

# **VERNON RC MODELLERS SANDY POINT FLOAT SITE 2025 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.

***This site is closed to the public, including any Events. Only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised.***

## **Administrative Rules**

Club: *VERNON RC MODELLERS* (#5, Zone C)

Location: SANDY POINT FLOAT SITE  
2100 Sandy Point Rd, Salmon Arm, BC

Pilot Station Coordinates: 50 43 43.33N, 119 18 30.63W

Contacts: *Jim Hill, MAAC #, Position*  
*Email [jh.hill@shaw.ca](mailto:jh.hill@shaw.ca) , phone 250-550-4135*

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

1. be MAAC members in good standing.
2. be members of Vernon RC Modellers, or an invited guest of the club 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.

1. No smoking at the event.
2. This site is located on a private campground site and all campground rules shall be respected by attendees and modellers.
  - a. Dogs are now allowed
  - b. No discharging of firearms or pyrotechnics are allowed on site
  - c. No alcohol or recreational drugs are allowed on site, except for campers in the assigned camping site
3. All spectators must remain behind the rope fence at all times. Guests may be escorted into the pit area by a Club member.
4. NO model flying or engine running/tuning before 0800 am – this is a campground – please respect noise issues.

- These rules will be reviewed and updated by the Vernon RC Aeromodellers Club on an annual basis, and submitted to MAAC for approval.

**Site/event emergency response requirements**

- A fire extinguisher is available at the pilot registration tent.
- First aid kit is available at the pilot registration tent.

**In the event of an emergency, call 9-1-1 - the address to be provided to first responders is 2100 Sandy Point Rd, Salmon Arm, BC.**

**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 or RPAS	<i>25kg or less</i>	<i>400'agl</i>	<i>Site rules</i>
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
<i>RPAS Weight</i>	<i>25kg</i>	<i>400'agl</i>	<i>Site rules</i>
<i>RPAS Altitude</i>	<i>25kg</i>	<i>400'agl</i>	<i>Site rules</i>
<i>RPAS Altitude + weight</i>	<i>25kg</i>	<i>400'agl</i>	
<i>Permanent Event Approval</i>	<i>Not approved</i>		
<i>RPIC</i>			

**RPAS/Model technical specifications or requirements or restriction**

- There are no CAR restrictions on mRPAS or RPAS models.
- There are no site restrictions on RPAS – however this is intended as a float fly event site.

**RPAS Pilot/operator qualifications or requirements**

1. mRPAS requirements – mRPAS do not require an RPAS operators' certificate. There are no MAAC or CAR age restrictions for mRPAS flight. Compliance with MAAC safety code and these site rules is mandatory.
2. All RPAS pilots using this site must have BASIC RPAS certification.
3. There are no other qualification requirements for other modelling categories.

#### CREW qualifications or requirements.

1. This site does not require any special crew qualification requirements to meet CAR requirements.

#### **Visual Observers**

1. Visual observers are **optional. The following shall be employed for all members operating RPAS at this site:**
  - a. Any responsible person may fulfill the Visual Observer role provided they are briefed/trained on procedures.
  - b. The sole role is to scan for approaching full scale aircraft – do not watch the RPA.
  - c. 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.
  - d. 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.
  - e. Upon spotting/hearing of any airplane that might pose a hazard with modeling activities, the VO or any other person shall yell in a loud clear voice “AIRPLANE”. If in doubt, issue the warning.
2. The following ensures 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.** The issuance of any “RPAS activity” NOTAM at CBB9 has no affect on our responsibility to get out of the way – every time all the time.
  - b) Upon hearing the “AIRPLANE” command or similar, **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. Lateral deconfliction maneuvers are prohibited above 60’AGL.
  - c) Descending to 60’agl (tree top level) is the accepted Transport Canada initial response. Once below 60’, members shall position their models to assure full-scale safety.

- d) Upon determining the full-scale aircraft is no longer a threat, the VO or other persons shall yell in a loud clear voice "ALL CLEAR".
- e) Thereafter modeling activities may resume as normal.

### **Air Boss – ATC Coordinator**

This site does not require an Air Boss.

### **RPIC – RPAS Pilot in command**

The use of RPIC is not required at this site.

### **Instructors/Demo flights**

1. Any club member may provide a demonstration flight to a non-member provided they are using a "buddy-box" type system where they can take control of the model immediately. Handing the transmitter back and forth is not acceptable.
2. Equally, any member who the club has approved as an Instructor may provide instruction using a similar "buddy-box" system up and until the member is ready to solo. Thereafter the instructor may provide "direct supervision" at their discretion.

### **Spotters**

1. **Spotters shall be used – no exceptions.** The spotters role is to keep his pilot aware of the location or other aircraft in the air, and on the water – including the pick up boat if present. Helper and mechanic use are up to each individual member to decide.

### **Other - Pick up Boat**

1. BC Boating regulations mandate that any person operating the recovery boat must have a BC pleasure craft license.

### 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.

### Airspace requirements or permissions

1. This site is in uncontrolled Class G airspace - airspace permission is not required at this site.

### Normal RPAS/model operating procedures

1. Prior to daily operations, at least one member shall check the Aviation NOTAM for Salmon Arm aerodrome (CZAM) using either the NAV CANADA website or RPAS Wilco. They may share the results with other site users either verbally, electronically or in print. Every member is still responsible to ensure they have the latest NOTAM information in some fashion.
2. The MAAC mandated minimum weather conditions for RPAS are:

- a. no cloud ceiling (BKN or OVC) **estimated** less than 1000' above the site approved altitude, and
- b. the RPA will be able to remain 500' vertically and 1 sm (statute mile) horizontally clear of any cloud, and
- c. an **estimated** horizontal visibility of 3sm (5km) or more around the flying area, and
- d. no other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

NOTE – there is no aviation weather available for Sandy Point/Salmon Arm 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 at this site. Members shall use the Salmon Arm weather channel time to determine legal night.
5. There is no maximum limit on the number of airborne RPAS permitted, provided all pilots agree to any additional airborne RPAS that exceed available pilot stations, and those pilots stand near the pilots stations. Pilots may fly in formation provided they agree to do so.
6. All models shall be assembled and inspected in the designated pit areas. Ensure all fail safe settings are working correctly where installed.
7. All models, including electric powered models, will be restrained before being armed or started in the designated startup areas.
8. Refer **to the attached map** for the flying area, including any no-fly zones, a description or depiction of the flight line, safety line, and any other pertinent flying area demarcation.
9. The following are the site take-off, approach, landing and recovery procedures:
  - a. All flying must be done outside the marker buoys – water taxi out to the flight line before takeoff.
  - 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. Pilots shall take off into the prevailing winds, or otherwise in agreement with all pilots flying. If there is not wind, all take-offs shall be announced.
  - e. The recovery of downed models in the flying area shall not be done without the agreement of all pilots flying. Thereafter no new models may take-off until the downed model is recovered. No flying directly over the recovery crew/boat.

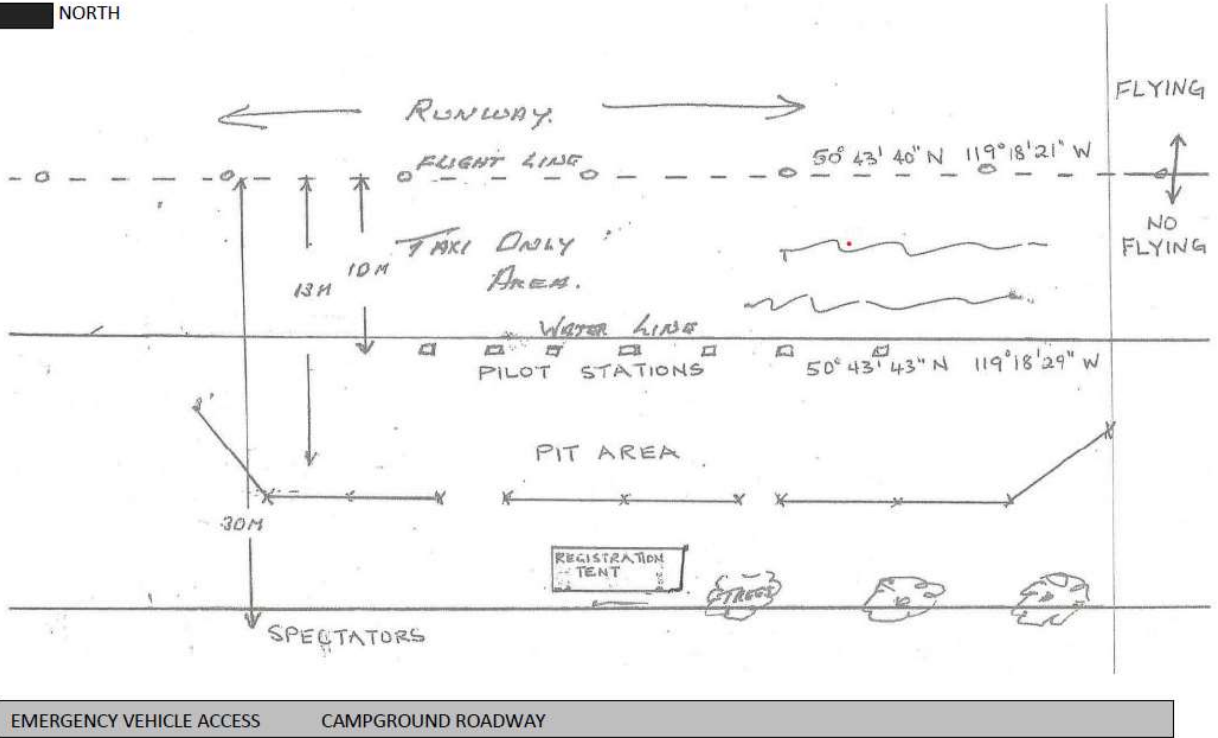
### Non-RPAS Normal Modeling procedures

This site is not approved for non-RPAS modelling.

### 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 with the following exceptions. A new Transport Canada occurrence reporting form is attached:
  - 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 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.
  
2. 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.

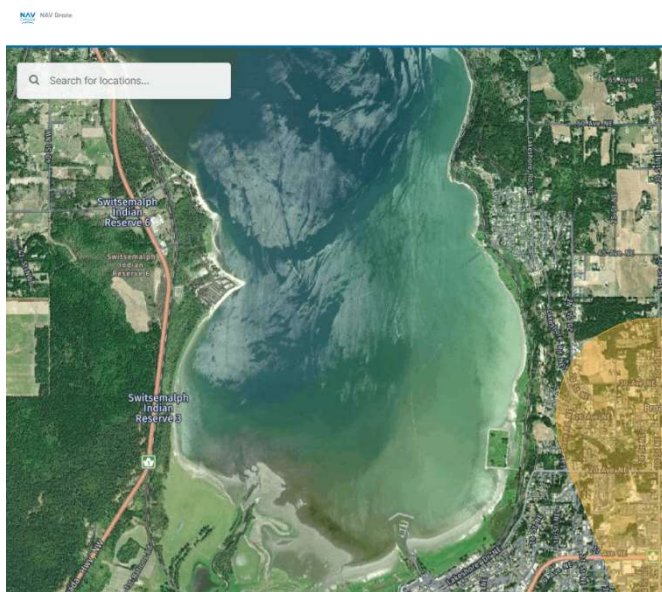
Diagrams/maps  
Site set-up diagram.



Site Flying area diagram.



Airspace





## MAAC SFOC Add-ons

### RPAS Operations Above 400'AGL

not approved

### RPAS Operations Above 25kg

not approved

### RPIC

Not required or approved

### Event Approval (Permanent or individual)

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.