



**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**

PORTAGE PLANES RADIO CONTROL CLUB

GRABBER GREEN SITE

2024 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

Club: *Portage Planes Radio Control Club (PPRCC) (#486 Zone D)*

Field Name: *GRABBER GREEN*

Location: Mile 62 road north, between Road 31 West and Road 338S

Pilot Station Coordinates: 49 54 52.9N 98 9 39.40W (49.914694, -98.160944)

Contact(s): Glenn Maxwell, 19470, Secretary/Treasurer, gsmaxwell@shaw.ca, unlisted

Derek McCutcheon, 59988, Safety Officer, haircutboss@outlook.com, unlisted

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

1. be MAAC members in good standing;
2. be members of PPRCC, or an invited guest of PPRCC; 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 executive shall ensure that at any event hosting RPAS, these rules are made available and briefed to all RPAS pilots.

1. The site can only be used by normal or honorary members in good standing (paid up PPR/CC membership and proof of MAAC) and under no circumstances can the field be used otherwise. KF Aero Contracted Flying Training & Support (CFTS) a member of the SkyAlyne team are the Landlord of the site known as Grabber Green. They have outlined to us that use of this site is under our control and ours only and no other person's can use this field without PPR/CC executive approval.
2. The PPR/CC is an organization that is dedicated to the enjoyment and advancement of all phases of model aircraft activity to the greatest extent possible. We are a group focused on fun and do not segregate any members into different areas and thus No Club members can be excluded from any PPR/C Club event at our field.
3. Any members in good standing flying at the field must have proof of MAAC and PPR/CC Membership Card – KF Aero and Canadian Base Operators (CBO) have indicated that they reserve the right to do spot checks of PPR/CC membership and proof of MAAC for insurance.
4. The PPR/CC is a guest at this field and thus must treat it as a privilege rather than a right. PPR/CC membership has the approval of both the Manager of Flying Operations (MFO), and the airspace controlling agencies (KF Aero & NAVCAN).
5. Guests are permitted to use the facility for modelling one day per calendar year, if they possess a current MAAC membership and are accompanied by a PPR/CC member in good standing. If they

wish to fly more than one day per year, then they must purchase a PPR/CC Membership from any Executive Member. PPR/CC sanctioned events are excluded.

6. Club members are responsible for their guests to follow the rules listed herein. A guest may be permitted by vote of the executive for a minor extension to the 1-day rule.
7. All family members, spectators and cars shall be kept off the cut grassed area, and out of the landing and take-off path of the aircraft, as determined by the wind direction at the time. Flyers must refuse to fly if this rule is not adhered to.
8. All garbage and "equipment" must be removed from the field before leaving. This includes cigarette butts, sunflower seeds, balsa, model parts, or pieces of monokote, etc. Everything must be removed from the field; this is not open to interpretation – we will lose our field privileges if this is not adhered to.
9. No flyer or flyer's guest will be under the influence of alcohol or drugs while operating any type of model. If a club member or guest violates this rule, the club member will be suspended. Smoking is not permitted on the Grabber Green flying site. A designated smoking area is located on the North side of the fire hall located at Grabber Green.
10. PETS of any kind are allowed on or in the vicinity of the flying field but must be under the direct control of the owner (leash, cage, or obedient to owners commands), and do not create any distraction or danger to those operating R/C models or possible damage to models on the ground in or around the "Pit Area". Owners of pets that are causing a distraction from the safe enjoyment of the R/C activity at the flying field will be asked to either control or remove their pet. Owners are responsible for cleaning up any messes their pets make on the field.
11. These rules will be reviewed by the Club executive once per year.

Emergency Response Requirements - Site

If there is an accident requiring emergency services, call 9-1-1.

Cel phone service is adequate for this call.

Directions are – The site is south of Portage la Prairie on Hwy 240, then east on Hwy 331 (7.5 Km) to Grabber Green Road, then South (1.7 Km), then east to Orange Fire hall (1 Km) located at northeast corner of flying field.

The address to be provided to first responders is Mile 62 road north, between Road 31 West and Road 338.

Coordinates for the road access point are 49.914694, -98.160944.

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.

Per our agreement with KF Aero, no modelling activities are to take place at Grabber Green when Portage Southport Control zone (Class D Airspace) is active.

CHART 1

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)	3kg/.25ci	1 flying circle	Site rules
Free flight	<2kgs	N/A	Site rules
Space Models	<3kg/F engines	N/A	Site rules
Surface Vehicles	<5kg	N/A	Site rules

MAAC Approved Site Add-ons

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

CHART 2

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

RPAS/Model technical specifications or requirements or restriction

1. ***mRPAS requirements – All mRPAS must be flown in direct control mode only. “Drones” are prohibited. mRPAS cannot be registered with Transport Canada. Compliance with MAAC safety code meets those requirements.
2. RPAS CAR requirements - **All RPAS must conform to a Manufacturer Declaration/Safety Assurance provision, either MAAC’s or another manufacturers.**
3. Club/Site/Event requirements –

- a. Due to noise affecting the surrounding community, no internal Combustion Engines are permitted to start before 9:00am on weekends at Grabber Green until further notice. Electric planes are permitted.
 - b. Members are **not permitted to fly “drones or quad copters”** on the PPR/CC site at Grabber Green.
 - c. Control line models should normally have a muffler or can be flown with no muffler (1/2 A size motors for example). For larger models/motors, if there are no noise complaints, and the flights are for short duration, then these models may be flown at Grabber Green.
4. MAAC Add-on requirements – RPAS pilots operating over 400’agl **must comply with the MAAC/SFOC RPAS requirements (when authorized)** listed in the add on section (chart 2). 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 using this site must have **Advanced** RPAS certification or be operating under the direct supervision of a person qualified IAW TC Adv RPAS certification.
3. Club/Site/Event requirements (**Junior Member**).
 - a. PPR/CC members (junior member) must be at least 16 years of age to operate an mRPAS or RPAS model independently.
 - b. A junior member shall always be accompanied by a parent or guardian (club member) and be under their direct supervision. **When a junior member is flying, no other members may be flying** at the same time.
 - c. The PPR/CC member supervising a junior member is wholly responsible for the safety and actions of the junior member while they are operating their model from preparing the model for flight (pre-flight), to final shutdown (post flight).
4. MAAC Add-on requirements – RPAS pilots operating over 400’agl **must comply with the MAAC/SFOC pilot requirements (when authorized)** listed in the add on section (chart 2).

CREW qualifications or requirements.

1. ***mRPAS requirements - mRPAS do not require crew under the CAR.
2. RPAS CAR requirements - Visual observers for operations in controlled airspace must be certified RPAS pilots (basic or advanced).
3. Club/Site/Event requirements – no special requirements
4. MAAC Add-on requirements - RPAS pilots operating over 400’agl **must comply with the MAAC/SFOC CREW requirements (when authorized)** listed in the add on section (chart 2).

Crew Rules

Visual Observers

1. Visual observers (VO) are optional for mRPAS, but **mandatory for RPAS operations**. 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. While not required by KF Aero/Southport ATC, the VO may be assigned VHF radio monitoring duties as well as ATC communication responsibilities if they are licensed by TC (Restricted Operator Certificate - Aeronautical Qualification, ROC-A). 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. **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 **“AIRPLANE”**. **If in doubt, issue the warning**
 - c. 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.
 - d. Upon hearing this command, all pilots shall descend to and safely land their model. The goal is to vacate the airspace and then determine when and if it is safe to resume RPA operations 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. **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, this includes any calls from NAVCAN.**
 - g. 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”.
 - h. Thereafter modeling activities may resume as normal.

Air Boss – ATC Coordinator

This site does not require an Air Boss.

RPIC – RPAS Pilot in command

Not approved.

Instructors/Demo flights

MAAC allows club members to provide hands-on demonstration flights to non-members provided the members doing so has complete control ability (buddy-box) of the RPA. Instruction will be per the CAR (restricted to under 16 yrs for obtaining an advanced flight review).

Spotters

Spotter and helper use is up to the individual modelers. The club may require spotters during events, and this will be included in the daily pilot briefing.

Airspace requirements or permissions

This site is wholly inside the Southport, Mb Class D control Zone (CYPG) **controlled airspace** operated by KF Aero on a contract with the DND. NAV CANADA has confirmed for all intents and purposes, RPAS airspace approvals per CAR901.71 are the responsibility of KF Aero – including for when the Portage Southport ATC tower is closed, or otherwise operations at Portage Southport cease for the day.

1. **Per our agreement with KF Aero, no modelling activities are to take place at Grabber Green when Portage Southport Class D Airspace is active.**
2. Normally, KF Aero/southport ATC Tower is active Monday to Friday from 0800 to 1700 exc holidays and the airspace is **class D controlled airspace. The airspace may also be active later during the week or on weekends.**
 - a) RPAS models shall **only be flown after 2300Z weekdays (1700 local time) or on weekends provided the KF Aero Portage ATC Tower is closed.** Members shall check for NOTAM updating the status of the airspace prior to flying RPAS. This may be done using RPAS Wilco or the NAV CANADA NOTAM Portal.
 - b) When arriving at the airfield – flying cannot be permitted if there is a CBO fire vehicle parked in front of the building. Permission must be obtained from the occupants of the building or by calling Southport Control Tower on 204-428-2470. If Southport Tower says that no aircraft flying is in progress, they can grant permission for RPAS to fly. If there is no answer, then all flying is permitted.
 - c) If a helicopter or aircraft arrives in the immediate area, all models must be landed immediately, and the area must be cleared as soon as possible.
3. mRPAS requirements – mRPAS do not require specific airspace permission other than those listed for operating at Grabber Green as per the above.
4. Event requirements – All events require MAAC approval. Provided any event occurs when Southport ATC tower is closed, additional airspace permission is not required.

5. **MAAC Add-on requirements** (chart 2) are pending and this document will be updated as required.

Adjacent Aerodrome Procedures (within 3nm)

There are no certified aerodromes (as listed in the CFS) within 3nm of this site, therefore MAAC see and avoid procedures are deemed adequate for aviation safety.

The nearest aerodrome is Southport (CYPG) located 4.43nm west which is both a registered aerodrome for fixed wing aircraft and a certified military heliport. There are no CAR or CFS specific rules required for Southport.

Portage La Prairie North (CJZ2) is 7.23nm north of the Grabber Green site and does not require any additional considerations.

Normal mRPAS/RPAS/model operating procedures

1. Prior to daily operations, at least one member shall check the Aviation NOTAM for **CYPG** 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** at 1000'agl if the site approved altitude is less than 400', or **less than 1000' above any higher site approved altitude**;
 - 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 CYPG so RPAS pilots may estimate cloud ceilings and visibility, provided they do so in good faith understanding the purpose of weather limits is to safely operate their model (VLOS), and ensure they can see approaching full-scale aircraft. As a guide, the visual distance from the centre of Grabber Green to the treeline (north) is approx ½ sm.

NOTE – pilots operating RPAS above 400' AGL must ensure there is no ceiling 1000' above the maximum approved altitude for the site (900' = no BKN or OVC below 1900')
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. Sites operating in controlled airspace must have a copy of the recent site survey with 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; and

- 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 at this site. Members shall use the Portage La Prairie weather channel time to determine legal night.
 - a. **NOTE: RPAS operation above 400'AGL are not permitted at "night" per the SFOC.**
5. There is no maximum limit on the number of airborne RPAS permitted (other than when a junior member is flying rule), 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 of 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:
 - a. There is an established pit area on the south side of the field. When any group of flyers is at the field, the first flyer may establish a pit area other than the established pit area on the south side. Other flyers should then plan to set up their equipment and assemble their models in this area away from the flight path. Vehicles can be used to load and unload equipment but must be parked so not to interfere with the flying activities;
 - b. At times of the year when the ground is soft, vehicles are strictly prohibited on the grass area of Grabber Green. This must be absolutely adhered to. When in doubt, park the vehicle and carry your models and equipment to the flying area. The conditions of the field will be circulated by e-mail with any pertinent information with respect to the date of the field closure/opening; and
 - c. During MAAC sanctioned events held at Grabber Green, the established pit area on the south side shall be used, with vehicles parked south away from the pit area or past the South Orange markers (orange dog houses).
7. Please ensure all pre-flight assembly and daily testing requirements are done in the designated area:
 - a. Prior to flying any RPAS, at least once per day members must confirm fail-safe settings are active where required (per MAAC manufacturer declaration);
 - b. All models, including electric powered models, will be restrained before being armed or started in the designated startup areas. All pilots flying gas/nitro powered models, turbines and "Open Flame Engines" must have fire extinguishers available for immediate use if necessary. Restrictions may be placed on Turbines and/or Open Flame aircraft during certain times of the year when dry conditions (within a 2-mile radius or provincial fire ban is in place) may be an issue – in such cases permission can only be granted by the "Ban" issuing authority;
 - c. No taxiing of aircraft in the pit area. No taxiing into the pits and for safety reasons aircraft should be shut down before entering the pit area after flight; and
 - d. As a consideration for spectators and other pilots, a full power run up in the pits is not allowed. Aircraft should be run up downwind safely away from the pit area and spectators, OR aircraft that are excessively noisy shall be run up on the flight line. Do not conduct prolonged engine tuning if other pilots are flying.

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:
 - a. It is preferred that small electrics and helicopters fly on the downwind side of the flight line. This will allow other fixed wing pilots to keep these aircraft types visual during landing; and
 - b. When R/C gliders are being flown, the “Hi-Start” should be positioned so that when extended, or once released it does not fall onto the cut “flying field” or the pit area. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.

9. The following are the site take-off, approach, landing and recovery procedures:
 - a. mRPAS may be operated anywhere within the designated overall flying area, provided they do not conflict with other modeling activities. The site shall use a first come first to fly protocol. Please share the space amongst fellow modelers;
 - b. Pilots, or their spotter, shall call out all model movements;
 - c. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations/dock;
 - d. The direction of take-off landing and traffic pattern will be determined by the prevailing winds. If there is no wind, all take-offs etc. shall be made using the east or west area of the field, with the flyers back to the sun. For glider operations, a determination will be made by the contest director, with the vehicles and pit area situated along the edge of the field outside of the “Orange field Markers”;
 - e. The pilot of a model that has lost power will yell “Dead stick”, to advise others flying that he is committed to landing. All pilots intending to land or take off must also advise others by yelling “landing”, “Taking Off” or “Launching” as applicable; and
 - f. The recovery of downed models in the flying area shall not be done without the agreement of all pilots flying. Flyers must not wander to the middle of the field while others are flying. The pilot must remain close to, but behind the established flight lines as directed by MAAC field layouts and noted by the PPR/CC Inner Field Required Safety Distances. The exception to this is for the purpose of picking up a plane on the field to remove any danger to pilots landing their models. The pilot must inform all other flyers with planes in the air that they are doing so, and only proceed on the field when safe to do so. A safety spotter will monitor the recovery of the model and advise all fliers when the field is clear. Thereafter no new models may take-off until the downed model is recovered. No flying directly over the recovery crew.

Note: If members are required to enter farmland surrounding Grabber Green to recover their models, a maximum of two persons may enter the area and remain between the rows of crops to minimize any damage to the surrounding crops. **Under no circumstances shall vehicles be driven into these areas.**

Non-RPAS Normal Modeling procedures

Tethered model operations - Control Line

1. Control line models may only be operated in the designated circles when other modeling activities are not taking place. Please use a common sense first come first served method.

2. Please remove all support gear when done flying control line.
3. In the event of a by-stander or other member inappropriately approaching the flying area, ALL control line Pilots must immediately climb the model to as high an altitude as is possible (above head height) OR land immediately. This may require an intentional forced landing/crash away from the approaching bystander:
 - i) The spotter or pilot should endeavor to warn the bystander to remain clear of the flying area and outside the safety buffer distance. Call in a firm loud voice “STOP - stay back” and waving your arm(s) is recommended; and
 - ii) If you perceive the bystander to be in danger, and do not have a reasonable expectation to ensure their safety, “ground/crash/stop” your model by any means possible away from the bystander and in a manner that is as safe as possible.

Free Flight model operations

Free-Flight (Is any model that’s size and weight pose a personal injury risk 250 grams and up):

1. No launching of Free-Flight models if there is cloud present below 1000’ above the model flying area or above max rocket/free flight expected altitude.
2. No launching of Free-Flight models if the horizontal visibility requirement is less than 3sm around the modeling area.
3. No launching of Free-Flight models if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft or bystanders difficult.
4. IF there is any safety concern (aircraft, by-stander, etc) prior to releasing a Free-Flight model, ALL members must immediately stop any launch activity and disarm the power/launch system.
5. If a model has already been launched, the spotter or modeler should endeavor to warn the bystander to remain clear of the launch/recovery area and outside the safety buffer distance. Yelling in a firm loud voice “STOP - stay back” and waving your arm(s) is suggested.

NOTE: In the event of any type of free flight model “fly-away” towards Portage la Prairie, you may call RCMP at (204) 857-4445 and advise them of the issue.

Space model operations - (Model Rockets)

1. Model Rockets shall not be launched at night.
2. Model Rocket motor size shall be limited to commercially available motors (Estes type) and limited to model rocket weights of 15 oz or less.
3. Model Rocket models batteries shall not be connected to launch/ignition equipment or active systems shall not be connected to igniters, and launch keys not inserted unless the model is on the launch pad either restrained or ready for launch – no exceptions.

4. Prior to inserting the launch key, or otherwise arming the launch system, the modeler or their spotter shall scan the sky in a full 360 degrees for any approaching full-scale aircraft. The countdown shall not commence until all involved are satisfied there is a safe launch window.
5. At the 5 second mark, the launch officer shall pause the countdown one more time to scan the sky one more time. If all clear, then commit to the launch procedures.
6. IF there is any safety concern (aircraft, by-stander, or member) ALL members must immediately stop any launch countdown and disarm the ignition system.
7. If there is a safety concern after a model rocket has already been launched, the spotter or modeler should endeavor to warn the bystander to remain clear of the launch/recovery area and stay outside the safety buffer distance. Yelling in a firm loud voice “STOP - stay back” and waving your arm(s) is recommended.

Surface Vehicles (cars/boats) model operations

1. Surface models may only be operated in the designated areas when other modeling activities are not taking place. Please use a common sense first come first served method.
2. ALL members must immediately stop their vehicles or steer them to an area away from the where the bystander is approaching from.
3. If the bystander is in immediate danger, the spotter or modeler should YELL in a firm loud voice “STOP - stay back” and waving your arm(s) is suggested.

Emergency procedures

Fly-away or lost link.

Fly-away, loss or orientation or any other type of event where control of the RPAS is lost and the flight path heads out of the flying area:

- a. For RPAS operation under the KF Aero (landlord, and Southport ATC) agreement, the member must call Southport “3 CFFTS Mil Ops” at 1-204-428-4139 (during normal operating hours); and
- b. RPAS operation when NAV CANADA controls the airspace, follow any other procedures as listed in the NAV DRONE approval. If no contact information is provided contact the **Winnipeg Center Shift Manager at 1-204-983-8338**

NOTE – This is 100% optional and is not a CAR’s requirement.



Incident / Accident

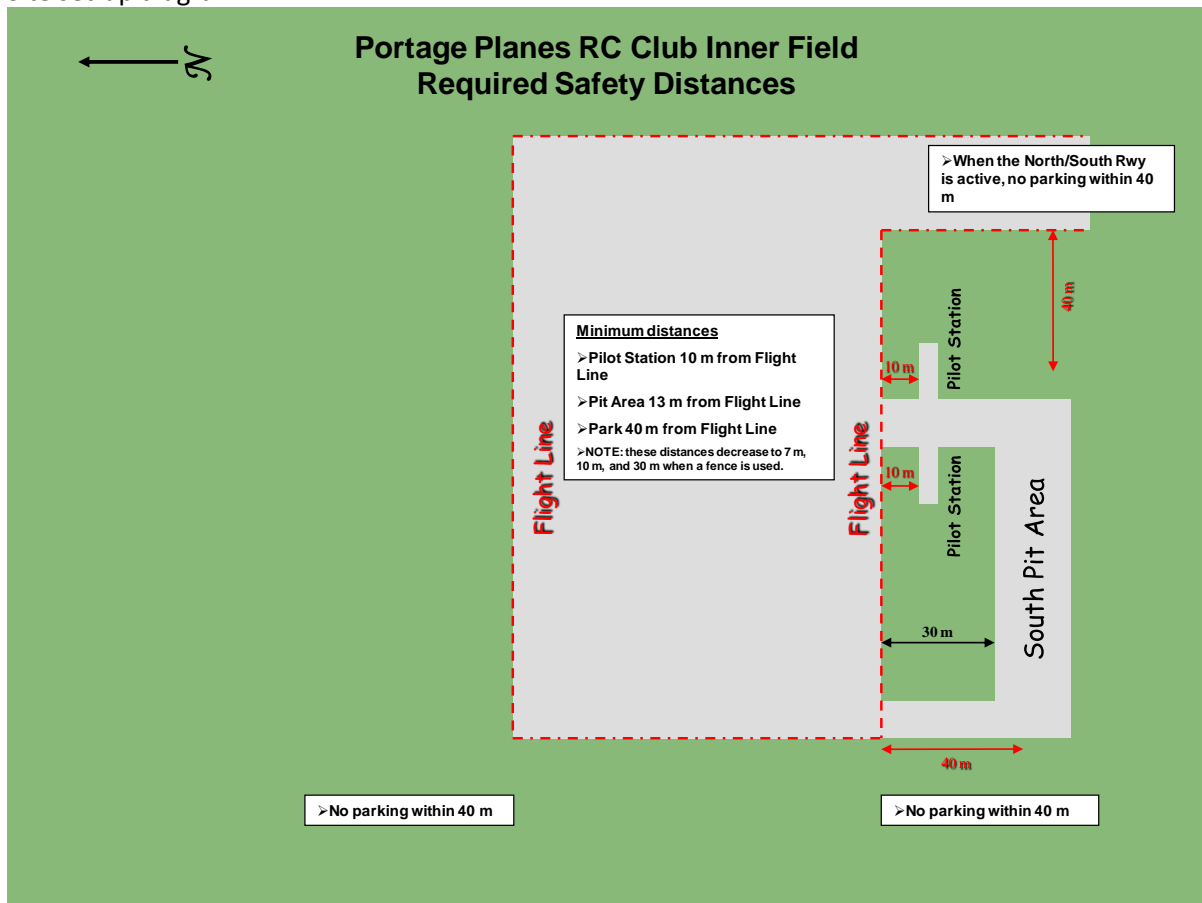
1. If there is any type of near miss or safety concern between a full-scale aircraft, bystander and our RPA/models, **ALL FLYING/MODELLING SHALL** cease immediately. The members involved should fill out a MAAC reportable occurrence report and submit that to MAAC and the Site/Event organizer and follow 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 modeling activities will cease until MAAC confirms you may resume operations; and
 - 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;

Diagrams/maps

Site set-up diagram.





Search for locations... X

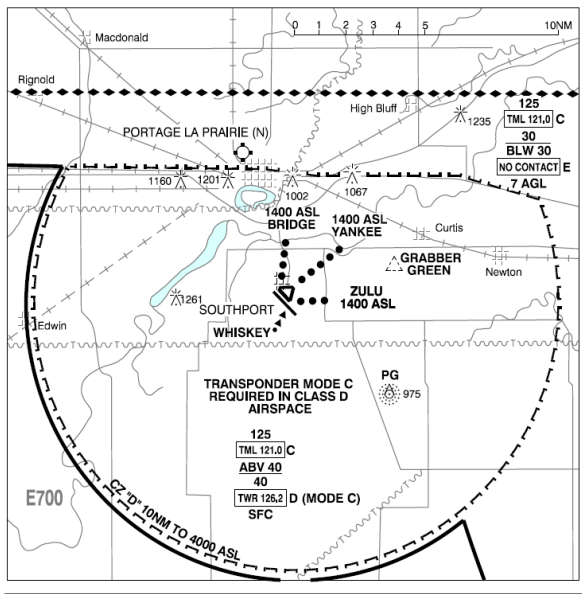
SOUTHPORT, MB (CYPG)

Category
Control zone
Lower limit Upper limit
GND 4000 ft AMSL

Contact
Last name
Southport Tower
Manager



PORTAGE VFR TERMINAL PROCEDURES CHART



PORTAGE LA PRAIRIE (NORTH) MB

CJ22

REF	N49 59 36 W98 18 12 Adj NW 4°E (2017) UTC-6(5) Elev 860' VTA A5007	
OPR	Portage Flying Club Rick Yaskiw 204-857-4212 Reg	
PF	C-1,2,3,4,5,6 A/D clsd in win	
FLT PLN	Pilots to open/close VFR flt plan with Edmonton rdo, FISE or by phone. Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)	
SERVICES		
FUEL	100LL PN S 4,5,6	
RWY DATA	Rwy 18(182°)/36(002°) 2048x75 GRASS Rwy 14(144°)/32(324°) 2971x90 GRASS Rwy 09(093°)/27(273°) 1952x75 GRASS	
RCR	Opr ltd win maint	
COMM		
ATF	tfc 122.8 5NM 3000 ASL excluding the YPG Class "D" CZ.	
PRO	Rgt hand circuits Rwy 18, 27 & 32 (CAR 602.96), circuit hgt 1600 ASL. Aprt in close proximity to Southport class "D" CZ, for flt info etc Southport TWR.	
CAUTION	Bldgs and P-lanes 1000' N thld Rwy 14 and parallel to E side Rwy 14.	

MAAC Add-ons (Chart 2) (when approved)

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; and
 - 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 when RPAS are flying.

3. Any member attending an event shall:
 - a) Comply with all CAR, SFOC, MAAC and club/event rules as required; and
 - 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.

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; and
- 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; and
 - 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;
- m. Any available manuals or component operating instructions; and
- 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 (100 ft) 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; and

- 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'ÂÉROMODÉLISME
PEUT CAUSER
DES BLESSURES GRAVES!**

**PROCÉDEZ À VOS PROPRES
RISQUES!**

PPR/CC SUGGESTED FIELD PRACTICES

(These are in addition to MAAC Safety Guidelines)

1. Pilots who are about to take off, land or taxi should notify the others present that he/she is doing so.
2. All refuse is to be removed from the field completely – no exceptions.
3. Check transmitter and receiver switches before you arrive at the field (at home preferably) to make sure they are switched off for personal protection and to prevent battery drain.
4. If there are several members (more than 2) flying at Grabber Green, use of the Freq Board is recommended to ensure no conflicts.
5. Every pilot must make sure their transmitter is turned off after every flight before it is put down for the safety of yourself and others.
6. Make a habit of reviewing the above safety tips at the beginning of each season.

The foregoing minimum rules have been agreed upon by a majority vote of the club members and it is the specific responsibility of each member to adhere to these rules and to see that all others do so as well.

Infractions of any of these rules shall be handled in accordance with the procedures set forth in the PPR/CC Rules Violation Procedure. These should be reported to the executive immediately.

PPR/CC RULES VIOLATION PROCEDURE

The following system of warning members of field rules offences has been adopted:

1. The first official warning will be given in the form of a discussion within the executive (minimum two executives) and with the offender concerning the offence and circumstances.
2. The second/final club official warning will be in the form of a letter explaining the offence and circumstances, signed by the President after a full discussion with the executive. The letter shall also contain a request for an interview with the offender to hear his reasons and to indicate to him that this is considered a final warning by the PPR/CC club. A copy will also be sent to the MAAC zone director.
3. The third official warning is the same as # 2 with the exception that the offender will be told that the matter is now being forwarded to MAAC executive for final action/disposition. A decision will be made as to the consequences of these actions. This decision will be in accordance with the constitution and rules of MAAC and supported by the Portage Planes R/C Club.

PPR/CC FLIGHT TRAINING AND SAFETY PROGRAM

The following is the procedure set forth for Portage Planes R/C Club flight training and safety program. This program is designed to make better and safer flyers within the club's membership.

1. No fees of any kind shall be exchanged between a club member and any other club member or non-club member for any facet of R/C Aircraft training.

2. All new or inexperienced members of the PPR/CC must be supervised by a competent/senior PPR/CC pilot.

3. It is the competent/senior PPR/CC pilot's sole discretion to judge the new pilot and to approve the student to be solo capable. The new pilot MUST be supervised by a pilot with an Advanced RPAS certificate until such time as they obtain their own Advance certificate.

For a Level "A" flight test evaluation, students should reference the MAAC Fixed Wing Guidelines so that the student pilot knows all the requirements for the current test and future tests. For a Level "A" level Wings test the prospective pilot must demonstrate to their instructor that they are capable of flying the test from either direction and have mastered dead stick landing procedures. While these capabilities are not suitable to be demonstrated in a "test" situation they are viewed as mandatory capabilities for competent pilots.

A student can be considered competent in basic RPAS capabilities if they can complete the following maneuvers without assistance:

1. Take-off and land unassisted;
2. Maintain straight and level flight parallel to the runway;
3. Perform a flat (level altitude) figure eight;
4. Rectangular approach for landing; and
5. Land under power.

PILOTS INSTRUCTIONS

1. The pilot must stay within the designated pilot area for all maneuvers;
2. The pilot or their aid must call his maneuvers prior to execution;
3. At no time should the aircraft fly behind the flight line;
4. The candidate must perform all maneuvers and/or procedures parallel to, but beyond the designated runway;
5. Candidates will maintain a reasonable height and range while being judged; and
6. Candidates are allowed only two free passes per flight.

At such time the instructor can sign the back of the student's PPR/CC card and include the words 'Pilot' (this step is not necessary but is encouraged) and will also update the MAAC webpage to indicate the member has achieved a "PILOT" rating.

When flying at this site the student must continue to be supervised by a pilot with an Advanced RPAS certificate until they obtain an Advanced certificate.

First Official Adoption Version 1 – Mar 29, 2000

First Revision – Oct 28, 1999

Second Revision – Mar 13, 2000

Third Revision – Jan 02, 2006

Forth Revision Feb 18 2011

Fifth Revision – Feb 10, 2012

Sixth Revision – Apr 20, 2016

Seventh Revision – Jul 28, 2018

Eighth Revision – May 30, 2019

Ninth Revision – Jan 29, 2023

Tenth Revision – Mar 6, 2023

Eleventh Revision – Apr 27, 2023

Twelfth Revision – May 4, 2023

Thirteenth Revision – Jul 10, 2023

Fourteenth Revision – Jul 14, 2023

Fifteenth Revision – Aug 03, 2023

Sixteenth Revision – October 23, 2023

Seventeenth Revision – May 27, 2024

Eighteenth Revision – June 22, 2024

I have read and understand the rules and regulations governing the membership in the Portage Planes R/C Club. I also understand that any infractions or violations of these rules can result in the cancellation of membership privileges and forfeiture of my membership fees paid to PPR/CC.

Members Signature _____ Date _____

MAAC # _____ e-mail _____

PPR/CC Executive Signature _____ Date _____