Stampede City Radio Control Model Club (SCRCMC)
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.

Administrative Rules

Club: Stampede City Radio Control Model Club (SCRCMC) (#44, Zone A)
Field Name: SCRCMC
Location: Intersection of Range road 283 and township road 232 (114th ave).
Pilot Station Coordinates: 50 56 7.0N, 113 50 38.3W
Contact(s): **Paul Crowley, 36722, President of Stampede City Radio Control Model Club (SCRCMC)**
P.crowley@shaw.ca, (403) 826-1463

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

1. be MAAC members in good standing.
2. be members of SCRCMC, or an invited guest of SCRCMC and
3. agree to follow the MAAC Safety code and all other site rules.

Any MAAC member attending an Event at this site must agree to attend any modeller briefing, or otherwise read and follow all site/Event rules. The Club or site operator is responsible to take reasonable steps to ensure a modeller briefing occurs for each modeller using the site.

1. All flying guests must have a valid MAAC membership to fly.
    a. On arrival members will enter the guest's name in our visitor guest book along with their current MAAC number.
    b. Guests are not allowed to fly unless the host member is present at the field and must stop flying in conjunction with the host member's departure.
    c. It is the responsibility of the host member to ensure their guest is familiar with field rules.
    d. Guests can only fly a maximum of 3 times a year plus they can attend our open fun fly events. any provisions for guests and spectators.
2. The gate combination number is not to be shared with guests or non-members of the club. If you are the first to open our locked gate, please scramble the tumbler numbers after opening.
3. Maximum speed is 30 km/hr when within ½ mile (1 km) of the farmer's homestead/grain bins. Never drive off the road allowance to avoid puddles or retrieve downed aircraft. If the road is muddy and you are leaving ruts in the road, please turn around and come back another day. The gate is to be locked when you are the last to leave (even if campers are present). Do not bypass any other locks when securing the gate, i.e. daisy chain the locks so any lock subsequently opened, can gain access to the field.
4. Smoking is only allowed in the parking lot or in your vehicle. If fire ban is in place, you are only allowed to smoke in your vehicle.
5. Please ensure your pets are leashed at all times when not in your vehicle. Pets are not allowed to roam freely at the field.

6. Overnight camping is allowed with prior Executive approval, however the campers must understand that, outside of a sanctioned MAAC event, personal items (vehicles, trailers, campers etc.) residing overnight, or longer, will not have MAAC insurance.
7. Please take home what you bring out to the field. We do not have garbage service so take home your empty fuel jug, crashed airplane parts, etc. Please do not leave any food items in the garbage since it attracts rodents and causes the clubhouse to smell.
8. These rules will be updated once per year by the Club executive.

Site/event emergency response requirements

In the event of an emergency, call 9-1-1 - the address to be provided to first responders is intersection of Range road 283 and township road 232 (114th ave), Emergency GPS coordinates 50.95067N, -113.842254W.

1. Class ABC on-site fire extinguishers are provided in pilot pit area suitable for all fires except LIPO. Sand filled buckets are provided for extinguishing of LIPO fires. First aid kits are located in club house. Please replenish any first aid supplies used and please notify a member of the executive if any of the fire extinguishers have been discharged and requires refilling. Pilots operating gas turbine RPA please see the TOC supplement at the end of this document. Each member is otherwise responsible for their own safety equipment.

2. Anytime the Municipal District of Rocky View issues a Fire Ban for the county, all aircraft driven by turbine motors will remain grounded while the Fire Ban remains in effect.

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 250 grams	400'agl	Site rules
RPAS	25kg or less	400'agl/900'agl***	Site rules
Tethered (Control-Line)	Not approved		
Free flight			
Space Models			
Surface Vehicles			

MAAC Approved Site Add-ons

The following "add-ons" have been approved at this site, provided all relevant MAAC rules, policy and SFOC conditions are adhered to by the site and its users. The rules are explained in each sub-section of this document.

Approved Add-on	Weight/Power Limits	Altitude/operating limits	Rules
RPAS Weight	Less than 25kg		
RPAS Altitude	Less than 25kg	****900'agl*	*SFOC + Site rules*
RPAS Altitude and Weight	*Not approved*		
Permanent Event Approval			
RPIC			

RPAS/Model technical specifications or requirements 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. RPAS CAR requirements - There are no special CAR RPAS restrictions for below 400' operation.

3. Club/Site/Event requirements - Flying from 8:00 am is now allowed only for those electrics flying up to a limit of 8000 rpm. EDF (Electric Ducted Fan) or noisy electrics shall be permitted to fly after 9:00 am only. All aircraft are allowed to fly after 9:00 am.

4. MAAC Add-on requirements –RPAS pilots operating over 400'agl **must comply with the MAAC/SFOC RPAS requirements** listed in the add on section. ALL event visitors (pilots) must be briefed to ensure compliance with these requirements.

RPAS Pilot/operator qualifications or requirements

1. mRPAS requirements – 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 flight**. Compliance with MAAC safety code meets all requirements.

2. RPAS Pilot CAR requirements. All RPAS pilots using this site below 400' must have at least BASIC RPAS certification.

3. Club/Site/Event requirements. All RPAS pilots shall have met the requirements of the MAAC wings program. New members shall successfully complete a first test flight under the observation of a SCRCMC club instructor before being permitted to fly at the SCRCMC field unattended.

4. MAAC Add-on requirements – RPAS pilots operating over 400'agl **must have an Advanced RPAS certificate** or otherwise comply with the MAAC/SFOC pilot requirements listed in the add on section.

CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not require crew under the CAR.

2. RPAS CAR requirements - Visual observers for operations below 400' at this site are optional and can be any responsible person who has been trained/briefed to be a VO. This includes spouses, children of appropriate maturity, or friends.

3. Club/Site/Event requirements – Spotters are optional for daily operations below 400' RPAS operation. Gas turbine RPA must have a spotter at all times. Event requirements will be specified in event rules.

4. MAAC Add-on requirements - RPAS pilots operating over 400'agl **must have a qualified Visual Observer** and all parties must comply with the MAAC/SFOC Crew requirements.

<u>Crew Rules</u>

Visual Observers

1. Visual observers (VO) are **mandatory for RPAS operations above 400'agl.** When required at this site, no member shall operate an RPAS unless:
   a. A visual observer(s) is present who has been briefed or trained on any 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 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, provide suitable notification means such as air horns, lights, radios etc.
   f. The VO can be assigned responsibility for monitoring VHF full-scale radio communication. Under no circumstances shall the pilots flying, monitor their cell phones for ATC coordination, or operate a VHF radio.

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 (VHF radio, ATC or otherwise) of any airplane that might pose a hazard with modeling activities, the VO shall yell in a loud clear voice "AIRPLANE". **If in doubt, issue the warning**
   c. Upon hearing this command, all pilots shall descend to the lowest possible safe altitude, 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. **IF ATC or their delegate, has given a stop flying order, guidance or similar, flying shall not resume until permission to do so is obtained from ATC.**
f. 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".
g. Thereafter modeling activities may resume as normal.

Air Boss – ATC Coordinator
An Air Boss is not required

RPIC – RPAS Pilot in command
Not approved at this site.

Instructors/Demo flights
Demonstration flights, below 400', may be provided to non-members provided the instructor is using a "buddy-box" type control system where they are able to take immediate control of the model. Physically handing off of the transmitter is not allowed.
All other instruction of new pilots shall be done in accordance with the MAAC Safety Code.

Pilots undertaking training for altitude determination above 400' do not need to follow any special procedures other than those listed in the add-on section.

Spotters
Spotters are optional for casual RPAS flying, but mandatory to gas turbine powered RPA. Members are expected to use good judgement – if there are enough models airborne that communications between pilots could be difficult, use a spotter.

Airspace requirements or permissions

This site is in uncontrolled Class G airspace. **There are no airspace permissions required to operate an RPA below or above 400'.**

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 **below 400'agl.**

However, for operations **above 400'agl**, this site operates within 3.1nm of an aerodrome as listed in the CFS or CWAS and is required to provide all members with the following information.
1. The aerodrome's name is Winters Aire Park (CYF4) and it is located 3.1 nautical miles southeast of the modelling site.
2. The aerodrome has two grass runways (16/34 and 09/27), over 30 permanent hangers and is home to a substantial number of single engine general aviation aircraft.
3. Except for the higher than normal occupancy, there are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
4. In the event of a "fly-away" towards CFY4, you may call the aerodrome operator Blu Yonder Aviation at 403-936-5767 and advise them of the issue.
5. The club executive has contacted the operator (OPR) of CFY4, and they have expressed no issues with our RPAS site.

Normal mRPAS/RPAS/model operating procedures

1. Prior to daily operations, at least one member shall check the Aviation NOTAM for **CYYC and CYF4** 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) Cloud ceiling shall exceed an (BKN or OVC) estimated 1000'agl for site approved RPAS operation up to 400' agl, or a minimum of 1000' above any higher site approved altitude (BKN or OVC 019) and
   b) the RPA will be able to remain 500' vertically and 1 sm (statute mile) horizontally clear of any cloud, and an estimated horizontal visibility of 3sm (5km) or more around the flying area, and
   c) no other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

NOTE – there is no aviation weather available for SCRCMC site 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. Members should consult the CYYC aviation weather (METAR) for guidance if in doubt.

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 unless it is brightly lit, weighs less than 25kg, and remains below 400'agl. Members shall use the CYYC aviation weather or Calgary city weather channel time to determine legal night.
   a) *NOTE: RPAS operation above 400'AGL are not permitted at "night"*

5. The club recommended maximum number of simultaneous airborne RPAS is five (5) but that number may be increased provided all pilots present at the field agree to any additional airborne RPAS and all pilots can stand in the same colour zone of pilot's stations. Pilots may fly in formation provided they agree to do so.

6. Refer to the attached map for normal site set-up areas such as parking, spectator areas, pit, or assembly areas, and start-up/run-up areas including confirmation of the MAAC required buffer distances are as follows:
   a) The assembly tables and surrounding area by the parking lot are open to the public. They are NOT to be used for fuelling, starting, testing, running of engines, arming and/or disarming of electric models.

b) Starting of glow engines and arming or disarming of electrics is allowed only when properly restrained, either on the ground or on starting tables in the pit area directly behind the pilot stations.
c) Starting of large gas engines is allowed only in the provided area North of the pilot stations, using the provided restraining posts.

7. Pilots are responsible to ensure all pre-flight assembly and daily testing requirements:
   a) Any pilot operating an RPA **above 400'agl** is relying on the MAAC manufacture declaration, and therefore **must** confirm RPA fail-safe settings are active at least once per flying session.

8. Refer to the attached map for 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) There are two runways – NW/SE and N/S. Only one active runway shall be in operation at any one time. The runways are color coded at the pilot stations.
   b) All pilots must stand in and fly from the same color zone. This is determined by any pilot that is already flying.
   c) The runway is for takeoff and landing only (which includes touch and go practise). All other flying should be a minimum of 100' (30 metres) from the far side of the active pilot station.
   d) Control of noise is critical. Adequate mufflers must be used and pilots shall avoid "ripping" of props. The maximum noise level generated from our field shall not exceed 65dBa at the closest neighbour. To meet this requirement, all models, while in flight, shall not exceed 98 dBa as measured at any point along the baseline through the pilot stations.

9. The following are the site take-off, approach, landing and recovery procedures:
   a) Pilots, or their spotter, shall call out all model movements especially LANDINGS, TAKE-OFFS and ON THE RUNWAY.
   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.
   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.

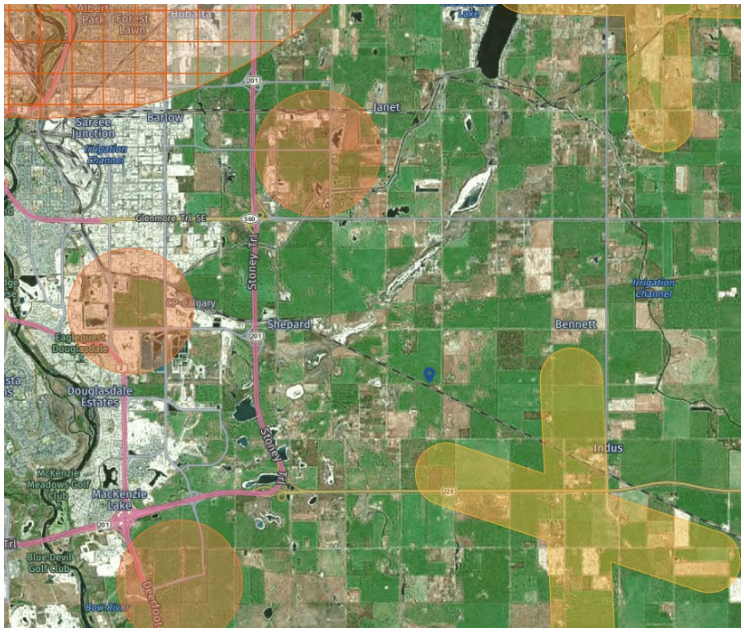
SCRCMC Guidelines to Supplement MAAC Turbine Operations Safety Guidelines:

1. Jet pilots new to the field and/or new to jets should familiarize themselves with the MAAC Turbine Operations Safety Guidelines, SCRCMC field rules, guidelines and no fly zones.
2. Fire ban status of East Rockview County shall be checked prior to a flying session. There will be no turbine flying if there is a fire ban. The information is available via smart phone or computer.
3. A spotter is required during flight operations. It is essential for the pilot to brief the spotter-helper in normal and emergency procedures during start, taxi, flight, landing and shutdown.
4. Pilot supplied CO2 based fire extinguisher and leaf blower must be placed in pit #1 and in reach of pilot and spotter/helper. The operation of each shall be reviewed as part of flight pre-check.
5. A jet blast deflector is folded up and stored in the grandstand. Set up the jet blast deflector in pit#1 with metal surface over the steel plate facing NE or SW bearing in mind that start and shutdown should be used into the wind to assist cooling of jet turbine. If there is more than one turbine jet operating, pilots shall share pit#1 and jet blast deflector for engine starting.

6. Spectators and other pilots should be clear of the tail pipe and turbine rotational axis prior to starting and shall be made aware that a start is about to commence. Wheel brakes shall be set on before start in addition to pilot and helper (or suitable securely affixed to the ground restraining device) restraining the aircraft during start-up.
7. Complete full power and calibration runs while still in front of jet blast deflector. Complete control check prior to taxi.
8. When ready to taxi, manually push aircraft away from pits and up to the flight line so as not to blast the parking area and the rest of the pits. Operate to minimize grass scorching.
9. Disconnect taxi tank and proceed to takeoff position. If possible provide initial push to start aircraft rolling to minimize grass scorching.
10. Line up and open throttle smoothly for takeoff. No "brake stand" prior to takeoff roll is to be considered.
11. After landing, taxi cautiously into front of pits and shutdown parallel to flight line so as not to blast other pilot stations, parking area or other pits. Use jet blast deflector if possible for cool down shutdown.
12. In the event of a crash, immediately head to crash site with vehicle and fire extinguisher. Note vehicles must remain on access road and are not permitted on flying field or in adjacent farming fields. Request help from pilots and spectators if available.
13. Jet blast deflector to be folded up and stored in grandstand before leaving field.

Emergency procedures

Fly-away or lost link.
This site is wholly in uncontrolled airspace. The nearest controlled airspace laterally is the Calgary International Airport Control Zone located 5nm northwest – outside the normal fly-away distance of concern.



RPAS operations above 400'agl
If you experience a fly-away vertically, and have reason to believe it may continue to climb into controlled airspace (commencing at 1430'agl) contact the Edmonton FIC (Flight Information Center) at 1-866-541-4102

Incident 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.

    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 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 by-stander, 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.

MAAC Add-ons

RPAS Operations Above 400'AGL
MAAC has conducted an airspace and site review per the SFOC SORA and determined the following requirements for members to operate an RPAS above 400'agl.

Airspace Assessments
There are no controlled airspace volumes (based at the SFC or starting higher) within 2nm laterally of this site. The nearest controlled airspace laterally is 5nm northwest (CYYC Class C control zone).

Controlled airspace vertically over top this site starts at 4,800'MSL (mean sea level - height above sea level) (Calgary Class C Terminal Control Area (CYYC AB TCA)).

1. To determine the maximum permissible RPAS altitude above ground level, first convert MSL to AGL. To do so take the MSL altitude (4800') and subtract the nearest aerodrome field elevation, in this case Winters Aire Park (CYF4) which is located 3.1nm southeast. Field elevation is 3370'MSL.
2. 4800 - 3370 = 1430'AGL. The base of controlled airspace over this site is 1430 feet above ground level.
3. MAAC RPA are required to remain 500' below the base of any overlying controlled airspace, therefore **the highest altitude MAAC can approve is 900' AGL (above ground level).** (1430-500=930 - rounded down).

Sufficient Communication requirements
There are no aerodromes within 3nm of this site. There are no protected airspace volumes, depicted air routes, or commonly used tracks near this site that require communication capabilities. However there is a substantial VFR General Aviation presence at CYF4 located 3.1nm southeast of this site. Assessment of the normally expected traffic patterns yields the following:

1. Prior to commencing RPAS operations above 400'agl, a club member shall attempt to contact the CYF4 aerodrome operator to advise them of the intended RPAS operations and duration. Failure to contact the OPR shall not prevent RPA operation.
2. While operating RPA above 400', the VO **shall be equipped with an aviation radio** capable of **monitoring** the CFY4 Aerodrome Traffic Frequency of 123.2. There is no requirement to make broadcasts or have an ROC-A.

Visual Observer (VO) assessment
The location of the pilot stations, general assessment of the topography and direction of the flight line and flying area generate the following requirements for the VO:

1. At least one VO shall be position near the flight line, within earshot at normal conversational voice levels. If need be, equip the VO with a noise making device to supplement any aircraft warnings.
2. The VO shall monitor the Winters Aire Park Aerodrome Traffic Frequency (CYF4 ATF 123.2) for any radio calls that could indicate conflicting full-scale traffic. No flying shall occur if this requirement cannot be met.
3. The VO shall be equipped with any support equipment determined by the club needed relative to the duration of duties, such as water, a chair, or shade from the sun provided it does not interfere with VO duties. VO may take breaks provided they are replaced with another VO.

4. Non-essential ambient noise shall be kept to an absolute minimum (generators, music, etc.)

The Club/site/event shall

1. Ensure a copy of the MAAC SFOC #930344 and SFOC application form 26-0835 are present and available to all RPAS pilots.
2. Ensure a copy of these rules, in their entirety are available to all RPAS pilots at the site.
3. Communicate to all Club members and mark this site as **closed for RPA operations above 400'AGL**, **if there are any substantial changes to the site survey criteria** (CAR901.27 a through h), until MAAC has been advised, has conducted a new SORA, and issued new permission.

The RPA pilot shall

1. Not operate an RPAS above 400'agl unless in possession of a valid and current Advanced RPAS operators certificate, or under the direct supervision of an RPIC in accordance with MAAC policy.
2. Ensure all RPAS pilot CAR and SFOC paperwork requirements have been met and are available,
    a. Certificates of registration, pilot RPAS certification and recency proof,
    b. Govt issued photo identification,
    c. MAAC Manufacturer owner's declaration for each RPA,
    d. An altitude determination declaration as appropriate (pilot or each RPA) and
    e. RPAS Pilot has completed Crew training and fitness requirements and signed declaration.
3. Ensure a recent site survey and NOTAM check have been completed,
4. Ensure any crew declare themselves as properly trained in accordance MAAC policy. Verbal confirmation is sufficient.
5. Ensure before flight commences the RPA meets the MAAC technical requirements, including the MAAC Manufacturer declaration, and terminate any flight if technical requirements are no longer met.
6. Ensure the RPA is operated VLOS only (**no FPV permitted** – including with a spotter) and that it remains within the site approved flying area at all times.
7. Ensure the RPA does not carry "cargo" or any other items onboard that are not required for flight. On board cameras and associate gear are permitted provided all components are securely affixed to the airframe, or housed in a compartment that cannot be easily opened in flight.

Any RPAS Crew shall:

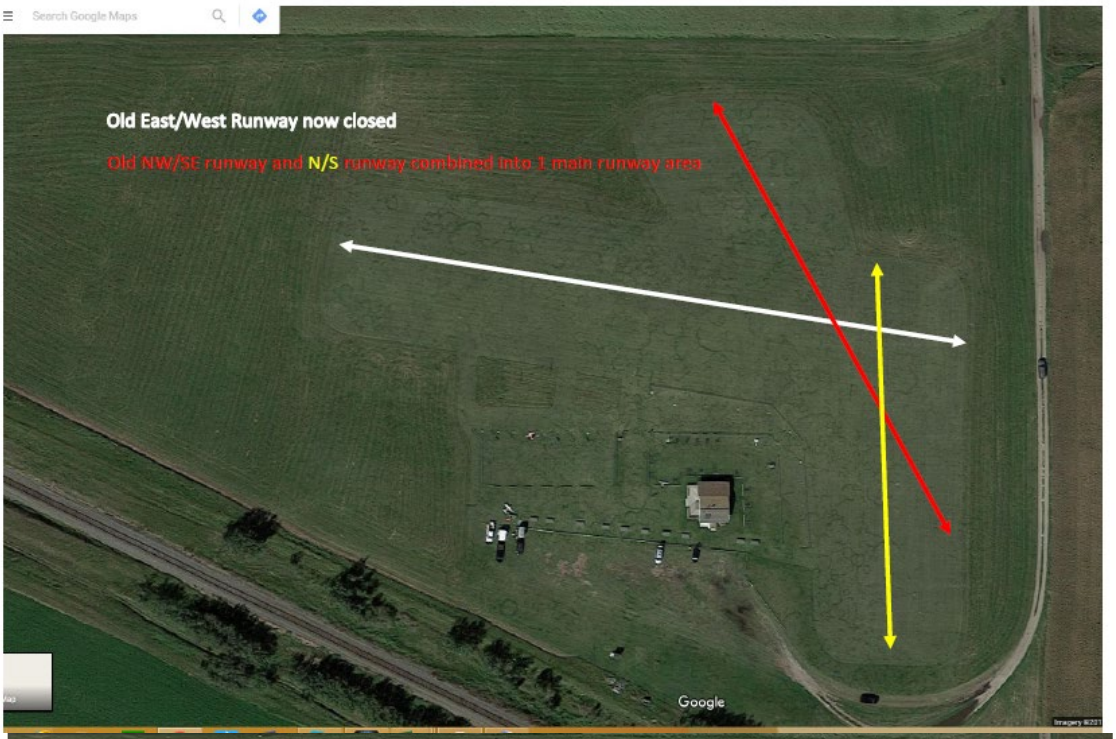
1. Ensure all SFOC paperwork requirements have been met and are available (crew training declaration)
2. Comply with the instructions of the pilot in command
3. Perform their duties diligently and in accordance with MAAC policy and
4. Inform any responsible persons of any issue that prevents them from meeting their obligations.

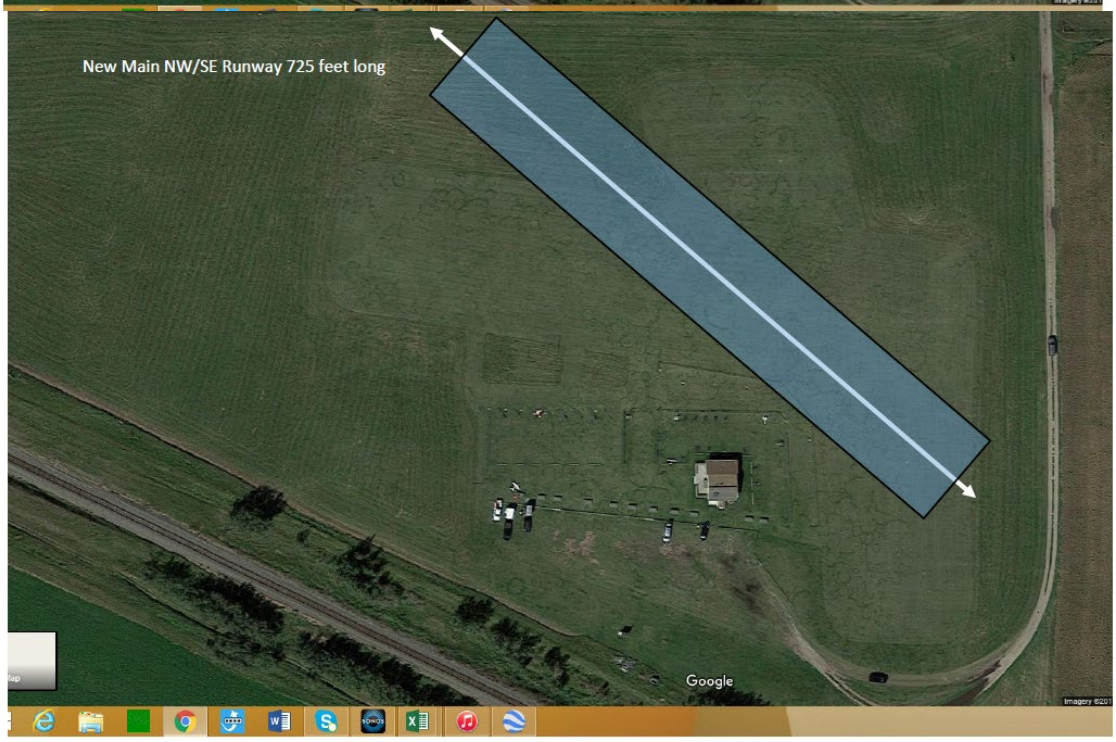
The RPA shall be equipped with

1. Functional "fail- safe" type device(s) or design per the MAAC manufacture declaration.
2. Anti-collision beacon/light(s) per MAAC policy,
3. Sufficient fuel/energy to complete the intended flight duration, plus 25% at the minimum throttle setting sufficient for controlled level flight, and includes a MAAC required minimum reserve to enable one balked landing/missed approach and circuit back to a successful landing. Fuel/energy spent taxiing to the pits or any shut down procedures thereafter does not count in these calculations. Non-powered RPA (gliders) must have sufficient receiver battery power for the flight plus reserves as noted above, excluding a balked landing attempt.

MAAC Declared minimum fuel/energy guidelines 25%		
Intended flight duration	Required reserve (@25%)	Total Fuel/energy required
15 mins	3.75 mins	18.75 mins
10 mins	2.5 mins	12.5 mins
6 mins	1.5 mins	7.5 mins
5 mins	1.25 mins	6.25 mins
3 mins	45 seconds	3 mins 45 seconds

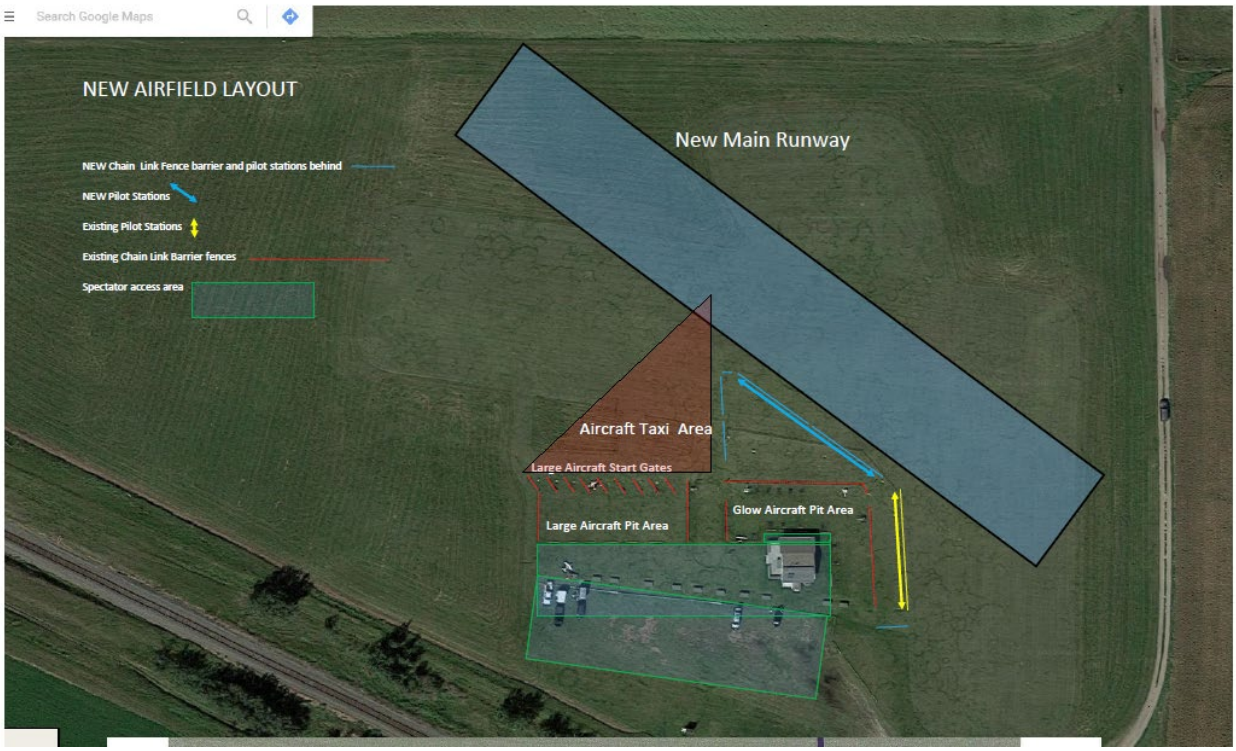
Diagrams/maps

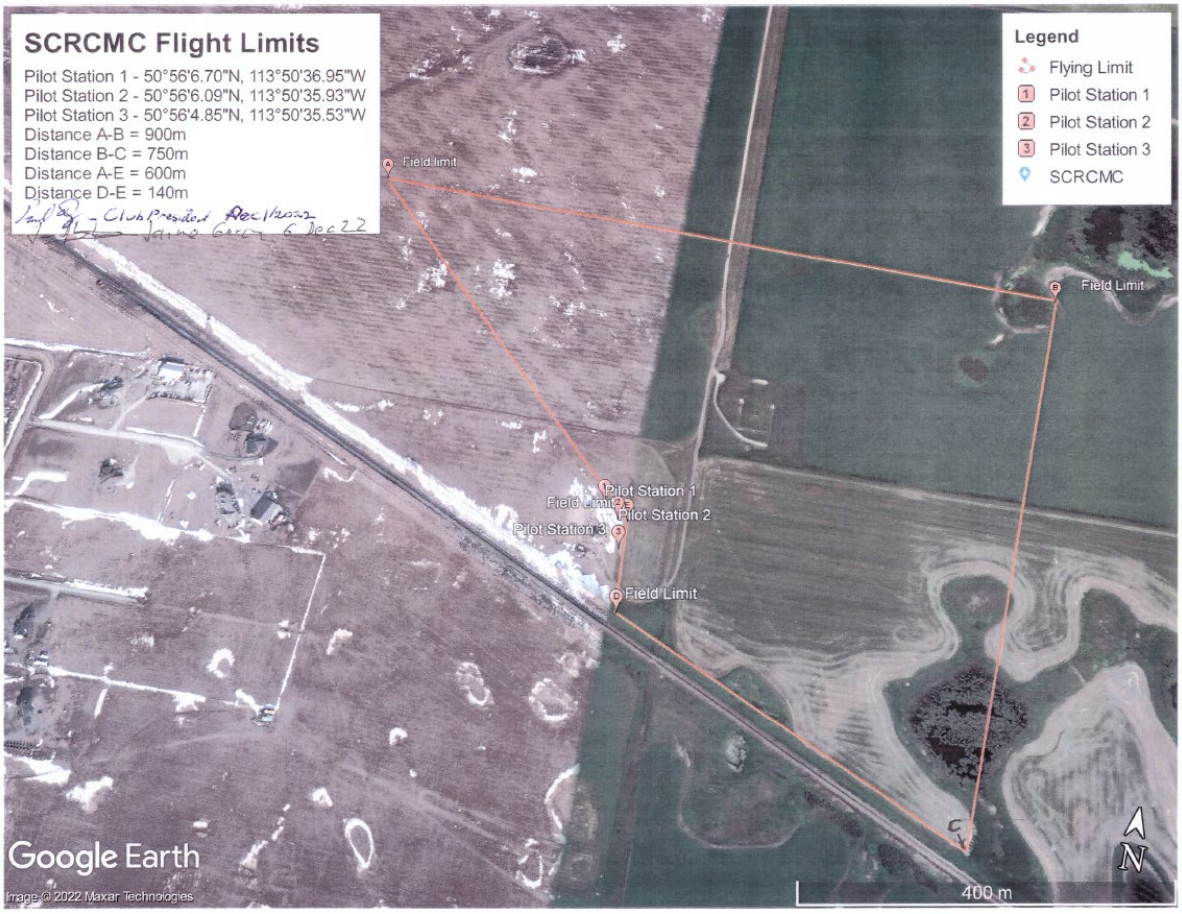





Search Google Maps
Lengthen existing N/S runway to 600 feet
Google


Search Google Maps
Total area to be mowed and available for landing and roll out.
Google

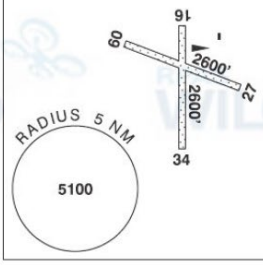

Search Google Maps
NEW AIRFIELD LAYOUT
NEW Chain Link Fence barrier and pilot stations behind
NEW Pilot Stations
Existing Pilot Stations
Existing Chain Link Barrier fences
Spectator access area
New Main Runway
Aircraft Taxi Area
Large Aircraft Start Gates
Large Aircraft Pit Area
Glow Aircraft Pit Area

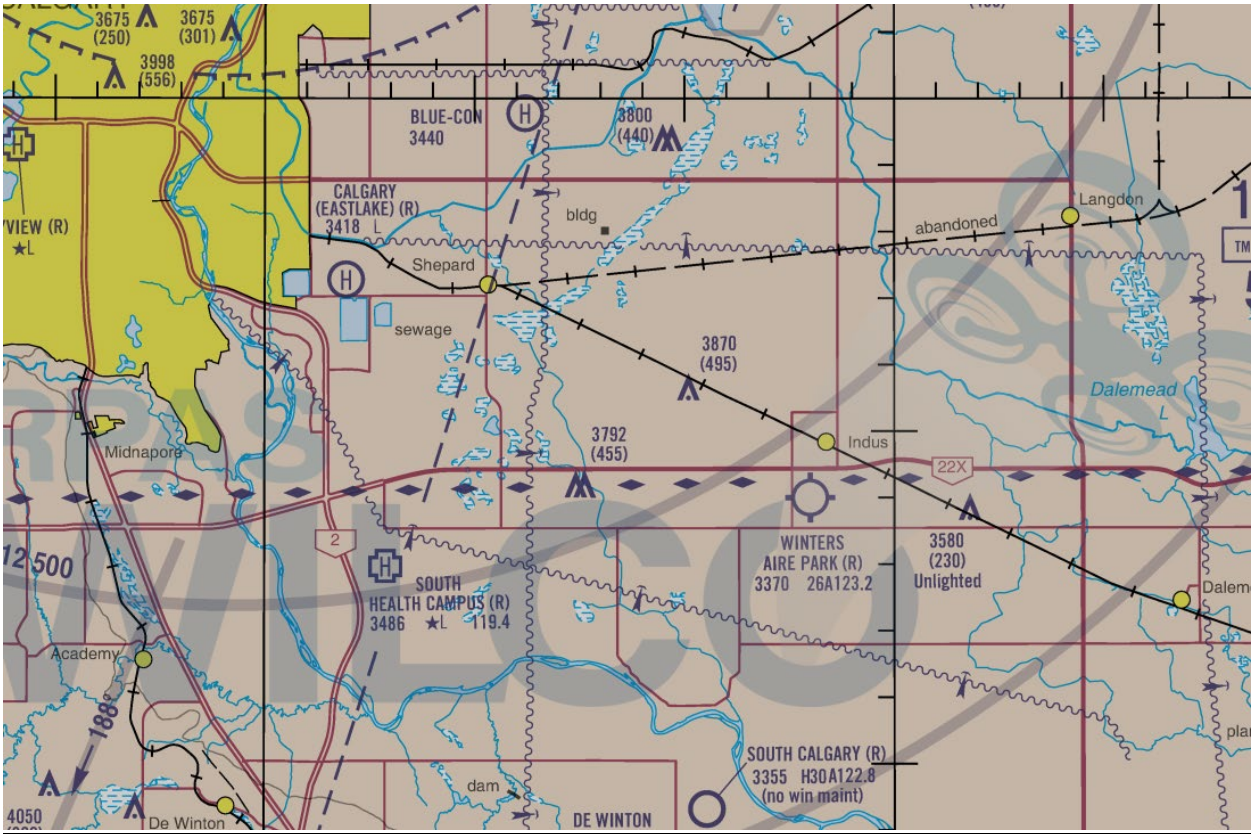

SCRCMC Flight Limits
Pilot Station 1 - 50°56'6.70"N, 113°50'36.95"W
Pilot Station 2 - 50°56'6.09"N, 113°50'35.93"W
Pilot Station 3 - 50°56'4.85"N, 113°50'35.53"W
Distance A-B = 900m
Distance B-C = 750m
Distance A-E = 600m
Distance D-E = 140m
Legend
Flying Limit
Pilot Station 1
Pilot Station 2
Pilot Station 3
SCRCMC
Field limit
Field Limit
Pilot Station 1
Field Limit
Pilot Station 2
Pilot Station 3
Field Limit
Google Earth
Image © 2022 Maxar Technologies
400 m
N

ALBERTA AERODROME/FACILITY DIRECTORY

INDUS / WINTERS AIRE PARK AB **CFY4**

REF	N50 54 W113 47 1SW 15°E (2012) UTC-7(6) Elev 3370´ VTA A5005
OPR	Blue Yonder Avn 403-936-5767 Reg PPR
PF	B-1 D-2,3,4,5,6
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
SERVICES	
FUEL	MG-1
S	1,2
RWY DATA	Rwy 09(096°)/27(276°) 2600x75 GRASS Rwy 16(165°)/34(345°) 2600x75 GRASS
RCR	Opr Ltd maint, sfc ruf.
COMM	
ATF	tfc 123.2 5NM 4800 ASL






Bennett
Indus
22X

Event Approval (Permanent or individual)

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).

RPAS Over 400'agl
Where there are events requesting over 400', 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. In addition to all the above and the club rules, at any event where the public is in attendance under the MAAC SFOC, the event organizers are responsible to ensure:
    a) MAAC warning signs are posted at all public entry points.
    b) A copy of the MAAC SFOC and application are on site and available to all RPAS pilots.
    c) All RPAS pilots sign the Transport Canada sign in sheet.
    d) All RPAS pilots receive a briefing on site rules and
    e) A visual observer is always present RPAS are flying.

3. 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.

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. The SCRCMC site is in uncontrolled airspace below 1430'AGL, however all RPAS operations above 400'agl **must meet the technical specifications of the MAAC Manufacturer Declaration (no other declaration is applicable)**. The RPA can be registered with Transport Canada as meeting the MAAC manufacturer declaration, or not – members are free to choose. However, to operate in controlled airspace perhaps at another site, the RPA must be registered as a declared model.

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

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!