DRCFF, Didsbury Radio Control Fun Flyers Club (363, *Alberta*, Zone A) *MCNAIR AIRFIELD* Year 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: Didsbury Radio Control Fun Flyers Club (DRCFF) (363, Alberta, Zone A)

Field Name: MCNAIR AIRFIELD

Location: 2040 – Twp. 314

Pilot Station Coordinates: 51 68' 6" N, -114 15' 4" W

Contact(s): Grant Hemming, 17155 #, Treasurer <u>hemmingsalberta@gmail.com</u>, 403 335 2390 Brian Christianson, 50607 #, President <u>brchris24@gmail.com</u>

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

- 1. be MAAC members in good standing with a minimum, Basic TPC Pilot Certificate
- 2. be members of *Didsbury Radio Control Fun Flyer Club*, or an invited guest of *a member*
- 3. agree to follow the MAAC Safety code and all other site club rules.
- 4. Directions to the airfield and the two gate codes along with a membership rule package will be supplied when membership is approved and paid in full.

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 all active modellers participating in a club event attend all event briefings.

- 1. The site has ample parking which is managed by the club. Pilots and spectators parking area is roped off to prevent parking to close to the flightline.
- 2. The pit area is separated from the public by a chain-link fence. The public then has a two-meter space before the parking barrier rope. The actively flying pilots are separated from the pit area by chain-link fence. Each pilot then has an individual heavy metal barrier they can stand behind. The pit area has chain-link fence on four sides. The large plane start-up (2) area has restraining poles and chain-link on each side. Small planes have two restraining startup tables.
- 3. Only pilots, instructors and pilot assistants are permitted in the pit area, others must be accompanied by a pilot or instructor. Utmost care will always be exercised to ensure the safety of children and spectators.
- 4. While the runways and hinterland are being mowed flying is prohibited.
- 5. When not being flown models will be placed neatly in the pit area or in owner's vehicle.

- 6. If a model aircraft crashes and causes a fire. Access the fire, with the fighting equipment at hand then, if need be, call 911.
- 7. No animals are permitted unless on a leash. The animal shall not be threatening or obnoxious to others. The owner is responsible for cleaning up after the animal, before leaving the field and for any damage to the field or club facilities caused by member's pet
- 8. These rules are reviewed each year by the executive. Club members are supplied with an e-set of club rules when they renew their membership every year.

Site/event emergency response requirements

In the event of an emergency, call 9-1-1 - the site address to be provided to first responders is, Didsbury 2040 – twp... 314 (North of Agi Society Complex).

- 1. The Club house (Larger Shed) will be accessible to all club members.
- 2. In the club house there will be a First Aid Kit, a large ABC fire extinguisher and a backpack water pump fire deterrent apparatus.
- 3. In the maintenance shed there is a large ABC fire extinguisher.
- 4. In the pit area there are two smaller ABC fire extinguishers mounted on the fence.

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)	Ex - 3kg/.25ci	1 flying circle
Free flight	Ex - <2kgs	400'agl
Space Models	Ex - <3kg/F engines	1700'agl
Surface Vehicles	Ex - 25kg/50cc	Site racetrack

MAAC Approved Site Add-ons

This section is for administrative use only – MAAC will amend based on what has been approved at your site.

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

The following "add-ons" have been approved at this site, provided all relevant MAAC rules, policy and SFOC conditions are adhered to by the site and its users.

Approved Add-on	Weight/Power Limits	Altitude/operating limits
RPAS Weight	If 25kg to 35kg	400'agl
RPAS Altitude	Less than 25kg	1700'agl
RPAS Altitude and Weight	25kg or more	400'agl or more
Permanent Event Approval	Less than 25kg	1700'agl
RPIC	List any that apply	List1700'agl

RPAS/Model technical specifications or requirements or restriction

- mRPAS requirements mRPAS shall follow the same rules and requirements as regular RPAS at this site. mRPAS cannot be registered with Transport Canada. mRPAS are however 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 those requirements.
- RPAS CAR requirements MAAC will specify as required There are no special CAR restrictions on RPAS models or All RPAS must conform a Manufacturer Declaration/Safety Assurance provision, either MAAC's or another manufacturer.
- 3. Club/Site/Event requirements (*size, performance, weight, noise etc.*) The maximum sound level for any aircraft is 96db. Aircraft that exceed 96db sound level shall not be flown at this airfield. Refer to the noise measurement test procedure. Noise meter and measure procedure are in the club house.
- 4. MAAC Add-on requirements MAAC will specify as required.

RPAS Pilot/operator qualifications or requirements

- 1. mRPAS requirements –mRPAS will follow the same rules as RPAS at this site. mRPAS cannot be registered with Transport Canada. mRASP 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 pilots using this site must have BASIC RPAS or ADVANCED RPAS certification. Student mRPAS/RPAS pilots must have participated in DRCFF wings program. Experienced pilots joining the club can demonstrate their skill to a club instructor.
- 3. Pilots may fly unsupervised
- 4. Club/Site/Event requirements. All Pilots must participate in site orientation briefings.
- 5. MAAC Add-on requirements MAAC will specify as required.

CREW qualifications or requirements.

- 1. mRPAS requirements mRPAS do not normally require crew under the CAR. However, mRPAS at DRCFF will fly under the same rules as regular RPAS.
- 2. RPAS CAR requirements MAAC will specify as required.
- 3. Club/Site/Event requirements (*Helpers/spotters etc.*) Spotters are recommended to be used any time when there are 4 or more pilots' stations in operation and for any events where non-club Pilots are present. Spotters, helpers, and any crew must attend the event orientation briefings. Helper and mechanic use are up to each individual pilot's discretion.

4. MAAC Add-on requirements - MAAC will specify as required.

Crew Rules

MAAC will specify as required.

Visual Observers

- 1. Visual observers (VO) are *optional*. However, VO are mandatory for operations above 400' agl. No Pilot shall operate an RPAS above 400'agl unless:
 - a. A visual observer(s) is present who has been briefed or trained on any site/event procedures and upon spotting a potential conflict with full-scale aircraft shall notify the pilots.
 - 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. MAAC will specify as required Explain any rules/procedures if the VO has been assigned or can be assigned responsibility for monitoring ATC communication (no Air boss etc.). The VO may be assigned VHF radio monitoring duties as well as ATC communication responsibilities. The VO or other responsible person may monitor ALL cell phone numbers provided in the individual NAV DRONE approvals. Under no circumstances shall pilots flying monitor their cell phones for ATC coordination.
- 2. These rules ensure a clear command/response protocol is in place there is no time for debates or confusion. MAAC has adopted the following minimum:
 - a. 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 as low as altitude as safely possible, and if required land. The goal is to vacate the airspace vertically and then determine if RPA can continue to operate safely.
 - e. Lateral deconfliction maneuvers are prohibited above 60'AGL. Descending to 60'agl (tree top level) is the accepted Transport Canada initial response. Members operating near/off aerodromes have different specific response requirements.
 - 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.
 - 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.

<u>Air Boss – ATC Coordinator</u>

MAAC will specify as required.

List any rules or procedures if an Air Boss or ATC coordinator has been approved by MAAC – the SAG will provide the rules for you. If not approved/required list the response based on your airspace scenarios/agreement:

Uncontrolled Airspace – This site is in uncontrolled airspace – an Air Boss is not required

NAV CANADA Airspace - This site has not been approved for an Air Boss. Each RPAS pilot must obtain individual airspace approval as listed below.

DND Airspace – This site has not been approved for an Air Boss; however, we have agreement for daily flying permissions as listed below.

Other Airspace – list the requirements

This site has been approved for an Air Boss to communicate with ATC (NAV CANADA/DND). The following procedures must be followed whenever we use the Air Boss:

- 1. The Air Boss is responsible to obtain airspace permission for the entire site, for the time period specified in the permission request.
- 2. They must supply a single contact point (cellphone, land line #, or radio contact) to ATC. The Air Boss is responsible to ensure the supplied contact point is monitored for the entire permission period. If constant contact cannot be guaranteed, the Air Boss is to STOP all RPAS operations and seek alternate permissions and contact information or arrangements.
- 3. Whatever ATC communication system is used (cellphone, land line, radio) when ATC contacts this number/person someone MUST answer/respond no delay no exceptions. Generally, ATC wants a single point of contact for <u>their</u> emergency situations we will not get second chances if we miss emergency calls/situations.
- 4. MAAC wants this person involved in the flight line area. Except for flying a model themselves and performing Event/Contest Director roles, this person is encouraged to assume other roles associated with the site/event and to be actively involved in the site operation as this helps maintain situational awareness and ward off boredom. Sitting within shouting reach of the flight line and watching the flying activities is also perfectly acceptable.
- 5. Sites and events are free to add other flying related duties to the Air Boss, provided they do not distract from maintaining communication with ATC or otherwise violate this policy. (Flight line safety officer etc.)

6. The role can be handed off to other members as the day progresses, or for breaks or lunch etc. So long as whomever has been assigned this critical task is fully briefed and understands the nature of this job – when ATC calls you must answer and then relay their instructions **immediately**. Also see position hand-off rules.

The importance in this document is for participants and especially RPAS pilots to understand that if an **Air Boss** gives any instructions, please follow this simple aviation safety phrase - **obey now debate later**.

RPIC – RPAS Pilot in command

MAAC will specify as required and provide the general framework and modify any site specific RPIC provisions. Put the SFOC specific items in the SFOC section.

NOTE - While able to provide direct supervision (only), RPIC members cannot operate an RPAS on their own, unless they meet the CAR RPAS Pilot certification level (Basic or Advanced). Meaning a member with a PPL **only** cannot legally fly an RPAS in Canada, unless supervised by a Basic or Advanced RPAS Certificate holder. Equally, two PPL holders do not equal one RPAS Certificate holder and cannot supervise one another – one of them must have a valid RPAS certificate for the airspace/scenario being conducted.

List the RPIC scenarios specific to the site – determined by controlled/uncontrolled airspace. SFOC criteria are listed in the SFOC Add on section.

Instructors/Demo flights

- 1. Demonstration flights, below 400', may be provided to non-members by a club instructor who is using a "buddy-box" type control system where they are able to take immediate control of the model. Physically handing off of the transmitter is not allowed during demo flights.
- 2. All other instruction of new pilots shall be done in accordance with the DRCFF wings program.
- **3.** Pilots undertaking training for altitude determination above 400' do not need to follow any special procedures other than those listed in the add-on section.

Didsbury Radio Control Fun Flyers club Wings instruction

The wings program shall teach, but is not limited to:

- 1. A knowledge of the TC Requirements, MAAC Safety Code and the DRCFF Field Rules
- 2. Competence in the assembly, set up, and pre-flight testing of the aircraft
- 3. Fight consisting of:
 - a take-off and an initial turn away from the pit
 - a left and a right-hand oval pattern
 - a horizontal figure eight
 - a low fly by
 - a proper landing approach consisting of a downwind leg, a base leg, and a final approach
 - a landing

To be tested for a set of "Pilot Wings" the student must demonstrate a knowledge of:

- the TC Requirements
- MAAC Safety Code
- DRCFF Field Rules
- the proper operation of the Fail-safe features of their equipment

and be capable of flight without assistance. The student must be tested by a Club Instructor. The applicant will limit the manoeuvres performed to those outlined above. The sequence of the manoeuvres is at the discretion of the tester(s). If, in the opinion of the tester(s) the applicant has:

- 1. demonstrated a knowledge of the applicable TC Regulations/Requirements, MAAC Safety Code and the DRCFF Field Rules and agrees to abide by them
- 2. demonstrated competence in the assembly, set up and pre-flight testing of the aircraft
- 3. performed the manoeuvres outlined above under reasonable control and in a safe manner.

The successful applicant will receive recognition of their achievement at the next regular meeting of the club.

Spotters

Visual observers and MAAC "spotters" are optional at our site. The following are club procedures for ensuring full scale aviation safety:

- a) When any member or other person spots a full-scale airplane that <u>might</u> come near the site, they are to yell out "AIRPLANE" in a loud voice or use the airhorn in the club house or ring the bell.
- b) ALL Pilots **must** immediately descend to as low an altitude as possible and then land as soon as safely able.
- c) When the full-scale airplane is no longer a threat, the person who gave the warning shall yell "ALL CLEAR", or the pilots may make that determination themselves, and resume flying.

Airspace requirements or permissions

MAAC will specify as required. Applicants can start by listing in detail the RPAS Wilco airspace results for the site. "Simple" NAV CANADA controlled airspace normally only requires "NAV DRONE" permission, however more complex NAV airspace, and DND airspace normally require a written agreement that contains process to obtain permission.

- 1. mRPAS requirements *mRPAS shall follow the same rules and requirements as regular RPAS and* all MAAC requirements listed.
- 2. RPAS CAR requirements MANDATORY for all sites regardless of category Describe the site airspace type, classification and controlling agency if applicable. Also list the nearest lateral and vertical controlled airspace if known. This site is in uncontrolled Class G airspace.
- 3. Club/Site/Event requirements *This site is in uncontrolled airspace*.
- 4. MAAC Add-on requirements MAAC will specify as required.

Adjacent Aerodrome Procedures (within 3nm)

This site operates within 3nm of an aerodrome as listed in the Canada Flight Supplement (CFS) or Canada Water Aerodrome Supplement (CWAS) and is required to provide all members with the following information.

 The aerodrome's name is "The Olds Didsbury Aerodrome, CEA3 not certified" and it is located 2.29 nautical miles Northeast of the modelling site. Second aerodrome is "Didsbury District Health Services Heliport, CDDT, and is located 1.93 nautical miles South-east of the modeling site.

2. The aerodromes

A. The Olds Didsbury Aerodrome has

- a. One paved runway running East/West and one grass runway-oriented NE/SW.
- b. The aircraft operating out of the aerodrome are primarily general aviation. Most of these are fixed wing and occasionally rotary wing helicopters. Additionally, there are occasionally aerial application aircraft for crop spraying and cloud seeding.
- c. Our modeling site is well clear of the normal aircraft traffic pattern.
- d. There are no CFS RPA procedures and no other CFS PRO comments at CEA3 that affect our modelling site. Refer to attached NAV page for traffic patterns

B. Didsbury District Health Services Heliport has

- a. It is a paved circular heliport adjacent to the hospital.
- b. It is used for rotary wing Medevac aircraft only.
- c. Our modeling site is well clear of the normal aircraft traffic pattern.
- d. There are no CFS RPA procedures and no other CFS PRO comments at CEA3 that affect our modelling site.

3.

a. In the event of a "fly-away" towards **CEA3**, you may call the aerodrome operator at 825-994-4815 and advise them of the issue. *Our site is in an uncontrolled airspace so there is no need to notify ATC.*

b. In the event of a "fly-away" towards **CDD7**, you may call the aerodrome operator at 403-507-5126 and advise them of the issue. *Our site is in an uncontrolled airspace so there is no need to notify ATC.*

- 4. Didsbury R/C Fun Flyers club members should check for CDD7 and CEA3 related NOTAM either using the <u>NAV CANADA NOTAM</u> portal or using RPAS Wilco app or similar. If you are the first pilot of the day and have printed a RPAS Wilco site survey, please leave it at the site for fellow modelers to reference.
- 5. The club executive has contacted the operator (OPR) of *CDD7 & CAE3*, and they have expressed no issues with our RPAS site.

Normal mRPAS/RPAS/model operating procedures

- 1. Prior to daily operations, at least one member shall check the Aviation NOTAM for **Didsbury Radio Control Fun Flyers Club** 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. Determined by MAAC this is the default weather for all MAAC flying operations at a site with an available aviation weather report are The MAAC mandated minimum weather conditions to commence or continue MAAC RPAS operations are:
 - a. no cloud ceiling (BKN or OVC) at or below 1000'agl if the site approved altitude is 400'AGL or less, or no OVC or BKN ceiling at or below 1000' above the site approved altitude, and
 - b. the RPA will be able to remain 500' vertically and 1sm (statute mile) horizontally clear of any cloud, and
 - c. a horizontal visibility of 3sm (5km) or more around the flying area exists, and
 - d. no other local obscuring conditions (fog, smoke, haze etc.) exist which could make spotting full-scale aircraft difficult.
 - 3. Determined by MAAC if the site does not have a weather reporting station, use this language 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 1sm (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.
 - d. NOTE there is no aviation weather available for Didsbury Radio Control Fun Flyers Club 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.
 - 4. Unless otherwise required by (a controlling agency agreement) or in the SOC, 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. Sites operating in controlled airspace must have a copy of the recent site survey with them (electronic or in print)
 - d. 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.
 - e. Members must each visually confirm no changes to site obstructions, local obstacles and that weather conditions stipulated in any MAAC requirements are met.

5. Permitted Flying Times

- *a.* Flying is permitted to start at 8:00am. All RPAS that fly at dusk (half hour before sunset) and later, must be brightly lit, weigh less than 25kg, and remain below 400'agl.
- *b.* The time of sunset and cloud conditions are available on the Weather Network Didsbury Alberta
- *c.* The time of sunset and cloud conditions are available on the Weather Network Didsbury Alberta

6. Formation flying

- *a.* Pilots may fly in formation provided they agree to do so and discuss the flight sequence before hand.
- b. There is a limit of five (5) airborne RPA at one time.
- 7. **Reference the map/diagram** *attached of the* normal site set-up areas: flight-line, pit-area, assembly area, start-up/run-up area, parking, spectator areas.
 - a. Didsbury flight line to pilot is stations 9.5m, flight line to Pit 11m, flight line to spectator and parking 31m.
- 8. **Pre-flight assembly and daily testing requirements**. For any site or operation relying on the MAAC manufacture declaration (controlled airspace, SFOC), this section must include direction to confirm RPA fail-safe settings are active
 - a. Model assembly should be done in the designated pit area.
 - b. The fail-safe radio link system must be setup and tested in accordance with the radio manual instructions for each plane and radio used for the flight.
 - c. Batteries shall not be connected to electric models unless the model is restrained in the start-up area **no exceptions**. down, throttle cut, fail safe, radio system feature must be active.
 - d. Gas/glow/turbine models must be restrained or started in the start-up stands, located in the start-up area. Throttle down, throttle cut, failsafe, radio system feature must be active.
 - e. Do not conduct prolonged tuning if other pilots are flying.
 - f. The direction of take-off, landing, and traffic pattern will be determined by the prevailing winds. If no wind, all take-offs etc. shall be north or south but away from the sun.
 - g. Power assisted hand, bungee, winch and aerotow launching, shall be done in agreement with any pilots flying.
 - h. Our flying area, as measured from the center of the pilot stations, is a box 900 meters east/west and 700 meters north/south. Refer to the Site Flying Area map attached. For no-fly zone depictions see attached Field Layout map.
 - i. Recovery of RPA that lands/crashes off the runway but in the flying area will be done in agreement with any pilots flying.
 - j. A fire extinguisher must be present for all RPA operation.
 - k. If there is an accident requiring emergency services, cellular service is adequate to call 911.
 The site address is 2040 20 twp. 314.

9. Start-up or arming restrictions.

a. All models, including electric powered models, will be restrained before being armed and be started in the designated startup areas.

- b. Throttle down, throttle cut, failsafe, radio system feature must be active.
- *c.* Appropriate start-up stands and start-up stations are provided.
- 10. A map of the flying area and a flying field drawing are attached to this document. The flying area is indicated, and no fly zones are marked.
- 11. The following are the site take-off, approach, landing and recovery procedures:
 - a. Pilots, or their spotter, shall call out all model movements. Such as, ENTERING the runway, taking off, Landing, Flying a low fly by.
 - b. Pilots returning to the pit must shut off gas engines and disarm electric motors at the safety fence prior to entering the pit.
 - c. Power assisted hand, bungee, winch and aerotow launching shall be done in agreement with any pilots flying.
 - d. The direction of take-off, landing, and traffic pattern will be determined by the prevailing winds. If no wind, all take-offs etc. shall be north or south but away from the sun.
 - e. No person shall proceed past abeam of 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. Thereafter no new models may take-off until the downed model is recovered. No flying directly over the recovery crew.
 - g. The owner of a downed aircraft is responsible for all crop damages resulting from the retrieval of the downed aircraft. A member of the Executive Committee must be notified immediately of any crop damage
 - h. Any person causing damage to another person's equipment through the improper use of the frequency board, impound, or other careless activity is responsible for the replacement or repair of the other person's damaged equipment. If the two parties above cannot agree on the manner and/or value of restitution, then the executive will be the deciding party

Non-RPAS Normal Modeling procedures

Site Features

- 1. The site has ample parking which is managed by the site Event manager. Pilots are parked adjacent pit area. Spectators are protected by a roped off area and provided with benches.
- 2. The pit area is separated from the public by a chain-link fence a two-meter space then the barrier rope. The pilots are separated from the pit area by chain-link fence the entire length of the pilot stand area. Each pilot has an individual heavy protective barrier they can stand behind.
- 3. Fire extinguishers are located, in Club house, maintenance shed and, on the pit aera fence.
- 4. Take your Garbage home with you when you leave.
- 5. No animals are permitted unless on a leash. The animal shall not be threatening or obnoxious to others. The owner is responsible for cleaning up after the animal, before leaving the field and for any damage to the field or club facilities caused by member's pet.
- 6. Children and spectators are not permitted in the pit or flying area unless accompanied by a pilot or instructor. Utmost care will always be exercised to ensure the safety of the children and spectators. Only pilots, student pilots, instructors, crew, spotters, and safety spotters are permitted in the pit area.

- 7. These rules are reviewed once yearly by the executive and by club members as deemed necessary. All members receive an e-rules package yearly when they renew their membership.
- 8. The site has excellent cell coverage which is a safety asset.

Tethered model operations

Aviation safety

DRCFF site is not an aerodrome.

Public safety

The tethered flying circle will be a temporary circle on the main runway to the south of the pit area. All other model flying will be shutdown during tethered flying.

- 1. The flying area/circle edge the flying circle will be marked off and spotters will be assigned. The flying circle will be a minimum of 25 meters from the parking barrier
- 2. Should any non-flying person (spotter) observe a person moving towards the circle they will move towards the individual while raising their hand and yelling **STOP!** repeatedly until the person has stopped. The spotter will counsel the person as to where it is safe to stand. Understand some people using the park may not speak English.
 - a. The pilot will upon hearing STOP! will climb the model to a 30-degree high level flight altitude immediately and monitor the situation until it is resolved by the spotter.
 - b. If the person continues their approach, the spotter SHALL continue to try to establish communications/visually warn with the individual. The pilot SHALL continue high level flight at 30 degrees and evaluate the situation.
 - c. The pilot will walk the model away from the person. If this fails to create a safe clearance the pilot will ground the model.
- 3. In all cases the pilot shall take all actions to prevent contact between a flying model and a person regardless of reason.

Member safety

- 1. Control line modeling will coordinate flying time with RPAS pilots present at the field.
- 2. Members shall ensure any control line models are restrained in a start up area prior to tuning or other powered maintenance.
- 3. Prior to operating a tethered model, the operator shall ensure all other members/crew/spectators are aware of the flying area/control-line circle dimensions, with both verbally and surface markings. Surface markers shell be placed 10m from the outer edge of the flying circle.
- 4. Control line flying can set up once all RPAS pilots have landed. Control line circle activities will only commence when the flying circle is clear and safe.
- 5. RPAS pilots shall not start or make flight ready any RPAS until the control line circle has finished their flying activities.

Spectator safety

Spectators shell stay on the safe side of the safety barrier unless accompanied by a club member. Children must in the care of a parent and a club member. All club safety rules apply as well.

Emergency procedures

Fly-away or lost link.

- 1. A text description of emergency procedures, including loss of control or orientation resulting in any *"fly-away" procedures such as notifying ATC or an adjacent aerodrome operator, as they deem appropriate.*
- 2. Recall, surface vehicles can have lost link "fly-away" issues as well.
- 3. We can include a provision to notify an adjacent town hall, fire department or police detachment is the site thinks it prudent, for fly-aways in the direction of a population center.

Include a diagram of the nearest controlled airspace if that is a concern (per CAR901.15)

Incident Accident

- 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 members 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/owner's shop or other repair facility. Ensure RPAS logbook entries are made.

MAAC Add-ons

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RPAS Operations Above 400'AGL

MAAC has conducted an airspace and site review per the SFOC SORA (specific operations risk assessment) and determined the following requirements for members to operate an RPAS above 400' at this site.

Airspace Assessment

SITE specific results -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 80nm YYC (Calgary). Controlled airspace vertically over top this site starts at EXPLAIN.

- 1. To determine the maximum permissible RPAS altitude above ground level, EXPLAIN. The aircraft corridor base above DRCFF site is 2200'AGL. TPC radio control aircraft mandatory air corridor clearance below the corridor is 500'. Air corridor minus clearance. 2200'AGL minus 500' = 1700' AGL the maximum altitude RPA can fly at DRCFF.
- 2. MAAC RPAs are required to remain 500' below the base of any overlying controlled airspace, therefore the highest altitude MAAC can approve is 1700' AGL (above ground level) at DRCFF.

Sufficient Communication requirements

SITE specific results - 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. *However, EXPLAIN whatever exists and why it needs what.*

- A. This site operates within 3nm of two aerodromes as listed in the Canada Flight Supplement (CFS) or Canada Water Aerodrome Supplement (CWAS).
- B. The aerodrome names are **"The Olds Didsbury Aerodrome**, **CEA3** not certified" and it is located 2.29 nautical miles Northeast of the modelling site.
 - a. In the event of a "fly-away" towards **CEA3**, you can call the aerodrome operator at 825-994- 4815 and advise them of the issue.
 - b. Our site is in an uncontrolled airspace so there is no need to notify ATC.
 - c. Aircraft operating out of **CEC3** aerodrome are primarily general aviation. Most aircraft are fixed wing and occasionally rotary wing helicopters. Additionally, there are occasionally aerial application aircraft for crop spraying and cloud seeding.
 - d. Our modeling site is well clear of the normal aircraft traffic pattern.
- C. The second aerodrome is **"Didsbury District Health Services Heliport, CDD7**, is located 1.93 nautical miles South-east of the modeling site.
 - *a*. In the event of a "fly-away" towards **CDD7**, you may call the aerodrome operator at 403-507-5126 and advise them of the issue.
 - b. Our site is in an uncontrolled airspace so there is no need to notify ATC.
 - c. Aircraft operating out of CDD7 are rotary wing Medevac Helicopters only.
 - d. Our modeling site is well clear of the normal traffic pattern.

- D. Didsbury R/C Fun Flyers club members should check for CDD7 and CEA3 related NOTAM either using the <u>NAV CANADA NOTAM</u> portal or using RPAS Wilco app or similar.
- E. The club executive has contacted the operator (OPR) of *CDD7* & *CAE3*, and they have expressed no issues with our RPAS site.
- F. Prior to commencing RPAS operations above 400'agl, a club member shall attempt to contact the CDD7 and CEA3 aerodrome operators to advise them of the intended RPAS operations and duration. Failure to contact the OPR shall not prevent RPA operation.
- G. If you are the first pilot of the day and have printed a RPAS Wilco site survey, please leave it at the site for fellow modelers to reference.
- H. DRCFF site has excellent cell phone coverage.

Visual Observer (VO) assessment

SITE specific results -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.
- 4. The Club member organizing of an event must arrange for club airfield usage time, well in advance of the event. The organizer will arrange MAAC details and follow all club rules.
- 5. An event report will be supplied to the club in the end.

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

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RPAS Operations Above 400'AGL and Above 25kg

The following is for SAG Administrative use only and is not to be considered Club required information or permission to operate above 400'agl. This document is a TEMPLATE – not approval.

Event Approval (Permanent or individual)

This site has not been approved for permanent event approval – all events must be processed per below. If you have any doubts about your event, contact your Zone Director or the SAG directly.

- 1. ALL MAAC events that require approval or want MAAC insurance must occur at SOC sites and be approved by MAAC. All outdoor events with operable RPAS must be approved by MAAC.
- 2. Outdoor events that are clearly listed as "member-only" events regardless of reason such as competitions, fun-fly's, fly-in's, airshows, air racing, demonstrations or any other organized gatherings do not require MAAC Event SFOC compliance. All advertising/notice including internal to MAAC must include the following phrase:

This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised.

3. **"Advertised events"** - regardless of what you "named" your event, if your outdoor event includes operable (flying) RPAS **and** is open/advertised to the general public in any fashion, you **must** meet the MAAC SFOC requirements (the SAG will work with clubs on the rules required). All advertising/notice, including internal to MAAC **must** include the following phrase:

This event is open to the public and all MAAC members, crew, and their invited guests. MAAC Event SFOC compliance is required.

Foreign RPAS Pilots (US or other)

MAAC has already obtained Transport Canada approval for foreign RPAS pilots to operate RPAS at our MAAC sites and events (MPPD14 approved July 2023). Foreign pilots simply join MAAC and follow the provisions of MPPD14 (on the website). Also see the RPAS Wilco NOTAM (2024-02).

Over 400'agl and above 25kg

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

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

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

event rules using the MAAC minimum checklist (attached).

- g) Ensure all follow up actions are completed after the event, most notably any Transport Canada paperwork.
- 2. 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.
 - b) Not operate a model or RPAS unless they attend or obtain a pilot briefing.

Diagrams/maps

Please ADD your site diagrams as best able.

Site set-up diagram. Site Flying area diagram. Airspace MAP – including NAV DRONE Viewer Grid altitudes or lack thereof. Adjacent Aerodrome map as required. CFS entries as required. Any other diagrams as required. TC traffic pattern map as required.





AEROMODELING MAY CAUSE SERIOUS INJURY!

PROCEED AT YOUR OWN RISK!

AVERTISSEMENT !

L'AÉROMODÉLISME PEUT CAUSER DES BLESSURES GRAVES!

PROCÉDEZ À VOS PROPRES RISQUES!









ALBERT	WILCO	AERODROME/FACILITY DIRECTORY
OLDS-DI	SBURY AB	CEA3
REF	N51 42 40 W114 06 24 4.3S 15°E (2013) UTC-7(6) Elev 3360´ VTA A5005 LO2 CAP	RADIUS SNA ELEV 3360
OPR	KS2 Management Ltd. 825-994-4815, 403-829-8105 Reg	4900 ° gas well
PF	A-1 C-2,3,4,5,6	5 P
FLT PLN	 Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA) Edmonton IFR 888-358-7526 	Johnson Lake 2, 1939
SERVICES FL	EL 100LL, JA Self-serve H24, VISA, MasterCard 65, 80, Turbo S 1,2,3,4,5,6,	
RWY DAT	Rwy 10(103°)/28(283°) 4000x75 ASPH Rwy 28 up 0.31% AGN IIIA Rwy 04(041°)/22(221°) 1933x50 GRASS Opr Ltd maint. Rwy 04/22 ltd win maint.	
LIGHTING	10-(TE ME) AP 3.36°, 28-(TE ME) AP 3.36° ARCAL-123.2 type K	
COMM A	tfc 123.2 5NM 6400 ASL Edmonton Ctr 132.85	
CAUTION	Intsv gliding activity to 6400 ASL vic Olds (Netook) A/D 8.5NM N check for NOTAM. CAUTION winch cable may extend from sfc to 5800 ASL (2500 AGL).	

























