John Noon PFS
SITES RULES

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

PFS: *John Noon* (#*9004*, Zone *D*)
Location: *PFS JOHN NOON*
Pilot Station Coordinates: 49 59 58.5N, 100 7 3.30W
Contacts: John Noon, johnanoon@hotmail.com

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

1. be MAAC members in good standing.
2. John Noon, or an invited guest of *John Noon* 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 site operator is responsible to take reasonable steps to ensure a modeller breifing occurs for each modeller using the site.

1. John Noon will review and update these rules yearly, as required.

Site/event emergency response requirements

In the event of an emergency, call 9-1-1 - the address to be provided to first responders is Road 16West, 1 km south of Highway 25, East of Rivers, Mb.

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*	*Site rules*
Tethered (Control-Line)	*Not approved*		
Free flight			
Space Models			
Surface Vehicles			

MAAC Approved Site Add-ons

This site has not bee approved for any MAAC "add-ons"

Approved Add-on	Weight/Power Limits	Altitude/operating limits	Rules
RPAS Weight	*25kg*	*400'agl*	*Site rules*
RPAS Altitude	*25kg*	*400'agl*	*Site rules*
RPAS Altitude and Weight	*25kg*	*400'agl*	*Site rules*
Permanent Event Approval	*Not approved*		
RPIC	*Not required Not approved*		

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 CAR restrictions on RPAS models.
3. Club/Site/Event requirements - There are no site restrictions.

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 must have BASIC RPAS certification.
3. Club/Site/Event requirements. There are no other qualification requirements for other modelling categories.

CREW qualifications or requirements.
There are no specific crew requirements at this site. Use of Visual Observors or spotters are optional.

<u>Crew Rules - Visual Observers</u>

Upon spotting/hearing or being advised 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**

a. **MAAC models/RPA shalle 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 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.
c. **Lateral deconfliction maneuvers are prohibited above 60'AGL.** Descending to 60'agl (tree top level) is the accepted Transport Canada initial response. Members operating near/off aerodromes have different specific response requirements.

d. 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".
e. Thereafter modeling activities may resume as normal.

Airspace requirements or permissions

This site is in uncontrolled Class G airspace – no airspace permission is required.

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.

Normal mRPAS/RPAS/model operating procedures

1. Prior to daily operations, at least one member shall check the Aviation NOTAM for Brandon airport (CYBR) using either the NAV CANADA website or RPAS Wilco. They may share the results with other site users either verbally, electronically or in print. Every member is still responsible to ensure they have the latest NOTAM information in some fashion.

2. The MAAC mandated minimum weather conditions for RPAS are:
   a. no cloud ceiling (BKN or OVC) estimated less than 1000' above the site approved altitude, and
   b. the RPA will be able to remain 500' vertically and 1 sm (statute mile) horizontally clear of any cloud, and 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 John Noon PFS so RPAS pilots may estimate cloud ceilings and visibility, provided they do so in good faith understanding the purpose of weather limits is to ensure we can see approaching full-scale aircraft.

3. MAAC endorses the use of a single shared RPAS Wilco site survey provided:
   a. A new site survey is conducted/checked at least once every 56 days (NAV CANADA schedule), and if there are changes the updated site survey is made available to all members.
   b. All site survey information is readily available to all RPAS pilots on site (electronically or in print).
   c. Prior to each flying session, members must check Aviation NOTAM for critical flight safety information, or changes to airspace or aerodromes. Members may share NOTAM information verbally or in print with other members at the site.
   d. Members must each visually confirm no changes to site obstructions, local obstacles and that weather conditions stipulated in any MAAC requirements are met.

4. Members shall not operate an RPAS at night unless it is brightly lit, weighs less than 25kg, and remains below 400'agl. Members shall use the Brandon weather channel time to determine legal night.

5. There is no maximum limit on the number of airborne RPAS permitted, provided all pilots agree to any additional airborne RPAS that exceed available pilot stations, and those pilots stand near the pilots stations. Pilots may fly in formation provided they agree to do so.

6. Refer to the attached map/diagram for normal site set-up areas such as parking, spectator areas, pit, or assembly areas, and start-up/run-up areas.

7. All models, including electric powered models, will be restrained before being armed or started in the designated startup areas.

8. 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.

9. 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.
   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.

Non-RPAS Normal Modeling procedures

This site is not approved for other modeling activities.

Emergency procedures

Fly-away or lost link.

This site is wholly in uncontrolled airspace – there are no flyaway procedures required.

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 John Noon and follow MAAC policy. A new Transport Canada RPAS occurrence form is attached to these rules for your use as follows:

   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/TC form. Recall you must keep this form for one year (CAR901.49 (2)). Resume flying/modelling when done.
   b. If the member or John Noon deems the event serious, flying/modeling will not resume until members are given permission by John Noon – 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
Not approved

RPAS Operations Above 25kg
Not approved

Event Approval (Permanent or individual)
Personal flying sites are not allowed to host events. A club may host an event at a PFS provided MAAC issues the Club approval. All Clubs and event organizers must refer to the most current MAAC policy on Events as different types of events have different requirements.

Diagrams/maps