



**Shuswap Lake Aero Modelers
Sandy Point Campground Flying Site
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: Sandy Point Campground Flying Site

Location: 2100 Sandy Point Road, Salmon Arm, B.C.

Pilot Station Coordinates: 50° 43' 43"N, 119° 18' 29"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 vehicles must be parked in a parking area or on the parking lot at the entrance.
2. Visitors may fly only if registered by a member of the Shuswap Lake Aero Modelers.

3. 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.
4. Transmitters must be impounded in the designated area when an impound is in effect, at all times when not in use and in-between flights. The frequency board is to be used at all times
5. The club will review and update these rules at least once a year as needed.

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 is 2100 Sandy Point Road, Salmon Arm, B.C.

1. Basic first aid supplies are available at the registration desk at this site.

Modelling Rules

MAAC Approved Modelling Categories

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

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

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
RPAS Weight	Not Approved	
RPAS Altitude		
RPAS Altitude and Weight		
RPIC		

RPAS/Model technical specifications or requirements or restriction

1. mRPAS requirements - mRPAS cannot be registered with Transport Canada. mRPAS are however regulated under CAR900.06 and part VI of the CAR. Compliance with MAAC safety code meets those requirements.

2. RPAS CAR requirements – There are no special CAR restrictions on RPAS models
3. Club/site/Event requirement:
All engines larger than . 15 cubic inch in size without an effective muffler installed on it. No excessive operation of engines on the ground, the pit area or near the runway.

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 required. 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 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

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.

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.

Student pilots may fly only under the supervision of a designated "Shuswap Lake Aero Modelers" instructor.

Spotters

Spotters must be used at all times when flying at this location. Helper and mechanic use are up to each individual member to decide.

Airspace requirements or permissions

This site is in uncontrolled Class G airspace.

The nearest controlled airspace vertically is Class E airways at 2200'AGL

Site elevation is 1157'asl

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.

The nearest aerodromes are Salmon Arm (CZAM) at 4.05 nm, Ross Creek (CRC3) at 14.6 nm, and Owls Landing (COL4) at 13.7 nm.

Normal mRPAS/RPAS/model operating procedures

1. Prior to daily operations, an RPAS Wilco site survey shall be consulted. 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 confirm there are no changes to site layout affecting distances to unsheltered bystanders
 - e. Members must each visually confirm no changes to site obstructions, local obstacles and that weather conditions stipulated in any MAAC requirements are met.
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 –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.

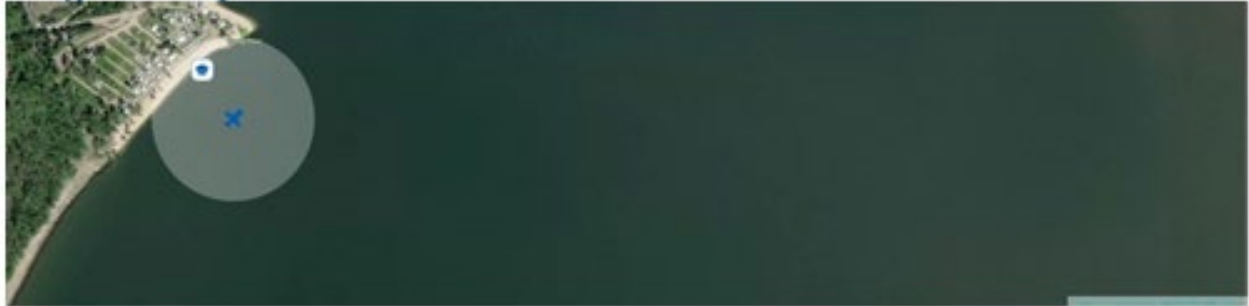
3. Each RPAS pilot is responsible to ensure the following MAAC procedures and requirements have been met prior to commencement of any RPAS operation:
 - a. Any required MAAC manufacturer declaration provisions have been met, including all RPAS technical specifications verified, pilot and crew requirements, and
 - b. All RPA and required equipment have been maintained and all mandatory actions completed before the flight, in accordance with the manufacturer declaration and
 - c. all paperwork such as pilot declarations, required operating manuals or similar is present, and
 - d. That any required crew members are properly qualified, have made any required declarations and are briefed on the operation.
4. Members shall not operate an RPAS at night unless it is brightly lit, weighs less than 25kg, and remains below 400'agl. Member shall use the Shuswap weather channel time to determine local night.
5. Pilots may fly in formation provided they agree to do so.
6. See the field setup diagram below, which provides the normal site set-up with areas for parking, pit, flight stations and flight line.

- a. Vehicle Parking is in designated parking areas, or in the parking lot located at the gatehouse.
 - b. Spectators must stay on the upper area of the beach unless accompanied by a Registered Pilot.
 - c. Engines off when clear of the beach after landing.
7. MAAC required buffer distances are variable and at this site are:
- a. 10m from flight line to waterline, the pit area is from the flight station area (the Water Line) 22m up the beach. The Pit Area is staked and marked with flags. The spectator area is 32m from the flight line and outside the flagged area.
 - b. No flying over any general area where boats or swimmers are active. Note: The presence of active boats and swimmers could easily require that no flying take place at all.
8. All models will be assembled in the pit or designated assembly area. Unpowered testing of controls and failsafe may occur here as well. All powered testing must occur in a start up area.
- a. Members must use the pits or designated area for setup and assembly.
 - b. A successful radio equipment ground range check must be done before the first flight of the day.
 - c. Excessive engine running is to be avoided, ensure the propeller and propwash do not create a hazard to other pilots and their planes.
 - d. All pilots not using 2.4 GHz are required to use the frequency board
9. All models, including electric powered models, will be restrained before being armed or started in the designated startup areas.
- a. Airplanes must be properly secured while starting engines.
10. See map below for Flying area, no-fly zones, flight line, safety line, runways, taxiways, and any other pertinent flying area demarcation.
11. The following are the site take-off, approach, landing and recovery procedures:
- a. All pilots shall stand at the waterline to fly.
 - 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.
 - e. No person shall proceed past abeam the pilot stations without permission of other pilots flying.
 - f. The recovery of downed models in the flying area shall not be done without the agreement of all pilots flying. The recovery boat is considered a no fly zone. All pilots shall give the recovery boat lots of clearance, with absolutely no flying directly overhead of the boat.

Emergency procedures

Fly-away or lost link.

1. Shuswap Lake Aero Modelers, Dick's Waterfront 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 fullscale 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 bystander, 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.

Transportation Safety Board Protocols

1. In addition to MAAC reporting requirements, according to TSB Regulations and policies, RPAS occurrences shall be reported to the TSB to 819-994-3741 or 1-800-387-3557 as soon as possible after the occurrence:
 - (a) if an RPA with a MTOW greater than 25 kg is involved in an accident as defined in 2(1)(a) of the TSB Regulation;
 - (b) if a person is killed or sustains a serious injury as a result of coming into direct contact with any part of an RPA, including parts that have become detached from the RPA; and (c) if a collision occurs between any RPA and a traditional aircraft.

A full report shall be forwarded to the TSB within 30 days of the occurrence:

<https://www.tsb.gc.ca/eng/incidents-occurrence/aviation/index.html>

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.

Service Difficulties

A service difficulty is defined as any condition that affects or that if not corrected, is likely to affect the safety of aircraft or any other person. As MAAC has made a safety assurance declaration to Transport Canada that is used in many of our RPAS flying privileges, it is critical and a regulatory requirement MAAC is informed of any issues related to our safety assurance declaration. Bear in mind MAAC has fully adopted a Just Culture and will not penalize or discipline members for reporting safety concerns, not matter how large or small, when done in good faith.

- a. If a mRPAS or an RPAS is being operated under any manufacturer declaration (MAAC or other), the RPAS pilot shall ensure, without delay, a report is filed with the manufacturer if they encounter any of the following:
 - a) Any inability to meet the position determination standards (Standard 622) associated with the manufacturer declaration, related to equipment or the performance of equipment.
 - b) Any failure of a critical command and control component not attributable to normal wear and tear or obvious misuse (example dead/low battery), and
 - c) any other aspect of RPAS operation where the safety assurance declaration was not met.

MAAC Add-ons

RPAS Operations Above 400’AGL - not approved

RPAS Operations Above 25kg - not approved

RPAS Operations Above 400’AGL and Above 25kg - not approved

Event Approval

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.

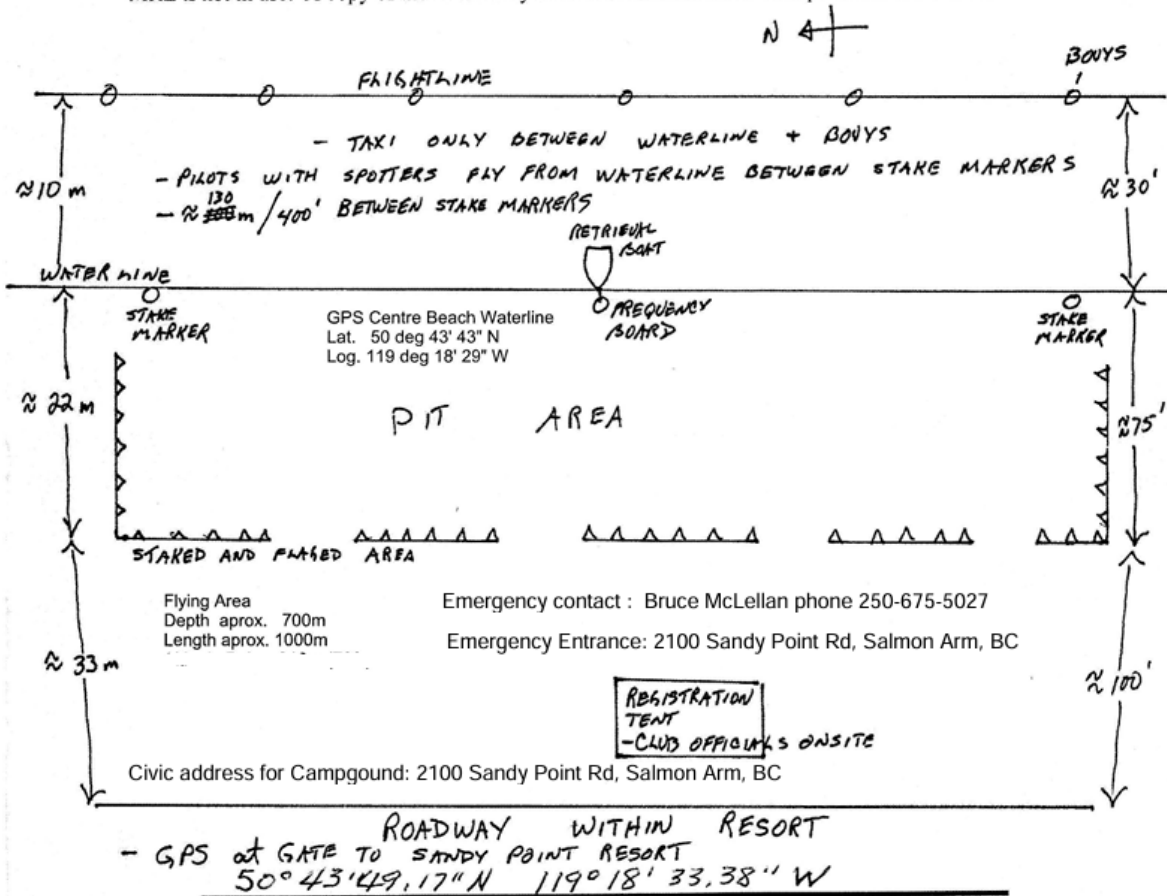
Diagrams/maps •

Site set-up diagram

Club Field Diagram

Use this page to include a diagram of your club field. (To be completed only once unless changes occur)

You must attach a drawing of your field(s) set up. Diagram must show: distances from the runway(s) to (and the locations of) the spectators, pit and parking areas, fences, roadways, airport proximity, buildings, etc. and a directional symbol showing due north. Also include, the exact location(s) of your field(s) street name, etc. (NOTE: GPS or emergency address locations of fields are required - Your GPS coordinates are at the driveway or entrance to the field, not the parking lot or on the field itself). Your club president and one other member of your club executive must sign these maps. If you are an R/C club, you should indicate the direction and distance to any other known R/C fields within a 2.5-mile (4km) radius. A frequency sharing agreement is required between clubs within 4 km of each other if 2.4 MHZ is not in use. A copy of the club safety rules is to be kept on file at the office.



Revised January 2023

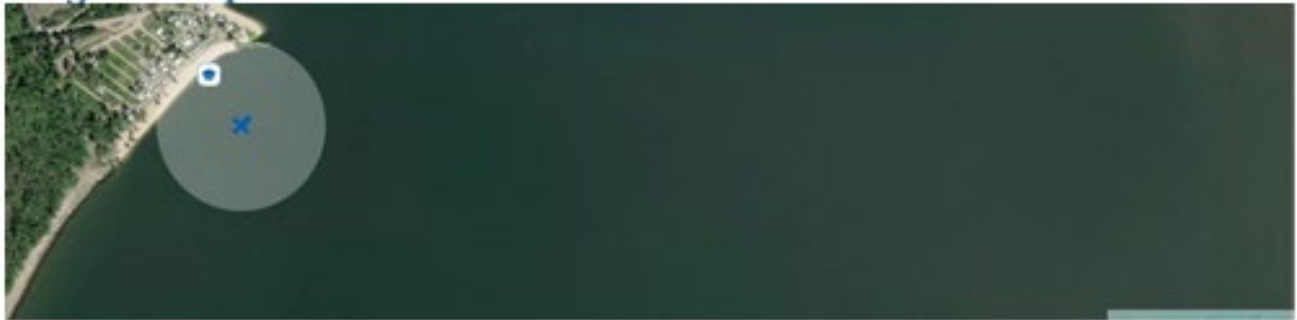
Vice President

Secretary/Treasurer

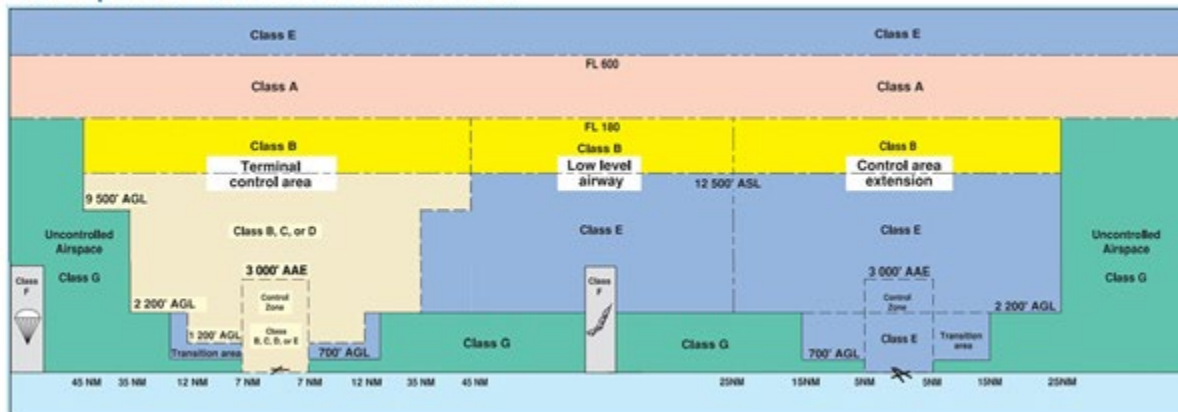
Site Flying area diagram.



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
B	T799 Airway	12500MSL	18000MSL
E	T799 Airway	2200AGL	12500MSL
E	T713 Airway	2200AGL	12500MSL
B	T713 Airway	12500MSL	18000MSL

Nearest Aerodromes & Distance from Operation

SALMON ARM (CZAM - AERODROME - Reg)	Lat: 50.682	Long: -119.229	7.496KM	4.05NM	SE
ROSS CREEK (CRC3 - AERODROME - Reg)	Lat: 50.966	Long: -119.225	27.039KM	14.6NM	N
OWLS LANDING (COL4 - HELIPORT - Reg)	Lat: 50.811	Long: -118.97	25.377KM	13.7NM	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!**