Avon RC Flyers
Windsor, NS
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: Avon RC Flyers (#700, Zone *B*)
Field Name: Daniel's U Pick
Location: 4499 Highway #14, Windsor Forks, NS
Pilot Station Coordinates: 44 57' 22" N, 64 10' 47"W

Contact(s): *Sandy McInnis, 10790L, President*
sandy.mcinnis@ns.sympatico.ca*, 902 499-0507*

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

1. be MAAC members in good standing.
2. be members of Avon, or an invited guest of Avon 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. Guests and Spectators must remain behind the pits fence unless accompanied by a member of Avon.
2. All vehicles must be parked in the lot across the road from the field. Pets MUST be on leash. Club Honey hut is behind the Seacan.
3. These rules will be provided to all pilots in electronic format at the following web address: https://www.avonflyers.ns.ca/cgi-bin/Forum/yabb2/YaBB.pl
4. These rules will be reviewed and updated annually by AVON executive

Site/event emergency response requirements

In the event of an emergency, call (9-1-1) - the site address to be provided to first responders is 4499 Highway #14, Windsor Forks, past the winery down on the Marshland.

1. Defib and First Aid kit in SeaCan
2. ABC Fire Extinguishers are in the pits during operations. All turbine operators will have CO2 Extinguisher in their pit site.

Modelling Rules

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
mRPAS	Less than 250 grams	400'agl
RPAS	25kg or less	400/1700'agl
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.

Approved Add-on	Weight/Power Limits	Altitude/operating limits
RPAS Weight	Not Approved	
RPAS Altitude	Less than 25kg	1700'agl
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 is no special CAR restrictions on RPAS models for operations under 400'agl
3. Club/Site/Event requirements – There are no site restrictions.
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 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 operating RPAS below 400'agl must have Basic RPAS certification.
3. Club/Site/Event requirements. None
4. MAAC Add-on requirements – RPAS Pilots operating over 400'agl must comply with the MAAC/SFOC pilot requirements listed in the add on section of this document.

CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not require crew under the CAR.
2. RPAS CAR requirements - Visual Observers are optional for flying below 400'
3. Club/Site/Event requirements - (Helpers/spotters etc.) Spotters shall be used at any time there are 4 or more pilots stations in operation or during turbine operation., and for any events where non-club members are present.
4. RPAS Pilots operating over 400'agl must comply with the MAAC/SFOC pilot requirements listed in the add on section of this document.

Crew Rules

Visual Observers

1. Visual observers (VO) are **mandatory for RPAS operation over 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.

1. 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 (ATC or otherwise) of any airplane that might pose a hazard with modeling activities, the VO shall yell in a loud clear voice "FULL SCALE". **If in doubt, issue the warning.**
   c. 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.
   d. **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.
   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 modelling activities may resume as normal.

Air Boss – ATC Coordinator

This site is in uncontrolled airspace – an Air Boss is not required

RPIC – RPAS Pilot in command
Not approved

Instructors/Demo flights

Training flights must not exceed 400'AGL in altitude. The use of a buddy-box or equivalent system is recommended. The instructor may request exclusive use of the site airspace for the duration of the training mission. Agreement from other pilots for exclusive use must be reached **before** the initiation of the training mission.

Demo flights or introductory flights where the student is not a MAAC member **require** the use of a spotter, exclusive use of the airspace, and a buddy-box or equivalent system.

Spotters
Spotters are required for all FPV flights. Spotters are optional for all other flights

Airspace requirements or permissions
This site is in uncontrolled Class G airspace – airspace permission is not required. The nearest controlled airspace vertically is class E (CAE and airways) at 2200'agl. Laterally, the nearest controlled airspace is 21.9nm SE

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 CCW4 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 to commence or continue MAAC RPAS operations are:
   a. no cloud ceiling (BKN or OVC) estimated at 1000'agl if the site approved altitude is less than 400', or less than 1000' above any higher site approved altitude, and
   a. 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
   a. no other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

   NOTE – there is no aviation weather available for this 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.

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 "The Weather Network" weather channel for Greenwood to time to determine legal night.

5. Pilots may fly in formation provided they agree to do so.

6. Avon RC Flyers Field #700 is located on Marshland 3 km south of Windsor, NS. Entering from highway 14, the field is 1 km Northwest of the highway, on farmer's land. The land is Registered Marshland, regulated by the Province of Nova Scotia Department of Agriculture. Avon RC Flyers have a waiver issued by the Marshland regulatory board allowing us to occupy the site.

   Farmer's access road, coming from the East, passes south of the runways, pits and pilot box, then curves North West, then North East then North around the site to another farmer's field. Any traffic on this road is immediately brought to the attention of any flyers. A MAAC Warning sign is installed on the south side of the road just at our property line.

   To the South West, property line is 640 yds, with forest beyond. To the North East property line is 440 yds. with forest beyond. To the North there is nothing but farmer's field for 3 km.

   To the South East side of the field, from the edge of the main runway south to the road, then extending East to the highway is a no fly zone. The restaurant doesn't mind us at all, but the farmer just north of them has a 3 acre grow op so we stay well clear of his property.

   Main runway is the Southwest to Northeast one. From the flight line to the parking is 194 feet at the closest. Viewing area, between the road and the pits, is 140 feet. Starting and run up areas are to the Southwest between the pits and the road, and to the East of the pits and North of the road. If the secondary runway (Southeast to Northwest) is in use, this start up area isn't used.

   On the West edge of the parking lot we have a 20' SeaCan for storage of the lawn tractors and other hardware. This can is always open during activity at the field, and the DeFib is there on a hook inside the door. To the south of the SeaCan is our Honey Hut. Both of these items are movable in case of flooding danger.

7. For any operation relying on the MAAC manufacturer declaration (SFOC), RPA fail safe setting must be active and must be confirmed.

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

9. See the site flying area diagram below, no flying is permitted outside the designated flying area.
   a. No modelling activities are permitted while field maintenance activities are underway.

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.
    d. Prior to launching/releasing the model, the pilot or their spotter shall scan the sky for any approaching full-size aircraft. Take off shall not occur until all involved are satisfied that it is safe to do so.
    e. No person shall proceed past abeam the pilot stations without permission of other pilots flying.
    f. Prior to landing the model, the pilot or their spotter shall ensure that nobody is on the runway. Landing shall not occur until all involved are satisfied that it is safe to do so.
    g. The recovery off a crashed model in the flying area shall not be done until all currently flying models have landed. Thereafter, no model may take off until the crashed model is recovered.

Emergency procedures

Fly-away or lost link.

This site is wholly in uncontrolled airspace. Regardless of altitude, there are no specific fly-away notification requirements.

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 modelling practices or manufacturer instructions.
    a. Any repair other than minor (replacing broken propeller etc.) shall be treated as a maiden flight/operation. Ensure RPAS logbook entries are made.
    b. 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 (specific operations risk assessment) and determined the following requirements for members to operate an RPAS above 400' at this site.

Airspace Assessment
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 the Halifax Class C control zone, 28nm southeast. Controlled airspace vertically over top this site starts at 2200'agl (CHARO NB, Class E CAE).
1. The site elevation is 10m asl – which is not a factor in these calculations
2. MAAC RPA are required to remain 500' below the base of any overlying controlled airspace, therefore **the highest altitude MAAC can approve is 1700' AGL (above ground level).**

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. Assessment of the normally expected traffic patterns yields the following:
1. There are no identifiable aviation communication requirements.

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 does **not** require any type of aviation communication devices, such as VHF radios, cell phones or other devices.
3. The VO shall be equipped with any support equipment determined by the club to be relative to the duration of duties, such as water, a chair, or shade from the sun provided it does not interfere with VO duties.
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 #930433 and SFOC application form 26-0835 are present and available to all RPAS pilots when operations are occurring.
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), unless or until MAAC has been advised, has conducted a new SORA, and issued new permission.

The RPA pilot shall:
1. Comply with MAAC policy.
2. Not operate an RPAS above 400'agl unless in possession of a valid and current Advanced RPAS operators certificate, or under the direct supervisions of an RPIC in accordance with MAAC policy.
3. 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. 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.
4. Ensure a recent site survey and NOTAM check have been completed,
5. Ensure any crew declare themselves as properly trained in accordance MAAC policy. Verbal confirmation is sufficient.
6. Ensure the RPA meets the MAAC technical requirements, including the MAAC Manufacturer declaration, before flight commences, and terminate any flight if technical requirements are no longer met.
7. 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.
8. 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%)
15 mins	3.75 mins
10 mins	2.5 mins
6 mins	1.5 mins
5 mins	1.25 mins
3 mins	45 seconds

RPAS Operations Above 25kg - Not Approved

RPAS Operations Above 400'AGL and Above 25kg - Not Approved

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).

Event Rules
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.

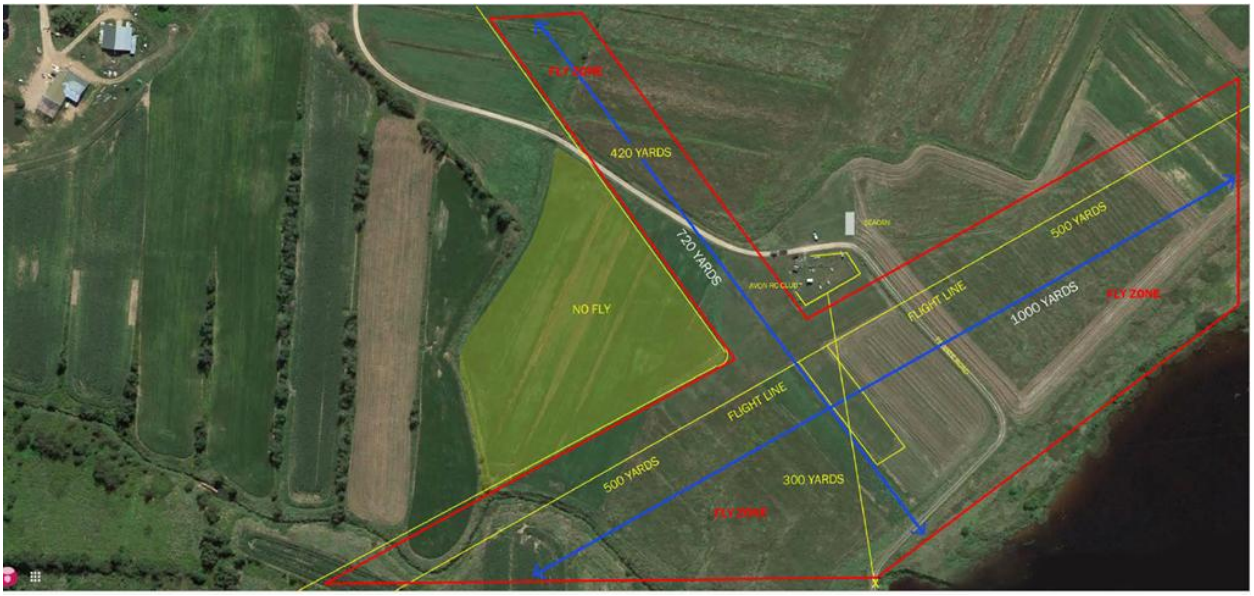
2. In addition to all the above and the club rules, at any event where the public is in attendance under the MAAC SFOC, the event organizers are responsible to ensure:

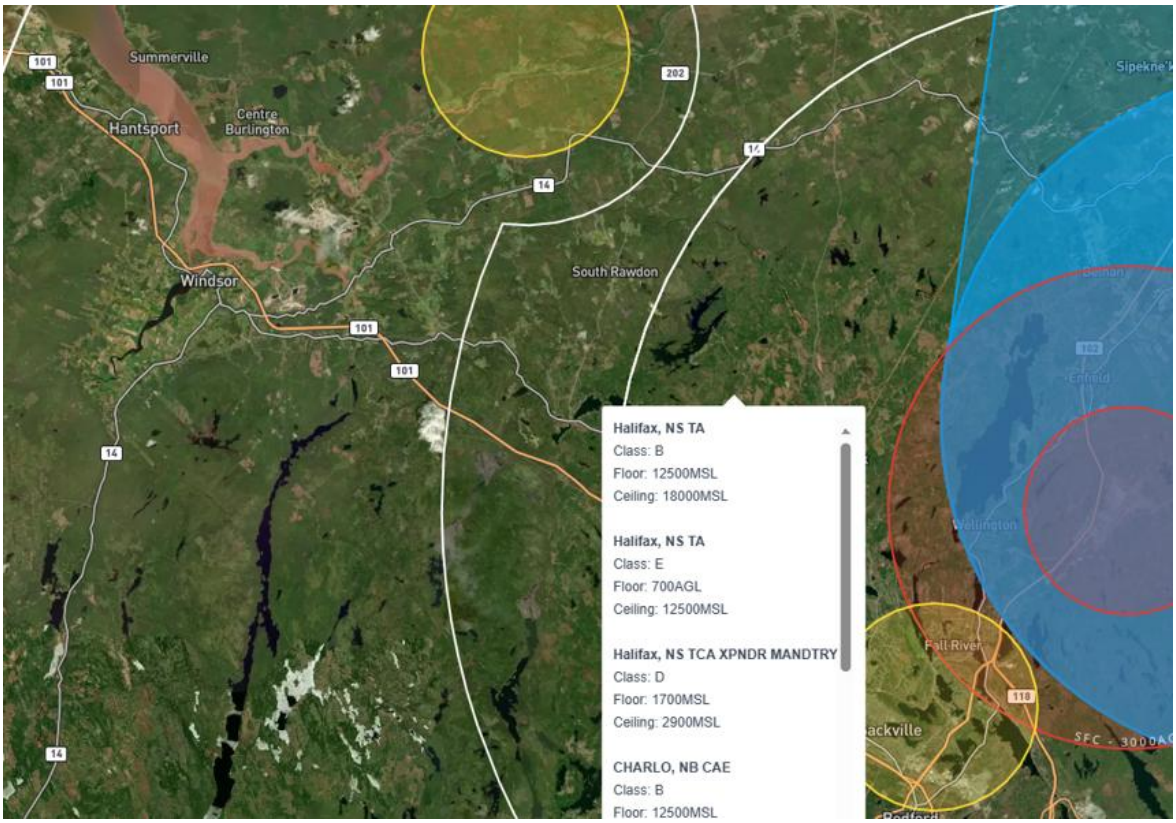
a. MAAC warning signs are posted at all public entry points.
b. A copy of the MAAC SFOC and application are on site and available to all RPAS pilots.
c. All RPAS pilots sign the Transport Canada sign in sheet.
d. All RPAS pilots receive a briefing on site rules and
e. A visual observer is always present 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.

Diagrams/maps

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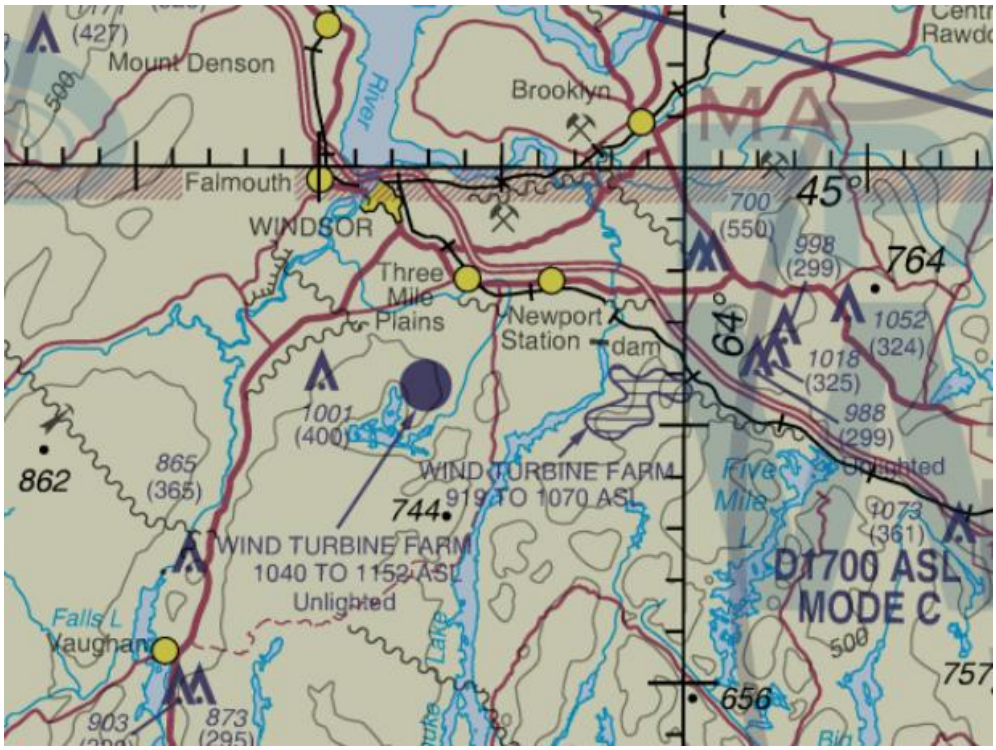
Class: E
Floor: 700AGL
Ceiling: 12500MSL
Halifax, NS TCA XPNDR MANDTRY
Class: D
Floor: 1700MSL
Ceiling: 2900MSL
CHARLO, NB CAE
Class: B
Floor: 12500MSL


Avon River
583.68 m
Measure distance
Click on the map to add to your path
Total distance: 583.68 m (1,914.95 ft)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Brooklyn
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Three Mile Plains
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WIND TURBINE FARM
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Unlighted
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1073
(361)
D1700 ASL
MODE C
Falls L
Vaughan
903
873
(295)
656
757

WARNING!

AEROMODELING MAY CAUSE SERIOUS INJURY!

PROCEED AT YOUR OWN RISK!

AVERTISSEMENT !

L'AÉROMODÉLISME PEUT CAUSER DES BLESSURES GRAVES!

PROCÉDEZ À VOS PROPRES RISQUES!