Southern Ontario Glider Group Inc.
Burford Sod Farm
Rules (2025)

MAAC Approved May 6, 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 Canadian Aviation Regulations (CAR) compliance requirements.

Administrative Rules

Club: Southern Ontario Glider Group Inc. (SOGGI) (#172, Zone E)

Field Name: BURFORD SOD FARM

Location: Green Horizons Sod Farm, 100 CONCESSION 5 ROAD, BURFORD, ON

Pilot Station Coordinates: 43 07' 38.57”N, 80 27' 11.87”W

(Approximate. Pilot station positions are dependent on wind directions and length of line launch equipment. Pilot stations are positioned to launch upwind and away from any no-fly zones.)

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Conditions for Use - All persons using this modelling site must:
1. be MAAC members in good standing.
2. be members of SOGGI, or an invited guest of SOGGI 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. Guests may be invited to fly at SOGGI by SOGGI Members, if all of the following conditions are met:
   a. The Guest must be hosted by a named-SOGGI-Member who holds MAAC “Pilot- R/C fixed wing” status and SOGGI flying privileges.
   b. The Guest must show proof that he is a current MAAC member in good standing.
   c. The Guest must know, and abide by all applicable Transport Canada Regulations, relevant sections of the MAAC Safety Code and the SOGGI Flying Field Guidelines.
   d. The Host shall be present on the field at all times when their guest is flying and is responsible for ensuring their guest is informed of all club rules & protocols.

If all of the foregoing conditions are not satisfied, then alternatively the Guest can be hosted by a SOGGI Flight Instructor provided that arrangements are made in advance. Otherwise Guests are not permitted to fly at SOGGI.

2. Park only where designated on the map in the Appendix.

3. Take any garbage home with you.

4. Spectators and any pets are not allowed upwind of the flightline or within 30m of the flightline downwind or crosswind.

5. Treat all strangers and farm staff with courtesy. Respect any requests or "suggestions" made by staff or neighbours and pass this information on to other pilots and Executive. Report to the Executive where necessary any encounters with farm staff or neighbours.

6. Recovering Lost Models: If a search is required on a neighbouring property, introduce yourself and ask permission of the neighbour. Unless you have permission, do not enter pastures containing horses or livestock, or fields protected by an electric fence.

7. It is essential that all field equipment be removed from the field and stored in the field box or personal equipment taken home. The last member to leave the field on any flying day is responsible for performing a check that no equipment is left on the field. Equipment left on the field can cause expensive damage to farming equipment and could result in loss of the flying field.

8. These Rules will be updated & reviewed by the SOGGI Executive annually. A copy will be provided to all members either electronically or in print whenever these Rules are changed. A copy of the most recent version will be kept in the field box at the field.

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:

100 Concession 5 Road, Burford, ON.

1. There is a basic first aid kit in the field box.
2. Members are strongly encouraged to have a cell phone.

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/1500'agl
Tethered (Control-Line)	NOT APPROVED	
Free flight	<2kgs	400'agl
Space Models	NOT APPROVED	
Surface Vehicles		

MAAC Approved Site Add-ons

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 (25 -35)kg	Not approved	
RPAS Altitude	Less than 25kg	1500'agl
RPAS Altitude and Weight (>25 & 400')	Not approved	
RPIC (RPAS Pilot in Command)	Approved - See section below	

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. mRPAS at advertised events must comply with the MAAC Event SFOC.
2. RPAS CAR requirements –There are no special CAR restrictions on RPAS models operating under 400'agl. All RPAS operating over 400'agl shall conform to the MAAC Manufacturer Declaration/Safety Assurance declaration.
3. Club/Site/Event requirements - SOGGI is primarily a "Climb and Glide" model Sailplane organization. Only the following model-types are permitted, and only under the conditions as follows. Refer also to the schematic diagram in the Appendix:
   - R/C Sailplanes launched by winch, hi-start or by any form of hand launch
   - R/C Electric Sailplanes
   - Free-flight (rubber-powered models or towline-launched gliders)
   - Electric powered landplanes, e.g. for aerotow

   Not Permitted at any SOGGI flying site:
   - Models controlled by First-Person-View (FPV) technology
   - Internal combustion engine powered models

- Rotary wing models - The following exception applies for rotary wing models. A drone with a camera may be used to assist searching for a lost model, after informing a member of the SOGGI Executive that it is planned to do so.

4. MAAC Add-on requirements – All RPAS operating over 400'AGL must comply with the MAAC/SFOC RPAS requirements listed in the add on section. All event visitors must be briefed to ensure compliance with these requirements.

RPAS Pilot/operator qualifications or requirements

1. mRPAS requirements*:* mRPAS do not require an RPAS operator' certificate, however, are regulated under CAR900.06 and part VI of the CAR. Except for Advertised Events t**here are no MAAC or CAR age restrictions on mRPAS flight**.
2. RPAS Pilot CAR requirements: All RPAS pilots using this site must have BASIC (for altitudes below 400') or Advanced (for altitudes above 400') RPAS certification.
3. Club site requirements*:* When flying or learning to fly at SOGGI flying sites, SOGGI Members must carry valid SOGGI and MAAC membership cards and these must be displayed/presented on demand. Guests of any nationality who wish to fly at SOGGI must also carry a valid MAAC membership card.
4. MAAC Add-on requirements - RPAS Pilots operating over 400'AGL must comply with the MAAC/SFOC RPAS requirements listed in the add on section. All event visitors must be briefed to ensure compliance with these requirements.

CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not normally require crew under the CAR.
2. RPAS CAR requirements - All RPAS pilots using this site operating under 400'AGL must have as a minimum BASIC RPAS certification. An ADVANCED RPAS is required for operation over 400'AGL.
3. Club site requirements: While present at the flying field, all SOGGI members, irrespective of whether they are flying a model, are required to carry a whistle which shall be used to warn pilots present on the field of the approach of full-scale aircraft traffic. When a possible hazard due to the approach of full-scale traffic is detected, immediate and vigorous avoidance action shall be taken by the model pilot. They shall also alert any other model pilots who are flying, that a developing hazard may exist.
4. MAAC Add-on requirements - RPAS Pilots operating over 400'AGL must comply with the MAAC/SFOC pilot requirements listed in the add on section of this document.

Crew Rules

Visual Observers

1. Visual observers (VO) are **mandatory for RPAS operations over 400'agl or for publicly advertised events**. When required at this site, no member shall operate an RPAS unless:
   a. A visual observer(s) is present who has been briefed or trained on any site/event procedures upon spotting a potential conflict with full-scale aircraft.
   b. A minimum of one visual observer per flight line is required.
   c. VO must not watch the models – their sole role is to scan the surrounding sky for approaching full-scale aircraft.

d. Position the VO where they have unobstructed sight lines – sitting in the shade beside a camper/structure is not acceptable. Equally they must be situated to have a reasonable communication ability with all pilots/modellers.
e. Use visual aids as required – sunglasses, wide brim hats, sunshades, binoculars or similar. If positioned far from pilot stations, provide suitable notification means such as air horns, lights, radios etc.
f. One non-flying person, preferably the VO, shall monitor the Brantford (CYFD) aircraft frequency (UNICOM 122.825mhz) in the following conditions:
   i. While operating an RPA above 400', and
   ii. Anytime winds favour Runway 05 at CYFD (greater than 5 kts (7mph/10Kph) from Northeast)

2. Per CAR (901.23(vii)) each site must have rules to ensure a clear full-scale detection and avoidance command/response protocol is in place – there is no time for debates or confusion. MAAC has adopted the following minimum. Upon detection or notification of an approaching full-scale aircraft in the air or on the ground, the following response/protocol applies:

   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" and blow their whistle. **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.
   e. If any "official person" such as a peace officer, ATC or their delegate, has given a stop flying order, guidance or similar, all model flying **shall** stop immediately and shall not resume until permission to do so is obtained from person or body that issued the stop flying order.
   f. 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".
   g. Thereafter modeling activities may resume as normal.

Program Director, Air Boss, ATC Coordinator

This site is in uncontrolled airspace – a Program Director and an Air Boss is not required.

RPIC – RPAS Pilot in command

These are the options for any MAAC member to provide RPAS Pilot in Command (RPIC) direct supervision to another person at this site. THESE RULES ARE SPECIFIC TO THIS SITE.

1. **Basic RPAS Certificate Holder - Direct Supervision options** – any MAAC member with a current and valid Basic RPAS certificate may perform RPIC duties as follows:
   a. supervise a **single** non-certificate holder at a Basic site
   b. Shall not supervise a group of other people regardless of any certificates.
   c. Shall not supervise any other member in any "advanced scenario".

2. **Advanced RPAS Certificate Holder - Direct Supervision options** – any MAAC member with a current and valid Advanced RPAS Certificate may perform RPIC duties as follows:
   a. supervise a **single** non-certificate holder at **any site** or Basic scenario,
   b. supervise up to 5 "Basic" Certificate holders in **uncontrolled airspace** advanced scenarios (above 400') as specified in the RPIC Add on section.

3. **PPL+ with no RPAS Certificate - Direct Supervision options** - any MAAC member with a current or expired PPL, may perform RPIC duties as follows:
   a. supervise a **single** non-certificate holder at any Basic site,
   b. supervise up to 5 Basic Certificate holders in **uncontrolled airspace** advanced scenario, as specified in the RPIC Add on section.

   Notes:
   c. PPL+ only holders may not independently operate an RPAS in basic or advanced scenarios unless supervised by an appropriately rated RPAS Certificate holder
   d. If the PPL+ has a valid and current RPAS operators certificate, then the higher of either provision apply.

4. **RPAS Flight Reviewer – Direct Supervision options** – any MAAC member with a current and valid Flight reviewer Certification may perform all the duties of an Advanced RPAS Certificate holder. RPIC does not affect the Transport Canada flight reviewer program or CAR regulations associated with it.

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.

See RPIC Add-on Section below for rules, procedures and details

Instructors/Demo flights

New SOGGI pilots are to contact the Club's Chief Flying Instructor to arrange for mutually convenient flight checkout or lessons as required.

Demonstration flights may be available at the discretion of and under the direct supervision of the Chief Flying Instructor or one of the club's instructors at their convenience.

Spotters

In a contest situation or whenever a member wishes, they may enlist the aid of a fellow member to act as a timer or spotter.

Airspace requirements or permissions

1. mRPAS requirements – mRPAS do not require specific airspace permission.
2. RPAS CAR requirements - This site is in uncontrolled Class G airspace. The nearest controlled airspace is
    a. vertically is Class E Southern Ontario Low Level Control Area CEA at 2500msl (2500msl - 853'msl = 1647'agl).
    b. The nearest controlled airspace laterally is Class E transition area at 700'agl located 2.37nm NE of the pilot stations and 2.03nm NE of the NE corner of the flying area.

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, 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 broken or overcast (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
    c. an estimated horizontal visibility of 3sm (5km) or more around the flying area, and
    d. no other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

    NOTE –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 at this site. Members shall use the Burford weather channel to determine legal night.

5. There is no maximum limit on the number of airborne RPAS permitted, provided all pilots agree to any additional airborne RPAS that exceed available pilot stations, and those pilots stand near the pilots stations. Pilots may fly in formation provided they agree to do so.

6. All models should be assembled in the pit area, facing outwards. Electric motors should be disabled in the pit to prevent accidental startup. Members should perform a range and centre of gravity or hand toss launch check each time they fly. Before flight, confirm that all aircraft control surfaces are secure and move freely in the correct directions with the appropriate transmitter input.

7. Fail-safe settings **shall** be set up for all models operated above 400'AGL in case of a control link/signal loss to prevent a flyaway. Members should confirm that these settings are active before flying. Fail safe use below 400' is strongly encouraged.

8. Refer to the schematic and map below for information on parking, as well as setting up launch & flight lines. The flight line must be at least 10m from the pit area and a distance of at least 30m is required to any spectators & parking.
   a. Details on proper flight lines and setups can be found on Figure 1.
   b. All buildings, the pit, parking and spectator areas are no-fly zones.
   c. Do not fly if the field is being irrigated, cut or otherwise worked on.
   d. Requirements for Line Launched R/C Soaring
      i. Do not attempt to operate a winch or hi-start until you have received training in its use. These devices are potentially dangerous to the operator and to others in the vicinity. Contact an instructor for further information.
      ii. Winches and hi-starts must be set up to produce the Standard Flight Line as detailed in Figure 1. As different Hi-starts and winches have differing overall lengths, their anchor points shall be established to ensure that their pilot station positions are on a common flight line.
      iii. The Standard Flight Line configuration is to be established by the first line-launch pilot to arrive on the field, starting with their first flight of the day.
      iv. Launches are to be made into the prevailing wind direction. If the prevailing wind changes significantly to crosswind or downwind, then the entire Standard Flight Line shall be realigned into the prevailing wind.
      v. In Figure 1 the 760 ft distance of the Standard Flight Line from the Up-Wind field boundary (or other obstruction) is based on a Hi-start's stretched-length of 750 ft. plus a nominal clearance of 10 ft. to the boundary. Winch-to-turnaround distances are typically less than 760 ft., but nonetheless, winch placement must conform to the Standard Flight Line as shown. An F3RES Hi-start for example also requires less than the above distance.
      vi. For optimum communication and for mutual visibility, once a Standard Flight Line for Line launched sailplanes is established, then Electric sailplanes should conform to and launch from the same Standard Flight Line. Electric Sailplanes are to launch in the same upwind

direction and may share the same pilot stations and landing targets with line-launched sailplanes.

e. Requirements for Landplanes Including Aerotow Planes
   i. Landplanes must be operated from a separate area of the field, and only when a separate area of the field is available for that purpose. At all times, field-position preference must be yielded to "Climb and Glide" aircraft.
   ii. The first landplane pilot to arrive is responsible for establishing a Landplane flight-line that:
      - yields field-positional preference to climb-and-glide activities at all times
      - is consistent with safety distances and no-fly zones, and
      - which provides for take-offs and landings into the prevailing wind direction.
      - marking a Landplane pilot-station with at least two orange safety cones to make the Land Plane pilot station visible to Climb-and-Glide pilots
      - outlining a runway with at least 4 orange safety cones (2 at each end) positioned so as not to interfere with sailplane launch and landing activities.

f. Requirements for Electric, Discus Launch (DLG) and other Hand Launch (HLG) Sailplanes
   i. Electric launch sailplanes are launched from the same flightline as line launching, unless there can be a separation distance between the flightlines that is safe for all persons present.
   ii. Prior to launching any Sailplane, the pilot must ensure that all persons are outside of the acute hazard zone. He must then signal his intention to launch by calling out, "Launching" to any adjacent pilots.
   iii. DLG and HLG pilots must establish their launch and landing zone at a safe distance from all other activities that may be present on the field. When there is an inadvertent HLG/DLG landing that impinges on the operations of line-launch and/or electric sailplanes, the HLG/DLG pilot must signal to those pilots his intention to retrieve his HLG/DLG. Retrieval is permitted only when those pilots signal that it's safe to do so.

9. All electric powered planes shall have the propulsion motor de-energized while in the pit area and during transport by hand.

10. The following are the site take-off, approach, landing and recovery procedures:
    a. Pilots, or their spotter, shall call out all model movements.
    b. Launching/takeoff
       i. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations/dock.
       ii. Prior to launching any Sailplane, the pilot must ensure that all persons are outside of the acute hazard zone. They must then signal their intention to launch by calling out, "Launching" to any adjacent pilots.
       iii. The launch trajectories of DLGs are sometimes erratic. A DLG pilot must announce his/her intention to launch whenever other people are within 20 Meters of the DLG's release point.
       iv. If landplane pilots carry their model to or from the flight-line, they are to first ensure that it is safe to enter that area and then announce their intentions to any other pilots before proceeding. As soon as their takeoff, hand launch or retrieval is accomplished, they are to return to the pilot station. The pilot of either the tow-plane or the sailplane being towed, shall inform all other pilots using the field that aerotow operations are ready to take place.
       v. Prior to take-off, the sailplane pilot shall communicate with other pilots regarding his intended landing target, which maybe the aerotow takeoff runway or landing zone used by winch or Hi-Start launched sailplanes.

vi. The sailplane shall be released from the tow aircraft in a manner and at an altitude that does not endanger other aircraft, persons or property.

c. Pilots shall take off into the prevailing winds, or otherwise in agreement with all pilots flying.
d. No person shall proceed past abeam the pilot stations without permission of other pilots flying.
e. Pilots using the landplane flight-line are to execute landing patterns, take off turns, and flight manoeuvres to avoid sailplane launch trajectories, sailplane Flight Lines, and No-Fly Zones. Aircraft landing have the right of way over aircraft taking off.
f. Prior to entering a shared landing zone to retrieve a model, the retriever is to call out his intention to other pilots. After retrieving a model from the landing zone, the retriever is to exit the landing zone as quickly as is safely possible.
g. 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.

Non-RPAS Normal Modeling procedures

Free Flight model operations

Aviation safety

1. No member shall launch a free flight model aircraft if a full-scale human carrying aircraft is in the immediate vicinity of the launch site.
   a. CYFD Brantford Airport is located about 5 nm east of our modeling site. The aerodrome traffic pattern does not normally come over our flying site, however we may see the occasional transient aircraft.
   b. Prior to launching/releasing any model, the modeler or their spotter shall scan the sky in a full 360 degrees for any approaching full-scale aircraft. The flight shall not occur until all involved are satisfied there is a safe launch window.

2. No free flying model aircraft operations will occur below the site mandated weather minimum. Members may determine the weather themselves with direct observation or use any other source:
   a. If cloud is present below 1000' above the model flying area (above max free flight expected altitude)
   b. a horizontal visibility requirement of less than 3sm around the modeling area, and
   c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft or bystanders difficult.

Public safety

1. All members shall ensure that the launching area is clear of all obstructions and persons except for mechanics and/or officials.

2. MAAC "spotters" are mandatory at this site. The following are site procedures for ensuring by-stander safety:
   a. When any member or other person spots a by-stander approaching the launch or recovery area that might present a safety concern, they are to yell out "BY-STANDER" in a loud voice.
   b. ALL members must immediately stop any launch preparations and disarm the power/launch system.

c. If a model has already been launched, the spotter or modeler should endeavor to warn the bystander to remain clear of the launch/recovery area and outside the safety buffer distance. Yelling in a firm loud voice “STOP - stay back” and waving your arm(s) is suggested.

Member safety
Free-flight pilots are to familiarize themselves with the hazards of sharing the field with R/C model operations and choose flight paths that avoid over-flying R/C flight-lines. During recovery of models, or when entering or leaving the field, the free-flight pilot is to avoid walking through the R/C flight-lines or under R/C flight paths. If entry into an R/C take-off/landing area is necessary, then the free-flight pilot is to give right-of-way to R/C operations and clearly announce their presence prior to entering that area.

Spectator safety
FF aircraft are required to be launched 40m downwind from any spectators.

Emergency procedures

Fly-away or lost link.

RPAS pilots are required to know who to notify in the event of a RPAS fly-away outside our MAAC approved flying areas **which could reasonably enter** the nearest controlled airspace volume. Note this process is not required for temporary flight immediately outside the MAAC approved flying area, or for known crashes/off site “landing” outside the MAAC approved flying area.

1. If you experience a RPA fly-away, and in your judgement as the RPA pilot in command (including RPIC scenarios) the RPA has sufficient energy or capability to fly to and enter the identified controlled airspace volume (either laterally or vertically, or both), you are legally required to attempt contact with listed agencies below and advise them of the fly-away situation.

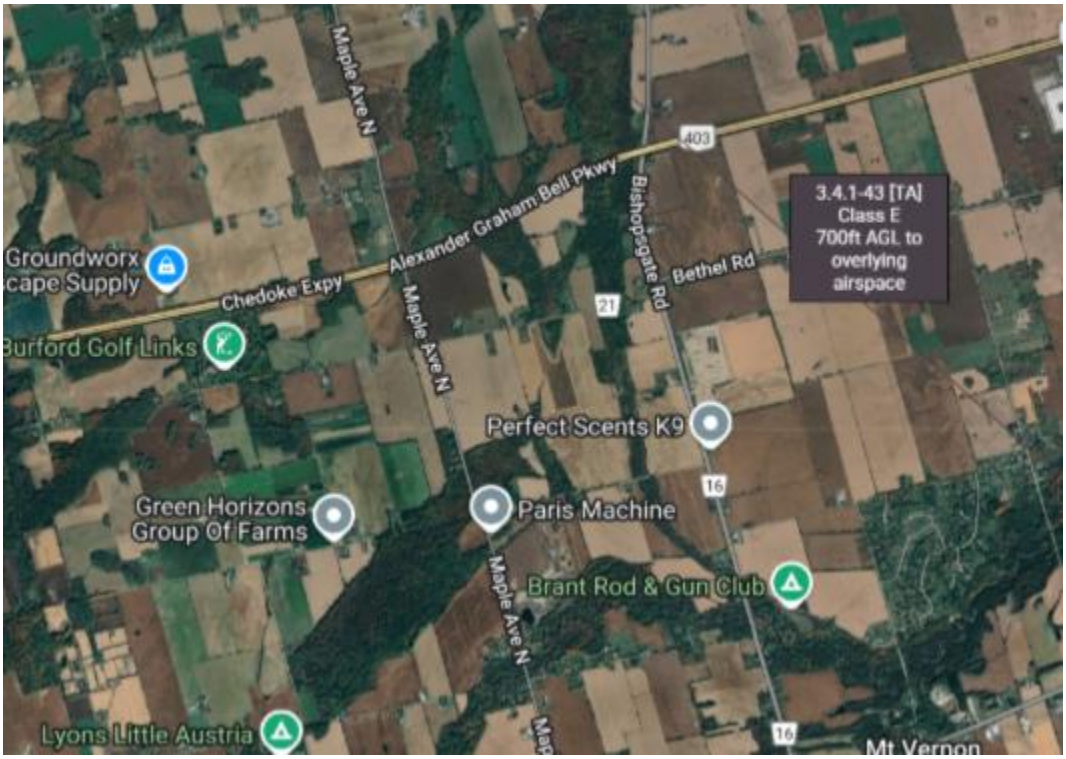
2. In the event of a fly-away, make note of the model’s ABCD:
   a. Model’s last known **A**ltitude
   b. How much **B**attery capacity remains
   c. What **C**olour, size is the model
   d. What **D**irection was it headed?

3. MAAC has assessed this site and determined the following:
   This site is wholly in uncontrolled airspace. The nearest controlled airspace volume is
   a. **Laterally**

Nearest Controlled Airspace – Fly-away - Laterally				
Altitude	Name, Class, Type	Distance and Direction	Altitude	Contact Info
Below 400’	Hamilton airport Control Zone	18nm east	SFC-3000'	905-679-3220
Above 400’-1600’	Southern Ontario TA	2.14nm east	700’AGL	Toronto FIC (905) 676-4509

b. **Vertically**
If you experience a fly away while operating at higher altitudes (above 400'), or if the model is climbing uncontrollably and in the pilot in command's judgement may enter overlying or adjacent controlled airspace, contact the listed agency as soon as possible.

Nearest Controlled Airspace – Fly-away - Vertically				
Location	Name, Class Type	Based at	Other	Contact Info
Over site	Southern Ontario CAE	2000'MSL (1647'AGL)		Toronto FIC (905) 676-4509



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.

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 othe 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.

1. 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

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

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 Hamilton Class D Control Zone 15.8nm East and **Hamilton Class E Transition area based at 700', 2.5nm East**.

Controlled airspace vertically over this site is based at 1600'AGL (Southern Ontario Class E Control Area Extension based at 2500'MSL).

1. To determine the maximum permissible RPAS altitude above ground level, subtract site elevation (853'ASL) from the base of controlled airspace (2500'MSL = 1647'AGL). Rounded down to 1600'. The base of controlled airspace over this site is 1600'AGL.
2. RPA are required to remain 500' below the base of any overlying controlled airspace, and 2nm laterally clear of any controlled airspace volume. However, MAAC may authorize reductions of 100' below a Class E CAE, therefore **the highest altitude MAAC can approve is 1500' AGL (above ground level).**

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. Assessment of the normally expected traffic patterns yields the following:

1. Prior to commencing seasonal RPAS operations above 400'agl, the SOGGI Club leaders **should** contact the operators of the Brantford Aerodrome (CYFD – City at 519-753-2521) and advise them of the intended RPAS operations. This is optional, it is a courtesy, and the permission/advice of CYFD operator is not required.
2. One (1) non-flying person, preferably the VO, shall **monitor** the Brantford CYFD aircraft frequency (UNICOM 122.825mhz) in the following conditions:
    a. While operating an RPA above 400', and
    b. Anytime winds favour runway 05 at CYFD (greater than 5kts (7mph/10kph) from Northeast)

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 positioned 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. As the MAAC approved altitude flying area is within 2nm laterally or 500' vertically of adjacent controlled airspace, the VO cannot assume any other roles (except radio monitoring).

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. **Only** operate an RPAS registered, declared and meeting the MAAC Manufacturer Declaration requirements. Other manufacturer's declarations are **not** transferable to this policy.
2. Not operate an RPAS above 400'agl unless in possession of a valid and current Advanced RPAS operators' certificate, or under the direct supervision of an RPIC in accordance with MAAC policy.
3. 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.
4. Ensure a recent site survey and NOTAM check have been completed,
5. Ensure any crew declare themselves as properly trained in accordance MAAC policy. Verbal confirmation is sufficient.
6. 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.
7. 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.
8. 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 person responsible 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 - Not approved

RPAS Operations Above 400'AGL and Above 25kg - Not approved

RPAS Pilot In Command

General site rules – More than one-to-one Direct Supervision
This site is in **uncontrolled airspace.** MAAC allows more than one-on-one direct supervision provided the terms of this program are met. RPIC in this regard is not to be considered RPA instruction or how to fly – its intended to be supervised flying of **competent students** who do not possess the correct ratings or paperwork. The following constitutes the MAAC program under the MAAC Manufacturer declaration instruction provisions:

1. The primary role of the RPIC is to provide airspace regulatory compliance, safety and situational awareness. In one to five scenarios, the RPIC is not expected to provide hands-on "instruction" to each student, which is why each student must possess at least a Basic RPAS operator certificate and competent RPA piloting experience.

2. In all cases, the RPIC is the "control station" and while RPIC is being provided their decisions, directions, and commands on the flight line are final and definitive as follows:
   a. No other person, including Club or event officials, shall attempt to override or countermand a RPIC command related to the provision of the RPIC program.
   b. The RPIC, however, shall obey all cease flying orders based on decisions or directions of Site, Club or event officials.
   c. The RPIC shall obey any flight safety directions issued by other members, such as detect and avoid call outs "Airplane" and shall direct an appropriate response to all students without reservations or delay.

3. All students shall be briefed and agree the RPIC is in charge and all his decisions, commands and instructions are final and shall be complied with immediately, including up to potential destruction of the RPA (intentional crashing in a safe location/manner).
   a. Students shall not start or arm or otherwise make an RPA ready for flight unless directed by the RPIC.
   b. No student shall move an RPA from any designated start up area until directed to by the RPIC. The intent being an orderly "launching" of all models under the RPIC control.
   c. No student shall take off or launch an RPIC unless permitted by the RPIC. Such permissions may be issued to all students/pilots or given individually.

d. Thereafter, once their RPA is airborne, the students shall operate their RPA independently, but under the general direction of the RPIC.
    i. RPA to RPA traffic patterns, collision avoidance and similar remain the domain of the students, unless spotters or other parties intercede.
    ii. Any commands a RPICs issue to an individual RPA shall be acknowledged by the individual pilot (student)
    iii. Any group RPIC commands shall be acknowledged by all students.
e. Students, upon hearing any flight safety directions such as “airplane” are free to comply with stipulated site responses without waiting for the RPIC to issue the command. They shall, however, confirm any such action with the RPIC as soon as possible thereafter.
f. Any student experiencing a dead stick or urgent landing situation is permitted to take whatever actions they deem appropriate to ensure the safety of their model, and the site occupants.
g. In the event of a disagreement between RPIC and students, other site officials or members, the student shall follow the RPIC directions or commands.

4. The maximum number of students to one RPIC ratio is five,
    a. all students shall possess a “Basic” RPAS operators certificate and be able to independently operate their RPA.
    b. The RPIC shall have a valid advanced/flight reviewer RPAS certificate or PPL+
    c. The type of “instructional control” system is irrelevant (buddy-box or voice command)

5. The RPIC shall be positioned and remain within earshot, at a normal conversational level, of all students while any RPA is airborne.
    a. Conversely, regardless of physical pilot stations arrangements, RPIC shall not occur unless all students are within earshot of the RPIC.
    b. Where this is not possible, additional RPIC shall be utilized or limitations placed on the number of students to remain within earshot.
6. The site shall ban or otherwise prohibit all extraneous noise to ensure a solid verbal communication ability between RPIC and students.
7. The site rules shall contain provisions mandating the operating condition for all other categories of models.

Rules for other attendees/pilots at a site where multiple students are receiving RPIC

8. IF forming part of an RPA flight line (at the pilot stations) that includes one of the maximum allotted “student” spaces (up to 5), and where there is more than one-on-one RPIC supervision be provided,
    a. Other RPA pilots agree they **shall** follow all RPIC commands related to RPA operation as if they were a student receiving direct supervision. If they do not agree, either suspend RPIC operations or do not permit individuals to operate other RPA during the time RPIC is active – this is a site responsibility.
    b. The RPIC direction will most commonly be associated with commands to descend, land or otherwise cease RPA operations because of aviation safety concerns.
        i. This rule is intended to ensure there is ultimately no confusion about who is doing what. All other active modellers must comply, so the RPIC knows the scenario is safely under control.
        ii. Other pilots may still exercise independent control authority for landings etc., provided they inform the RPIC of their intentions.
9. NO other RPA pilot may join an already active multi-student RPIC session without the permission of the RPIC.

a. Thereafter they agree to follow the same RPIC rules as if they were there at the start of the session.

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/pilots **receive a briefing** on site or event rules using the MAAC minimum checklist (attached).

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.
f. Ensure all follow up actions are completed after the event, most notably any Transport Canada paperwork.

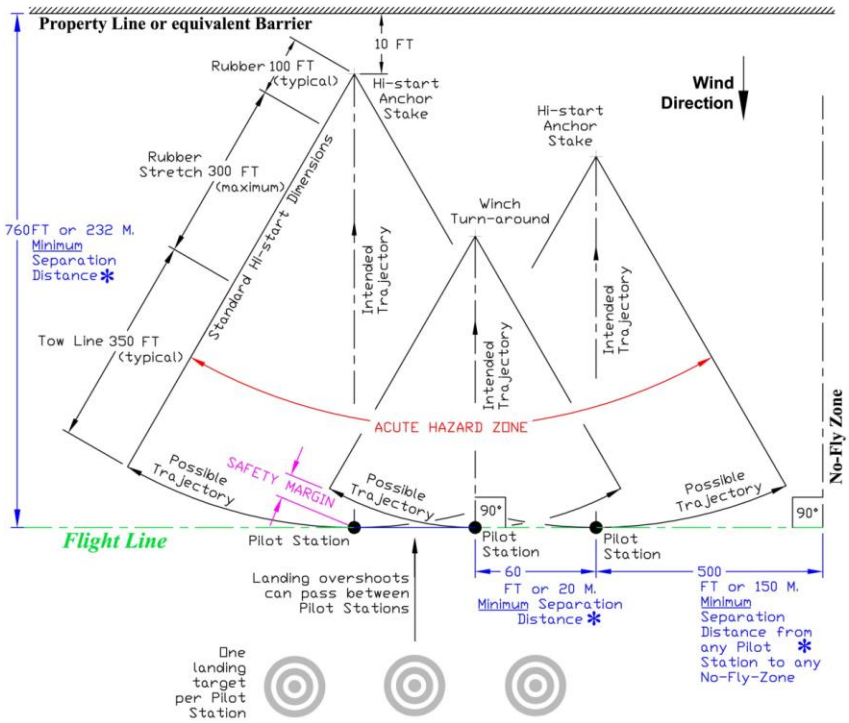
3. Any member attending an event shall

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

Schematic of a Standard Flightline for Line-Launch and Electric Sailplanes

(Not to Scale)



THE FIRST WINCH or HI-START SAILPLANE PILOT TO ARRIVE
is responsible for establishing a *STANDARD FLIGHT LINE* that:

a) Is aligned for launching and landing into the Prevailing Wind .

b) Satisfies the 3 Minimum separation distances*, and .

c) Allots space for Additional Pilot Stations in case they are needed .

***ALL ELECTRIC and LINE-LAUNCH PILOTS ARRIVING LATER*, are to use the same flightline thus established.**

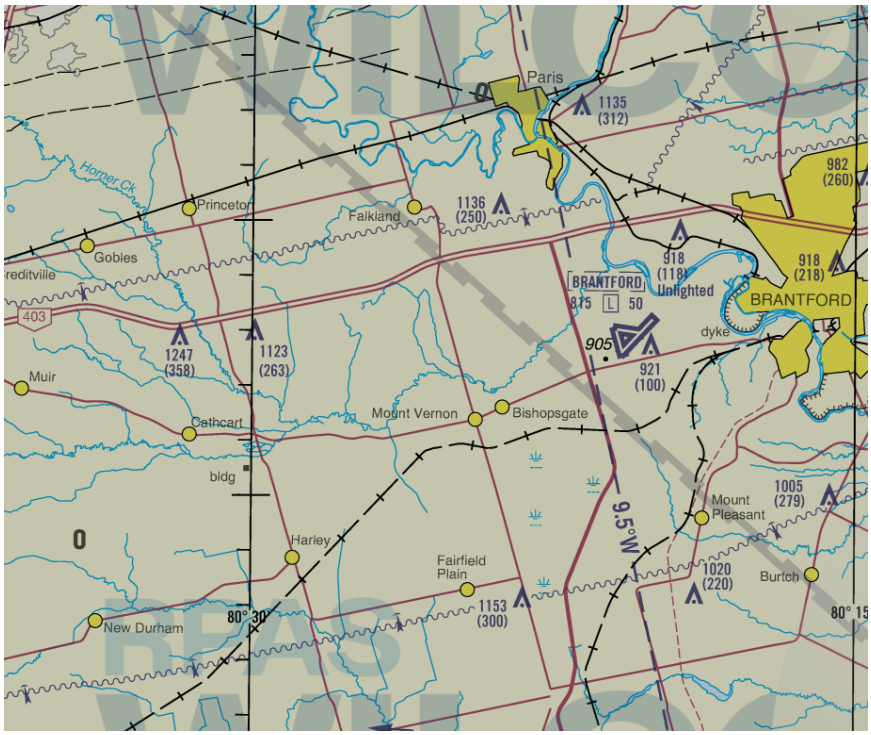
Pilots *ARE NOT TO LAUNCH* while any person is within the *ACUTE HAZARD ZONE*.

To preserve *SAFETY MARGINS*, Pilots *MUST BE IN THEIR PILOT STATIONS.*

Aerial view/map of Burford Sod Farm

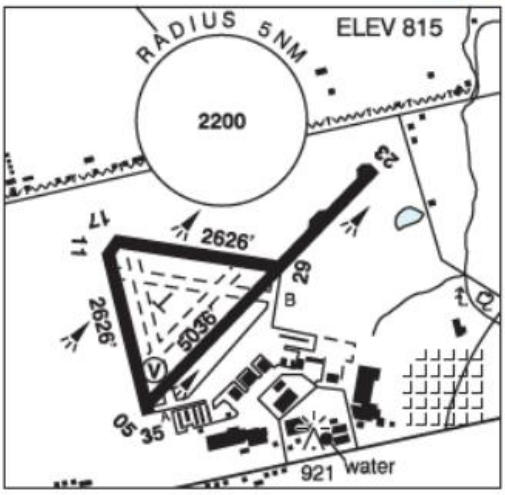
Field Entrance Location: 43^0 07' 29.77" N, 80^0 27' 10.89" W
Emergency Access Code: 100 Concession 5 Road Burford Ont.
The address of the nearest medical emergency facility to Burford is: Brantford General Hospital, 200 Terrace Hill St. Brantford, ON N3R 1G9, 519 752 7871

The position of pilot stations is dependent upon wind direction and length of line launch equipment. The pilot stations are positioned to always launch upwind and away from the closest proximity to the no-fly zone.


Paris
1135
(312)
Horner Ck
Princeton
Faikland
1136
(250)
982
(260)
Gobles
918
(118)
Unlighted
BRANTFORD
875 L 50
918
(218)
BRANTFORD
403
dyke
905
1247
(358)
1123
(263)
921
(100)
Muir
Mount Vernon
Bishopsgate
Cathcart
bldg
9.5°W
Mount
Pleasant
1005
(279)
Harley
Fairfield
Plain
1020
(220)
Burtch
New Durham
80° 30'
1153
(300)
80° 15

BRANTFORD ON CYFD

REF	N43 07 57 W80 20 29 4WSW 10°W UTC-5(4) Elev 815´ VTA A5000 LO6 HI5 CAP
OPR	City 519-753-2521/1241 Reg
PF	A-1,7,8 13-22Z‡ A-2 13-19Z‡ C-3,4,5,6
CUST	AOE/15 888-226-7277 PN, 14-22Z‡ Mon-Fri exc hols
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
SERVICES	Svc avbl 13-22Z‡ O/T PN, call out chg.
FUEL	100LL, JA-1 (FSII avbl), SP
OIL	All
S	1,2,3,4,5,6
RWY DATA	Rwy 05(053°)/23(233°) 5036x100 ASPH AGN IIIA Rwy 11(108°)/29(288°) 2626x100 ASPH AGN II Rwy 17(174°)/35(354°) 2626x100 ASPH AGN II
RCR	Opr
LIGHTING	05-AS(TE ME) V1, 23-(TE ME), 11-(TE LO), 29-(TE LO), 17-(TE LO), 35-(TE LO) ARCAL-122.825 type K Rwy 05-23 only. Key mic 7 times for RIL Rwy 05.
COMM	
ATF	UNICOM ltd hrs O/T tfc 122.825 5NM 3800 ASL
PAL	Toronto Ctr 119.7 (Hamilton) May not be receivable on ground
CAUTION	Wildlife/birds in vic.



W A R N I N G !

AEROMODELING MAY CAUSE SERIOUS INJURY!

PROCEED AT YOUR OWN RISK!

AVERTISSEMENT !

L'AÉROMODÉLISME PEUT CAUSER DES BLESSURES GRAVES!

PROCÉDEZ À VOS PROPRES RISQUES!