



***Shuswap Lake Aero Modelers  
Shuswap Lake Aero Modelers Field  
Site Rules 2025***

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: *Shuswap Lake Aero Modelers (#594, Zone C)*

Field Name: *SHUSWAP LAKE AERO MODELERS FIELD*

Location: Gate located off Greer Road at 50° 51' 35" N, 119° 22' 39" W

Pilot Station Coordinates: 50° 51' 39"N, 119° 22' 47"W

Contact(s): *Jason Wiebe, MAAC #63872, President*  
*Email weeeeb73@gmail.com*

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

1. be MAAC members in good standing.
2. be members of *Shuswap Lake Aero Modelers*, or an invited guest of *Shuswap Lake Aero Modelers* and
3. agree to follow the MAAC Safety code and all other site rules.

Any MAAC member attending an Event at this site must agree to attend any modeller briefing, or otherwise read and follow all site/Event rules. The Club or site operator is responsible to take reasonable steps to ensure a modeller briefing occurs for each modeller using the site.

1. All pilots must fly in the approved flying area's. No flying in the "No Fly Zones" as posted at the field.
2. Announce takeoffs, landings and dead sticks so others may clear the way.
3. All pilots to stand in a designated flight station.

4. Notify all pilots before walking onto or crossing the runway area, and pilots are to avoid flying over or near anyone while on the runway
5. All pilots not using 2.4 GHz are required to use the frequency board.
6. Taxiing in or out of the pit area is prohibited.
7. All vehicles must be parked in the designated area at all times.

### ***Shuswap Lake Aero Modelers General Rules***

#### **1. GENERAL**

- A. All flyers must possess a current MAAC membership and RPAS pilot certificate.
- B. The MAAC Safety code and MAAC Safety guidelines for Field operations must be practiced.
- C. Club members who wish to fly solo must be able to demonstrate proficiency in their flying skills and be endorsed by the Chief Safety Officer.
- D. Student pilots may fly only under the supervision of a designated "Shuswap Lake Aero Modelers" instructor.
- E. Visitors may fly only if accompanied by a member of the "shuswap Lake Aero Modelers".
- F. Shuswap Lake Aero Modeler's visitors are their hosts responsibility. It should not be necessary for other club members to substitute as host or apply club rules to their guests.

#### **2. FREQUENCY CONTROL**

- A. Pilots are to place their transmitters at the impound area, when an impound is in effect, at all times when not in use and in-between flights.
- B. The frequency board is to be used at all times. Pilots must place a frequency pin bearing the frequency # and their name before operation.
- C. Frequency pins must block out 3 frequencies, the frequency in use, one channel above and one channel below to maintain a 30 kHz spacing at all times.

#### **3. NOISE CONTROL**

- A. No member is to operate any aircraft or run any engine larger than .15 cubic inch in size without an effective muffler installed on it.
- B. There will be no excessive operation of engines on the ground, the pit area or near the runway.

#### **4. FLYING AREA**

- A. All flying will be in accordance to MAAC guidelines. There will be ABSOLUTELY no flying over the pit area, parking area, near the structures, spectator area or anywhere behind the flight line. All the flying will be done in the NW to SE sector of the facility.
- B. The flying pattern will be dictated by the prevailing winds of that day and may be changed as the winds change. All members present will be notified of any changes.
- C. The runway must be kept clear of all debris (props, balsa etc.) and/or anything that could affect another person or plane. Take your garbage with you.
- D. Flyers will give right of way to and avoid flying in the proximity of full size aircraft. - we encourage the use of an observer to avoid flying in the proximity of full size aircraft.

#### **5. PIT AREA**

- A. Members must use the pit area when working on their aircraft.
- B. Excessive engine running is to be avoided, ensure the propeller and propwash do not create a hazard to other pilots and their planes.
- C. Taxiing in or out of the pit area is prohibited.
- D. Only members are allowed in the pit area. Spectators and visitors will have a designated area close to the pit area.

#### **6. SAFETY**

- A. The MAAC Safety code and guidelines are in effect at ALL TIMES.
  - B. A successful radio equipment ground range check must be done before the first flight of the day.
  - C. Airplanes shall be flown at all times with the due regard for the safety of people and property.
  - D. Members must constantly be aware that hazardous situations can arise at any time without any warning due to equipment failure, radio interference or pilot error ( in other words... Always be aware of what's happening around you!).
  - E. Dangerous and/reckless flying in any manner will not be tolerated.
  - F. Airplanes must be properly secured while starting engines.
6. VEHICLE PARKING
- A. All vehicles must be parked in the designated parking area at all times.
7. FIELD MAINTENANCE
- A. All members will share in the repair, maintenance and renovation of the facility.

### **Site/event emergency response requirements**

**In the event of an emergency, call (9-1-1 or phone number) - the site entrance to be provided to first responders off Greer Road at 50° 51' 35" N, 119° 22' 39" W.**

1. *There are two locations for first aid supplies. Basic supplies are in cabinet by frequency board. More comprehensive supplies are in first aid box in Gazebo.*
2. *Fire fighting equipment. There are gallon jugs filled with water near the frequency board for small spots. For larger areas there are two Fire Fighting Back Pack extinguishers filled with water in the Gazebo. The sprayers are pump action. Lastly, there is a fire hall within sight of our field.*

### **Modelling Rules**

#### **MAAC Approved Modelling Categories**

The following categories of MAAC modelling are approved at this site/event. In addition to the MAAC Safety Code, there may be site specific rules contained in this document.

Approved Category	Weight/Power Limits	Altitude/operating limits
mRPAS	<i>Less than 250 grams</i>	<i>400'agl</i>
RPAS	<i>25kg or less</i>	<i>400'agl</i>
Tethered (Control-Line)	<i>Not Approved</i>	
Free flight	<i>Not Approved</i>	
Space Models	<i>Not Approved</i>	
Surface Vehicles	<i>Not Approved</i>	

#### **MAAC Approved Site Add-ons**

This site has not been approved for any MAAC add-ons.

Approved Add-on	Weight/Power Limits	Altitude/operating limits
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RPAS Weight	<i>Not Approved</i>	
RPAS Altitude	<i>Not Approved</i>	
RPAS Altitude and Weight	<i>Not Approved</i>	
Permanent Event Approval	<i>Not Approved</i>	
RPIC	<i>Not Approved</i>	

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

1. mRPAS requirements - mRPAS cannot be registered with Transport Canada. mRPAS are however regulated under CAR900.06 and part VI of the CAR. Compliance with MAAC safety code meets those requirements.
2. RPAS CAR requirements – There are no special CAR restrictions on RPAS models

#### 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. All RPAS pilots using this site must have *BASIC* RPAS certification.

#### CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not normally require crew under the CAR

#### Crew Rules

#### Visual Observers

1. Visual observers (VO) are *optional*. 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.
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. Upon hearing this command, all pilots shall descend to as low as altitude as safely possible, and if required land. The goal is to vacate the airspace vertically and then determine if RPA can continue to operate safely.
  - d. Lateral deconfliction maneuvers are prohibited above 60’AGL. Descending to 60’agl (tree top level) is the accepted Transport Canada initial response. Members operating near/off aerodromes have different specific response requirements.
  - e. 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”.
  - f. 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 or required.*

#### **Instructors/Demo flights**

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.

#### **Spotters**

Spotters should be used any time there more than multiple pilot stations in operation. Helper and mechanic use are up to each individual member to decide.

#### **Airspace requirements or permissions**

This site is in uncontrolled Class G airspace. No airspace permission is required. The nearest controlled airspace is ROSS CREEK (CRC3 - AERODROME - Reg) at 8.29 NM NE and SALMON ARM (CZAM - AERODROME - Reg) at 12.1 NM SE and OWLS LANDING (COL4 - HELIPORT - Reg) at 15.83 NM E.

#### **Adjacent Aerodrome Procedures (within 3nm)**

There are no aerodromes within 3nm of this site, therefore MAAC see and avoid procedures are deemed adequate for aviation safety.

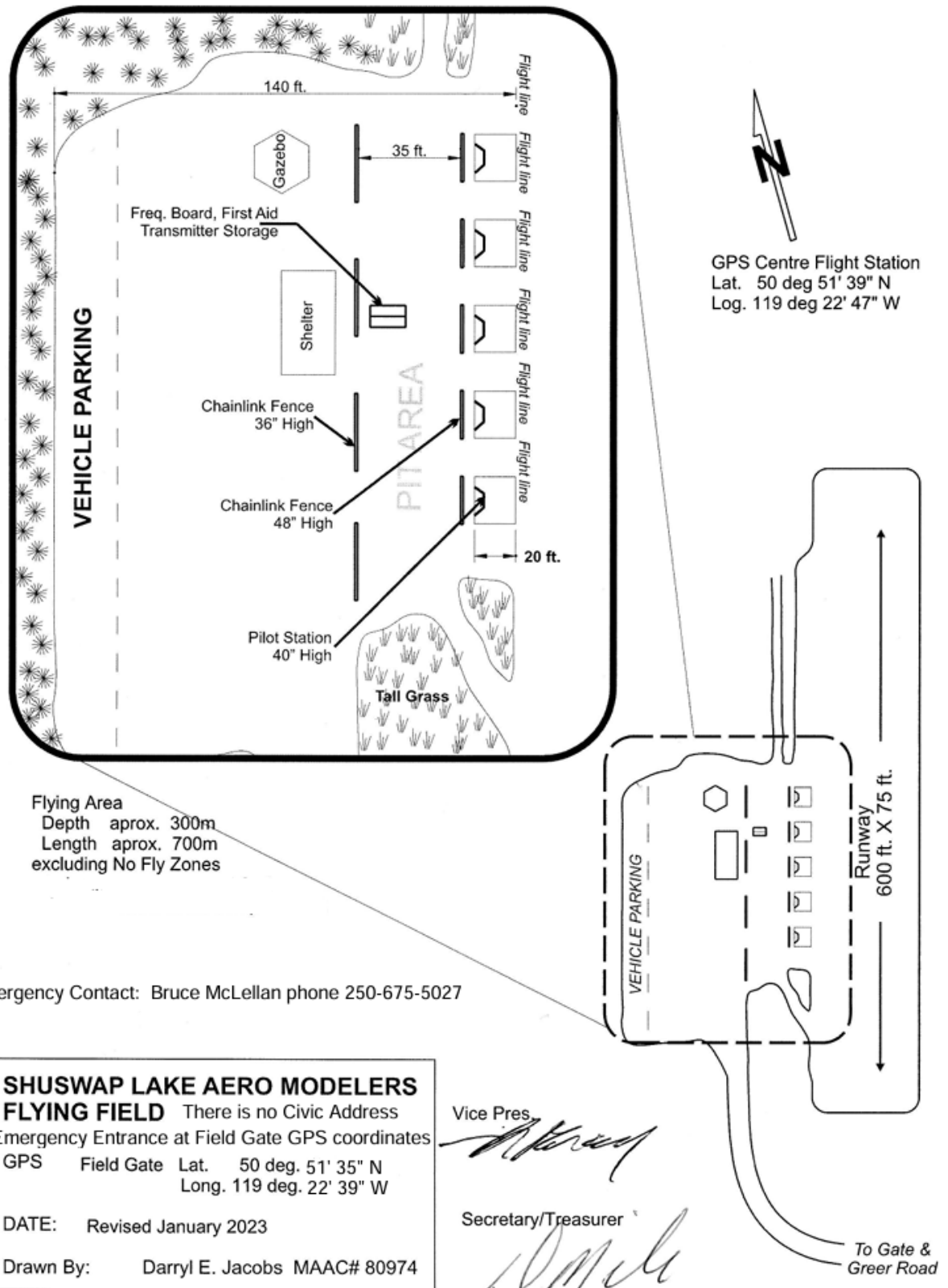
### **Normal mRPAS/RPAS/model operating procedures**

1. Prior to daily operations, at least one member shall check the Aviation NOTAM for *our area* using either the NAV CANADA website or RPAS Wilco. They may share the results with other site users either verbally, electronically or in print. Every member is still responsible to ensure they have the latest NOTAM information in some fashion.
2. The MAAC mandated minimum weather conditions to commence or continue MAAC RPAS operations are:
  - a. no cloud ceiling (BKN or OVC) estimated at 1000'agl if the site approved altitude is less than 400', or less than 1000' above any higher site approved altitude, and
  - 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 *Shuswap Lake Aero Modelers Field* so RPAS pilots may estimate cloud ceilings and visibility, provided they do so in good faith understanding the purpose of weather limits is to ensure we can see approaching full-scale aircraft.

3. MAAC endorses the use of a single shared RPAS Wilco site survey provided:
  - a. A new site survey is conducted/checked at least once every 56 days (NAV CANADA schedule), and if there are changes the updated site survey is made available to all members.
  - b. All site survey information is readily available to all RPAS pilots on site (electronically or in print).
  - c. Prior to each flying session, members must check Aviation NOTAM for critical flight safety information, or changes to airspace or aerodromes. Members may share NOTAM information verbally or in print with other members at the site.
  - d. Members must each visually confirm no changes to site obstructions, local obstacles and that weather conditions stipulated in any MAAC requirements are met.
4. Members shall not operate an RPAS at night unless it is brightly lit, weighs less than 25kg, and remains below 400'agl.
5. Pilots may fly in formation provided they agree to do so.
6. *All pilots shall refer to the following diagram, which provides the normal site set-up with areas for parking, pit, flight stations and flight line.*
  - a. *Vehicle Parking is against the treed area to the NW, labelled Vehicle Parking. Unloading may be done near the fence to the pit area, but must be moved immediately thereafter to the proper parking area.*
  - b. *Spectators must stay outside the pit area unless accompanied by a Club Member.*

- c. No taxiing in the Pit Area. Engines off when clear of the runway after landing.



7. The following are the site take-off, approach, landing and recovery procedures:
  - a. recommended flight time is a maximum of 15 minutes per flight. Gliders may be exempt if they maintain sufficient height and distance from motorized planes.
  - b. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations/dock.
  - c. No Intentional Flying over any general area where field workers or equipment are active. Note: The presence of active field workers could easily require that no flying take place at all.
  - d. No Flying or landing behind the Flight Line, no matter how far away from the runway. See the maps in previous section of this document for clarification of where the Flight Line is.
  - e. Pilots should loudly announce their intention to take off, the direction they are taking off to, landing, touch and go, etc. and other pilots on the flight line should acknowledge the announcement. Pilots shall take off into the prevailing winds, or otherwise in agreement with all pilots flying.
  - f. If a pilot needs to cross the runway to retrieve a plane on the grass runway while other planes are flying, the pilot retrieving shall obtain verbal permission from all other flying pilots, prior to proceeding. Thereafter no new models may take-off until the downed model is recovered. No flying directly over the recovery crew.

### **Emergency procedures**

#### **Fly-away or lost link.**

1. Shuswap Lake Aero Modelers Field and flying area is wholly in uncontrolled airspace and there are no fly-away procedures required.

#### **Incident Accident**

1. If there is any type of near miss or safety concern between a full-scale aircraft, bystander and our RPA/models, **ALL FLYING/MODELLING SHALL** cease immediately. The members involved should fill out a MAAC reportable occurrence report and submit that to MAAC and the Site/Event organizer and follow MAAC policy.
  - a. If the member(s) involved believe the risk was very minimal, they may complete their own self declaration or risk assessment using the MAAC form. Submit a copy of the form to the Site/Event organizers when able and recall if this involved RPAS you must keep this form for one year (CAR901.49 (2)). Resume flying/modelling when done.
  - b. If the member or Site/Event operators deems the event serious, flying/modeling will not resume until members are given permission by the Site/Event organizers – in writing.
  - c. If there is physical contact between a full-scale aircraft, a by-stander, a spectator and a MAAC RPAS/model – all flying/modelling will cease until MAAC confirms you may resume operations.
  - d. This process is for **your** protection.

#### **Model damage/repair protocol**

1. In the event of any normally expected modelling mishap which requires any degree of repair, the model may only be “field repaired” if all normal modelling supplies and tools are present and used in accordance with established modeling practices or manufacturer instructions.
  - a) Any repair other than minor (replacing broken propeller etc.) shall be treated as a maiden flight/operation. Ensure RPAS logbook entries are made.



- b) Any repair that cannot be fixed at the field, shall only be repaired at the modellers/owners shop or other repair facility. Ensure RPAS logbook entries are made.

### **MAAC Add-ons**

#### **RPAS Operations Above 400'AGL**

This site has not been approved by MAAC to operate RPAS above 400'agl.

#### **Airspace Assessment**

-There are no controlled airspace volumes (based at the SFC or starting higher) within 2nm laterally of this site. The nearest controlled airspace laterally is ROSS CREEK (CRC3 - AERODROME - Reg) at 8.29 NM NE of our field.

#### **Sufficient Communication requirements**

-There are no aerodromes within 3nm of this site. There are no protected airspace volumes, depicted air routes, or commonly used tracks near this site that require communication capabilities

#### **Visual Observer (VO) assessment**

-The location of the pilot stations, general assessment of the topography and direction of the flight line and flying area generate the following requirements for the VO:

1. At least one VO shall be position near the flight line, within earshot at normal conversational voice levels. If need be, equip the VO with a noise making device to supplement any aircraft warnings.
2. The VO shall be equipped with any required aviation communication devices, such as VHF radios, cell phones or other devices.
3. The VO shall be equipped with any support equipment determined by the club to be relative to the duration of duties, such as water, a chair, or shade from the sun provided it does not interfere with VO duties.
4. Non-essential ambient noise shall be kept to an absolute minimum (generators, music, etc)

#### **The Club/site/event shall:**

1. Ensure a copy of the MAAC SFOC #930344 and SFOC application form 26-0835 are present and available to all RPAS pilots when operations are occurring.
2. Ensure a copy of these rules, in their entirety are available to all RPAS pilots at the site.
3. Communicate to all Club members and mark this site as closed for RPA operations above 400'AGL, **if there are any substantial changes to the site survey criteria** (CAR901.27 a through h), unless or until MAAC has been advised, has conducted a new SORA, and issued new permission.

#### **The RPA pilot shall:**

1. Not operate an RPAS above 400'agl unless in possession of a valid and current Advanced RPAS operators certificate, or under the direct supervisions of an RPIC in accordance with MAAC policy.
2. Ensure all RPAS pilot CAR and SFOC paperwork requirements have been met and are available,
  - a. Certificates of registration, pilot RPAS certification and recency proof,
  - b. Govt issued photo identification,
  - c. Manufacturer owner's declaration for each RPA,
  - d. An altitude determination declaration as appropriate (pilot or each RPA) and

- e. RPAS Pilot has completed Crew training and fitness requirements and signed declaration.
3. Ensure a recent site survey and NOTAM check have been completed,
4. Ensure any crew declare themselves as properly trained in accordance MAAC policy. Verbal confirmation is sufficient.
5. Ensure the RPA meets the MAAC technical requirements, including the MAAC Manufacturer declaration, before flight commences, and terminate any flight if technical requirements are no longer met.
6. Ensure the RPA is operated VLOS only (**no FPV permitted** – including with a spotter) and that it remains within the site approved flying area at all times.
7. Ensure the RPA does not carry “cargo” or any other items onboard that are not required for flight. On board cameras and associate gear are permitted provided all components are securely affixed to the airframe, or housed in a compartment that cannot be easily opened in flight.

**Any RPAS Crew shall:**

1. Ensure all SFOC paperwork requirements have been met and are available (crew training declaration)
2. Comply with the instructions of the pilot in command
3. Perform their duties diligently and in accordance with MAAC policy and
4. Inform any responsible persons of any issue that prevents them from meeting their obligations.

**The RPA shall be equipped with**

1. Functional “fail- safe” type device(s) or design per the MAAC manufacture declaration.
2. Anti-collision beacon/light(s) per MAAC policy,
3. Sufficient fuel/energy to complete the intended flight duration, plus 25% at the minimum throttle setting sufficient for controlled level flight, and includes a MAAC required minimum reserve to enable one balked landing/missed approach and circuit back to a successful landing. Fuel/energy spent taxiing to the pits or any shut down procedures thereafter does not count in these calculations. Non-powered RPA (gliders) must have sufficient receiver battery power for the flight plus reserves as noted above, excluding a balked landing attempt.

MAAC Declared minimum fuel/energy guidelines 25%		
Intended flight duration	Required reserve (@25%)	Total Fuel/energy required
15 mins	3.75 mins	18.75 mins
10 mins	2.5 mins	12.5 mins
6 mins	1.5 mins	7.5 mins
5 mins	1.25 mins	6.25 mins
3 mins	45 seconds	3 mins 45 seconds

**RPAS Operations Above 25kg**

This site has not been approved by MAAC to operate RPAS weighing more than 25kg.

**RPAS Operations Above 400’AGL and Above 25kg**

This site has not been approved by MAAC to operate RPAS above 400’agl or weighing more than 25kg.

**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**

Not approved

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

1. The club/event organizers shall:
  - a) Prior to submitting an event approval application, ensure they have read all MAAC policy and have submitted an event package indicating they have complied as best as possible.
  - b) Ensure the site meets all MAAC event organizational and logistic requirements such as signage, parking control, spectator safety barriers, washroom and food provisions, and fire/medical safety requirements commensurate with the expected attendance.
  - c) Ensure the event complies with MAAC event policy and any CAR or SFOC requirements.
  - d) Ensure the MAAC events warning sign is posted for the event.
  - e) Ensure all attending modellers/RPAS pilot are **current MAAC members**.
  - f) Take reasonable steps to ensure all attending modellers/RPAS pilots **receive a briefing** on site or event rules using the MAAC minimum checklist (attached).
  - g) Ensure all follow up actions are completed after the event, most notably any Transport Canada paperwork.
2. In addition to all the above and the club rules, at any event where the public is in attendance under the MAAC SFOC, the event organizers are responsible to ensure:

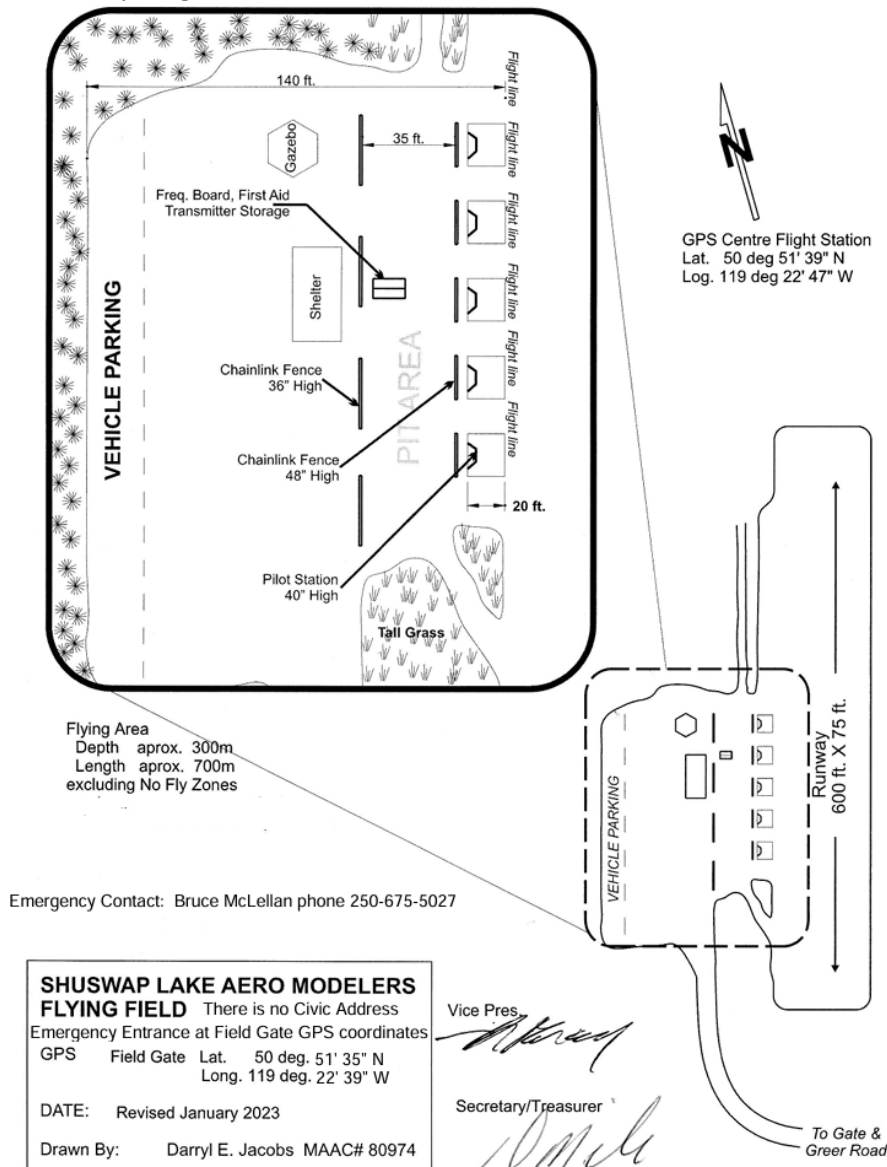
- a) MAAC warning signs are posted at all public entry points.
- b) A copy of the MAAC SFOC and application are on site and available to all RPAS pilots.
- c) All RPAS pilots sign the Transport Canada sign in sheet.
- d) All RPAS pilots receive a briefing on site rules and
- e) A visual observer is always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

3. Any member attending an event shall

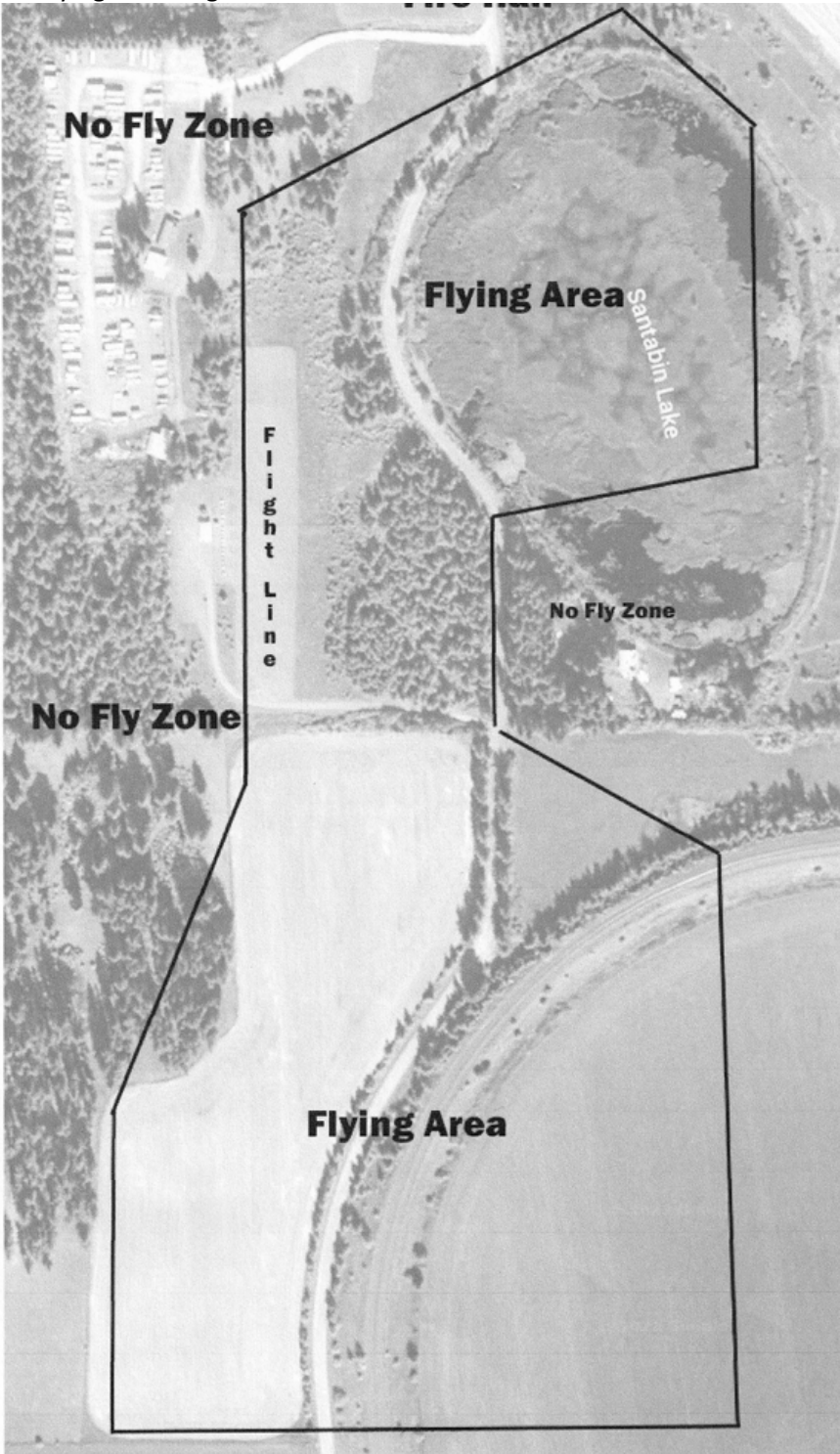
- a) Comply with all CAR, SFOC, MAAC and club/event rules as required.
- b) Not operate a model or RPAS unless they attend or obtain a pilot briefing.

**Diagrams/maps**

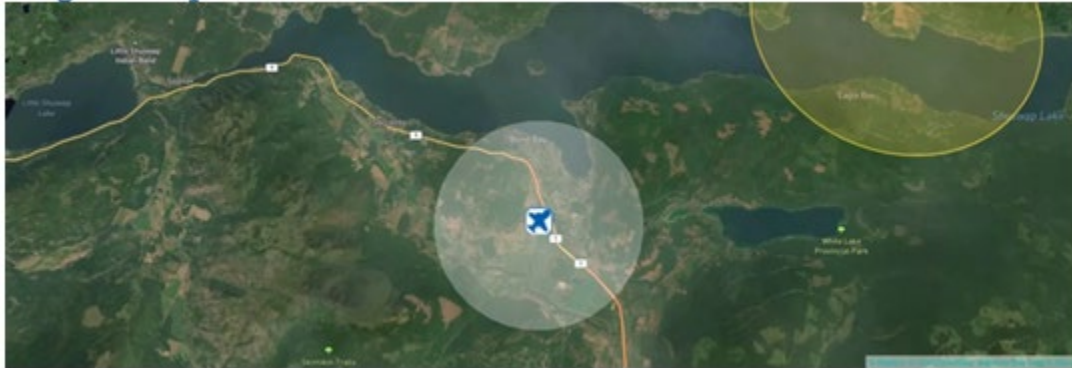
- Site set-up diagram.



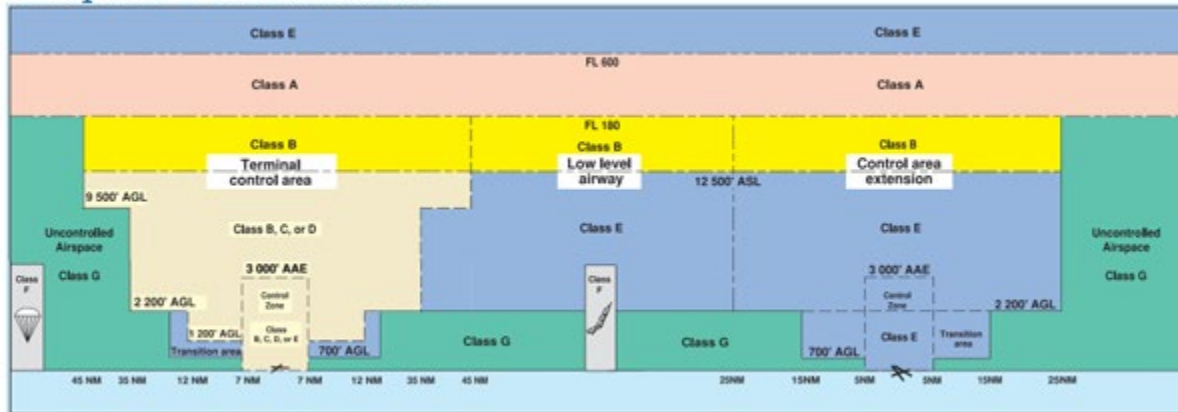
Site Flying area diagram.



Airspace MAP – including NAV DRONE Viewer Grid altitudes or lack thereof.



## Airspace Classification



## Overlying Airspaces

Class	Name	Floor	Ceiling
E	Williams Lake, BC CAE	8000MSL	12500MSL
B	Williams Lake, BC CAE	12500MSL	18000MSL
E	T676 Airway MEA: 12800MSL	2200AGL	12800MSL
B	T676 Airway MEA: 12800MSL	12800MSL	18000MSL
B	T687 Airway	12500MSL	18000MSL
E	T687 Airway	2200AGL	12500MSL

Adjacent Aerodrome map as required.

ROSS CREEK (CRC3 - AERODROME - Reg)	Lat: 50.966	Long: -119.225	15.911KM	8.59NM	NE
SALMON ARM (CZAM - AERODROME - Reg)	Lat: 50.682	Long: -119.229	22.586KM	12.2NM	SE
OWLS LANDING (COL4 - HELIPORT - Reg)	Lat: 50.811	Long: -118.97	29.316KM	15.83NM	E

**WARNING!**



**AEROMODELING  
MAY CAUSE  
SERIOUS INJURY!**

**PROCEED AT  
YOUR OWN RISK!**

**AVERTISSEMENT!**

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

**PROCÉDEZ À VOS PROPRES  
RISQUES!**