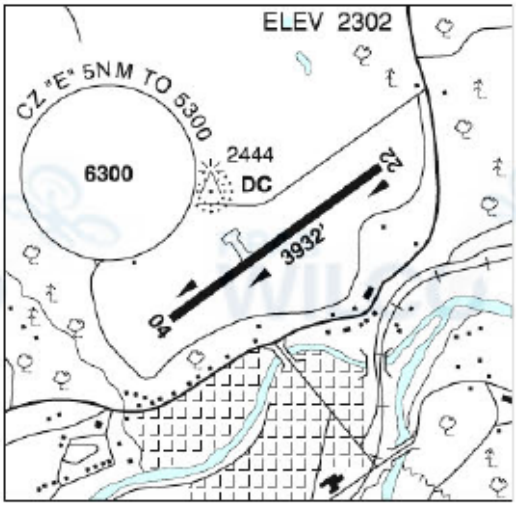
Princeton Aerodrome – RPAS Map





PRINCETON BC CYDC

REF	N49 28 04 W120 30 45 Adj N 16°E (2019) UTC-8(7) Elev 2302´ A5004 LO2 HI3 CAP
OPR	Town 250-295-3135 or 250-273-0095 Reg
PF	A-1 C-2,3,4,5
FLT PLN FIC WX	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) METAR 15-01Z (DT 13-01Z) O/T LWIS Tml Advsy fcst incl in VFR rte fcst (dur DT only), issue times: 14, 17, 20, 23Z.
SERVICES FUEL S	 100LL, JA 5
RWY DATA RCR	Rwy 04(038°)/22(218°) 3932x75 ASPH AGN II Opr Ltd win maint. PLR/PCN
COMM RCO ATF PAL	 Pacific rdo 125.85 (FISE) 126.7 (bcst) tfc 123.2 5NM 5300 ASL Vancouver Ctr 135.0 351.3
NAV NDB VOR/DME	 DC 326 (M) N49 28 10 W120 31 00 YDC 113.9 Ch 86 N49 22 54 W120 22 26 (5335')
PRO	Rgt hand circuits Rwy 04.
CAUTION	5´ ditch 300´ W Thld 04.



MAAC Approved Site Add-ons

RPAS Operations Above 400’AGL – not approved.

RPAS Operations Above 25kg – not approved.

Permanent Event Approval – not approved.

RPIC – not approved.

Event Approval (Permanent or individual)

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 event warning sign is posted for the event.

e) Ensure all attending modellers/RPAS pilot are current MAAC members.
f) Ensure all attending modellers/RPAS pilots receive a briefing on site or event rules using the MAAC minimum checklist.
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.

EVENT CHECKLIST
PRINCETON JETS – CYDC SITE
PILOT/OPERATOR DAILY BRIEFING

Completed by _____
Date _____

Once completed, keep a copy of this event 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
Welcoming comments and introductions • Hosting club name is Princeton Jets • Responsible persons. ○ Event Director – Paul Dries **All other event issues see Amar Shan or Kelly Williams**	☐	☐	
ALL Pilots/Operators • Must be MAAC Members - online member validation tool. • All pilots to register and complete/sign registration sheet.	☐	☐	
Visiting Foreign Pilots • Also, MUST be MAAC Members – join online if need be. • Possess a current gov issued photo ID. • Other process explained below	☐	☐	
Housekeeping, guests and spectators • All guests are welcome. Pets must remain on leash; spectators must remain behind rope fence. • Temporary washrooms are supplied, as are trash bins. Please take most of your trash with you, as to not fill up the bins unnecessarily. • Parking lot: Temporary visitor and camping vehicles may park on site, in the designated areas. • Any full-scale aircraft visiting the R/C activity, who's pilots choose to park their aircraft in any area other than the Airport's designated full scale parking area shall be warned, with witnesses, that they do so at their own risk. Though damage to a parked aircraft (in the car parking lot for example) is extremely unlikely, this is an entirely avoidable risk.	☐	☐	

• While the road through the flying area represents a risk, the risk assessment indicates (based on area and time). However, risk of collision with a stationary vehicle shall be eliminated, through implementing rule of halting all R/C activity if spectators stop and / or gather on the road. • Any other issues necessary			
Event Schedule • Paul Kelly, and Amar shall operate a daily pilot's briefing, prior to any flying to advise pilots of specific procedures, flightlines, hazards, exceptions to operations as relevant to the operations on that day. Rules will be reviewed to ensure they are understood. • Latecomers shall be given an individual pilots briefing prior to inspection and flying. • Pilots shall attend/obtain a briefing - no exceptions. • Pilots who unintentionally break any rule shall be warned (and / or grounded if deemed necessary) by any one or more of the organizers / Club Executives., MAAC requirements/exceptions, and any CAR requirements. • General schedule of the event • When open flying occurs etc • If multi-day, follow up or wind-up schedule. • Any awards or closing ceremonies	☐	☐	
Event Emergency provisions • First Aid kit(s) availability – located with event documentation. • Fire extinguisher(s) availability – located within 2m of any startup area. In addition, a designated vehicle is made available and pre-loaded with firefighting supplies. Location and operation reviewed at pilot's briefing every morning. • In the event of any emergency what emergency - call 9-1-1 • Address to use for emergency services: 201 Old Merrit Road or GPS co-ordinates 49.468966, -120.505140 - follow dirt road 300m to gate. • Location of nearest Fire department: 162 2nd St, Princeton, BC V0X 1W0. No local hospital.	☐	☐	

• All flying shall cease if command given by Paul Dries, Kelly Williams, or Amar Shan.			
Permitted/prohibited Modelling Categories			
What model categories are allowed at this event? • All mRPAS and/or RPAS are permitted, though priority is given to turbine and EDF aircraft. Executive to review and approve all aircraft for flying. • **All RPAS must have a completed MAAC Manufacturer Declaration** • **This site does not allow** - Tethered/Control Line, Free Flight, Space or Surface (cars/trucks/boats)	☐	☐	
This site has **not** been approved for any MAAC RPAS "Add-ons". • RPAS must remain below NAV DRONE approved Altitude (>100 up to 400') • Max RPAS Weight (>25KG) • RPIC (Explain meaning)	☐	☐	
Airspace Requirements/Permissions			
Airspace type – This site is in CYDC Class E controlled airspace. • **Each Pilot** must use obtain airspace approval using NAV DRONE daily. • **SEE club rules for altitude issues!** • Reminder – if any one pilot receives notice from ATC **for flying suspension/shut down – we ALL stop flying**	☐	☐	
RPAS WILCO Site Survey location/provision • Event NOTAM briefing will occur each morning. • Weather minima are in our club rules – basically no low clouds and good visibility are mandatory. The Event organizer will monitor weather limits. • A copy of the most current RPAS Wilco Site survey is available at the pilot sign in desk – you must read this before operating RPAS. • Local obstructions/restrictions briefing for event	☐	☐	
RPAS Pilot/Operator Qualifications			
Reminder to all Pilots/Operators to have available: • Current MAAC Membership • Gov issued Photo ID	☐	☐	

• Certificate of registration (for Canadian Pilots/Operators) • Pilot Certificate and proof of recency qualification if appropriate • MAAC RPAS Manufacture declaration forms.			
This site requires RPAS Advanced RPAS certification or operation under MAAC RPIC rules	☐	☐	
There are no Club/Event specific pilot qualifications	☐	☐	
Explain Direct supervision/instruction of students rules for site	☐	☐	
Explain Guests/non-MAAC hands on demonstration flights (buddy-box etc.)	☐	☐	
Crew Qualifications			
Visual Observer are mandatory for this site/event. • Must be a RPAS Certificate holder (basic is fine) • Must receive club rules Training/briefing. • Shall be positioned where they can see 360 degrees of the sky. • Must monitor the radio (VHF 123.2) • May monitor cell phones for ATC communications. • **Have absolute authority** – when they say "AIRPLANE" everyone descends to land immediately – no exceptions – we land and then sort out where the airplane is.	☐	☐	
AIR BOSS rules for the site/event • We have not obtained this permission. • Each pilot must obtain NAV DRONE airspace access approval.	☐	☐	
Spotters/helpers/mechanics • When to use • Pilots' responsibility to provide training/briefing. • Responsibilities • Go no-go zones	☐	☐	
RPAS/Model Technical Specifications/Restrictions			
The following are the CAR/MAAC/Club specs or restrictions on the type of RPAS/Model to be operated at this event: • Max weight is 25kg • MAAC Manufacturer declaration forms are mandatory. • Failsafe configuration must be demonstrated and / or proven.	☐	☐	

• Foreign Registration marking requirements – cover any AMA markings – replace with MAAC # and 930433			
Adjacent Aerodrome Procedures (Within 3NM)			
This site/event is on an active an aerodrome Princeton: • Absolutely NO heavy or permanent style support gear (sun-shades, start up tables etc) allowed within 30m of the full scale runway. • NO person shall proceed within 30m of the runway unless the confirm there are no full-scale aircraft about to use it. • **Pilots are responsible to avoid full scale aviation at all times.** In the event of a radio call/communications from either arriving or departing aircraft, or if the VO yells out "airplane" ALL pilot must clear the active airspace and runway immediately and in a manner that does not pose additional risk to other pilots or full-scale aircraft. • Club executives will direct all aircraft in the air to land in a safely coordinated manner if a vehicle stops on the roadway *(See risk assessment for details)* • Pilots shall also halt flying operation if visitors are walking anywhere between the R/C area and the full-scale aircraft parking area.	☐	☐	
There are not other Aerodromes within 3NM of the event.	☐	☐	
There are no other full scale flight path that affect our site/event.	☐	☐	
Normal RPAS/Model Operating Procedures			
Night flying is not allowed at this site: • "night" is defined using the Princeton Weather channel data. • 30 minutes before legal night ALL RPAS flying must cease.	☐	☐	
Formation flying: • Permitted if pilots agree. • Maximum of 5 airborne models	☐	☐	
Fail-Safe settings on Transmitters • We are in controlled airspace **fail safe must be functional – remind settings.** • Range checks and other checks reminder	☐	☐	
Pits, set up and start up areas. • Describe all rules for set up, the pits and start up areas	☐	☐	

Flight line – Flying area – NO FLY Zones – other local concerns • Describe the flight line/flying area set up • CLEARLY discuss any no-fly zones	☐	☐	
Model operation rules - Describe the club rules. • 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. • IF you have a fly-away immediately notify the Event director will manage emergency responses (call ATC etc.)	☐	☐	
Incident and Accident prevention • NO test flying at events (ie: not during event hours with public present). • 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.
• Pilots are required to report any incidents such as a crash, fly-away, mid-air to the contest director (CD) immediately. Pilot will assist the CD in completing a MAAC incident form to be submitted to both MAAC and The Town of Princeton.
• Serious accidents –
  ○ The Event director will manage emergency responses
  ○ ALL Flying stops if there in an accident of any kind
  ○ Witness statement collection/ photos/ prohibition on statements.
	☐	☐	

Diagrams/Maps			

Explain where they are located. • Site Set up diagram. • Site Flying Area • Airspace Map • Adjacent aerodrome map • CFS entries as required. • Any other diagrams/maps • TC traffic pattern map	☐	☐	
POST EVENT FOLLOW UP			
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.	☐	☐	

W A R N I N G !

AEROMODELING
MAY CAUSE
SERIOUS INJURY!

PROCEED AT
YOUR OWN RISK!

AVERTISSEMENT !

L'AÉROMODÉLISME
PEUT CAUSER
DES BLESSURES GRAVES!

PROCÉDEZ À VOS PROPRES
RISQUES!

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 modelling 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.
e. 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.
f. 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.
g. 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.
h. 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,
d. The RPAS shall not be operated in any mode other than "direct manual control"
e. The pilot shall not operate more than one RPAS at a time.
f. The pilot shall not operate the RPA unless any equipped onboard flight termination system is operable,
g. The RPA shall not be operated within 30 meters of any bystander or spectator, under any circumstances and **regardless of altitude**.
h. 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.
i. 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.
j. 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,
k. 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.

MAAC RPAS Manufacturers Declaration – Owners Declaration

Owner Name and MAAC #_____

Date of initial declaration _____

RPA Make or manufacturer name_____

RPA Model _____Transmitter_____

RPA category ☐ MAAC Model Aircraft (Fixed wing) ☐MAAC Rotorcraft ☐ MAAC Hybrid

List any instructions related to servicing and maintaining the RPA and control system.

List any inspection program to maintain system readiness.

List any weight limits or center of gravity concerns or related special requirements.

List RPA design features such as limitations on speed, altitude, or operational restrictions

Specify Weather conditions or limitations affecting RPAS operation,

List Special or unique features of the system that could result in severe injury to crew members during operation.

List 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,

Specify Warning information notifying any degraded system performance,

List Special or procedures for operating in normal or emergency conditions,

List Special assembly, adjustment, or post flight inspection requirements.

Describe availability of manuals or component operating instructions.

Owner Name

Signature

Date