



**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**

London Model Aircraft Club (LMAC)

This site is in controlled airspace. Strict compliance with these rules is required. The following rules package must be available to all RPAS pilots while operating mRPAS or RPAS at this site, either electronically or in print.

Administrative Rules

Club: London Model Aircraft Club (LMAC) (Club ID#145 Zone M)

Location: 2150 river road, London, Ontario

Pilot Station Coordinates: 42 58 44.8N, 081 08 39.80 W

1. This site is in NAV CANADA London Airport (CYXU) Class C Control Zone Controlled Airspace. CYXU airport is located 3.94 nautical miles North of LMAC.
2. This site is open year-round to time-of-day restrictions per normal operating procedures and club safety rules.
3. All person using this site or for event participation must be:
 - a. A current MAAC member in good standing and
 - b. A current and fully paid LMAC member or invited guest.
 - c. Guests must be accompanied by a fully paid member.
4. All members using this site are required to regularly review and understand their responsibilities under the aviation regulations, MAAC SFOC, MAAC Safety Codes and Guidelines. It is your personal responsibility to know how and where to locate them.
5. Visiting RPAS pilot's rules:
 - a. The visiting pilot's host is responsible to review all club rules with their guest.
 - b. The organizer of a fun-fly or swap-meet is required to brief attendees on all club rules. This responsibility can be shared with other club members.
6. Vehicles to be parked in designated parking area only.
7. Vehicles are not permitted on the field at any time, except for field maintenance.
8. All flying must cease during field maintenance.
9. Bullying, intimidation, foul language, or other non-sportsmanlike behaviour will not be tolerated and will result in disciplinary action. Members are expected to speak up whenever they see individuals operating outside this MAAC safety code and guidelines.
10. All youth (under 18) must be accompanied by an adult.
11. Every LMAC member must ensure their MAAC Account Profile, Club Membership section, lists London Model Aircraft Club as club affiliation. Please review email messages from LMAC, as they may be sent out from time to time.
12. Club site safety rules shall be reviewed and updated once per year, prior to the annual membership application process. Rules may have to be updated ad-hoc, in the event of regulatory changes. These ad-hoc changes will be communicated to all members via email.

Site/event emergency response requirements

1. **In the event of an emergency, call 9-1-1 - the address to be provided to first responders is 2150 River road, London**
2. **Fire extinguishers are located in the trailer and in the south west corner of the large sun shelter.**
3. **First aid Kit is in the trailer.**

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	200'agl/**400'agl	Site rules
Tethered (Control-Line)	<i>Not approved</i>		
Free flight			
Space Models			
Surface Vehicles			

MAAC Approved Site Add-ons

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

Approved Add-on	Weight/Power Limits	Altitude/operating limits	Rules
RPAS Weight	Not approved		
RPAS Altitude			
RPAS Altitude and Weight			
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 - All RPAS must conform to the MAAC or other Manufacturer Declaration/Safety Assurance provisions.
3. Club/Site/Event requirements - **Gas turbine models are strictly prohibited.** Electric, gas and nitro powered Airplane and Helicopter RC Models are welcome at LMAC. Gas or Nitro RPAS generating more than 90dB of noise, are not permitted to fly at the LMAC field. Sound level will be checked by an executive team member.

- a. Maximum 90dB as measured from the rear of the aircraft, 3 meters from the leading edge of the aircraft wing, at full throttle. The dB meter is held 2 feet off the ground.
- b. Full throttle will be the max throttle setting configured through mechanical limiters or transmitter limit programming.

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 **Advanced** RPAS certification or operate under the MAAC RPIC program.
3. Club/Site/Event requirements. This site recommends all mRPAS/RPAS Pilots have MAAC Wings, however its use is not mandatory. There are no other qualification requirements for other modelling categories.

CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not normally require crew under the CAR.
2. RPAS CAR requirements - **Visual observers are mandatory** for operations in controlled airspace and must be certified RPAS pilots (basic, advanced or RPIC).
3. Club/Site/Event requirements - (Helpers/spotters etc.) Spotters shall be used at any time there are 4 or more pilots stations in operation, and for any events where non-club members are present. Helper and mechanic use are up to each individual member to decide.

Crew Rules

Visual Observers

1. Visual observers (VO) are **mandatory**, and no member shall operate an RPAS unless:
 - a. A qualified 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 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 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 flying monitor their cell phones for ATC coordination.

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. 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 “AIRPLANE”. **If in doubt, issue the warning.**
 - b. For operations in controlled airspace, if the VO or the person monitoring communications with ATC were to yell “AIRPLANE” the response by RPA pilots is expected to be the same.
 - c. **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.**
 - 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.
 - e. **Lateral deconfliction maneuvers are prohibited above 60’AGL.** Descending to 60’agl (tree top level) is the accepted Transport Canada initial response.
 - 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. **If flying was suspended by ATC,** flying may not resume until ATC permission is obtained.
 - h. Thereafter modeling activities may resume as normal.

Air Boss – ATC Coordinator

As of April 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 – please stand by (May 2024)

Instructors/Demo flights

At LMAC we do offer introductory flights using the club trainer and a buddy box; one of our instructors will conduct the introductory flight. Non-members may be provided an introductory flight provided the LMAC member can take immediate control of the RPAS – physically transferring the Tx is not acceptable.

Spotters

LMAC do not use spotters; rather each RPAS pilot must have a VO.

Airspace requirements or permissions

1. mRPAS requirements – mRPAS do not require airspace permission provided the MAAC requirements are met.

2. RPAS CAR requirements - This site is in London (CYXU) Airport Class C control zone transponder mandatory controlled airspace. **Prior to RPAS operation, each pilot/member must obtain individual airspace permission using NAV DRONE.**
 - a. Unless specified in the NAV DRONE approval, a transponder is not required.
 - b. The default altitude approval grid for CYXU is 200'agl.
 - c. IF 200' is acceptable for your daily session, do not request higher. Simply input 200' using the NAV DRONE automated tool.
 - d. ***IF an **individual pilot** needs higher than 200'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.**
 - e. 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.
 - f. If there are any issues/refusals, thank them for their assistance, delete/cancel your altitude request and **CONTACT your Zone Director with the details.**

3. RPAS Operations above 400'agl or weighing more than 25kg require additional permissions from MAAC. (Note: **MAAC will advise when this is possible.**)

4. **Until further advised, MAAC members using the MAAC manufacturer declaration shall not request altitudes higher than 400'AGL at this site.**

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. In the event of a fly-away towards CYXU airport where in the opinion of the pilot the RPAS has sufficient fuel/battery and the conditions are such that air traffic at CYXU could be affected, in addition to notifying CYXU ATC (see below) you may notify the Aerodrome operator (City of London at 519-951-9610.) **This process is 100% optional.**

Normal operating procedures and Club safety rules

MRPAS Rules

1. Per MAAC policy, operating mRPAS inside controlled airspace is only permitted where MAAC has issued a SOC that determines CAR900.06 has been met. This site meets MAAC requirements.

NOTE – The NAAC Manufacturer Declaration policy does not permit 'drone' operation in controlled airspace. A 'drone' is not defined by propulsion system (i.e., multi-rotor) but rather whether there is any type of onboard semi-autonomous flight control systems such as 'return to home.' All MAAC mRPAS must be flown by the pilot – basic stability gyros or simple stability systems like SAFE are allowed. Please read MAAC policy or contact MAAC for additional information.

- a. The mRPAS pilot must have a Basic Pilot certificate.

- b. The maximum permitted altitude for mRPAS flying is 200 feet agl.
 - c. All mRPAS must be flown in direct control mode only.
 - d. Visual observer is optional for mRPAS (VO for mRPAS do not require any RPAS Certification and may be a non-member, provided they are briefed on rules).
 - e. mRPAS will be operated in accordance with all sites and MAAC rules such as honouring the flight line. Spotters are at member discretion.
2. NOTE – If a member has obtained NAV DRONE permission to operate a RPAS for a given day/session, they may also fly a mRPAS at any time during or outside the NAV DRONE permission time limits without any further permission.
 3. MAAC member conducting mRPAS activities shall give way or otherwise immediately get out of the way of all full-scale aircraft – no exceptions.

RPAS Rules

1. Prior to daily operations, at least one member shall check the Aviation NOTAM for CYXU 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, the MAAC mandated minimum weather conditions for RPAS **shall** be met or exceeded. Members shall use the official *weather report for CYXU* (METAR):
 - a. no cloud ceiling (BKN or OVC) present at less than 1000' (minimum weather is OVC 010 or BKN 010), 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 of 3sm (5km) or more around the flying area exists, and
 - d. no other local obscuring conditions (fog, smoke, haze etc.) exist 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.
 - c. 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 their RPA is brightly lit. Members shall use the CYXU aerodrome data or London weather channel time to determine legal night. Night rules apply to the time between sunset and sunrise (Navigation Lights required).

5. RPAS setup, start-up, and arming procedures:
 - a. All Pilots shall perform a thorough pre-flight check of their equipment at the beginning of each flying day which must include a range check and confirmation that fail-safe settings are active (as per MAAC manufacturer declaration). **A fully functioning failsafe system is mandatory for all RPAS to be flown at the LMAC field.**
 - i. This system must at a minimum cut the throttle to idle any time the Transmitter to Receiver signal is lost.
 - ii. It is highly recommended that a gentle circular glide path is also programmed as part of fail safe.
 - b. The pilot must be able to shut off the RPAS engine/motor by radio control (e.g., a channel/servo dedicated to throttle control or a kill switch).
 - c. Internal combustion engine testing or run-up is not to be conducted when one or more pilots are flying their RPAS.
 - d. Giant scale aircraft (wingspan 84+ inches) must be started in the designated areas, to the far east and west sides of the pits, then taxied into the field.
 - e. All models will be restrained before being armed or started in the designated startup areas.
6. The LMAC flying area is depicted in the attached diagrams. All RPAS flights are limited to the LMAC flying field confines. The western boundary is the fence line, the northern boundary is the tree line, the eastern boundary is the fence line, the southern boundary is the imaginary line formed east and west of the flight line fence. Please refer to the LMAC detailed site map posted in the sun shelter.
7. RPAS take-off, landing and recovery procedures.
 - a. No one shall taxi into or out of the pit area.
 - b. Flyers shall stand in a designated Pilot Station while manoeuvring their aircraft, except when taking off or hand launching.
 - c. Hand launching and bungee launching shall be done in agreement with pilots flying – normally off to one side of the pilot stations.
 - d. Loudly calling out “Taking Off” before taking off.
 - e. 3D flight or hovering will **NOT** be conducted within the perimeter of the runway unless you are the only one flying.
 - f. Pilots shall take off into the prevailing winds, or otherwise in agreement with all pilots flying.
 - g. RPAS shall never be flown directly at or over the pit areas.
 - h. Loudly call out “Landing”, before attempting a landing. Loudly call out “Going Around” if another landing attempt is required.
 - i. 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.
8. A maximum of 5 qualified RPAS Pilots can fly from the main LMAC flight line simultaneously, providing they are all in agreement and fly the same circuit pattern. “Taking Off”, “Landing”, “Going Around” shout outs must be loud and clear for all pilots to hear. In addition, a single

qualified RPAS Pilot can fly a helicopter or small plane simultaneously in the dedicated east area. There must be no infringements into the main field airspace.

Emergency Procedures

1. In the event of **any uncontrolled and sustained** RPAS movement (fly-away or uncontrolled flight) outside our flying area, the pilot of the RPAS must immediately contact the **London Airport control tower at (519) 451-9610** to explain the situation and direction the flyway RPAS is heading.

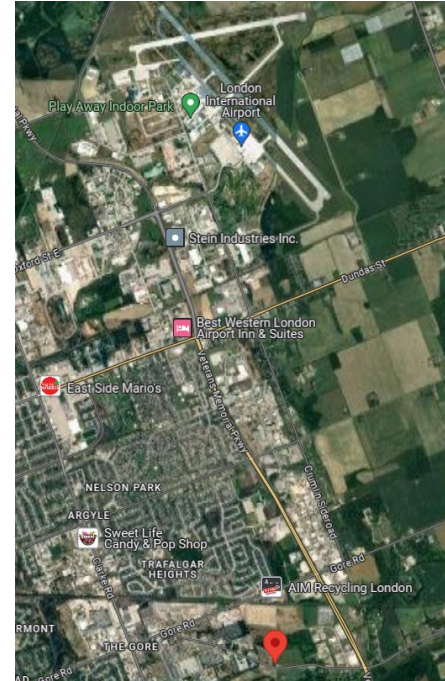
NOTE – this process is **not required** for crashes or minor deviations immediately outside the flying area – see reporting requirements or CAR901.49.

2. If there is any type of near miss or safety concern between a full-scale aircraft and our RPA, **ALL FLYING** shall cease immediately. The members involved should fill out a MAAC reportable occurrence report and submit that to MAAC and the Club executive and follow MAAC policy with the following exceptions. A new Transport Canada RPAS occurrence reporting form is attached to these rules:

- 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 club executive when able. You must keep this form for one year (CAR901.49(2)). Resume flying when done.
- b. If the member or Club executive deems the event serious, flying will not resume until members are given permissions by the Club executive – in writing.
- c. IF there is actual contact between an aircraft and a MAAC RPAS – all flying will cease until MAAC confirms we may resume operations.
- d. This process is for your protection.

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

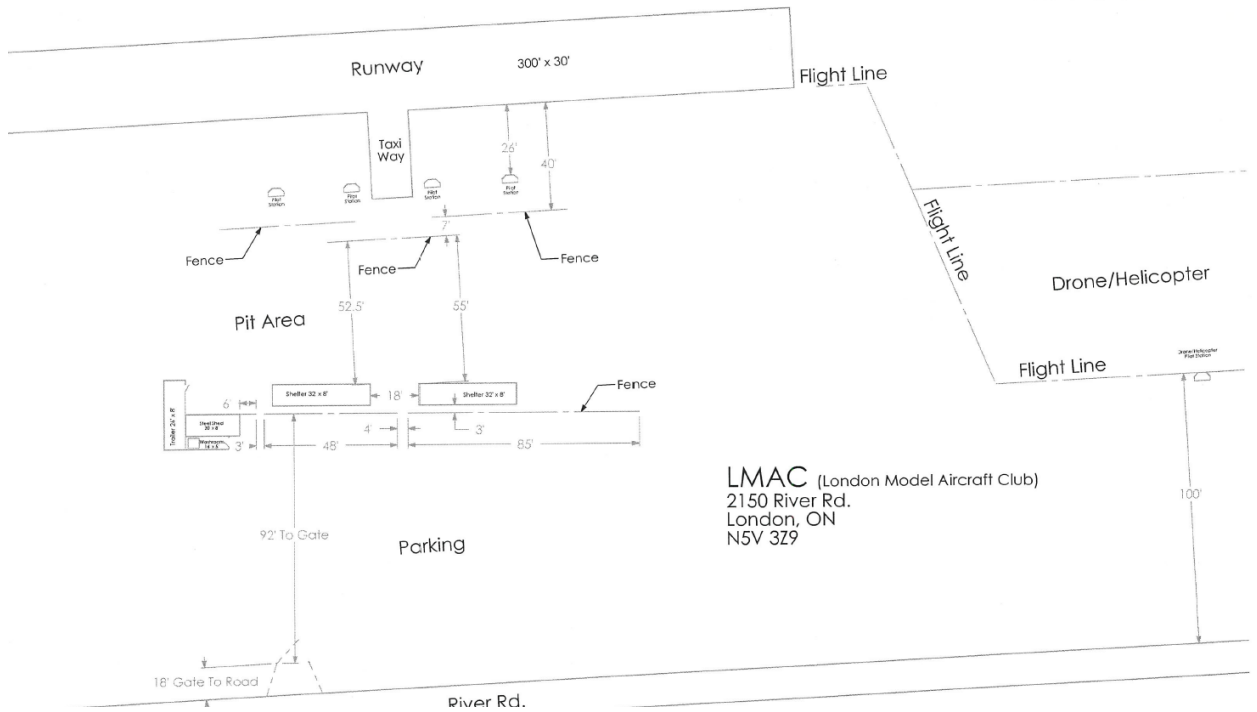
- a. Any repair other than minor (replacing broken propeller etc.) shall be treated as a maiden flight. Ensure logbook entries are made.
- b. Any repair that cannot be fixed at the field, shall only be repaired at the modeller’s/owner’s shop or other repair facility. Ensure logbook entries are made.

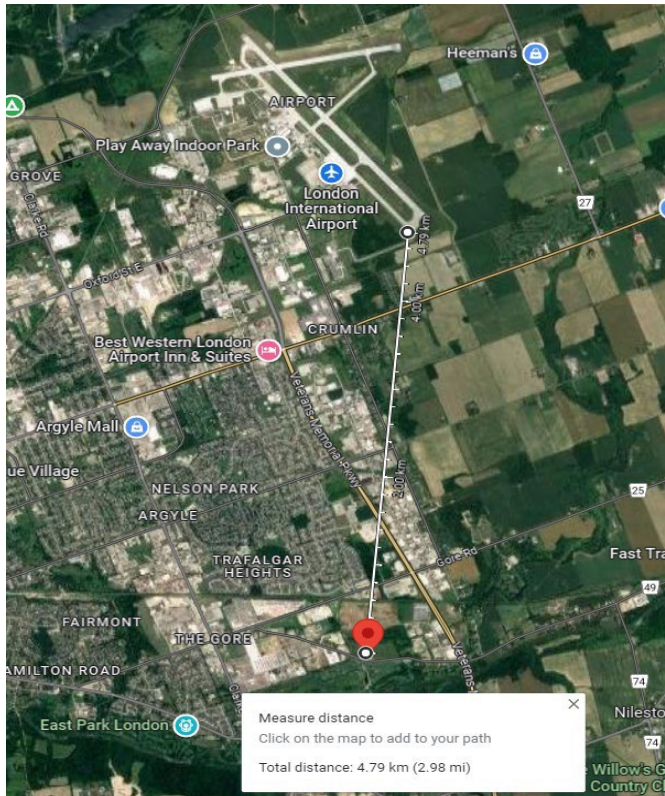


Diagrams/maps



Nov. 20/2022





NAV NAV Drone

Search for locations...

CYXU (CYXU)

Lower limit: GND Upper limit: 200 ft AGL

Contact

Last name: NAV CANADA

MAAC Add-ons

RPAS Operations Above 400'AGL

The SAG will list all rules and restrictions for members to operate an RPAS above 400.

RPAS Operations Above 25kg

Operation of an RPAS weighing 25kg or more is not currently available in controlled airspace.

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 weight 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 of 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 modeling 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 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 RPAC 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 an 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 issues that negatively affected meeting any of the technical or operational requirements of this policy.
 - i- The RPA **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

Signature

Date

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).

Over 400'agl and above 25kg

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

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

1. The club/event organizers shall:
 - a) Prior to submitting an event approval application, ensure they have read all MAAC policy and have submitted an event package indicating they have complied as best as possible.
 - b) Ensure the site meets all MAAC event organizational and logistic requirements such as signage, parking control, spectator safety barriers, washroom and food provisions, and fire/medical safety requirements commensurate with the expected attendance.
 - c) Ensure the event complies with MAAC event policy and any CAR or SFOC requirements.
 - d) Ensure the MAAC events warning sign is posted for the event.

- e) Ensure all attending modellers/RPAS pilot are **current MAAC members**.
- f) Take reasonable steps to ensure all attending modellers/RPAS pilots **receive a briefing** on site or event rules using the MAAC minimum checklist (attached).
- g) Ensure all follow up actions are completed after the event, most notably any Transport Canada paperwork.

2. Any member attending an event shall

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

WARNING!



**AEROMODELING
MAY CAUSE
SERIOUS INJURY!**

**PROCEED AT
YOUR OWN RISK!**

AVERTISSEMENT!

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

**PROCÉDEZ À VOS PROPRES
RISQUES!**