



MAAC Outdoor Public Event mRPAS and RPAS

Documentation Requirements – 2025

To comply with the terms of the MAAC Special Flight Operations Certificate (SFOC), Event organizers and participants must ensure that they have all required documentation and information readily available. This applies to any event where mRPAS or RPAS are operated and where the public is invited regardless of size or attendance. All of the following are also addressed in the Club/Site Rules package approved by MAAC.

Event Organizer responsibilities:

1. MAAC SFOC #930433 Application 2025

A copy of the current MAAC SFOC application must be available on site.

2. MAAC SFOC #930433 – April 1, 2025 – February 01, 2026

A copy of the current MAAC SFOC must be available on site.

3. A copy of the current RPAS Wilco Site Survey

A copy of the most recent and current RPAS Wilco site survey must be made available to all participating mRPAS and RPAS pilots daily. It is recommended that all site survey requirements be addressed in the pilot briefing.

4. A copy of any Airspace approval, permission and conditions

IF the Event site is operating in airspace where approval or permission is required, the “Program director” (Event organizer or delegate) shall ensure a copy of any agreement, permission or approval is provided to all participating pilots, including any conditions for the commencement or cessation of RPA activities.

5. MAAC Event Participant Statement Form

This form must be completed (before or after daily pilot briefing) by all mRPAS or RPAS pilots and submitted by the event organizer to Transport Canada within 5 days of the event.

Either the SFOC participant form or the MAAC participant form is acceptable, the MAAC form requires MAAC membership numbers for insurance confirmation.

The Certificate holder shall complete a Special Aviation Event Participant’s Statement and sent it to [TC.SATPCentreexpertise- RPASExpertisecenter.TC@tc.gc.ca](mailto:TC.SATPCentreexpertise-RPASExpertisecenter.TC@tc.gc.ca) within 5 business days following the Special Aviation Event with the following information:

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>

6. MAAC Outdoor Site Rules/Event Checklist

This checklist is mandatory and should be completed and kept for one year by event organizers. MAAC also encourages event organizers to scan the completed form and send a copy to their Zone Director.

7. MAAC Warning Sign

A sign, preferably the official MAAC “Aeromodelling is Hazardous” sign, shall be prominently displayed at all public entrances to the event area. In all cases, the sign must advise the public of the general risk associated with RPAS operation.

Shared responsibilities – Event Organizers and/or mRPAS or RPAS Pilots

8. Proof of MAAC membership and MAAC insurance

All mRPAS and RPAS pilots must have MAAC membership, including foreign pilots. Event organizers are expected to verify current membership status and pilots are required to prove MAAC membership. Non-MAAC members shall not be permitted to operate mRPAS or RPAS at MAAC events – no exceptions.

9. Crew training and documentation

Where the Event organizers provide crew such as Visual Observers, or other required crew members, the Event Organizers are responsible for ensuring the crew meets any training and documentation requirements. They shall provide documentation to participating pilots upon request.

Where the RPAS pilot supplies their own crew such as Visual Observer or other required crew member, the RPAS pilot is responsible for ensuring the crew meets any training and documentation requirements.

10. RPAS Aviation Occurrence Reporting Form

All incidents and accidents involving MAAC members or their models must be reported to MAAC per policy. NOTE – while an event organizer may submit the main report, every involved member shall submit their own report to MAAC. In addition to MAAC requirements, event organizers and RPAS pilots have additional legal responsibilities.

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.

Participating RPAS owner/Pilot responsibilities

11. Personal Transport Canada RPAS pilot certification, registration and other owner/pilot document requirements

Each RPA owner/pilot is responsible for ensuring their Transport Canada RPAS paperwork is in order. This responsibility will not be assumed by or delegated to event organizers.

12. At all RPAS events using the MAAC Manufacturer/Safety Assurance Declaration

Every RPAS owner or pilot operating under the MAAC Manufacturer declaration (in controlled or restricted airspace, above 400'AGL or more) is legally required to ensure the core requirements are met:

- a. Transport Canada Registration with MAAC Manufacturer Declaration
- b. MAAC RPAS Manufacturer Declaration – Owners Declaration
- c. RPAS Manufacturer operating manuals as the case may be
- d. Pilot or Crew altitude device or training declaration (as required)
- e. Crew Training fitness Declaration (as required)

If the Event organizers or RPA pilots do not understand the MAAC SFOC or CAR requirements, they are to cease all RPAS operations until clarification is received from MAAC.

Ultimately, the legal onus for CAR and SFOC compliance remains an **individual responsibility**.



APPLICATION FOR A SPECIAL FLIGHT OPERATIONS CERTIFICATE (SFOC) FOR A REMOTELY PILOTED AIRCRAFT SYSTEM (RPAS)

TO BE COMPLETED BY APPLICANT AS PER CAR 903.02 AND AC 903-002			
Name Model Aeronautics Association of Canada		First Name	
Trade Name (if applicable) MAAC			
Address Unit 9, 5100 South Service Road		City Burlington	
Province/Territory Ontario	Country Canada	Postal Code L7L6A5	
Telephone number (999-999-9999) 905-632-9808	Email office@maac.ca		
Business incorporated (if applicable) ☒ Yes (if Yes, provide date and number below) ☐ No		Have you ever applied for SFOC-RPAS under Part IX of the CARs? If so, enter the applicant's file number below, beginning with 9.	
Incorporation Date (yyyy-mm-dd) 1949-06-06	Business Number 05091-8	SFOC-RPAS Number: 930433	
Type of SFOC-RPAS requested under CAR 903.01 (For RPA of 250 g and above only. For below 250 g RPA, no SFOC is required, even for foreign pilot)			
☒ (a) Above 25 kg ¹	☒ (d) Above 400 feet AGL ¹	☒ (f) Advertised Event	
☐ (b) BVLOS ¹	☐ (e) More than 5 RPAs from a single control station ¹	☐ (g) For Payloads referred to subsection 901.43(1) ¹	
☒ (c) Foreign Operator or Pilot ²	☒ (f) Special Aviation Event	☒ (h) Within 3 NM of a Minister of Defense aerodrome	
Note 1: For CAR 903.01 (a), (b), (d), (e) and (g), provide the SORA - SAIL Level as per AC 903-001-RPAS ORA			SORA - SAIL Level:
Note 2: If a Foreign Operator or Pilot SFOC-RPAS application, is it for Hire and Reward? (commercial operation) ☐ Yes ☒ No			
Purpose of the RPAS operation MAAC Recreational model aircraft operation in accordance with MAAC Safety Code (MSD) and MAAC policy and procedures (MPPD) documentation.			Proposed period of operations From (yyyy-mm-dd) 2024-03-01 To (yyyy-mm-dd) 2025-02-28
Location(s) of the proposed operations (City Address and/or Latitude/Longitude Coordinates and Province/Territory) MAAC approved modelling sites across Canada, wholly within Canadian Domestic Airspace.			
Responsible Person for the RPAS Operation – Accountable Executive			
Name Layden		First Name Carl	
Pilot or AME number if applicable [REDACTED]	Telephone number (999-999-9999) [REDACTED]	Email president@maac.ca	
Responsible Pilot for the RPAS Operation – Pilot In Command / Chief Pilot			
Name Hepner		First Name Randall	
Pilot certificate number [REDACTED]	Telephone number (999-999-9999) [REDACTED]	Email zd-d@maac.ca	
Responsible Person for the RPAS Maintenance			
Name see MAAC policy documentation		First Name	
Pilot or AME number if applicable	Telephone number (999-999-9999)	Email	

RPAS Manufacturer Name and Model	RPA Registration Number (not applicable for foreign or >25 kg)	Safety Assurance Level (Controlled airspace / Near People / Over People or SAIL I to VI)

RPA Pilots			
Name	First Name	Pilot Certificate Number	Certificate Level (Basic, Advanced or Other)

Visual Observers and Maintainers			
Name	First Name	Pilot Certificate Number (if applicable)	Certificate Level / AME Licence (if applicable)

All the statements contained herein are true and complete to the best of my knowledge.

Name (in block letters)

First Name (in block letters)

2024-02-05

Randy Hepner

Digitally signed by Randy Hepner
Date: 2024.02.05 10:55:14 -06'00'

Date (yyyy-mm-dd)

Signature of the applicant, or the person duly authorized on behalf of the applicant

NOTICE:

As per CAR 903.02, the SFOC-RPAS applicant is responsible for submitting all required additional information to the Minister at least 30 working days before the date of operation. Complete and accepted SFOC applications will be done in the order received. SFOC Application received with less than 30 working days will not be accepted, but if the requested window is for a longer term, the SFOC-RPAS application will be accepted. It may take up to 60 working days process an SFOC-RPAS for higher-risk operations.

When completed, the applicant must send this SFOC-RPAS request form by email to: TC.RPASCentre-CentreSATP.TC@tc.gc.ca with the latest version of the completed Compliance Checklist (except for foreign applicants) and the required supporting documentation.

More information and the most recent Compliance Checklists are available at: <https://tc.canada.ca/en/aviation/drone-safety/drone-pilot-licensing/get-permission-special-drone-operations>

Additional information can be requested based on the type of SFOC-RPAS you are applying for, and also based on the quality of the supporting documentation provided.

Delays thus incurred are the sole responsibility of the applicant.

E Canadian Aviation Document / Document d'aviation canadien Special Flight Operations Certificate – Remotely Piloted Aircraft System / Certificat d'opérations aériennes spécialisées – Système d'aéronef télépilote

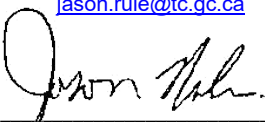
	Canada		Transport Canada	Transports Canada
SFOC - RPAS No. / COAS - SATP n° : 930433	Applicant responsible for the RPAS operation / Demandeur responsable de l'utilisation SATP : Alain Carpentier Trade Name (if applicable) / Nom commercial (si applicable): Model Aeronautics Association of Canada - MAAC Address / Adresse : Unit 9, 5100 South Service Road, Burlington, ON L7L 6A5 Means by which the person responsible for the operation or the pilot may be contacted directly during operations CAR 903.02(b) / Moyens de contact direct de la personne responsable des opérations ou du pilote pendant l'opération RAC 903.02 b : Alain Carpentier 514-953-2350 president@maac.ca			
Expiry Date / Date d'expiration : 2026-02-01 Valid until expired, suspended or cancelled / Valide jusqu'à expiré, suspendu ou annulé				

Pursuant to section 903.03 of the *Canadian Aviation Regulations (CARs)*, this constitutes a Special Flight Operations Certificate (SFOC), for the operation of a Remotely Piloted Aircraft System (RPAS), issued under the authority of the Minister pursuant to the *Aeronautics Act*. / Conformément aux dispositions de l'article 903.03 du *Règlement de l'aviation canadien (RAC)*, le présent document constitue votre certificat d'opérations aériennes spécialisées (COAS) en vue d'utiliser un système d'aéronef télépilote (SATP), délivré en vertu de l'autorité du ministre, conformément à la *Loi sur l'aéronautique*.

Nothing in this Certificate shall be held to relieve the Certificate holder from requirements to comply with the provisions of such Canadian Aviation Documents as may have been issued pursuant to the *Aeronautics Act* or the *Canadian Aviation Regulations (CARs)*. / Aucun élément du présent certificat ne peut servir à exempter le titulaire du certificat de son obligation de satisfaire aux exigences des Documents d'aviation canadien produits conformément aux dispositions de la *Loi sur l'aéronautique* ou du *Règlement de l'aviation canadien (RAC)*.

Nothing in this Certificate shall be held to relieve the Certificate holder from the requirements to comply with the provisions of any other Acts, Regulations or laws from any level of government. / Rien dans le présent certificat n'est tenu pour dispenser le titulaire du certificat des exigences de conformité aux dispositions de toute autre loi, règlement ou de tout ordre de gouvernement.

Pursuant to the *Aeronautics Act*, this Certificate may be suspended or cancelled at any time by the Minister for cause, including failure on the part of the Certificate holder, its servants or agents to comply with the provisions of the *Aeronautics Act* or the *Canadian Aviation Regulations (CARs)*. This Certificate is not transferable. / Conformément à la *Loi sur l'aéronautique*, le ministre peut, en tout temps, suspendre ou annuler le présent certificat pour tout motif valable, y compris le non-respect de la part du titulaire du certificat, de ses employés ou de ses agents des dispositions de la *Loi sur l'aéronautique* ou du *Règlement de l'aviation canadien (RAC)*. Le présent certificat ne peut être transféré.

Date of Issue / Date de délivrance : 2025-03-31	Name and Signature / Nom et signature : Jason Rule Civil Aviation Safety Inspector / Inspecteur de la sécurité de l'aviation civile jason.rule@tc.gc.ca  On behalf of the Minister of Transport – Au nom du ministre des Transports
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I hereby certify that the attached document is a true copy of the Special Flight Operations Certificate (SFOC - RPAS) of **MAAC - Alain Carpentier**. Transport Canada Civil Aviation last revised this document in Ottawa, Ontario, Canada on March 31, 2025.

Je certifie que le document ci-joint est une copie conforme du certificat d'opérations aériennes spécialisées (COAS - SATP) de **MAAC - Alain Carpentier**. Transports Canada aviation civile a effectué la dernière révision du présent document à Ottawa, Ontario, Canada le 31 mars 2025.

Dated at Ottawa, Ontario, Canada on March 31, 2025. on behalf of the Minister of Transport. /
Fait à Ottawa, Ontario Canada, le 31 mars 2025, au nom du ministre des Transports.

On behalf of the Minister of Transport – Au nom du ministre des Transports

Name of SFOC - RPAS holder / Nom du titulaire du COAS - SATP : MAAC - Alain Carpentier	
SFOC - RPAS No. / COAS - SATP n°: 930433	Date of Issue / Date de délivrance : 2025-03-31
General Conditions The holder of this <i>Canadian Aviation Document</i> shall comply with the conditions in this special flight operations certificate. This Certificate holder is subject to the following general conditions: 1 - A copy of these documents shall be readily available during RPAS operations: (a) a copy of this Certificate; (b) a copy of the completed SFOC - RPAS application form 26-0835 for the operation underway and any documents required therein; (c) a copy of the site survey conducted under CAR section 901.27; (d) a government issued photo I.D.; (e) RPA Certificate of Registration, if applicable; (f) pilot Certificate – Small RPA (VLOS) and documentation demonstrating that the pilot meets the recency requirements set out in CAR section 901.57 or 901.66, as applicable; and (g) proof of pilot competency as determined by the Specific Operational Risk Assessment (SORA), if applicable. 2 - The Certificate holder shall employ crew members who are qualified for the area of RPAS operation and the type of operation. 3 - The Certificate holder shall conduct training in accordance with its training program. 4 - The Certificate holder shall maintain remotely piloted aircraft (RPAs) that are properly equipped for the area of operation and the type of operation. 5 - The Certificate holder shall maintain an adequate organizational structure. 6 - The Certificate holder shall maintain an operational control system. 7 - No person shall create a hazard to persons or property on the surface by dropping an object from an RPA in flight. 8 - No person shall transport air-cargo unless authorized by the Canadian Transportation Agency and in accordance with the <i>Canadian Transportation Agency Rules</i>, as applicable. 9 - The RPA shall be operated in uncontrolled, controlled and restricted airspace. 10 - No person shall operate an RPA within controlled airspace unless: (a) the RPA pilot holds an advanced certification as per CAR 901.63, and (b) the RPA is operated in compliance with an air traffic control authorization and all instructions. 11 - No Person shall operate an RPA in 5.1 NOTAM or Class F Special Use Restricted airspace unless authorized to do so by the User Agency and the Controlling Agency (if in controlled airspace) specified for that purpose in the Designated Airspace Handbook (DAH) or in the 5.1 NOTAM. Restricted airspace Operating Procedures described in the DAH or in 5.1 NOTAM shall be followed. 12 - Before taking off from, landing at or otherwise operating an RPA at an aerodrome, the pilot-in-command of the aircraft shall be satisfied that: (a) there is no likelihood of collision with another aircraft or a vehicle; and (b) the aerodrome is suitable for the intended RPA operation. 13 - The Certificate holder shall notify this office within ten (10) working days after: (a) changing its legal name, trade name, main base or any contact information; and (b) ceasing to operate a type of RPAS authorized under this Certificate. 14 - 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 15- For procedures in case of a flyaway or lost link, where a drone is likely to enter controlled or Class F Special Use Restricted Airspace, please look at the NAV CANADA support webpage: https://www.navcanada.ca/en/flight-planning/drone-flight-planning/how-to-report-a-flyaway-drone.aspx.	Conditions générales Le titulaire de ce <i>Document d'aviation canadien</i> doit se conformer aux conditions de ce certificat d'opérations aériennes spécialisées. Ce titulaire du certificat est assujéti aux conditions générales suivantes : 1 - Une copie des documents suivants doit être disponible lors des opérations SATP : a) une copie de ce certificat; b) une copie du formulaire 26-0835 de demande de COAS - SATP dûment remplie pour l'opération en cours et tous les documents qui y sont requis; c) une copie de l'examen des lieux effectué en vertu de l'article 901.27 du RAC; d) une pièce d'identité gouvernementale avec photo; e) certificat d'immatriculation de l'ATP, le cas échéant; f) certificat de pilote – Petit ATP (VLOS) et la documentation démontrant que le pilote respecte les exigences relatives à la mise à jour des connaissances prévue à l'article 901.57 ou 901.66 du RAC, le cas échéant; et g) une preuve de compétence du pilote telle que déterminée par l'Évaluation des risques opérationnels spécifique (EROS), le cas échéant. 2 - Le titulaire du certificat a à son service des membres d'équipage qui sont qualifiés pour la région d'utilisation du SATP et le type d'exploitation. 3 - Le titulaire du certificat doit dispenser la formation conformément à son programme de formation. 4 - Le titulaire du certificat doit disposer d'aéronefs télépilote (ATP) qui sont munis d'équipement approprié pour la région d'exploitation et le type d'utilisation. 5 - Le titulaire du certificat doit maintenir une structure organisationnelle convenable. 6 - Le titulaire du certificat doit maintenir un système de contrôle d'exploitation. 7 - Il est interdit de mettre en danger des personnes ou des biens à la surface en laissant tomber un objet d'un ATP en vol. 8 - Il est interdit de transporter du fret aérien sans l'autorisation de l'Office des transports du Canada et conformément aux <i>Règles de l'Office des transports du Canada</i>, selon le cas. 9 - L'ATP peut être utilisé dans l'espace aérien non-contrôlé, contrôlé ou réglementé. 10 - Il est interdit d'utiliser un ATP dans l'espace aérien contrôlé à moins : a) le pilote d'ATP détienne une certification avancée selon le RAC 901.63, et b) qu'il ne soit utilisé conformément à une autorisation et à toutes les instructions du contrôle de la circulation aérienne. 11 - Il est interdit d'utiliser un ATP dans l'espace aérien de classe F à statut spécial réglementé ou par NOTAM 5.1, à moins d'en avoir reçu l'autorisation de l'organisme utilisateur et de l'organisme contrôle (si en espace aérien contrôlé) indiqué dans le dans le manuel des espaces aériens désignés (DAH) ou dans le NOTAM 5.1. Les procédures d'exploitation d'espace aérien réglementé décrites dans le DAH ou dans le NOTAM 5.1 doivent être suivies. 12 - Le commandant de bord d'un ATP doit, avant d'effectuer un décollage, un atterrissage ou toute autre utilisation à un aérodrome, s'assurer que : a) il n'y a pas de risque de collision avec un autre aéronef ou un véhicule; et b) l'aérodrome convient à l'utilisation d'ATP prévue. 13 - Le titulaire du certificat doit informer TC dans un délai de dix jours ouvrables après : a) avoir changé sa dénomination sociale, son nom commercial, sa base principale ou ses coordonnées; et b) avoir cessé d'exploiter un type de SATP autorisé en vertu du présent certificat. 14 - Selon le règlement et la politique du BST, certains événements impliquant un SATP doivent être signalés au BST dès que possible après l'événement via le 819-994-3741 ou le 1-800-387-3557 : a) si un ATP dont la MTOW est supérieure à 25 kg est impliqué dans un accident, selon la définition donnée à l'alinéa 2(1)a) du Règlement sur le BST; b) si une personne subit une blessure grave ou décède du fait d'être en contact direct avec un élément d'un ATP, y compris les éléments qui s'en sont détachés; et c) si une collision se produit entre n'importe quel ATP et un aéronef traditionnel. Un rapport complet doit être envoyé au BST dans les 30 jours suivant l'événement : https://www.tsb.gc.ca/fr/incidents-occurrence/aviation/index.html 15- Pour connaître les procédures en cas de vol ou de perte de liaison où un drone est susceptible d'entrer dans un espace aérien contrôlé ou à usage spécial de classe F, veuillez consulter la page Web de soutien de NAV CANADA : https://www.navcanada.ca/fr/planification-de-vol/planification-de-vol-de-drone/comment-signaler-un-drone-en-vol-non-controle.aspx

Name of SFOC - RPAS holder / Nom du titulaire du COAS - SATP : MAAC - Alain Carpentier	
SFOC - RPAS No. / COAS - SATP n°: 930433	Date of Issue / Date de délivrance : 2025-03-31
Approval of this Certificate is based on the information provided in the SFOC application and accompanying documentation, detailed in / L'approbation du présent certificat est basée sur l'information fournie dans la demande de COAS et la documentation d'accompagnement, détaillée dans ATS-24-25-00053778	
CAR Subpart / Sous-partie du RAC	903
Remotely Piloted Aircraft/ Aéronef télépilote	Any RPA of less than 250 g, and / Tout ATP de moins de 250 g, et Any small RPA (250 g to 25 kg) respecting section 901.69 of the CARs, with as a minimum the safety assurance declaration for “(a) operations in controlled airspace” and “(b) operations not less than 16,4 ft (5 m) horizontally from another person not involved in the operation”, and any other safety assurance applicable. / Tout petit ATP (250 g à 25 kg) respectant l'article 901.69 du RAC, avec au minimum la déclaration d'assurance de la sécurité pour « a) utilisation dans l'espace aérien contrôlé » et « b) utilisation jusqu'à au moins 16,4 pieds (5 m) horizontalement d'une autre personne ne participant pas à l'utilisation » et toute autre déclaration de sécurité applicable, le cas échéant.
Area(s) of Operation / Zone(s) d'utilisation	At MAAC Sanctioned Locations in Canada / Aux emplacements approuvés du MAAC au CANADA
Date(s) of Operation / Date(s) d'utilisation	From / Du: 2025-04-01 To / Au: 2026-02-01

Special Authorizations / Autorisations spéciales	CAR subsection / Paragraphe du RAC	Authorized / Autorisé	Remarks / Observations
Operation of a RPAS at an advertised event / Utilisation d'un SATP lors d'un événement annoncé	903.01(f)	Yes / Oui	NIL/ Aucun

Special Conditions	Conditions spéciales
f-1 - No pilot shall operate a less than 250 g micro RPA at an advertised event under this certificate without the pilot(s) being qualified as an RPA pilot for basic or advanced operations and having met recency requirements of sections 901.54(1)(b) and 901.56 of the CARs. f-2 - No pilot shall operate an RPAS at an advertised event under this certificate without visual observer(s) to comply with sections 901.17, 901.18 and 901.20 of the CARs. f-3 - No pilot shall operate an RPAS under this certificate unless it is operated in accordance with any limitations or restrictions provided by the special aviation event or by the advertised event organization, as applicable. f-4 - No pilot shall operate an RPA under this certificate if the advertised event is part of a special aviation event, unless they attend the Special Aviation Event Participant Briefing. f-5 - No pilot shall operate an RPA under this certificate at a distance of less than 16.4 feet (5 m) from another person, measured horizontally, unless the RPAS holds a safety assurance declaration from the manufacturer as per section 901.69 of the CARs and unless the aircraft is operated at an altitude higher than, whichever of the following is higher: (a) the safe minimum flight altitude above another person specified by the RPAS manufacturer operation manual as per section 901.31 of the CARs, (b) the safe minimum deployment altitude specified by the RPA parachute system manufacturer as per section 901.31 of the CARs, or (c) at a minimum of 50 feet above another person.	f-1 - Il est interdit à un pilote d'utiliser un micro ATP de moins de 250 g à un événement annoncé sous ce certificat sans que le(s) pilote(s) soit qualifié en tant que pilote d'ATP pour les opérations de base ou avancées et avoir mis à jour ses connaissances selon les articles 901.54 1) b), et 901.56 du RAC. f-2 - Il est interdit à un pilote d'utiliser un SATP à un événement annoncé sous ce certificat sans observateur visuel afin de respecter les articles 901.17, 901.18 et 901.20 du RAC. f-3 - Il est interdit à un pilote d'utiliser un SATP sous ce certificat à moins qu'il soit utilisé conformément à toute limitation ou restriction fournie par l'organisation de la manifestation aéronautique spéciale ou de l'événement annoncé, selon le cas. f-4 - Il est interdit à un pilote d'utiliser un ATP sous ce certificat si l'événement annoncé fait partie d'une manifestation aéronautique spéciale, à moins que l'utilisateur d'ATP assiste à l'Exposé aux participants de la manifestation aéronautique spéciale. f-5 - Il est interdit à un pilote d'utiliser un ATP sous ce certificat à une distance de moins de 16,4 pieds (5 m) d'une autre personne, mesurée horizontalement, à moins que le SATP possède une déclaration de sécurité du constructeur en lien avec l'article 901.69 c) du RAC et à moins que l'aéronef soit utilisé à une altitude supérieure à, selon ce qui est le plus haut des suivants : a) l'altitude de vol minimale sécuritaire spécifiée par le manufacturier du SATP pour le vol au-dessus d'une autre personne afin de respecter l'article 901.31 du RAC, b) l'altitude minimale de déploiement spécifié par le manufacturier du système de parachute de l'ATP afin de respecter l'article 901.31 du RAC, ou c) au moins 50 pieds au-dessus d'une autre personne.

Name of SFOC - RPAS holder / Nom du titulaire du COAS - SATP : MAAC - Alain Carpentier	
SFOC - RPAS No. / COAS - SATP n°: 930433	Date of Issue / Date de délivrance : 2025-03-31
Approval of this Certificate is based on the information provided in the SFOC application and accompanying documentation, detailed in / L'approbation du présent certificat est basée sur l'information fournie dans la demande de COAS et la documentation d'accompagnement, détaillée dans ATS-24-25-00053778	
CAR Subpart / Sous-partie du RAC	903
Remotely Piloted Aircraft/ Aéronef télépilote	Any RPA of above 250 g to 35 kg with MAAC Manufacturer Declaration meeting standard 922.04. / Tout ATP de plus de 250 g à 35 kg avec déclaration du constructeur du MAAC conforme à la norme 922.04, le cas échéant.
Area(s) of Operation / Zone(s) d'utilisation	At MAAC Sanctioned Locations in Canada / Aux emplacements approuvés du MAAC au CANADA
Date(s) of Operation / Date(s) d'utilisation	From / Du: 2025-04-01 To / Au: 2026-02-01

Special Authorizations / Autorisations spéciales	CAR subsection / Paragraphe du RAC	Authorized / Autorisé	Remarks / Observations
Operation of a RPAS at a special aviation event / Utilisation d'un SATP lors d'une manifestation aéronautique spéciale	903.01(f)	Yes / Oui	NIL/ Aucun

Special Conditions

- f-1 - No person shall operate an RPAS under this certificate without holding a RPA pilot certificate (VLOS) for Basic or advanced operations issued by Transport Canada and meet recency requirements as per CAR [901.54\(1\)\(b\)](#) and [901.56](#).
- f-2 - No person shall operate an RPAS under this certificate without a visual observer.
- f-3 - A notice board shall be posted at all spectator points of entry detailing the risks and associated hazards of RPA operations.
- f-4 - The certificate holder shall maintain an adequate management organization that is capable of exercising supervision and operational control over:
(a) persons participating or attending the special aviation event,
(b) any flights that are being operated at the special aviation event, emergency facilities and procedures, and
(c) the designated special aviation event areas.
- f-5 - No person shall operate an RPAS unless the certificate holder has, as well as each RPA operator, subscribed for adequate liability insurance covering risks of public liability at the appropriate level.
- f-6 - No person shall operate an RPAS under this certificate unless it is operated in accordance with any limitations or restrictions provided by the special aviation event or by the advertised event organization, as applicable.
- f-7 - No person shall operate an RPAS under this certificate unless they attend the daily special aviation event participant briefing.
- f-8 - No person shall operate an RPAS at a special aviation event, at a distance measured horizontally and at any altitude, between an RPA and a spectator's area or any another person, except for a crew member or other person involved in the operation, if this distance is:
(a) of less than 100 feet (30 m) for small RPA (250 g to 25 kg),
(b) of less 200 feet (60 m) for medium RPA (25 kg to 35 kg), or
(c) at least 3 feet between a spectator behind a netting, non-breakable glass or structure used as a spectator protection barrier, that is sufficient to absorb all kinetic energy from the RPA flight zone and protect all spectator's areas:
- f-9 - For operations in controlled airspace, the Program Director or their designate shall;
(a) advised the Air Navigation Service Provider (ANSP) as soon as possible, and **in no case less than 14 business days prior the operation**, and
(b) received an authorization from the ANSP in the area of operation, as requested by CAR 901.71.
For coordination with NAV CANADA, please contact nationalrpas@navcanada.ca
- f-10 - The Certificate holder shall complete a Special Aviation Event Participant's Statement and sent it to TC.SATPCentreexpertise-RPASExpertisecenter.TC@tc.gc.ca within 5 business days following the Special Aviation Event with the following information:
(a) the top of the Participant's Statement shall contain: *"This is to certify that I have read and thoroughly understand and will comply with all the Conditions of Authorization contained in the SFOC-RPAS - Special Aviation Event issued for (Name of Special Aviation Event)"*,
(b) Special Aviation Event Participant's Pilot Name
(c) RPA Pilot certificate Number,
(d) Canadian RPA registration certificate number. For Foreign RPA Pilot: the foreigner ATS number of the SFOC-RPAS issued under CAR 903.01(c),
(e) Participants RPA Pilot signature and date.
- f-11 - All 25 kg to 35 kg RPA shall only be operated in Class F & G uncontrolled airspace

Conditions spéciales

- f-1 - Il est interdit d'utiliser un SATP sous ce certificat sans que le pilote détienne un certificat de pilote d'ATP (VLOS) pour les opérations de base ou avancées émis par Transports Canada et qu'il a mis à jour ses connaissances conformément au RAC [901.54 1\) b\)](#), et [901.56](#)
- f-2 - Il est interdit d'utiliser un SATP sous ce certificat sans un observateur visuel.
- f-3 - Un panneau d'affichage doit être placé à tous les points d'entrée des spectateurs, détaillant les risques et les dangers associés à l'utilisation d'ATP.
- f-4 - Le titulaire du certificat doit maintenir une de gestion adéquate de l'organisation qui est capable d'exercer la supervision et le contrôle opérationnel sur :
a) les personnes participant ou assistant à la manifestation aéronautique spéciale,
b) tous les vols qui sont exploités lors de la manifestation aéronautique spéciale, les installations et les procédures d'urgence, et
c) les zones désignées de la manifestation aéronautique spéciale.
- f-5 - Il est interdit d'utiliser un SATP à moins que le titulaire du certificat ait, ainsi que chaque utilisateur de SATP, souscrit à une assurance responsabilité civile adéquate couvrant les risques de responsabilité publique au niveau approprié.
- f-6 - Il est interdit d'utiliser un SATP sous ce certificat à moins qu'il soit utilisé conformément à toute limitation ou restriction fournie par l'organisation de la manifestation aéronautique spéciale ou de l'événement annoncé, selon le cas.
- f-7 - Il est interdit d'utiliser un SATP sous ce certificat à moins d'assister à l'exposé quotidien aux participants de la manifestation aéronautique spéciale.
- f-8 - Il est interdit d'utiliser un SATP à une manifestation aéronautique spéciale à une distance mesurée horizontalement et à n'importe quelle altitude, entre un ATP et une zone de spectateurs ou toute autre personne, à l'exception d'un membre d'équipage ou d'une autre personne participant à l'utilisation, si cette distance est:
a) inférieure à 100 pieds (30 m) pour les petits ATP (250 g à 25 kg),
b) inférieure à 200 pieds (60 m) pour les moyen ATP (25 kg à 35 kg), ou
c) d'au moins 3 pieds entre un spectateur derrière un filet, une vitre ou une structure incassable est utilisé comme protection des spectateurs, qui est suffisant pour absorber toute l'énergie cinétique de la zone de vol d'ATP et protéger toutes les zones de spectateurs.
- f-9 - Pour les opérations dans un espace aérien contrôlé, le directeur de programme ou son représentant doit :
a) avisé dès que possible le fournisseur de service de navigation aérienne (FSNA), et ce **en aucun cas moins de 14 jours ouvrables avant l'opération**, et
b) obtenu l'autorisation du FSNA de la région d'exploitation, tel que requis par le RAC 901.71.
Pour la coordination avec NAV CANADA, veuillez contacter nationalrpas@navcanada.ca
- f-10 - Le titulaire du certificat doit remplir une Déclaration du participant à la manifestation aéronautique spéciale et l'envoyer à l'adresse TC.SATPCentreexpertise-RPASExpertisecenter.TC@tc.gc.ca dans les 5 jours ouvrables suivant la manifestation aéronautique spéciale :
a) la partie supérieure de la Déclaration du participant doit contenir : *« La présente atteste que j'ai lu, que je comprends bien et que je m'engage à respecter toutes les conditions d'autorisation contenues dans le COAS-SATP - manifestation aéronautique spéciale émis pour (Nom de la manifestation aéronautique spéciale) »*,
b) nom des pilotes participants à la manifestation aéronautique spéciale,
c) numéro de certificat de pilote d'ATP,
d) numéro du certificat d'immatriculation canadien de l'ATP. Pour les pilotes d'ATP étrangers : le numéro ATS du COAS-SATP émis sous le RAC 903.01 c),
e) signature des pilotes d'ATP participants et la date.
- f-11 - Les ATP de 25 kg à 35 kg ne peut être utilisé que dans l'espace aérien non contrôlé de classe F & G

Name of SFOC - RPAS holder / Nom du titulaire du COAS - SATP : MAAC - Alain Carpentier	
SFOC - RPAS No. / COAS - SATP n°: 930433	Date of Issue / Date de délivrance : 2025-03-31
Approval of this Certificate is based on the information provided in the SFOC application and accompanying documentation, detailed in / L'approbation du présent certificat est basée sur l'information fournie dans la demande de COAS et la documentation d'accompagnement, détaillée dans	
ATS-24-25-00053778	
CAR Subpart / Sous-partie du RAC	903
Remotely Piloted Aircraft/ Aéronef télépilote	Any medium RPA of above 25 kg to 35 kg with MAAC Manufacturer Declaration meeting standard 922.04. / Tout ATP moyen de plus de 25 kg à 35 kg avec déclaration du constructeur du MAAC conforme à la norme 922.04, le cas échéant.
Area(s) of Operation / Zone(s) d'utilisation	At MAAC Sanctioned Locations in Canada / Aux emplacements approuvés du MAAC au CANADA.
Date(s) of Operation / Date(s) d'utilisation	From / Du: 2025-04-01 To / Au: 2026-02-01

Special Authorizations / Autorisations spéciales	CAR subsection / Paragraphe du RAC	Authorized / Autorisé	Remarks / Observations
Operation of an RPA having a maximum take-off weight of more than 25 kg / Utilisation d'un ATP dont la masse maximale au décollage est de plus de 25 kg	903.01(a)	Yes / Oui	As per the SAIL II SORA STSC-005 accepted 2024-04-09 / Selon l'EROS NIAS II STSC-005 accepté le 2024-04-09

Special Conditions	Conditions spéciales
a-1 - No person shall operate an RPAS under this certificate without holding a RPA pilot certificate (VLOS) for Basic or advanced operations issued by Transport Canada and meet recency requirements as per CAR 901.54(1)(b) and 901.56. a-2 - No person shall operate an RPA unless: (a) the visibility is more than 3 miles for the pilot/visual observer(s); (b) the ceiling is a minimum of 1000 feet. a-3 - No pilot of an RPA shall commence a flight unless the aircraft carries an amount of fuel/energy that is sufficient to complete the planned flight and then to fly for a period of 25% of the total planned flight time or 30 minutes at normal cruising speed whichever is lesser and not below the minimum fuel / energy level determined by the RPAS manufacturer. a-4 - No person shall operate an RPA unless: (a) an airspace review, which includes anticipated aviation traffic, is conducted as per the contingency volume defined in the SORA; (b) there are an adequate number of visual observers present at all times to perform detect and avoid functions while the RPA is in flight; and (c) the number and location of such visual observers are to be so planned to ensure that detect and avoid functions are available for conflict resolution of any traffic. a-5 - No person shall conduct a take-off of an RPA unless there is sufficient communication equipment for the pilot to contact other airspace users and the appropriate air traffic control unit. a-6 - No person shall conduct a take-off of an RPA for the purpose of flying unless the aircraft is equipped with anti-collision lights and they are turned on. a-7 - No person shall operate an RPAS under this certificate unless the certificate holder has subscribed for adequate liability insurance covering risks of public liability at the appropriate level. a-8 - The site survey shall ensure that any structures or buildings within the operational area are: (a) robust enough to mitigate the impact of the RPA, or (b) not occupied by persons not involved in the RPAS operation. a-9 - No person shall operate an RPA under this certificate unless the ground area is controlled and the RPA is in VLOS and at a distance of more than, measured horizontally and at any altitude from any person not involved in the operation: (a) 500 feet (152.4 m), or (b) for multirotor RPA: 150 feet plus the proposed operational altitude in feet AGL. (e.g., if the proposed operational altitude is 100 ft AGL, the controlled buffer area beyond the flight area must be 250 ft laterally). (c) for a fix wing RPA: 100 ft plus the calculated contingency volume plus the operational altitude in feet AGL. Note: no RPA kinetic energy it to be directed at less than 500 ft of the secured area a-10 - All 25 kg to 35 kg RPA shall only be operated in Class F & G uncontrolled airspace	a-1 - Il est interdit d'utiliser un SATP sous ce certificat sans que le pilote détienne un certificat de pilote d'ATP (VLOS) pour les opérations de base ou avancées émis par Transports Canada et qu'il a mis à jour ses connaissances conformément au RAC 901.54 1) b). et 901.56 a-2 - Il est interdit d'utiliser un ATP à moins que : a) la visibilité ne soit supérieure à 3 milles pour le/les pilote/observateur(s) visuel(s); b) le plafond est d'un minimum de 1 000 pieds. a-3 - Il est interdit au pilote d'un ATP de commencer un vol à moins que l'aéronef ne transporte une quantité de carburant/énergie suffisante afin de compléter le vol planifié, et de poursuivre le vol avec une réserve de 25% du temps de vol total prévu ou de 30 minutes à la vitesse de croisière normale, selon le moindre des deux et non inférieure au niveau minimum de carburant / d'énergie déterminée par le fabricant du SATP. a-4 - Il est interdit d'utiliser un ATP à moins que : a) un examen de l'espace aérien, qui comprend le trafic aérien prévu, est réalisé selon le volume de contingence défini dans l'ÉROS; b) un nombre suffisant d'observateurs visuels soit présents à tout moment pour effectuer les fonctions de détection et d'évitement pendant que l'ATP est en vol; et c) le nombre et l'emplacement de ces observateurs visuels doivent être ainsi planifiés pour garantir que les fonctions de détection et d'évitement sont disponibles pour la résolution des conflits de tout trafic. a-5 - Il est interdit d'effectuer le décollage d'un ATP, à moins qu'il n'y ait un équipement de communication suffisant pour permettre au pilote de contacter les autres utilisateurs de l'espace aérien et l'unité de contrôle de la circulation aérienne appropriée. a-6 - Il est interdit de faire décoller un ATP dans le but de voler, à moins que l'aéronef ne soit équipé de feux anticollisions et que ceux-ci ne soient allumés. a-7 - Il est interdit d'utiliser un SATP sous ce certificat à moins que le titulaire du certificat ait souscrit à une assurance responsabilité civile adéquate couvrant les risques de responsabilité publique au niveau approprié. a-8 - L'examen des lieux effectuée par l'exploitant doit permettre de s'assurer que toutes les structures ou tous les bâtiments situés dans la zone opérationnelle sont : a) suffisamment robuste pour atténuer l'impact de l'ATP, ou b) ne sont pas occupée par des personnes ne participant pas à l'opération SATP. a-9 - Il est interdit d'utiliser un ATP en vertu du présent certificat à moins que la zone au sol ne soit contrôlée et que l'ATP soit en VLOS et à une distance de plus de mesurée horizontalement et à n'importe quelle altitude, de toute personne qui ne participe pas à l'opération : a) 500 pieds (152,4 m), ou b) pour une ATP multirotor, 150 pi au-delà de la zone de vol, plus l'altitude opérationnelle proposée en pieds AGL (par exemple, si l'altitude opérationnelle proposée est de 100 pi AGL, la zone tampon contrôlée au-delà de la zone de vol doit être de 250 pieds latéralement) c) pour un ATP à voilure fixe : 100 pi plus le volume de contingence calculé plus l'altitude opérationnelle en pieds AGL. Note : aucune énergie cinétique d'un ATP ne doit être dirigée à moins de 500 pi de la zone sécurisée a-10 - Les ATP de 25 kg à 35 kg ne peut être utilisé que dans l'espace aérien non contrôlé de classe F & G

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SFOC - RPAS No. / COAS - SATP n°: 930433	Date of Issue / Date de délivrance : 2025-03-31
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CAR Subpart / Sous-partie du RAC	903
Remotely Piloted Aircraft/ Aéronef télépilote	Any small RPA (250 g to 25 kg) respecting section 901.69 of the CARs, with as a minimum the safety assurance declaration for "(a) operations in controlled airspace", and any other safety assurance applicable, and / Tout petit ATP (250 g à 25 kg) respectant l'article 901.69 du RAC, avec au minimum la déclaration d'assurance de la sécurité pour « a) utilisation dans l'espace aérien contrôlé » et toute autre déclaration de sécurité applicable, le cas échéant, et Any RPA of above 250 g to 35 kg with MAAC Manufacturer Declaration meeting standard 922.04. / Tout ATP de plus de 250 g à 35 kg avec déclaration du constructeur du MAAC conforme à la norme 922.04, le cas échéant.
Area(s) of Operation / Zone(s) d'utilisation	At MAAC Sanctioned Locations in Canada / Aux emplacements approuvés du MAAC au CANADA
Date(s) of Operation / Date(s) d'utilisation	From / Du: 2025-04-01 To / Au: 2026-02-01

Special Authorizations / Autorisations spéciales	CAR subsection / Paragraphe du RAC	Authorized / Autorisé	Remarks / Observations
Operation of an RPA at an altitude greater than those referred to in subsection 901.25(1) / L'utilisation d'un ATP à une altitude supérieure à l'une des altitudes visées au paragraphe 901.25(1)	903.01(d)	Yes / Oui	As per the SAIL II SORA accepted 2024-04-09 / Selon l'EROS NIAS II accepté le 2024-04-09

Special Conditions	Conditions spéciales
d-1 - No person shall operate an RPAS under this certificate without holding a RPA pilot certificate (VLOS) for Basic or advanced operations issued by Transport Canada and meet recency requirements as per CAR 901.54(1)(b) and 901.56. d-2 - No pilot shall operate a RPAS unless: (a) the visibility is more than 3 miles for the pilot/visual observer(s); (b) the ceiling is a minimum of 1000 feet AGL. d-3 - No pilot of an RPA shall commence a flight unless the aircraft carries an amount of fuel/energy that is sufficient to allow the aircraft to complete the planned flight and then to fly for a period of 25% of the total planned flight time or 30 minutes at normal cruising speed whichever is lesser and not below the minimum fuel / energy level determined by the RPAS manufacturer. d-4 - No pilot shall operate a RPAS unless: (a) an airspace review, which includes anticipated aviation traffic, is conducted as per the contingency volume defined in the SORA; (b) there are an adequate number of visual observers present at all times to perform detect and avoid functions while the RPA is in flight; and (c) the number and location of such visual observers are to be so planned to ensure that detect and avoid functions are available for conflict resolution of any traffic. d-5 - No pilot shall conduct a take-off in an RPA unless there is sufficient communication equipment for the pilot to contact other airspace users and the appropriate air traffic control unit. d-6 - No pilot shall operate an RPAS unless a declaration of its performance to the applicable technical requirements has been accepted by TCCA. d-7 - No pilot shall operate a RPAS unless there is sufficient navigation equipment to allow the pilot/RPA to complete an approach as required and to proceed to a suitable landing site or to a flight termination location as applicable. d-8 - No pilot shall conduct a take-off of an RPA for the purpose of flying unless the aircraft is equipped with anti-collision lights and they are turned on. d-9 - Lights may be turned off when operating an RPA at night where the pilot determines that, because of operating conditions, doing so would be in the interests of aviation safety. d-10 - No pilot shall operate an RPA at an altitude greater than those referred to in subsection 901.25(1) unless the RPA remains in VLOS, to a maximum altitude that allows the RPA to descend below 400 ft AGL or move into Atypical Airspace (ref. AC 903-001 2.3(1)(c)) in one minute or less. d-11 - No pilot shall operate an RPA under this certificate unless it is operated in uncontrolled airspace, at a minimum of 2 nautical miles horizontally and 500 feet vertically from any controlled airspace with no limitations on distance from airports, heliports, or aerodromes. For operation of a MAAC RPA of 250 g to 35 kg under this certificate, the RPA only needs to stay well outside controlled airspace.	d-1 - Il est interdit d'utiliser un SATP sous ce certificat sans que le pilote détienne un certificat de pilote d'ATP (VLOS) pour les opérations de base ou avancées émis par Transports Canada et qu'il a mis à jour ses connaissances conformément au RAC 901.54 1) b, et 901.56. d-2 - Il est interdit au pilote d'utiliser un SATP à moins que : a) la visibilité ne soit supérieure à 3 milles pour le/les pilote/observateur(s) visuel(s); b) le plafond est d'un minimum de 1 000 pieds AGL. d-3 - Il est interdit au pilote d'un ATP de commencer un vol à moins que l'aéronef ne transporte une quantité de carburant/énergie suffisante afin de compléter le vol planifié, et de poursuivre le vol avec une réserve de 25% du temps de vol total prévu ou de 30 minutes à la vitesse de croisière normale, selon la moindre des deux et non inférieure au niveau minimum de carburant / d'énergie déterminée par le fabricant du SATP. d-4 - Il est interdit au pilote d'utiliser un SATP à moins que : a) un examen de l'espace aérien, qui comprend le trafic aérien prévu, est réalisé selon le volume de contingence défini dans l'ÉROS; b) un nombre suffisant d'observateurs visuels soit présents à tout moment pour effectuer les fonctions de détection et d'évitement pendant que l'ATP est en vol; et c) le nombre et l'emplacement de ces observateurs visuels doivent être ainsi planifiés pour garantir que les fonctions de détection et d'évitement sont disponibles pour la résolution des conflits de tout trafic. d-5 - Il est interdit au pilote d'effectuer le décollage d'un ATP, à moins qu'il n'y ait un équipement de communication suffisant pour permettre au pilote de contacter les autres utilisateurs de l'espace aérien et l'unité de contrôle de la circulation aérienne appropriée. d-6 - Il est interdit au pilote d'utiliser un SATP à moins qu'une déclaration de ses performances aux exigences techniques applicables n'ait été acceptée par TCAC. d-7 - Il est interdit au pilote d'utiliser un SATP, à moins qu'il n'y ait un équipement de navigation suffisant pour permettre au pilote/ATP d'effectuer une approche le cas échéant et de se rendre à un site convenable pour l'atterrissage ou à un site d'interruption de vol selon le cas. d-8 - Il est interdit au pilote de faire décoller un ATP dans le but de voler, à moins que l'aéronef ne soit équipé de feux-anticollision et que ceux-ci ne soient allumés. d-9 - Les feux peuvent être éteints lors de l'utilisation d'un ATP de nuit lorsque le pilote détermine que, en raison des conditions d'exploitation, cela serait dans l'intérêt de la sécurité aérienne. d-10 - Il est interdit au pilote d'utiliser un ATP à une altitude supérieure à celles visées au paragraphe 901.25(1) à moins que l'ATP soit gardé en VLOS, à une altitude maximale qui permet à l'ATP de descendre en dessous de 400 pieds AGL ou dans l'espace aérien atypique (voir CI 903-001 2.3(1)(e)) en une minute ou moins. d-11 - Il est interdit au pilote d'utiliser un ATP sous ce certificat à moins qu'il soit utilisé dans un espace aérien non-contrôlé à une distance minimale horizontale de 2 milles nautiques et verticale de 500 pieds de tout espace aérien contrôlé, sans aucune limite de distance par rapport aux aéroports, héliports ou aérodromes. Pour l'utilisation d'un ATP de 250 g à 35 kg du MAAC en vertu de ce certificat, il suffit de rester bien à l'extérieur de l'espace aérien contrôlé.

Name of SFOC - RPAS holder / Nom du titulaire du COAS - SATP : MAAC - Alain Carpentier	
SFOC - RPAS No. / COAS - SATP n°: 930433	Date of Issue / Date de délivrance : 2025-03-31
Approval of this Certificate is based on the information provided in the SFOC application and accompanying documentation, detailed in / L'approbation du présent certificat est basée sur l'information fournie dans la demande de COAS et la documentation d'accompagnement, détaillée dans ATS-24-25-00053778	
CAR Subpart / Sous-partie du RAC	903
Remotely Piloted Aircraft / Aéronef télépilote	Any small RPA (250 g to 25 kg) respecting section 901.69 of the CARs, with as a minimum the safety assurance declaration for “(a) operations in controlled airspace” and “(b) operations not less than 16,4 ft (5 m) horizontally from another person not involved in the operation”, and any other safety assurance applicable. / Tout petit ATP (250 g à 25 kg) respectant l'article 901.69 du RAC, avec au minimum la déclaration d'assurance de la sécurité pour « a) utilisation dans l'espace aérien contrôlé » et « b) utilisation jusqu'à au moins 16,4 pieds (5 m) horizontalement d'une autre personne ne participant pas à l'utilisation » et toute autre déclaration de sécurité applicable, le cas échéant. Any RPA of above 250 g to 35 kg with MAAC Manufacturer Declaration meeting standard 922.04. / Tout ATP de plus de 250 g à 35 kg avec déclaration du constructeur du MAAC conforme à la norme 922.04, le cas échéant.
Area(s) of Operation / Zone(s) d'utilisation	At MAAC Sanctioned Locations in Canada / Aux emplacements approuvés de MAAC du CANADA
Date(s) of Operation / Date(s) d'utilisation	From / Du: 2025-04-01 To / Au: 2026-02-01

Special Authorizations / Autorisations spéciales	CAR subsection / Paragraphe du RAC	Authorized / Autorisé	Remarks / Observations
Operation of an RPAS by a foreign operator or pilot / Utilisation d'un SATP par un exploitant ou un pilote étranger	903.01(c)	Yes / Oui	Basic and Advanced RPAS Operations as applicable / Utilisations SATP de bases et avancées le cas échéant

Special Conditions	Conditions spéciales
c-1 - No person shall operate an RPAS under this certificate without holding a RPA pilot certificate (VLOS) for Basic or advanced operations issued by Transport Canada and meet recency requirements as per CAR 901.54(1)(b) and 901.56. c-2 - To comply with CARs articles 901.02 and 901.03 when operating an RPA without a Canadian Registration Certificate: (a) the MAAC number specific to this SFOC-RPAS or the Canadian RPA Registration number is clearly visible on the RPA as per CAR section 901.03, (b) a record containing the registration information shall be available as per CAR 901.05(2)(a) to (j) and 901.48, and (c) ensure that any registration marks from a foreign country shall be removed or covered while the RPA is operated within Canadian domestic airspace c-3 - For advanced RPA operation under CAR 901.69(1) “Manufacturer Declaration - Permitted Operations” without a Canadian Registration certificate, the advanced RPAS operation shall be made in accordance with CAR 901.31 “Manufacturer’s Instructions” and also with CAR 901.76 “Manufacturer Declaration”. The RPA pilot shall confirm the validity of the Manufacturer RPAS Safety Assurance Declaration before operations: https://tc.canada.ca/en/aviation/drone-safety/learn-rules-you-fly-your-drone/choosing-right-drone	c-1 - Il est interdit d'utiliser un SATP sous ce certificat sans que le pilote détienne un certificat de pilote d'ATP (VLOS) pour les opérations de base ou avancées émis par Transports Canada et qu'il a mis à jour ses connaissances conformément au RAC 901.54 1) b), et 901.56 c-2 - Afin de se conformer aux articles 901.02 et 901.03 du RAC lors de l'utilisation d'un ATP sans certificat d'immatriculation canadien : a) que le numéro MAAC spécifique à ce COAS-SATP ou le numéro du certificat d'immatriculation canadien de l'ATP soit clairement visible sur l'ATP conformément à l'article 901.03 du RAC, b) Un dossier contenant les informations d'enregistrement doit être disponible selon le RAC 901.05(2)a à j) et 901.48, et c) s'assurer que toute les marques d'immatriculation étrangères sont retirées ou couvertes lorsqu'il utilise un ATP dans l'espace aérien intérieur canadien.: c-3 - Pour utilisation d'un ATP dans un environnement avancé selon l'article 901.69(1) du RAC « <i>Déclaration du constructeur - opérations permises</i> » sans certificat d'immatriculation canadien, ces opérations avancées doivent être effectués conformément à l'article 901.31 du RAC – « <i>Instructions du constructeur</i> » ainsi que selon l'article 901.76 du RAC « <i>Déclaration du constructeur</i> ». Le pilote d'ATP doit confirmer la validité de la déclaration de sécurité du Manufacturier du SATP avant l'utilisation : https://tc.canada.ca/fr/aviation/securite-drones/apprenez-regles-avant-piloter-votre-drone/choisir-bon-drone

**APPENDIX A
PARTICIPANT'S STATEMENT
DÉCLARATION DU PARTICIPANT
ATS-24-25-00053778**

DATE of Event / Date de l'événement: _____

LOCATION of Event / Lieu de l'événement: _____

This is to certify that I have read and thoroughly understand and will comply with all the Conditions of Authorization contained in the SFOC-RPAS - Special Aviation Event issued for : / La présente atteste que j'ai lu, que je comprends bien et que je m'engage à respecter toutes les conditions d'autorisation contenues dans le COAS-SATP - manifestation aéronautique spéciale émis pour :

NAME of Event / Nom de l'événement: _____

Pilot Name and TC PC Number/ Nom du pilote et Numéro du PC de TC	Pilot Signature and date/ Signature du pilote et date
1.	
2.	
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	
11.	
12.	
13	
Local Special Aviation Event SFOC-RPAS Holder – Responsible person / Event Director Titulaire du COAS-SATP de la Manifestation aéronautique spéciale - Personne responsable / Directeur de l'événement local	
Name/Nom :	Signature :

Use the form multiple times as needed to capture all the participants / Utilisez le formulaire plusieurs fois au besoin pour saisir tous les participants.

The Certificate holder / Responsible Person shall complete a Special Aviation Event Participant's Statement and send it to TC.SATPCentredexpertise-RPASExpertisecenter.TC@tc.gc.ca, within 5 business days following the Special Aviation Event. / Le titulaire du certificat / personne responsable doit remplir une Déclaration des participants à la manifestation aéronautique spéciale, et l'envoyer à l'adresse TC.SATPCentredexpertise-RPASExpertisecenter.TC@tc.gc.ca, dans les 5 jours ouvrables suivant la manifestation



MAAC Manufacturer Declaration Requirements

Please refer to the full policy for additional information. The following are the core requirements of the policy that enable MAAC RPAS operation in controlled airspace. There are additional requirements to operate under the MAAC SFOC (930433)

To be eligible to be classified as meeting the “MAAC RPAS Manufacturer Declaration”, the RPAS must meet the following technical requirements:

- a. The RPA must not weigh more than 25kg ready to fly (SFOC are not permitted),
- b. The RPA must be of a type, quality and construction or assembly method consistent with the commonly accepted definition of “model aircraft” in North America, wherein the MAAC member, using the MAAC safety code and processes, is responsible for any portion of construction or final flight ready assembly. See MAAC policy for a detailed description of the types of acceptable MAAC RPAS/model aircraft and their classifications.
- c. The control system and components must be of a type, and quality meeting Industry Canada approval and otherwise meet MAAC Safety Code and commonly accepted modelling and model industry standards for radio control installation and operation.
- d. The RPAS must not contain any type of “Human-on-the-loop” or other computer control in the control system. For clarity, deactivation, or temporary disabling of any such system is not acceptable – these types of control systems must not be present in the system.
- e. RPA operating in controlled airspace up to 400’AGL, meets CAR922.04 requirements provided the RPAS pilot operates in accordance with MAAC VLOS.
- f. The RPA must have performance capability to descend from the maximum altitude approved by the controlling agency to 60’AGL at a rate of 700 feet per minute or greater.
- g. The RPA or RPAS must have an operable “flight termination” system or design criteria that can be reasonably expected to terminate the flight with minimal delay in the event of a control link failure.
- h. If intended to be flown at night, or if required by the controlling agency during the day, the RPA must have a functioning lighting system to ensure MAAC VLOS requirements are met or to provide enhanced visual detection for full-scale pilots.

Prior to RPAS operation under the “MAAC RPAS Manufacturer Declaration”, the **RPAS pilot shall ensure the RPAS owner** has documentation available at the site/event for each RPA which contains the following information.

This may be in electronic or printed format however MAAC highly recommends this information be included in the RPA logbook, either as a separate page entry, an addendum, or as a package of info

- a. RPA Make or manufacturer name,
- b. Model – the specific RPA model designation including the bound/used transmitter.
- c. The RPA category (MAAC Model Aircraft, MAAC Rotary Wing, MAAC Hybrid)
- d. The RPA maintenance program that includes:
 - i. instructions related to servicing and maintaining the RPA and control system,
 - ii. An inspection program to maintain system readiness.

- e. Any weight limits or center of gravity concerns or related special requirements.
- f. Any RPA design features such as limitations on speed, altitude, or operational restrictions,
- g. Any foreseeable weather conditions or limitations affecting RPAS operation,
- h. Any special or unique features of the system that could result in severe injury to crew members during operation.
- i. Any special or unique design features of the system, and the operating procedures, that are intended to protect against injury any person not involved in the operation,
- j. Any warning information provided to the pilot notifying any degraded system performance,
- k. Any special procedures for operating in normal or emergency conditions,
- l. Any special assembly, adjustment, or post flight inspection requirements, and
- m. Any available manuals or component operating instructions.
- n. The above records shall be kept by the owner, and any subsequent MAAC owner for the life of the RPAS, or until two years after the RPAS is withdrawn from service and de-registered.

To operate a RPAS under the “MAAC RPAS Manufacturer Declaration”, the **RPAS pilot shall** ensure the following requirements are met:

- a. All other relevant sections of the CAR are met,
- b. The RPAS is operated in compliance with the MAAC Safety Code and any category specific rules or requirements.
- c. The RPAS meets the technical requirements of MAAC policy,
- d. The RPAS shall not be operated in any mode other than “direct manual control”
- e. The pilot shall not operate more than one RPAS at a time.
- f. The pilot shall not operate the RPA unless any equipped onboard flight termination system is operable,
- g. The RPA shall not be operated within 30 meters of any bystander or spectator, under any circumstances and **regardless of altitude**.
- h. The pilot shall not operate an RPAS unless at least one visual observer is present. Note, unless required by the controlling agency or stipulated in the site SOC, mRPAS do not require a visual observer.
- i. The RPAS shall not be operated in any weather condition, near terrain or any other condition which could:
 - i. reduce or negate visual detection of approaching full scale aircraft or bystanders,
 - ii. interfere with radio control link range or clarity of reception or
 - iii. negatively affect the performance of the RPA or the control system where safety of operation could be compromised.
- j. The pilot shall only operate a RPA of a type, size or performance capability that can realistically be expected to maintain controlled flight within the lateral and vertical flying area confines specified in the SOC or by the controlling agency,
- k. The RPAS pilot shall report to MAAC without delay any service difficulties, defects, flaw or equipment performance issues that negatively affected meeting any of the technical or operational requirements of this policy.
 - i. The RPAS shall not be operated again under this declaration until both MAAC and the RPAS pilot/owner have investigated and agree the noted deficiency has been rectified.
 - ii. Members shall use the MAAC Reportable Occurrence form and MAAC shall respond in writing. Any such record shall be kept for two years from the date of the agreement to cause and remedy.
 - iii. The above records shall be kept by the owner, and any subsequent MAAC owner for the life of the RPAS, or until two years after the RPAS is withdrawn from service and de-registered.

MAAC RPAS Manufacturers Declaration – Owners Declaration

Owner Name and MAAC # _____ Date of Initial Declaration _____

RPA Make or Manufacturer name _____

RPA Model _____ Transmitter _____

RPA category ☐ MAAC Model Aircraft (Fixed Wing) ☐ MAAC Rotorcraft ☐ MAAC Hybrid

1. List any instructions related to servicing and maintaining the RPA and control system.

2. List any inspection program to maintain system readiness.

3. List any weight limits or center of gravity concerns or related special requirements.

4. List RPA design features such as limitations on speed, altitude, or operational restrictions Specify Weather conditions or limitations affecting RPAS operation.

5. List Special or unique features of the system that could result in severe injury to crew members during operation.

6. List Special or unique design features of the system, and the operating procedures, that are intended to protect against injury any person not involved in the operation.

7. Specify Warning information notifying any degraded system performance, List Special or procedures for operating in normal or emergency conditions, List Special assembly, adjustment, or post flight inspection requirements.

8. Describe the availability of manuals or component operating instructions.

Owner Name_____

Date_____

Signature_____



PILOT/OPERATOR DAILY
EVENT BRIEFING CHECKLIST
SFOC # 930433

Event Name: _____ Club I.D./Site Name: _____

Completed By _____ Date _____

Once completed, keep a copy of this checklist for one year. MAAC also encourages clubs to scan the completed form and send a copy to their Zone Director.

If an item is not pertinent, please tick the “no” box and record the reason or simply write “N/A” in comments.

Administrative			
ITEM	YES	NO	COMMENTS
Welcoming comments and introductions • Name of hosting Club and Event • Names and in person introductions of any/all responsible persons. ○ Event/Contest Director ○ Program Director/ATC Coordinator/Air Boss etc ○ Safety officers ○ Others Please ensure all pilots understand who oversees the event or is in charge.	☐	☐	
IF the Event is operating under the MAAC Event SFOC • Explain the Transport Canada RPAS pilot sign in sheet. • Provide the location of SFOC copies. • Provide Pilot reminder - CAR compliance is up to each member/pilot – remind them to ensure they met their requirements – the following must be readily available: ○ Gov issued photo ID. ○ RPA certificate of registration ○ Pilot certificate and recency docs ○ MAAC Safety assurance declarations for each RPA if required. ○ Provide the location of site rules package Clubs and event organizers <u>shall not</u> request or demand proof of any TC required Pilot/owner documentation.	☐	☐	

ITEM	YES	NO	COMMENTS
ALL Pilots/Operators - Must be MAAC Members – Clubs/Event organizers may use online member validation tool if need be. - Explain Pilot/operator event Registration process. - Explain Pilot/operator briefing process (latecomers and if multiple day event). - Reminder – CAR compliance is up to each member/pilot – ensure they have been briefed on how to meet all Site requirements. If they are not sure – ASK for help.	☐	☐	
Visiting Foreign Modellers/Pilots - ALL must be MAAC Members – join online if need be. - Other RPAS specific process explained below	☐	☐	
Housekeeping, guests, and spectators - Parking - Limits for guests and spectators. - Washroom/rest facilities - First Aid provisions - Pets/children - Garbage - Weather events and monitoring (wind, approaching storms etc.)	☐	☐	
Any other issues necessary			
Event Schedule - General schedule of the event - When open flying occurs etc. - If multi-day, follow up or wind-up schedule.	☐	☐	
Any awards or closing ceremonies			
Event Site Emergency provisions - On site emergency tools (first aid/fire response) - Who is responsible for initiating response (Fire/Ambulance/Police) - Number to call in case of emergency (911 or #)	☐	☐	
Provide Address to use for First Responders.			
Airspace Requirements/Permissions			
Airspace type – describe airspace including owner. - If in Class G uncontrolled = state airspace is uncontrolled and that no further action required. - If controlled/restricted airspace - Who/How to obtain permission from Airspace Authority. - ATC suspension/shut down protocols. Program Director, ED/CD or Air Boss? Visual Observer call out – if they say stop flying, we stop flying.	☐	☐	

Permitted/prohibited Modelling Categories			
ITEM	YES	NO	COMMENTS
List the model categories allowed at the event. • mRPAS and/or RPAS • Free Flight • Tethered Aircraft • Model Rocketry • Surface Vehicles	☐	☐	
If an RPAS event, which of the following RPAS “ADD-ONS” are approved for this event. IF not approved, clearly state the limits and above/exceeding is not approved. • RPAS Altitude (>400’) • RPAS Weight (>25KG, <35KG) • RPAS Weight and Altitude (>400’ and (>25KG, <35KG) • RPIC (RPAS Pilot in Command – see SOC) Briefly explain what rules are applicable to the above OR where to find them for the event	☐	☐	
RPAS/Model Technical Specifications/Restrictions			
Describe any CAR/MAAC/Club specs or restrictions on the type of RPAS/Model to be operated at this event? • Size weight propulsion limits/restrictions Manufacturer declaration as required (controlled/restricted airspace)	☐	☐	
RPAS Pilot/Operator Qualifications			
All modelers MUST be MAAC Members	☐	☐	
This site requires RPAS Basic/Advanced/RPIC rules (explain as required)	☐	☐	
Describe any Club/Event/SOC specific pilot qualifications (wings, club check-outs etc.)	☐	☐	
Explain Direct supervision/instruction of students for site	☐	☐	
Explain Guests/non-MAAC hands on demonstration flights (buddy-box etc.)	☐	☐	

ITEM	YES	NO	COMMENTS
Foreign pilots - MAAC membership - Transport Canada Basic RPAS is the minimum (RPIC is site specific in the SOC) – TRUST is not recognized by TC/MAAC - Registration marking requirements – cover any AMA markings – replace with MAAC # and 930433 - They are responsible for possessing all required documentation - Can operate under Direct Supervision if need be Clubs and event organizers <u>shall not</u> request or demand to see proof of any TC required Pilot/owner documentation.	☐	☐	
Crew Qualifications and Procedures			
Visual Observer rules for the site/event - Qualifications - Training/briefing - Position and any aids. - Responsibilities	☐	☐	
Explain their Authority and MANDATORY participant responses Program Director/AIR BOSS rules for the site/event - Introductions as required. - Responsibilities	☐	☐	
Explain their Authority and MANDATORY participant responses Spotters/helpers/mechanics - When to use - Pilots' responsibility to provide training/briefing. - Responsibilities	☐	☐	
Explain Site Go no-go zones, modelling area permission requirements			
Adjacent Aerodrome Procedures (Within 3NM)			
Describe the nearest aerodrome if within 25nm – if no aerodromes state as much. (Name, direction and distance) If within 3nm of any type of aerodrome: List and describe procedures for all Aerodromes within 3NM of the event? Describe the procedures to deconflict models from full scale airplanes. Describe any additional event rules concerning these aerodromes	☐	☐	
Provide any local full scale flight path information not included in the site survey or readily apparent.	☐	☐	
If this event is on an aerodrome: Describe any additional event rules concerning this aerodrome. (anything not in club rules)	☐	☐	

Normal RPAS/Model Operating Procedures			
ITEM	YES	NO	COMMENTS
RPAS WILCO Site Survey location/provision • Event NOTAM briefing – daily and by who. • Weather minima determination and briefing for events. • Local obstructions/restrictions briefing for event	☐	☐	
If night flying is allowed during the event: • How/where “night” is defined. • Are there additional procedures for night flying?	☐	☐	
Formation flying: • List any additional procedures for formation flying. • List any limits on number of airborne models	☐	☐	
Fail-Safe settings on Transmitters • If in controlled/restricted airspace fail safe must be functional – remind pilots of settings. • Range checks and other checks reminder	☐	☐	
Pits, set up and start up areas. • Describe all the rules for set-up, the pits and start up areas	☐	☐	
Safety line - Flight line – Flying area – NO FLY Zones – other local concerns • Describe the safety line/flight line/flying area set up. • Clearly discuss any no-fly zones	☐	☐	
Model operation rules - Describe the club/event rules. • taxi out, take off, hand launching, bungees, • circuits, flight priority, mixed types of models, call outs, • recovery of downed models, taxi in and shutdown and any other flying rules	☐	☐	
Emergency RPAS/Model Operating Procedures			
Procedures for lost links or fly away models. • Who is responsible for reporting to the Airspace Operator? • Any phone numbers to call	☐	☐	
Incident and Accident prevention • NO test flying at events. • If model is “questionable” – do not fly! • If airborne and control is in doubt (any reason) intentionally put model down away from people.	☐	☐	
Procedures to follow in case of a reportable incident/accident. • What you need to report to whom • Who must fill out any forms	☐	☐	

ITEM	YES	NO	COMMENTS
- Serious accidents– - First response – fire and first aid - Who calls emergency services? - Flying cessation - Witness statement collection/ photos/ prohibition on statements. 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			
RPA Damage/field repairs. - Reminder – if RPAS are operating under the MAAC Safety Assurance Declaration (controlled airspace, above 400', 25kg+) model field repairs require special procedures. - Otherwise use good judgement – no maiden flights at advertised events where the public is present.	☐	☐	
Non-RPAS Normal operating procedures			
Are there any procedures for non-RPAS models and explain as need be? - Free Flight - Tethered Aircraft - Model Rocketry - Surface Vehicles	☐	☐	
Diagrams/Maps			
Explain where the following are located as required. - Site Set up diagram. - Site Flying Area - Airspace Map - Adjacent aerodrome map - CFS entries as required. - Any other diagrams/maps - TC traffic pattern map	☐	☐	

POST EVENT FOLLOW UP			
ITEM	YES	NO	COMMENTS
Event Organizers • Ensure any TC SFOC forms or requirements are submitted properly and on time. • Seek any feedback from participants. • Forward any relevant feedback to MAAC.	☐	☐	



RPA Altitude Devices or Pilot/Crew Training

Operation above 400'AGL

Transport Canada 922.04 standards for position determination requires additional mitigations for our operations above 400'AGL. Any of the below approaches are acceptable, provided all relevant requirements or restrictions are met in accordance with any SOC conditions. All RPAS operations above 400'agl, also require compliance with the MAAC Manufacturer Declaration and SFOC 930433. mRPAS are not approved for above 400' operations.

On board Altitude Devices

A MAAC member may operate an RPAS above 400'AGL provided one of the following is onboard the RPA and operating correctly. Any of the following onboard devices may be used to the **maximum altitude of 1700'AGL**.

1. **Real-time Altitude Telemetry** – any commercially available or homemade real-time altitude telemetry devices are acceptable provided they provide altitude indications to the RPAS pilot **or spotter** while operating the RPA. The availability or use of preset alarms or warnings is desirable but not mandatory. **No testing or declaration is required for commercially available telemetry devices**. Any homemade device must be tested against commercially available real-time telemetry for accuracy +/- 50' **and declared as satisfactory**.
2. **Onboard Altitude warning devices** – any commercially available device on the RPA that gives a visual, aural or other warning of significant intensity to be easily noticed by the pilot **or spotter**, of the RPA approaching a preset maximum altitude value. Any homemade device must be tested against commercially available real-time telemetry for accuracy +/- 50' **and declared as satisfactory**.
3. **Onboard Altitude limiting devices** - any commercially available or homemade device on the RPA that limits the achievable altitude to a preset value. This may be done via reducing power/throttle settings, or control deflections that make flight above the preset altitude value improbable. Any homemade device must be tested against commercially available real-time telemetry for accuracy +/- 50' **and declared as satisfactory**.

Pilot/crew visual altitude determination training

Any MAAC member may make a MAAC approved written self-declaration they have undertaken training to visually determine the altitude of an RPAS as follows:

1. Visual altitude determination is limited to a **maximum altitude of:**
 - a) **700'AGL for sailplanes, gliders, or other prolonged flight**
 - b) **1200'AGL for short duration operations such as aerobatic maneuvers** (top of loops, turn arounds, zoom climb/turn etc.).
2. Any RPAS used for this training is of a similar size, shape, and performance capability as that intended to be subsequently flown above 400'AGL.

3. They have flown or observed a series of flights with an RPAS equipped with real-time altitude telemetry, and have observed the RPA at 100' increments up to the maximum permitted altitude, and
4. They have subsequently flown or observed a series of flights with an RPAS equipped with real-time altitude telemetry, where they have visually estimated the RPA altitude at the maximum intended altitude and were correct to within +/- 50' of the telemetry altitude value.
5. They keep and can produce this MAAC approved written self-declaration while operating or acting as crew for any RPA above 400'.

I hereby declare that the RPAS(s) listed below have been developed, constructed, and verified to meet the following technical requirement:

- The RPAS information and control interfaces are clearly and succinctly presented and do not confuse, cause unreasonable fatigue, or contribute to RPAS crew error that could adversely affect the safety of the operation.
- No single failure of the RPAS or any external system supporting the operation will lead to operation outside of the operational volume.
- Any failure of a system or subsystem whose operation is required to meet the above requirement is detectable by the operator.
- I have equipped the RPA with a suitable altitude determination device, or undertaken a series of testing or training flights to determine or limit the altitude of the RPA and I can do so consistently to within +/- 50' of the maximum intended altitude.

Make	Model	Comments

Name of Responsible Person _____ Date _____

Signature _____

You are required to keep this declaration at the site while operating the RPAS.



Crew Training and Fitness Requirements Declaration

To operate any RPAS under the MAAC SFOC (930433), each member and their crew must meet the following requirements. MAAC has an agreement with [RPAS Center](#) to utilize their advanced school program free of charge.

Any members who have taken the RPAS Center training course have met the MAAC “crew training” requirements to operate an RPAS above 400’AGL. Those who did not take the RPAS Center course must read the applicable MAAC Safety Documents (MSD) or MAAC Policy and Procedures Document (MPPD) and TC AIM material on these topics.

All members must complete the self-declaration of understanding below. This form once completed must be readily accessible during any RPAS operations above 400’AGL.

For the purposes of this policy, crew is defined as the RPIC, RPAS pilot, Program Director (ATC Coordinator), spotter, or visual observer(s) (VO) as appropriate. All MAAC crew involved in RPAS operations above 400’AGL shall be trained in MAAC standards in the following topics per **Transport Canada’s Advisory Circular - AC No. 900-001**

1.1(3)(a)(ix)(A) as contained in various MAAC policies:

- a) Application of operational procedures (normal, contingency, and emergency procedures, flight planning, pre-flight and post-flight inspections)
- b) Communication
- c) RPA flight path management, automation
- d) Leadership, teamwork, and self-management
- e) Problem solving and decision-making.
- f) Situational awareness
- g) Workload management
- h) Coordination and handover
- i) CRM (Crew Resource Management)
- j) Crew fitness policy and requirements.

I hereby declare that, for the operation described in the MAAC SOC:

- All RPAS crew members have been trained on the topics identified in **Transport Canada’s Advisory Circular - AC No. 903-001 Appendix C, Section 1.1(3)(a)(ix)(A).**
- A crew fitness policy is in place, and each RPAS crew member self-declares their fitness prior to acting as a member of the flight crew.
- Any external systems or services in use are adequate for the operation.
- The environmental limits in use for the proposed operation are adequate to ensure safe operation of the RPAS(s).

Name of Responsible Person _____ Date _____

Signature _____

You are required to keep this declaration at the site while operating the RPAS.

WARNING!



**AEROMODELING
MAY CAUSE
SERIOUS INJURY!**

**PROCEED AT
YOUR OWN RISK!**

AVERTISSEMENT!

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

**PROCÉDEZ À VOS PROPRES
RISQUES!**